

151-54

August 23, 1948

AIR MAIL

Deputy Collector of Customs
Wilmington, Delaware

Dear Sir:

At the request of Cambell & Gardiner, Customhouse Brokers of New York, N. Y., we have prepared and are transmitting herewith an abstract of title of the electric screw (steam) LA BREA HILLS, official number 247455. The abstract was issued in conformity with Subsection H(c) of Section 30 of the Merchant Marine Act, 1920, incident to a change of home port from San Francisco to Wilmington, Delaware.

A copy of this letter, together with a receipt showing payment of the \$1.00 fee, is being mailed to Cambell & Gardiner for their information.

Very truly yours,

PAUL R. LEAKE
Collector of Customs

HER/jz
Enclosure

cc - Cambell & Gardiner
New York, N. Y.

August 23, 1948

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HER/jz
Enclosure

cc - Cambell & Gardiner
New York, N. Y.

CAMBELL & GARDINER
Customhouse Brokers
New York, N. Y. - 15 Whitehall Street
(4)

August 19, 1948

AIR MAIL

Collector of Customs
San Francisco, Calif.

Sir:

We would thank you to prepare and forward to the Collector of Customs, Wilmington, Del. a certificate of title covering the tanker LA BREA HILLS, official number 247455 incident to change of ownership and home port of the said vessel.

We enclose herewith \$1.00 in cash which we hope will be sufficient to cover your charges. We also enclose stamps to be used in AIR MAILING the certificate to Wilmington, Del.

We thank you very much for your consideration and cooperation in this connection, and we would appreciate a copy of your letter of transmittal of the said form so that we may follow same up with Wilmington, Del.

Respectfully,

CAMBELL & GARDINER

(Signed) Francis J. Barry

FJB: WM: ENC:

ABSTRACT AND CERTIFICATE OF RECORD OF TITLE of the Rebecca Stern (steel) called the LA BREA HILLS Official No. 247455
gross 104.1 tons issued in conformity with Subsection H (c) of Section 30 of the Merchant Marine Act, 1920.

GRANTOR OR MORTGAGOR	GRANTEE OR MORTGAGEE	KIND OF INSTRUMENT	DATE OF INSTRUMENT			CONSIDERATION OR AMOUNT	DATE OF MATURITY			RECEIVED FOR RECORD			RECORDED BOOK INSTRUMENT AND NO.	PART CONVEYED
			Month	Day	Year		CENTS	MONTH	DAY	YEAR	MONTH	DAY		
<p>According to certificate of Ray L. Hamilton, master carpenter for Harlinship Corporation, the electric screen LA BREA HILLS was built by the said Harlinship Corporation in 1945 at Sausalito, California, of steel, for the United States of America, represented by <u>THERE ARE NO ITEMS OR MORTGAGES ON RECORD IN THIS OFFICE AGAINST THE SAID VESSEL.</u></p>														

I HEREBY CERTIFY that the foregoing is a true Abstract of Conveyances of the vessel described above, as appears by the Index of Conveyances and Records in this Office.

CUSTOMHOUSE, San Francisco, California
August 23, 1948 (8:10 a.m.) 19
SEAL (H.B. Riley)
Deputy Collector of Customs.

TREASURY DEPARTMENT
BUREAU OF CUSTOMS

OFFICIAL No. 217 435
NAME OF VESSEL, Elva (Steam) LA BREA HILLS

NAME OF OWNER AND ADDRESS OWNER, AS SHOWN BY
MARINE DOCUMENT, P. N. No. 122
ISSUED AT San Francisco, California
ON March 12, 1945 1945

UNITED STATES OF MEXICO, represented
by MAR SHIPPING ADMINISTRATOR, SOLE
OWNER.

For Deputy Collector of Customs,
Washington, Del.
8/23/48

NAVCOR 861-A 40 H

DUPLICATE

MAR 14 1945
FILE NO. 7
FILE NO. V-19 461

UNITED STATES OF AMERICA
UNITED STATES COAST GUARD



Certificate of Inspection

FOR STEAM OR MOTOR VESSELS

VESSEL LA MIRA HILLS
GROSS TONS 10.432
CLASS ocean tank ship
OFFICIAL NO. 217 455
PROPELLED BY steam

OWNERS D. S. A. represented by Wm. Stearns & Company, Inc.,
San Francisco, Calif.

The inspection of the above-named vessel having been completed at
San Francisco, Calif., on the

12th day of March, 1945; I hereby CERTIFY that the said vessel was built at
San Francisco, Calif., in the year 1945; that the hull is constructed of

steel; is provided with staterooms, berths; that the said vessel is in all things
in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder; and is allowed to

carry passengers, persons in addition to the crew.

The following complement of licensed officers and crew is required to be carried, included in which there must be 6

certificated lifeboatmen:

1 Master
1 First Class Pilot
1 Second Class Pilot
1 Chief Mate
1 Second Mate

25 persons when needed in the staterooms, and other departments not connected with the navigation

and also may carry 25 persons when needed in the staterooms, and other departments not connected with the navigation

In addition to the above specified crew, may carry: one (1) Licensed
Mate, two (2) Deck Cadets, one (1) Licensed Asst. Engineer and two

(2) Engine Room Cadets.

Vessel is provided with sufficient life-saving equipment for an armed
guard of 45 men.

The said vessel is permitted to be navigated for one year on the waters of
the United States.

THE FOLLOWING PARTICULARS OF INSPECTION AND EQUIPMENT, NAMELY:

PROPELLING MACHINERY		
Kind	Turbo-electric	5000
H. P.	5000	
Type	Electric drive	
Number of propellers	one	3/12 1945
Diameter of propeller		
Diameter of drum or shaft	19 1/2	
Thickness of plates	3/4"	
Trunk stowage	37.5'	
Minimum distance of weakest longitudinal section	27.5'	
Fire hose, total length of ft.	900	
Fire pumps	2	
Fire extinguishers, carb. tics.	2	
Fire extinguishers, CO ₂	2	
Fire extinguishers, foam	2	
Fire extinguishers, soda-acid	2	
Capacity in barrels	100, 750	1945
Inflammable gas in bulk	none	
Inspected and approved for the carriage of		
Stability letter issued		
Special Survey No.	none	
Record in office at	San Francisco	3/12/45
Shell or drum plates drilled	none	
Least thickness found	3/4"	
Thickness of main plates	3/4"	
Boiler mountings opened	none	3/12/45
Mountings removed	none	3/12/45
Hydraulic pressure applied	500	
Maximum steam pressure allowed	500	
Hydraulic pressure applied	500	
Maximum steam pressure allowed	500	
AUXILIARY BOLLERS		
Number	none	
Type	none	
Year built		
Place		
Record in office at		
Hydraulic pressure applied		
Maximum steam pressure allowed		

STATE OF California

Port of San Francisco

Subscribed and sworn to before me this 12th day of March, 1945, by Henry V. Harbort, Officer in Charge, Marine Inspection.

Office of United States Coast Guard at San Francisco, Calif.

Designated to administer oaths under Sec. 486, Title Act. of 1930

I HEREBY CERTIFY that the above certificate is a true copy of the original issued by this office to the vessel named herein.

Commander (T) U.S.C.G. Officer in Charge, Marine Inspection.

16-44173-3

NCG 841-A

UNITED STATES COAST GUARD

Certificate of Inspection

FOR

VESSEL

(Beam or Motor)

NAMED

GROSS TONNAGE

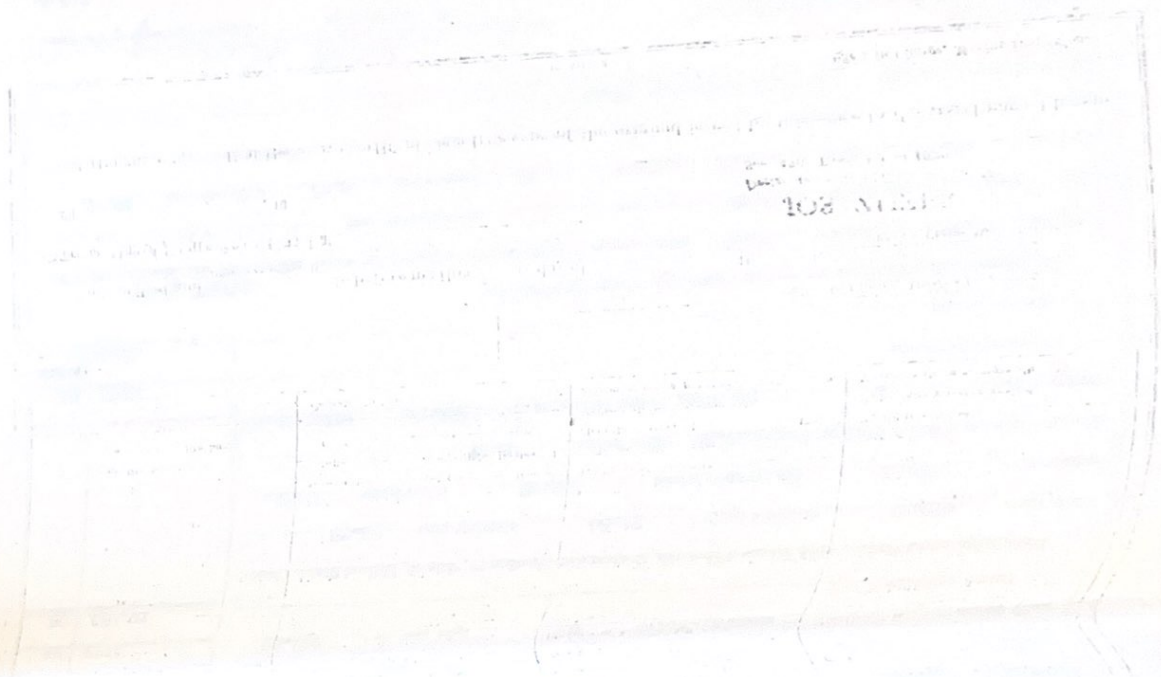
OWNER

Certified copy issued by the Officer in Charge,
Marine Inspection, to Customs Officer.

INSPECTOR

Received at Customhouse

U. S. GOVERNMENT PRINTING OFFICE 16-54178-2



THE UNITED STATES OF AMERICA

TREASURY DEPARTMENT—BUREAU OF CUSTOMS

Port of San Francisco - Oakland

March 2nd, 1945

CERTIFICATE OF ADMEASUREMENT

I CERTIFY that an admeasurement has been made of the American Electric Screw
 called the LA BREA HILLS of San Francisco, official number 247455
 which was built by Marinship Corporation in the year 1945, at Sausalito,
 State of California, of Steel; and has been known as builder's hull No. 75;
 that she has One deck, Two masts,
Raked stem, and Elliptical stern;
 that her register length is 503.95 feet, her register breadth is 68.1 feet,
 her register depth is 39.15 feet, her height under upper deck is - feet,
 and that her tonnage is as follows:

	TONS	100THS
Capacity under tonnage deck ²	9282	46
Capacity between decks, above tonnage deck		
Capacity of enclosures on the upper deck, viz:		
Forecastle ⁴ <u>59.75</u> , bridge <u>-</u> , poop <u>353.27</u> , break <u>-</u>		
deckhouses <u>148.62</u> , side houses <u>-</u> , chart house <u>-</u>		
radio house <u>-</u> , excess hatchways <u>N/A</u> , light and air ⁵ <u>227.85</u>	1159	49
GROSS TONNAGE	10,441	95
Deductions under Section 4153, Revised Statutes, as amended (Section 77, title 46, United States Code):		
Crew space <u>619.01</u> , master's cabin <u>27.60</u> , steering gear <u>53.79</u>		
anchor gear <u>15.18</u> , boatswain's stores <u>100.00</u> , chart house <u>11.31</u>		
donkey engine and boiler (Bilge Pump) <u>16.34</u> , radio house <u>8.19</u>		
storage of sails <u>-</u> , propelling power (actual space ⁶ <u>1367.73</u>) <u>32% = 3341.42</u>		
TOTAL DEDUCTIONS	4192	84
NET TONNAGE	6249	11

The following-described spaces, and no others, have been omitted, viz:

Forepeak 78.80, afterpeak 16.63, other spaces (except double bottoms) for water ballast Aft. CD 32.40
Fwd. CD 44.44 open fore-
 castle 81.13, open bridge 200.40, open poop -, open shelter deck -, cabins ⁷ -
 companions 20.24, galley 20.11, skylights ⁸ 1.74, wheelhouse 18.71, water-closets 39.52;
 anchor gear 13.80, condenser -, donkey engine and boiler -, steering gear -, light
 and air spaces ⁹ 31.55, other machinery spaces 54.96, ¹⁰

J. O. Brookman
 J. O. Brookman
 Admeasurer.
 I agree to the above description and admeasurement.

Lloyd M. Munk
 Lloyd M. Munk
 Owner, Master, or Agent.

(SEAL) H. B. Riley
 H. B. Riley
 Deputy Collector of Customs.

E.E.B.

¹ Insert "American steam screw" "British ship," or as case may be.
² Register height of uppermost deck to hull above tonnage deck.
³ Name and give tonnage of each peak tank used other than for water ballast, which is included herein.
⁴ Carry total of all enclosures to space at end of third line.
⁵ These spaces are to be added to tonnage only by permission of the Commissioner of Customs.
⁶ Insert in parenthesis the tonnage representing actual machinery space used in ascertaining propelling power deductions.

⁷ To be exempted, cabins and staterooms for passengers must be on a deck which is not a deck to the hull; all other spaces except forepeak, afterpeak, and other water-ballast spaces must be on or above the upper deck to the hull. Give tonnage of each space. A cellular double bottom is not included in tonnage (2.28 C. R. 1943).
⁸ Skylights and air shafts and over propelling machinery should be included in this item.
⁹ Over propelling machinery, including skylights.
¹⁰ Insert description and tonnage of any other space or spaces omitted.

Customs Form 1414

BUREAU OF CUSTOMS

District of _____

Port of _____

_____, 19____

Deputy Collector of Customs.

CERTIFICATE OF ADMEASUREMENT

OF THE

CALLED THE

of _____

gross _____, net _____

16-2875-2

P. R. H. 22
Issued MAR 12 1945

COPY

from
The National Archives
Pacific Sierra Region
1000 Commodore Drive
San Bruno, CA 94066
Record Group 36
Subgroup Dist
Series Dist Collector of Cust, SF
Box 12
Folder Doctortain Folders, 1925-70
Folder La Brea Hills # 247455

NOTICE TO OWNER OR MASTER OF AWARD OF **3-42628**
OFFICIAL NUMBER AND SIGNAL LETTERS

UNITED STATES CUSTOMS SERVICE
WASHINGTON, D. C.

March 1, 1945

DATE _____

SIR: Under authority of R. S. 4177, as amended (46 U. S. C. 45), Section 3 of the Act of July 5, 1884, as amended (46 U. S. C. 3), and Executive Order No. 9083 (7 F. R. 1609), the following official number and visual signal letters (if requested) have been awarded the vessel described below:

A N Q T

No. **247455** SIGNAL LETTERS _____

El.s.(steam) Home port **San Francisco, Calif.**

Rig _____ Home port _____

Name **LA BREA HILLS**

Tonnage **10,441** gross, **6,249** net. Horsepower, if a **6,000** machinery-propelled vessel

When built **1945** Where built **Sausalito, Calif.**

In case the above description is erroneous in any respect, you will please notify this office at once. Otherwise, the official number above shall be permanently marked on the main beam of your vessel.

By direction of the Commissioner:

(Signed) Henry E. Sweet

¹⁶⁻¹¹¹⁹¹⁻²
The Collector of Customs
San Francisco, Calif.

Assistant Deputy Commissioner.

Handwritten:
1375398
40¢
3/6/45

INSTRUCTIONS

Official Number and Net Tonnage.—As a condition to the documentation of a vessel R. S. 4177, as amended, requires the official number awarded to a vessel and her net tonnage to be deeply carved or otherwise permanently marked on her main beam; and if at any time she shall cease to be so marked, the vessel shall be liable to a fine of \$30 for each omission on every arrival in a port of the United States.

The official number preceded by the abbreviation "No.," and the net tonnage, preceded by the word "NET," must be marked in a conspicuous place on her main beam at the expense of the owner or master, in arabic numerals of block type, as shown below, at least 3 inches in height, when the size of the main beam will permit. If the main beam is of wood, it must be carved or branded in figures not less than three-eighths of an inch in depth. If the main beam is of iron or other metal, the official number and net tonnage must be outlined by punch marks and painted over with oil paint, using a light color on a dark background or a dark color on a light background. The arabic numerals shall be of the following type:

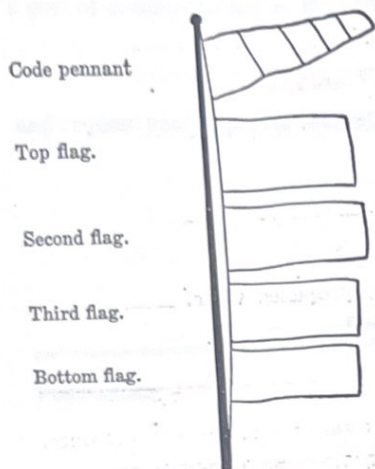
1, 2, 3, 4, 5, 6, 7, 8, 9, 0

The main beam is the beam at the forward end of the largest hatch on the weather deck, which is generally located forward of amidships. In the case of a vessel which does not have a hatch on the weather deck, the main beam is a structural member, integral to the hull.

The official number awarded to a vessel will pertain only to that vessel. If a vessel, having once received an official number, is rebuilt or redocumented, the number originally awarded shall be retained.

IMPORTANT.—The collector of customs is required by regulation (46 C. F. R. 1.18) to withhold the marine document of a vessel until evidence is furnished to him that the official number has been properly marked thereon. When, therefore, the number has been marked upon your vessel, you should leave notice to that effect at the enrollment and license desk in this office. An inspector will then be sent to examine the vessel, and, if the number is found to be properly marked, he will certify that fact to this office. No fee will be charged for this service. Upon receipt of the inspector's certificate, the official number will be entered upon the vessel's papers, which will then be delivered to you.

Diagram showing how the signal letters of the vessel may be communicated to passing vessels.



Visual Signal Letters.—All seagoing vessels of 100 tons or over may have signal letters. Signal letters for vessels of less than 100 tons may be awarded upon special application to the Commissioner of Customs. If radio call letters are awarded by the Federal Communications Commission, they will be, in general, identical with the visual signal letters. Note the diagram at left showing how the signal letters may be communicated by the international code pennant of four flags in a signal hoist in one place below the distinguishing code pennant.

Marking of Draft.—The draft of every registered vessel shall be marked upon the stem and sternpost, in English feet or decimeters, in either arabic or roman numerals. The bottom of each numeral indicates the draft to that line. If all the figures indicated in the draft cannot be placed on the sternpost, they may be continued upward on the adjacent part. (Act of Feb. 21, 1891, as amended; 46 U. S. C. 48.)

Marking of Name and Home Port.—The name of every documented vessel (yachts excepted) shall be marked in full upon each bow and upon the stern, and the home port or hailing port shall also be marked in full upon the stern. These names may be painted or carved or gilded in roman letters in a light color on a dark ground, or in a dark color on a light ground, and must be distinctly visible. The letters used shall not be less than 4 inches in height. If any vessel of the United States is found without these names so marked, the owner or owners shall be liable to a penalty of \$10 for each name omitted. Every steam vessel of the United States must, in addition, have her name conspicuously placed in distinct plain letters of not less than 6 inches in height on each outer side of the pilothouse, if it has such, and in case the vessel has side wheels, also on the outer side of each wheelhouse, under the same penalty as provided above. (R. S. 4178, as amended, R. S. 4495; 46 U. S. C. 46, 493.)

On vessels called "double-enders," the letters prescribed by the statute may be placed on the parts corresponding to the bow and stern, and on vessels with sterns not affording sufficient space for letters, they may be placed on the adjacent parts, in both cases so as to conform to the law as closely as possible and so that the hailing port shall be marked at one end of the vessel.

Scows, barges, or other vessels "scow-built" or with square bow may be marked on the bow instead of the side where such marking would be speedily obliterated by chafing against other vessels, spiles, or docks.

The hailing port or port to be marked on the stern may be either the port where the vessel is permanently documented or the place in the same district where the vessel was built or where one or more of the owners reside. (Act of June 26, 1884; 46 U. S. C. 47.)

Documented yachts are required to have their names and hailing ports placed on some conspicuous part of their hulls. (R. S. 4214, as amended; 46 U. S. C. 103.)

3-42628

DESIGNATION OF HOME PORT OF VESSEL

UNITED STATES CUSTOMS SERVICE

PORT SAN FRANCISCO
DATE 2/28/45

COMMISSIONER OF CUSTOMS,
Washington, D. C.

SIR:

In accordance with the provisions of the Act of February 16, 1925, I hereby designate _____
SAN FRANCISCO

a port of documentation, as the home port of the Electric screw "LA BREA HILLS"
(Rig and name of vessel)
official number 247455

and request your approval thereof.

UNITED STATES OF AMERICA
by WAR SHIPPING ADMINISTRATION

Owner
Signature: [Signature]
R. L. McDonald

Capacity: Assistant Secretary

Please type or print name above signature and indicate capacity in which applicant signs.

FORWARDED:

Collector of Customs.

Port:

Date:

Remarks:

APPROVAL:

The Commissioner of Customs hereby approves the home port designated. Application submitted direct. Copy of Form 1320 transmitted for your files. Confirming approval by wire dated March 1, 1945.

[Signature]
Assistant Deputy Commissioner.

MAR - 1 1945

(Date)

¹ In the case of corporate ownership, the application shall be filed in the corporate name and signed by the president, secretary, or a specially authorized officer of the corporation or by an authorized agent. In the case of a firm or partnership, the firm or partnership's name shall be signed either by a member of the firm or one of the partners, or by a duly authorized agent. In the case of individual ownership by two or more persons, one of the owners may sign his own name as "managing owner," provided there is filed with the collector a written authorization for him to act in that capacity signed by all the owners.

² In every case, the capacity in which the person signs, whether as owner, managing owner, agent, member of firm, copartner, etc., shall be stated clearly below his signature in the space provided.

Customs Form 1320
TREASURY DEPARTMENT
August 1943

3-4262

APPLICATION OF OWNER FOR OFFICIAL NUMBER

UNITED STATES CUSTOMS SERVICE

Place WASHINGTON, D. C., 2/28, 1944

To the Collector of Customs at SAN FRANCISCO

SIR: Application is hereby made, in accordance with the provisions of R. S. 4177, as amended (46 U. S. C. 45), and regulations established pursuant thereto, for an OFFICIAL NUMBER for the following-described vessel, which is ready for a marine document:

Name¹ "LA BREA HILLS"

Rig² Electric screw Gross tonnage 10441.95 Net tonnage 6249

Register dimensions: Length 503.95 Breadth 68.1 Depth 39.15

Material of hull³ Steel Hull No. USMC 2096 Horsepower⁴ SHR 7500

Builder⁵ MARINSHIP CORPORATION

When begun⁶ January 8, 1945 When launched⁷ February 24, 1945

When built⁸ 1945 Where built (place and State) Sausalito, California

Type of engine⁹ Turbo-electric

Engine built by ELLIOTT COMPANY, at Ridgway, Pennsylvania, in 1944

Owner¹⁰ UNITED STATES OF AMERICA, represented by WAR SHIPPING ADMINISTRATION

Address (street, city, and State) Washington, D. C.,

Service¹¹ Tanker Number of officers 9 Crew 42

Application (is) (~~is not~~) made for award of visual SIGNAL LETTERS. This vessel (is) (~~is not~~) equipped with radio-transmitting apparatus.

I CERTIFY that this vessel has not previously borne an official number and has never been documented as a vessel of the United States under the above or any other name.

Signature¹² R. L. McDonald, Capacity¹² Assistant Sect'y.

Signature¹² [Signature], Capacity¹² _____

Please type or print name above signature and indicate capacity in which applicant signs

PORT OF _____, 19____

To the Commissioner of Customs.

SIR: I transmit herewith the application for assignment of an OFFICIAL NUMBER for the vessel described above.

Deputy Collector of Customs.

In addition to the information to be given herein, the name or names of any former owner or owners shall be stated on the reverse hereof. If there was no former owner, that fact shall be stated.
This application shall be filed in duplicate when filed with the collector at the home port designated for the vessel; otherwise, in triplicate.
Customs Form 1319, Designation of Home Port of Vessel, must be executed in duplicate and accompany this application

Official No. _____

Signal or call letters _____

Home port _____

DO NOT WRITE IN THIS SPACE

¹ Insert the vessel's name exactly as it will be marked upon the vessel. If the vessel has had a different name, the former name shall be stated in parentheses following the name under which it is intended to be documented. If the vessel has borne a motorboat number, that number shall be given in the same manner.

² Give the rig of the vessel as "steam screw," "gas screw," "oil side-wheel," "oil stern wheel," "schooner," "barge," or some other appropriate description. If the vessel is a steam vessel, state whether it is designed to burn oil or coal; if electric drive, whether turbo or oil engine. If the vessel is propelled by sail and machinery, give the rig through the vessel were propelled in whole by the engine.

³ If composite, so state.

⁴ Give indicated horsepower (IHP) for a reciprocating or beam steam engine, shaft horsepower (SHP) for a turbine, brake horsepower (BHP) for gas or oil engine.

⁵ Individual, corporate, or firm name of builder or builders; do not give name of an officer of a corporation.

⁶ For a vessel of 100 gross tons or over, give the date of laying of the keel. Omit in the case of a vessel of less than 100 gross tons.

⁷ For a vessel of 100 gross tons or over, give the month, date, and year of launching. Omit in the case of a vessel of less than 100 gross tons.

⁸ Give the year of completion of the vessel.

⁹ Indicate whether the engine is reciprocating, turbine, or internal-combustion. If reciprocating, state whether single, compound, triple, or quadruple expansion; if turbine, whether direct drive or reduction gear; if internal-combustion, give the number of cylinders, cycles, and kind of fuel and if oil, state whether Diesel or semi-Diesel.

¹⁰ Individual, corporate, or firm name. Do not give name of an officer of a corporation. In the case of ownership by two or more individuals, the name of each owner shall be shown. If the vessel is owned by the United States of America, so state followed by the words "as represented by" and the name of the Department or Agency concerned.

¹¹ Passenger, freight, tanker, yacht, or some other appropriate description.

¹² In the case of corporate ownership, the application shall be executed in the corporate name and shall be signed by the president, secretary, a specially authorized officer of the corporation, or an authorized agent. In the case of a firm or partnership, the application shall be executed in the firm name and shall be signed either by a member of the firm, one of the partners, or a duly authorized agent. In the case of individual ownership by two or more persons, one of the owners may sign his own name as "managing owner," provided there is filed with the collector a written authorization for him to act in that capacity signed by the owners of a majority interest. In every case, the capacity in which the person signs, whether as owner, managing owner, agent, member of firm, copartner, etc., shall be stated clearly. If an individual executes the application the name of a corporation, firm, or partnership, the capacity in which the signature is to be placed, whether as owner, managing owner, authorized agent, etc., shall be stated.

owner or owners _____ built by Marinship Corporation for United States Maritime
Commission _____

STEAM AND MOTOR VESSELS

For steam and motor vessels of 100 gross tons and over, the following additional information shall be given:

Cruising speed, 15 knots; full speed, 15.5 knots; cruising radius, 9450 nautical miles.

Fuel ordinarily used, if fitted for burning both coal and oil _____

Fuel capacity (fill in applicable spaces only):

Bunker coal (allow 42 cubic feet to ton of 2,240 pounds) _____ tons.
Bunker oil (231 cubic inches to gallon, or 1 cubic foot=7.48 gallons) 408,463 gallons.
Bunker gasoline (231 cubic inches to gallon, or 1 cubic foot=7.48 gallons) _____ gallons.

Daily consumption (24 hours) at cruising speed:

Coal _____ tons of 2,240 pounds.
Oil 15550 gallons.
Gasoline _____ gallons.

Forepeak tank Water Ballast
Aftpeak tank Water Ballast
Side tanks Fuel Oil
Double bottom Feed Water

Write on each line "Water ballast," "Oil fuel," or other object for which space is provided.

Draft: Loaded, 30'2" feet; in ballast, _____ feet.

Deadweight capacity, 16765 tons of 2,240 pounds.

Passenger capacity: Cabin passengers None Other passengers¹ none Total _____

Tankage capacity (exclusive of bunkers) 5,928,649 gallons.

Refrigerator capacity: Number of chambers None Total insulated cargo space _____ cubic feet.

Radio set: Type RCA; transformer input, 2.5 kw.; auxiliary power Storage Battery
(Storage battery or gas engine)

Fill in appropriate spaces only for above-required data.

¹ Third cabin and steerage.

WESTERN UNION

1945 Mar 1 1236

WA142 20 COLLECT WUX WASHINGTON DC 1 259P

COLLECTOR OF CUSTOMS

SFRAM

OFFICIAL NUMBER ELECTRIC SCREW LA BREA HILLS 247,455 SIGNAL

LETTERS ANQT SAN FRANCISCO APPROVED HOME PORT SUBJECT COMPLIANCE

REQUIREMENTS COLLECT

SWEET.

WAR SHIPPING ADMINISTRATION

WASHINGTON 25, D. C.

Collector of Customs,
San Francisco, California.

Sir:

Re: SS LA BREA HILLS - Documentation.

There are enclosed herewith one copy each of "application for official number" and "designation of home port" forms for the SS LA BREA HILLS duly executed on behalf of War Shipping Administration.

Official number 247,455, radio call and signal letters A N Q T, and approval of San Francisco as the home port were obtained for this vessel from the office of the Commissioner of Customs.

Very truly yours,

W. R. Fitch
Counsel

Enclosures.

DESIGNATION OF HOME PORT OF VESSEL

UNITED STATES CUSTOMS SERVICE

PORT SAN FRANCISCO

DATE 2/28/45

COMMISSIONER OF CUSTOMS,
Washington, D. C.

SIR:

In accordance with the provisions of the Act of February 16, 1925, I hereby designate _____

SAN FRANCISCO

a port of documentation, as the home port of the Electric screw "LA BREA HILLS"
(Rig and name of vessel)

_____, official number _____

and request your approval thereof.

Owner
Signature¹

UNITED STATES OF AMERICA
by WAR SHIPPING ADMINISTRATION

R. L. McDonald

R. L. McDonald

Capacity² Assistant Secretary

Please type or print name above signature and indicate capacity in which applicant signs.

FORWARDED:

APPROVAL:

Collector of Customs.

The Commissioner of Customs hereby approves
the home port designated.

Port:

Date:

Remarks:

Assistant Deputy Commissioner.

(Date)

¹ In the case of corporate ownership, the application shall be filed in the corporate name and signed by the president, secretary, or a specially authorized officer of the corporation or by an authorized agent. In the case of a firm or partnership, the firm or partnership's name shall be signed either by a member of the firm or one of the partners, or by a duly authorized agent. In the case of individual ownership by two or more persons, one of the owners may sign his own name as "managing owner," provided there is filed with the collector a written authorization for him to act in that capacity signed by all the owners.

² In every case, the capacity in which the person signs, whether as owner, managing owner, agent, member of firm, copartner, etc., shall be stated clearly below his signature in the space provided.

Customs Form 1320
TREASURY DEPARTMENT
REVISED 1943
August 1943

APPLICATION OF OWNER FOR OFFICIAL NUMBER

UNITED STATES CUSTOMS SERVICE

Place WASHINGTON, D. C. 2/28, 1945

To the Collector of Customs at SAN FRANCISCO

SIR: Application is hereby made, in accordance with the provisions of R. S. 4177, as amended (46 U. S. C. 45), and regulations established pursuant thereto, for an OFFICIAL NUMBER for the following-described vessel, which is read for a marine document:

Name¹ "LA BREA HILLS"

Rig² Electric screw Gross tonnage 10441.95 Net tonnage 6249

Register dimensions: Length 503.95 Breadth 68.1 Depth 39.15

Material of hull³ Steel Hull No. 75 Horsepower⁴ 5080

Builder⁵ MARINSHIP CORPORATION

When begun⁶ January 8, 1945 When launched⁷ February 24, 1945

When built⁸ 1945 Where built (place and State) Sausalito, California

Type of engine⁹ Turbo-electric

Engine built by ELLIOTT COMPANY, at Ridgway, Pennsylvania, in 1944

Owner¹⁰ UNITED STATES OF AMERICA, represented by WAR SHIPPING ADMINISTRATION

Address (street, city, and State) Washington, D. C.

Service¹¹ Tanker Number of officers 9 Crew 42

Application (is) (~~is not~~) made for award of visual SIGNAL LETTERS. This vessel (is) (~~is not~~) equipped with radio-transmitting apparatus.

I CERTIFY that this vessel has not previously borne an official number and has never been documented as a vessel of the United States under the above or any other name.

UNITED STATES OF AMERICA, by WAR SHIPPING ADMINISTRATION
Signature¹² R. L. McDonald Capacity¹² Assistant Sect'y.

Please type or print name above signature and indicate capacity in which applicant signs

PORT OF _____, 19____
To the Commissioner of Customs.

SIR: I transmit herewith the application for assignment of an OFFICIAL NUMBER for the vessel described above.

Deputy Collector of Customs.

In addition to the information to be given herein, the name or names of any former owner or owners shall be stated on the reverse hereof. If there was no former owner, that fact shall be stated.
This application shall be filed in duplicate when filed with the collector at the home port designated for the vessel; otherwise, in triplicate.
Customs Form 1319, Designation of Home Port of Vessel, must be executed in duplicate and accompany this application

Official No. _____
Signal or call letters _____
Home port _____
DO NOT WRITE IN THIS SPACE

¹ Insert the vessel's name exactly as it will be marked upon the vessel. If the vessel has had a different name, the former name shall be stated in parentheses following the name under which it is intended to be documented. If the vessel has borne a motorboat number, that number shall be given in the same manner.
² Give the rig of the vessel as "steam screw," "gas screw," "oil side-wheel," "oil stern wheel," "schooner," "barge," or some other appropriate description. If the vessel is a steam vessel, state whether it is designed to burn oil or coal; if electric drive, whether turbo or oil engine. If the vessel is propelled by sail and machinery, give the rig as though the vessel were propelled in whole by the engine.
³ If composite, so state.
⁴ Give indicated horsepower (IHP) for a reciprocating or beam steam engine, shaft horsepower (SHP) for a turbine, brake horsepower (BHP) for gas or oil engine.
⁵ Individual, corporate, or firm name of builder or builders; do not give name of an officer of a corporation.
⁶ For a vessel of 100 gross tons or over, give the date of laying of the keel. Omit in the case of a vessel of less than 100 gross tons.
⁷ For a vessel of 100 gross tons or over, give the month, date, and year of launching. Omit in the case of a vessel of less than 100 gross tons.
⁸ Give the year of completion of the vessel.
⁹ Indicate whether the engine is reciprocating, turbine, or internal-combustion. If reciprocating, state whether single, compound, triple, or quadruple expansion; if turbine, whether direct drive or reduction gear; if internal-combustion, give the number of cylinders, cycles, and kind of fuel and if oil, state whether Diesel or semi-Diesel.
¹⁰ Individual, corporate, or firm name. Do not give name of an officer of a corporation. In the case of ownership by two or more individuals, the name of each owner shall be shown. If the vessel is owned by the United States of America, so state followed by the words "as represented by" and the name of the Department or Agency concerned.
¹¹ Passenger, freight, tanker, yacht, or some other appropriate description.
¹² In the case of corporate ownership, the application shall be executed in the corporate name and shall be signed by the president, secretary, a specially authorized officer of the corporation, or an authorized agent. In the case of a firm or partnership, the application shall be executed in the firm name and shall be signed either by a member of the firm, one of the partners, or a duly authorized agent. In the case of individual ownership by two or more persons, one of the owners may sign his own name as "managing owner," provided there is filed with the collector a written authorization for him to act in that capacity signed by the owners of a majority interest. In every case, the capacity in which the person signs, whether as owner, managing owner, agent, member of firm, partner, etc., shall be stated.

owner or owners built by Harinship Corporation for United States Maritime Commission

STEAM AND MOTOR VESSELS

For steam and motor vessels of 100 gross tons and over, the following additional information shall be given:

Cruising speed, 15 knots; full speed, 14.5 knots; cruising radius, 12 600 nautical miles.

Fuel ordinarily used, if fitted for burning both coal and oil _____

Fuel capacity (fill in applicable spaces only):

Bunker coal (allow 42 cubic feet to ton of 2,240 pounds) _____ tons.

Bunker oil (231 cubic inches to gallon, or 1 cubic foot=7.48 gallons) 408,463 gallons.

Bunker gasoline (231 cubic inches to gallon, or 1 cubic foot=7.48 gallons) _____ gallons.

Daily consumption (24 hours) at cruising speed:

Coal 11340 tons of 2,240 pounds.

Oil 15550 gallons.

Gasoline _____ gallons.

Forepeak tank Water Ballast

Aftpeak tank Water Ballast

Side tanks Fuel Oil

Double bottom Feed Water

Write on each line "Water ballast," "Oil fuel," or other object for which space is provided.

Draft: Loaded, 30'2" feet; in ballast, _____ feet.

Deadweight capacity, 16765 tons of 2,240 pounds.

Passenger capacity: Cabin passengers None Other passengers¹ None Total _____

Tankage capacity (exclusive of bunkers) 5,928,649 gallons.

Refrigerator capacity: Number of chambers None Total insulated cargo space _____ cubic feet.

Radio set: Type RCA; transformer input, 2.5 kw.; auxiliary power Storage Battery
(Storage battery or gas engine)

Fill in appropriate spaces only for above-required data.

¹ Third cabin and steerage.

STANDARD FORM NO. 64

COPY

National Archives
Pacific Sierra Region
100 Commodore Drive
San Bruno, CA 94066

Record Group _____
Subgroup _____
Series _____
Box _____
Folder _____

Write on each file "Water Project," "X" file, or other identification number.

Project Name _____
Project Number _____
Project Date _____

Project Location _____
Project Status _____
Project Description _____
Project Dates _____
Project Personnel _____
Project Budget _____
Project Objectives _____
Project Results _____
Project Evaluation _____

MA
TIME

Voyage #2

NAVCG 706-B

OFFICIAL LOG-BOOK

Merchant Marine of the United States

UNITED STATES COAST GUARD



Vessel *S.S. La Brea Hills*

SUPPLIED TO MASTERS GRATUITOUSLY

U. S. GOVERNMENT PRINTING OFFICE

16-32520-2

Master.

(Sig)

(See instructions on reverse side.)

SM FORM 01 8-24

OFFICIAL LOG BOOK

NOTE.—Attention of masters and officers is directed to the additional entries required by the regulations for the establishment of load lines concerning the position of load lines, the operation and condition of watertight doors, airports, and other openings in the ship's hull together with periodical drills involving their use. Particular provision has been made for these entries on pages 24-28.

16-32529-1