

NATIONAL ARCHIVES UNITS WHICH HOLD COLLECTIONS
OF MERCHANT VESSEL LOGBOOKS

Civil Reference Branch (NNRC)

National Archives
Washington, DC 20408
(202) 501-5395

National Archives - New England Region

380 Trapelo Road
Waltham, MA 02154
(617) 647-8100

National Archives - Northeast Region

201 Varick Street
New York, NY 10014-4811
(212) 337-1300

National Archives - Mid Atlantic Region

9th & Market Streets, Rm. 1350
Philadelphia, PA 19107
(215) 597-3000

National Archives - Southeast Region

1557 St. Joseph Avenue
East Point, GA 30344
(404) 763-7477

National Archives - Southwest Region

501 West Felix Street (building address)
P.O. Box 6216 (mailing address)
Fort Worth, TX 76115
(817) 334-5525

National Archives - Pacific Southwest Region

24000 Avila Road
Laguna Niguel, CA 92656
(714) 643-4241

National Archives - Pacific Sierra Region

1000 Commodore Drive
San Bruno, CA 94066
(415) 876-9009

National Archives - Pacific Northwest Region

6125 Sand Point Way, NE
Seattle, WA 98115
(206) 526-6507

MERCHANT VESSEL LOGBOOKS IN THE CUSTODY OF
NATIONAL ARCHIVES REGIONAL ARCHIVES

<u>REGIONAL ARCHIVES</u>	<u>PORT</u>	<u>DATE SPAN</u>	<u>FINDING AIDS</u>	
NEW ENGLAND	Boston, MA	1942-59	Indexed by name of vessel	
	Portsmouth, NH	1942-59	" "	
	Portland, ME	1942-59	" "	
	Providence, RI	1941-53	" "	
NORTHEAST	New York, NY	1942-62	Indexed by name of vessel and pay off date	
MID ATLANTIC	Philadelphia, PA	1919-21 1942-56 1958-59	Indexed by name of vessel	
	Baltimore, MD	1942-57 1964-67	" "	
	Norfolk, VA (Includes Wilmington, NC 1940-49)	1940-55	" "	
	Portsmouth, VA	1956-57 1963-64	" "	
	SOUTHEAST	Savannah, GA	1941-53	Indexed by name of vessel
		Jacksonville, FL	1943-51	" "
Miami, FL		1943-46	" "	
Mobile, AL		1942-60	" "	
Tampa, FL		1942-51	" "	
	Charleston, SC	1919-58	Indexed for WW II period	

<u>REGIONAL ARCHIVES</u>	<u>PORT</u>	<u>DATE SPAN</u>	<u>FINDING AIDS</u>
SOUTHWEST	Brownsville, TX	1946-59	Not Indexed
	Corpus Christi, TX	1943-72	Indexed for WW II period
	Galveston, TX	1941-74	" "
	Houston, TX	1942-73	" "
	New Orleans, LA	1942-76	" "
	Port Arthur, TX	1939-70	" "
PACIFIC SOUTHWEST	Los Angeles, CA	1916-42	Indexed by name of vessel
	Los Angeles, CA (Includes Wilmington, Long Beach & San Pedro)	1942-60	" "
	Port San Luis, CA	1942-54	Shipping Articles and Crew Lists Only
	Port Hueneme, CA	1945	Shipping Articles Only
PACIFIC SIERRA	San Francisco, CA	1942-60	Indexed by name of vessel, 1942-57
PACIFIC NORTHWEST	Seattle, WA	1890-1911	Indexed by name of vessel
		1910-37	" "
		1940-58	" "
	Portland, OR	1942-58	" "
	Coos Bay, OR	1914-27	List available
Astoria, OR	1915-40	List available	

MERCHANT VESSEL LOGBOOKS IN THE NATIONAL ARCHIVES
IN WASHINGTON, DC (NNRC)

<u>PORT</u>	<u>DATE SPAN</u>
Albany, NY	1932-41
Baltimore, MD	1889-1941
Baytown, TX	1925-37
Boston, MA	1908-41
Charlestown, SC	1939-41
Corpus Christi, TX	1939-41
Fall River, MA	1920-40
Galveston, TX	1915-41
Houston, TX	1921-41
Jacksonville, FL	1936-41
Los Angeles, CA	1929-41
Mobile, AL	1919-41
New Orleans, LA	1914-41
New York, NY	1872-1941
Newport News, VA	1919-20
Norfolk, VA	1915-20 1937-41
Philadelphia, PA	1889-1941
Port Arthur, TX	1934 1938-41
Portland, ME	1934-35 1938
Portland, OR	1912-41
Providence, RI	1934-38
San Francisco, CA	1883-1941
Savannah, GA	1929-41
Seattle, WA	1911-41
Tampa, FL	1921-41

OTHER SOURCES OF INFORMATION FOR MERCHANT SEAMEN

1. If service was performed on a vessel operated by:

ARMY TRANSPORT SERVICE - Send DD Form 2168 to:

Commander
U.S. Army Reserve Personnel Center (PAS-EN)
9700 Page Boulevard
St. Louis, MO 63132-5200

NAVAL TRANSPORTATION SERVICE - Send DD Form 2168 to:

Naval Military Personnel Command (NMPC-3)
Navy Department
Washington, DC 20370-5300

2. If the veteran is uncertain as to the port where the voyage ended, the Naval Historical Center has Vessel Movement Cards of the 10th Fleet which was in charge of convoys and routing during World War II. These cards can provide dates, ports of arrival and departure and convoy numbers for most American and some foreign registered vessels. Requestors must provide the Center with the full name of the vessel and approximate dates of the voyage. The Center prefers that requests be made in writing.

Write to: Operational Archives
Naval Historical Center
Building 57
Washington Navy Yard
Washington, DC 20374-0571

- (Note: Convoy operations for North Russia and in the Mediterranean Sea were under Royal Navy control. Information concerning convoy numbers may be obtained by writing to:

Public Records Office
Ruskin Avenue
Kew, Richmond
Surrey, TW9 4DU, England)

3. Information concerning Service-Connected/Aggravated Injuries or Illness may be available from:

- A. Medical information on merchant seamen treated at U.S. Public Health Service Hospitals (former Marine Hospitals). Requests for information should include the name seaman used as a patient, date of birth, Social Security Number, Z Number, location of hospital where treatment was received, and approximate date and kind of treatment.

Write to: PHS Data Center
GWL Hansen's Disease Center
Carville, LA 70721
Attn: Director

- B. Files on Awards and Decorations granted to merchant seamen may contain information about the basis for which the medal/award was given. Requests for information should include the full name of the seaman, Coast Guard Z or Book Number, and World War II home address.

April 1992

Write to: U.S. Department of Transportation
Maritime Administration, MAR 250
Office of Maritime Labor & Training
400 Seventh Street, SW
Washington, DC 20590
(Attn: Seamen Awards)

- C. Records of merchant seamen trained by the U.S. Maritime Service may be available. Requests for information should include the name the seaman used during training, date of birth, and Social Security Number.

Write to: National Personnel Records Center
Civilian Personnel Records
111 Winnebago Street
St. Louis, MO 63118

- D. Academic, medical and training records of seamen who were enrolled as cadets at the U.S. Maritime Academy may be available. Requests should contain name seaman used as a cadet, date of birth, Social Security Number, and dates of enrollment.

Write to: U.S. Merchant Marine Academy
Kings Point, NY 11024-1699
Attn: Director of External Affairs

- E. Vessel Status Cards that identify vessels owned or operated by the War Shipping Administration (WSA), and articles of vessels owned or operated by the WSA that suffered war damage may be available at the Maritime Administration. Requests for information should include the name of the vessel:

Write to: U.S. Department of Transportation
Maritime Administration, MAR 573
Chief, Division of Statistics
400 Seventh Street, SW
Washington, DC 20590

- F. The National Archives in Washington, D.C., has a collection of Armed Guard Reports (and logs) submitted by the Naval gun crew detachments. Requests for copies of these reports should include the full name of the vessel and the approximate dates of the voyage.

Write to: National Archives (NNRM)
Washington, DC 20408

- G. Medical Treatment Folders of Merchant Marine personnel treated at Army or Air Force Medical Facilities may be available. Requests for information should include the patient's name, name of medical facility, year treated, date of birth, Social Security and Z Number

Write to: National Personnel Records Center
Civilian Personnel Records
111 Winnebago Street
St. Louis, MO 63118

- H. Medical Treatment Folders of Merchant Marine personnel treated at Naval Medical Facilities may be available. Requests for information should include patient's name, date of birth, name of facility, year treated, Social Security and Z Numbers, and whether inpatient or outpatient. (If outpatient, list facilities and years if treatment was continued.)

Write to: National Personnel Records Center
Organizational Records Section
9700 Page Avenue
St. Louis, MO 63132

- I. The National Archives in Washington, D.C., has a series of records titled "Marine Board Case Files, 1943-58" which include the record of investigation, transcript of hearing, findings of fact, and other information concerning collisions of vessels, injuries, and loss of life. Requests for copies of these records, which are part of Record Group 26, Records of the U.S. Coast Guard, should include the name of the vessel and the date of the incident.

Write to: National Archives (NNRC)
Washington, DC 20408

- J. The National Archives in Washington has, in Record Group 84, Records of Foreign Service Posts of the Department of State, a collection of Records of Consular Posts, 1790-1963. This group includes records of seaport consulates which may contain information concerning services performed for American ships and seamen, including lists of seamen shipped, discharged, or deceased. This series may be helpful to seamen who were discharged in a foreign port for medical or other reasons during World War II. The completeness of the records varies greatly for different consulates. Requests for information or copies from these records must include the names of the seaman and ship, the name of the foreign port at which discharged, and as close an approximation of the date as possible.

For records dated 1790-1935, write to:

National Archives (NNRC)
Washington, DC 20408

For records dated 1936-63, write to:

National Archives (NNRR)
Washington, DC 20409

4. Shipping Companies and/or Maritime Unions may have information which might help to verify wartime service. The U.S. Maritime Administration publication, "Maritime Labor-Management Affiliations Guide," contains listings of the names and addresses of these organizations.

Write to: U.S. Department of Transportation
Maritime Administration, MAR 250
Office of Maritime Labor & Training
400 Seventh Street, SW
Washington, DC 20590

5. The Marine Index Bureau, Inc., a non-governmental organization, has records relating to illness, injury, and treatment of merchant seamen. This company has indicated that they would prefer that requests for information from their records be forwarded to them through the U.S. Department of Veterans Affairs (formerly called the Veterans Administration). The veteran should contact the nearest Regional Office of the U.S. Department of Veterans Affairs and request that they contact the Marine Index Bureau (address below) on his behalf:

Marine Index Bureau, Inc.
44 East 32nd Street
P.O. Box 1964
New York, NY 10156-0612

L.S. 11
10-2-44
1/31

JOSIAH BARTLETT

TM-C

OFFICIAL LOG-BOOK

Merchant Marine of the United States

DEPARTMENT OF COMMERCE
BUREAU OF MARINE INSPECTION AND REGISTRATION
REGULATORY SERVICE

Form No. 1
AMERICAN SS JOSIAH BARTLETT
REGISTERED IN NEW YORK

OFFICIAL LOG-BOOK

SS Josiah Bartlett 42387 Registered in New York 4378 'CLATES'

Date of commencement of the voyage: San Francisco, Cal. to New York, N.Y.

Status of the voyage or expedition: Foreign

Date of the end of the voyage: 10-1-44

DRAFT RECORDS REQUIRED BY THE LOAD LINE ACT OF 1929 AND THE INTERNATIONAL CONVENTION FOR SAFETY OF LIFE AT SEA

Date of arrival	Date of departure	Place	Lat	Long	Remarks
New York	Mar 27	12° 7' N	74° 30' W		
Philadelphia	Apr 11	39° 57' N	75° 7' W		
Newark, N.J.	May 22	40° 42' N	74° 17' W		
Patuxent River	May 22	37° 10' N	76° 41' W		
Ocean View, N.C.	June 22	35° 15' N	78° 15' W		
Wilmington	Aug 22	34° 12' N	77° 52' W		
Charleston	Sept 11	32° 52' N	79° 52' W		

List of Crew and Report of Character.

Name	Rank	Character
James P. Galt	Captain	AB
William Platt	2nd Mate	AB
Paul R. ...	3rd Mate	AB
Charles ...	4th Mate	AB
William ...	5th Mate	AB
Paul ...	6th Mate	AB
Arnold ...	7th Mate	AB
Robert ...	8th Mate	AB
John ...	9th Mate	AB
Richard ...	10th Mate	AB
Donald ...	11th Mate	AB
Old ...	12th Mate	AB
...

OFFICIAL LOG of the _____ from _____

1) At New York, N.Y. 10-1-44

2) At San Francisco, Cal. Entered European Coast Line
Time 1500 (GMT) (Local) 10-1-44
Paul ... Master

3) At San Francisco, Cal. Entered ...
Time 1400 ...
Paul ... Master

4) APR 20 1944 ...
Paul ... Master

Paul ... Master

Paul ... Master

SAMPLE OF LOGBOOK PAGES WHICH WILL BE PROVIDED TO VERIFY WORLD WAR II SERVICE
(Blanked out spaces indicate how restricted entries may be deleted.)

Marine Engineers, see Masters
 Marine Hospital, San Francisco, E27
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 San Francisco, E110-E111
 Eureka, E170-E171
 Honolulu, E209
 Masters, Mates, Pilots, and Engineers, Licenses of, San
 Francisco, E138-E139
 Master Carpenter's Certificate (Honolulu only), E207,
 San Francisco (one vessel only, 1875), E142
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 Merchant Marine, see Seamen
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 Honolulu, E226-E227
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 Naval Officer of Customs, San Francisco, see
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 Honolulu, E212-214
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 Eureka, E159-E172
 Honolulu, E207-E211
 Safety, San Francisco only, see Supervising Inspector of Steam
 Vessels
 San Francisco, port history scrapbook, 1901-28, E11
 Sealing, E40-E43
 Seamen,
 San Francisco, E143-151,
 Eureka (fragments only) E202
 see also Marine Hospital, San Francisco
 Seamen's Certificate, Eureka (fragments), E202
 Seamen, Deceased and Deserted, San Francisco, E149
 Seamen, Discharged, Shipped, Arrived, Pay Accounts, etc., San
 Francisco, E143-E148
 Shipping Articles and Crewlists, San Francisco, E150
 Shipping Commissioner, San Francisco, see Seamen, Shipping
 Articles and Crewlists
 Shipwrecks, See Marine Casualties

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Vess
 Log Fldrs
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 P. 22

DRAFT

36,098

FORMAT X

FILE-NAME:36X.92

1. Record Group Number: 36
- 2a. Type of Records Unit: series
- 2b. Type of Description: initial
3. Records Unit Title: OATHS FOR ENROLLMENT AND LICENCE OF VESSELS OVER TWENTY TONS
4. General Materials Designator: Tex
5. Linear Measurement: 12 ft. 2 in.
6. Item Count: 78 volumes
- 7a. Inclusive Dates: 05/12/1912-10/31/1964
- 7b. Bulk Dates: 05/12/1912-12/31/1966
8. Arrangement Statement: Chronological by date document issued.
- 9a. National Security Classification Status: unclassified.
- 12a. Creating Organizational Unit Name: District Collector of Customs, San Francisco.
14. Records Unit Description: Commonly called "Enrollment Oaths," the records contain information similar to that contained in OATH FOR ENROLLMENT OF VESSEL OVER TWENTY TONS, 1899-1912 [insert entry no. here in final version]. Missing are records for 07/01/1960-06/30/1962 and 11/01/1964-01/31/1966.
17. Process: Regulating; registering.
20. Subject Reference: Maritime carriers.
24. NN Accession Number(s): 1912-38: NN-375-265; 1938-53: 9NS-26-83-03; 1953-55: 9NS-26-84-20; 1955-56: 9NS-36-58A150; 1956-59: 9NS-26-89-01; 1959-60: 9NS-26-86-02; 1962-64: 9NS-26-84-18; 1964: 9NS-26-84-20; 1966: 9NS-26-87-03
27. Reference Unit: 9NN-S
28. Local ID: 92 98 [LR3-23]
29. Location:
 - 29a. Bldg. Code: 9NN-S
1912-38 1938-66
 - 29c. Begin Loc.: 2138E 2147D
 - 29d. End Loc...: 2138F 2147E
 - 29e. Cntr. Type: LGA-S LGA-S
 - 29f. Cntr. Nos.: 1-18 19-30
30. Processing Unit: 9NN-S
- PD. Preparer: (with date) Richard Boyden, 10/16/1990

FORMAT X

36.0916
FILE NAME: 36X22.90

1. Record Group Number: 36
- 2a. Type of Records Unit: series
- 2b. Type of Description: initial
3. Records Unit Title: COPIES OF CONSOLIDATED CERTIFICATE OF ENROLLMENT AND LICENSE
4. General Materials Designator: Tex
5. Linear Measurement: 10 ft. 6. Item Count: 66 volumes
- 7a. Inclusive Dates: 07/01/1911-06/30/1966
8. Arrangement Statement: Chronological by date of issuance.
- 9a. National Security Classification Status: unclassified.
- 12a. Creating Organizational Unit Name: District Collector of the U.S. Customs, San Francisco.

14. Records Unit Description: Commonly referred to as "Enrollments," the records consist of duplicates of printed forms, with notations, issued to owners/masters of vessels over twenty tons engaged in the coastwise trade or fisheries. Enrollments contain the following information: whether the document is permanent or temporary; certificate number; vessel's Official Number; radio call and signal letters; place and date of admeasurement; type of service; number of crew; horse power of engine(s); name(s) and place of business of owner(s); vessel's name and home port; year, place, and material of construction; previous document, number, and date; or, if new vessel, name of builder; type or rig; number of decks and masts; configuration of bow and stern; length, breadth, depth, and height of vessel; gross and net tonnage and summary admeasurement data; place, date, and reason for surrender of enrollment; master's name; and date of issuance. Volumes prior to 07/01/1948* include indexes. For master index 1911-34, see 23a., below. Other San Francisco Enrollments include ENROLLMENTS ISSUED BY THE NAVAL OFFICE, 1851-53, and COPIES OF CERTIFICATES OF ENROLLMENT, 1900-1911. San Francisco Enrollments, 1850-1900, are in the National Archives building, Washington, DC, in Record Group 41, Records of the Bureau of Marine Inspection and Navigation.

17. Process: regulating; registering.

20. Subject Reference: maritime carriers.

23a. Finding Aids: INDEX TO CONSOLIDATED CERTIFICATE OF ENROLLMENT AND LICENSE FOR VESSELS OVER TWENTY TONS, 1911-34.

* , prin. ie. to vol. 48

DRAFT 36' 087

FORMAT X

FILE NAME: ~~36X.81~~ ✓

1. Record Group Number: 36
- 2a. Type of Records Unit: series
- 2b. Type of Description: initial DOCUMENTATION ✓
3. Records Unit Title: VESSEL FOLDERS ✓
4. General Materials Designator: ~~TEX~~ ✓
5. Linear Measurement: 45 ft.
- 7a. Inclusive Dates: 00/00/1925-00/00/1970.
8. Arrangement Statement: In three subseries, by date of vessel terminated, as follows: 00/00/1925-00/00/1955, 00/00/1956-03/31/1967, 00/00/1963-00/00/1970; thereunder alphabetical by name of vessel.
- 9a. National Security Classification Status: unclassified.
- 12a. Creating Organizational Unit Name: District Collector of Customs, San Francisco.
14. Records Unit Description: Also called Vessel Documentation Folders, the records consist of compilations of various vessel documents, or copies thereof, of individual vessels, with related correspondence, including one or more of the following: Abstract and Certificated of Record of Title; Certificate of Ownership of Vessel; Certificate of Inspection; Oath for Enrollment and License of Merchant Vessel or Yacht; Designation of Home Port of Vessel; Consolidated Certificate of Enrollment and License; Inspector's Certificate of Official Number, etc.; Certificate of Registry; Certificate of Admeasurement; Certificate of Surrender, Deposit, Withdrawal, or Loss of Marine Document and/or Issue of Temporary Document; Certificate of Inspection Amendment; Application for Change of Name of Vessel; Application of Owner for and Notice of Award of Official Number and Signal Letters; Builder's Certificate; orders approving surrender of marine documents of vessels; and Authorization to Act as Manager Owner, Bill of Sale of Enrolled Vessel; and others. Most of the records in this series were created by the Customs Service prior to 1967, when the vessel documentation function was transferred to the Coast Guard. Those records dating 1925 to 1942 were created by the Bureau of Marine Inspection and Navigation. The records dated 1963-70 are designated RG 36 because approximately 80% of their volume was created by the Customs Service, although they were maintained as a working series by the Coast Guard, 1967-70.
17. Process: Certifying; inspecting; licensing; monitoring; registering; regulating.

~~36-087~~ p. 2.
36.087
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20. Subject Reference: maritime carriers.
24. NN Accession Number(s): 1925-55: 9NN-S-26-87-002; 1956-67: 9NN-S-26-90-002; 1963-67: 9NN-S-26-90-005
25. Record Center Transfer Number(s): 1925-55: 36-55-1062; 1956-67: 36-69A97; 1963-70: 26-71A1451
26. Disposition Authority No.: M5212.12/274
27. Reference Unit: 9NN-S
28. Local ID: ~~81~~ *[Signature]* 47 ✓
29. Location:
- | | | | |
|------------------|---------|---------|---------|
| 29a. Bldg. Code: | 9NN-S | | |
| | 1925-55 | 1956-67 | 1963-70 |
| 29c. Begin Loc.: | 3321A | | |
| 29d. End Loc.: | 3321G | | |
| 29e. Cntr. Type: | FRC-S | | |
| 29f. Cntr. Nos.: | 1-28 | 1-13 | 1-4 |
30. Processing Unit: 9NN-S
- PD. Preparer: (with date): Richard Boyden, 09/11/1990.

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Pacific Southwest Region

NAVCG 706-C

OFFICIAL LOG-BOOK

Merchant Marine of the United States

UNITED STATES COAST GUARD



S/T LA BREA HILLS

Vessel

SUPPLIED TO MASTERS GRATUITOUSLY

U. S. GOVERNMENT PRINTING OFFICE

16-32528-2

OFFICIAL LOG-BOOK

SUPPLIED GRATUITOUSLY BY THE GOVERNMENT OF THE UNITED STATES TO AMERICAN VESSELS IN THE FOREIGN TRADE AND THE TRADE BETWEEN THE ATLANTIC AND PACIFIC PORTS OF THE UNITED STATES.

ACTS OF CONGRESS RELATING TO LOG-BOOKS

(U. S. Secs. 4290, 4291, 4292, 4596, 4597, as amended, and Act. Mar. 2, 1929—U. S. C., title 46, secs. 201, 202, 203, 701, 702 and 85)

Sec. 4290. Every vessel making voyages from a port in the United States to any foreign port (except ports in the British North American possessions), or being of the burden of seventy-five tons or upward, from a port on the Atlantic to a port on the Pacific, or vice versa, shall have an official log-book; and every master of such vessel shall make, or cause to be made therein, entries of the following matters, that is to say:

First. Every legal conviction of any member of his crew, and the punishment inflicted.

Second. Every offense committed by any member of his crew for which it is intended to prosecute or to enforce a forfeiture, together with such statement concerning the reading over such entry, and concerning the reply, if any, made to the charge, as is required by the provisions of section forty-five hundred and ninety-seven.

Third. Every offense for which punishment is inflicted on board, and the punishment inflicted.

Fourth. A statement of the conduct, character, and qualifications of each of his crew; or a statement that he declines to give an opinion of such particulars.

Fifth. Every case of illness or injury happening to any member of the crew, with the nature thereof, and the medical treatment.

Sixth. Every case of death happening on board, with the cause thereof.

Seventh. Every birth happening on board, with the sex of the infant, and the names of the parents.

Eighth. Every marriage taking place on board, with the names and ages of the parties.

Ninth. The name of every seaman, or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner, and cause thereof.

Tenth. The wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom.

Eleventh. The sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold, and the sum received for it.

Twelfth. In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the same occurred, to be entered in the official log-book. Such entry shall be made in the manner prescribed in section forty-two hundred and ninety-one, and failure to make such entry shall subject the offender to the penalties prescribed by section forty-two hundred and ninety-two.

SEC. 4291. Every entry hereby required to be made in the official log-book shall be signed by the master and by the mate, or some other one of the crew, and every entry in the official log-book shall be made as soon as possible after the occurrence to which it relates, and, if not made on the same day as the occurrence to which it relates, shall be made and dated so as to show the date of the occurrence, and of the entry respecting it; and in no case shall any entry therein, in respect of any occurrence happening previously to the arrival of the vessel at her final port, be made more than twenty-four hours after such arrival.

SEC. 4292. If in any case the official log-book is not kept in the manner hereby required, or if any entry hereby directed to be made in any such log-book is not made at the time and in the manner hereby directed, the master shall, for each such offense, be liable to a penalty of not more than twenty-five dollars; and every person who makes, or procures to be made, or assists in making, any entry in any official log-book in respect of any occurrence happening previously to the arrival of the vessel at her final port of discharge, more than twenty-four hours after such arrival, shall, for each offense, be liable to a penalty of not more than one hundred and fifty dollars.

SEC. 4596. Whenever any seaman who has been lawfully engaged or any apprentice to the sea service commits any of the following offenses, he shall be punished as follows:

First. For desertion, by forfeiture of all or any part of the clothes or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned.

Second. For neglecting or refusing without reasonable cause to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel's sailing from any port, either at the commencement or during the progress of the voyage or for absence at any time without leave and without sufficient reason from his vessel and from his duty, not amounting to desertion, by forfeiture from his wages of not more than two days' pay or sufficient to defray any expenses which shall have been properly incurred in hiring a substitute.

Third. For quitting the vessel without leave, after her arrival at the port of her delivery and before she is placed in security, by forfeiture from his wages of not more than one month's pay.

Fourth. For a willful disobedience to any lawful command at sea, by being, at the option of the master, placed in irons until such disobedience shall cease, and upon arrival in port by forfeiture from his wages of not more than four days' pay, or, at the discretion of the court, by imprisonment for not more than one month.

Fifth. For continued willful disobedience to lawful command or continued willful neglect of duty at sea, by being, at the option of the master, placed in irons, on bread and water, with full rations every fifth day, until

#6 Check to
NATFB

mail to

National Archives
Pacific Southwest Division
24000 Avila Rd. 1st Floor
Laguna Niguel, Ca. 92656

ATTN: Suzanne Dewberry

Wocal - 213 - 977 - 6852
ask for (213) 977-7600
Aderson LA office
~~213 977 7600~~

#6 Check to

National Archives
Pacific Sierra Region
1000 Commodore Dr.
San Bruno, Ca. 94066

SS. La Brea Hills launched Feb 1945
Ship registered in SFran in 1945

Built
by the
MarineShip
Shipbuilding
Corp
in Sausalito
file

ask for

1. copy of official documentation
2. master carpenter's certificate
3. copy of official log book
4. any documents relating to the
enrolling or registering of vessel
5. any additional information not
listed.

official #
of ship
was
247455

reads about the yard's "job in 1945" and notes "36 delivered."

Again the auto stops, and the group walks up a stairway onto the "outfitting dock." It is elevated so that one can bring things directly onto a ship instead of having to "climb" up and down into the vessel. The La Brea Hills is already there, back at anchor. Less than an hour and a half after the launching the yards is putting more "outfitting" work on it.

Inspect Hull Interior

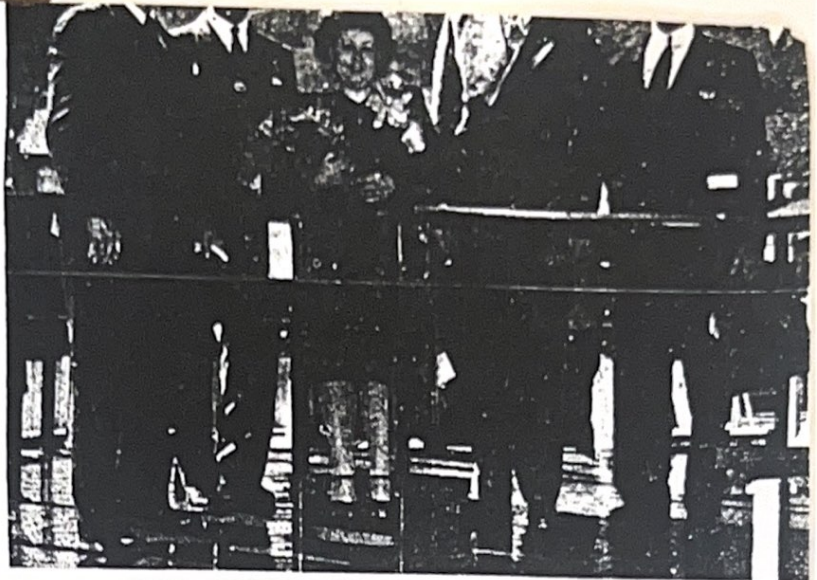
The party inspects the interior of a hull, witnesses the menacing guns set upon a deck, and is told that an eighty man crew will run the La Brea Hills; of these about twenty-three will be a navy gun crew. Men consulting blueprints are passed, and fragment proof armament in parts of the ship is pointed out. Down into the heat of the engine-room and boiler-room, one strides, along the catwalks and out into the pleasant air of the day again. Then quickly the party is off the "outfitting dock" and back to the car.

A swift drive takes the group through the labyrinth-like roads of the yard again. As the tour nears its end, the auto passes the motor which had been seen on the ground before. A present it is suspended in mid-air on the way to its place in a ship now in process of swift assembly. Action, steel mass, and creative genius—all are summed up in the tour.

Mr. and Mrs. Albert E. Lynes of 416 Eucalyptus street spent Monday in Hollywood with Mr. Lynes' sister, Mrs. Hannah Gretex, who is leaving for her home in Vancouver, B. C., next week. She has been visiting her daughter in Hollywood.

A war department letter received February 28 by Mrs. Verna Riley states that her son Frelen, reported wounded, was showing normal improvement on January 22.

Mr. Ray Closson of 519 south Pomona avenue, who has been ill since before Christmas, returned to work this week.



Above are the five principals in the launching of the Tanker La Brea Hills. Reading from left to right, they are: Brea Councilman R. V. Monroe, Councilman L. A. Crowe, Ship Sponsor Mrs. Walter Gee (honorary Brea citizen), Mayor Emil F. Carlson, and Associate Editor of the Progress, Martin R. Norins.

of Brea, and particularly with their Mayor. I can assure you that they are solidly behind us."

Oranges, Oil, Opportunity

He then turned to the four Brea representatives seated on the platform. "I want you to meet our distinguished guests from the land of oranges, oil, and opportunity," he declared as he introduced them to the audience of thousands of shipyard workers and guests.

Mrs. Walter Gee, sponsor of the ship and wife of the supervisor of the crew which assembled its hull, made a brief address then turned to launch the vessel. The directions given to burn the stays holding the ship in place evoked a real thrill.

"Burn one! Burn two! Burn three—" As the words, "Burn seven," rang out in the Marin county air, the weight of the ship broke it loose and sent it gliding easily down the Way to the sea.

A special highlight of the launching was the discovery that Mrs. Walter Gee, whom Mayor Carlson named a citizen of Brea by proclamation last week, had lived in Brea when a young girl. Her maiden name was Bonnie Lookabaugh, and she dwelt here with her parents, Mr. and Mrs. Ray Lookabaugh.

The Women's Guild of the Congregational church will meet Wednesday, March 7 at a 12:30 luncheon. Mrs. Howard Bowers and committee will be in charge of the luncheon. Mrs. A. A. Voorhees arranging the program.

Mrs. Betty Swan, who has been visiting her grandmother, Mrs. Campbell of 128 south Madrone avenue, left Thursday for Florida to join her husband.

Loveland Tal Canvassers A

With Field Director Loveland at the Santa Ana air base address a breakfast of local workers Wednesday morning, the Brea "Dollars Per Second" Red Cross drive went into a whirlwind opening this week aimed at amassing a quota of \$3,663.

New canvassing workers who have volunteered their services has been announced, are the Madames Robert Goodman, G. Briggs, F. Nay, Joe Cummings, Glenn Curtis.

honor of
the ship's
15th ship

See
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missioner of
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developed
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system of
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ed by Fire Saturday

after 8 p.m. last Saturday noon the home of Mr. and V. Childs of 211 south avenue was damaged by a fire that started as a result of clothes catching fire from coming from a floor heater.

The fire department, under chief J. J. Ellis, answered the alarm and once again Brea's fire demonstrated their ability to limit fire loss to a minimum.

The fire was discovered by Master J. Child, one of Mr. and Mrs. Child's three children, who gave the alarm to his mother.

The fire was confined to a small room on the downstairs interior of the house.

Wayne Foster Hears from Mother in Philippines

Wayne Foster, son of Mr. and Mrs. H. I. Foster of 125 south Pomona avenue, has been seen in the city pretty regularly re-stationed at Santa Ana for the last twenty-eight months, he was formerly a student of Brea High, Fullerton J. C. and has worked for the Chiksan company.

Foster says his family received a letter February 4, from his mother, Eugene Harold Foster, who is now serving with the Navy in the Philippines for the past three years. The letter Eugene has coyly commented on and his neighborly neighbors be found on the particular details of the Philippines where he was stationed.

RETE SHORTAGE?

As quiet at the Central market Monday. The hush persisted as Dayton Alexander carefully studied the dictates of the mystics. With dextrous movements of his hands he sifted the magic substance then set the grains in place. The mechanism went the way of the s-paperus, over the thing-us was turned, and—lo, (or out rolled the long-sought lengthy, tubular, and septa incased in pale white.

"Earl," bellowed Alexander

Employee Relations
Manager
Marinship Corp.

Brea-Olinda High is Host at 15th Annual Relay Track Meet

Brea-Olinda Union high school will be host to twenty-seven secondary schools on the occasion of the fifteenth annual Brea-Olinda relays at the high school field, Friday, March 2. Eighteen races will be run featuring athletes from widely scattered points of southern California.

First prize winners will be awarded medals, and ribbons will be given for the second, third, and fourth place prizes.

Schools attending include: Anaheim, Brea-Olinda, Bonita, Colton, Covina, Citrus, Compton, Downey, Excelsior, Fullerton, Garden Grove, Jordan, Newport, Montebello, Mark Keppel, Orange, Huntington Beach, South Pasadena, Santa Ana, Long Beach Poly, Woodrow Wilson, Whittier, Tustin, Valencia, Laguna, Riverside, Chaffee, and El Monte.

According to Bob Wade, Brea-Olinda athletic manager, in case of rain the relays will be held April 10.

Peppy Mass Meeting Aims at New C of C; Mayor to Preside

AS a first step toward reviving the organizational activity and participation in civic affairs of Brea's business community, members of the city council agreed Wednesday night that they would sponsor a city mass meeting in the Woman's Club building at south Pomona avenue on March 9, a week from Friday, at 8 p.m.

Mayor Emil Carlson will preside over the meeting, and Harry Welsh, of the Newport Beach chamber of commerce has consented to address the group. The latter's topic will be, "The organization and benefits of a chamber of commerce."

All local businessmen and residents of the city are urged to attend. Make this event a must date! Questions vital to the whole community

corporation has launched since construction of the shipyard was begun in March, 1942. The keel of the ship was laid on January 8, 1945.

The sponsor, wife of the supervisor of the hull squad which assembled the ship, was chosen, Drexler explains, in conformance with the Marinship Corporation policy of honoring a man or woman who has actually helped build the vessel.

Mayor Carlson and his party were scheduled to leave Brea this morning by special city car.

The telegraphic invitation to the Mayor came from R. W. Adams, employee relations manager of Marinship Corporation. In his acceptance reply, Mayor Carlson sent the following telegram:

"By virtue of the authority in me vested as Mayor of the city of Brea I hereby proclaim and confer upon Mrs. Walter Gee honorary citizenship of the city of Brea, the center of oranges, oil, and opportunity. Stop. Like the Romans we know this to be the greatest honor anyone may receive. Stop. I further hereby appoint her to represent the city of Brea as sponsor in launching tanker La Brea Hills. Stop. Councilmen L. A. Crowe R. W. Monroe myself and press representative M. R. Norins will participate in non-stop automobile trip to Sausalito in order that we may render whatever assistance the occasion requires. Arriving Marinship in special city car eleven-thirty Saturday morning. Emil Carlson, Mayor City of Brea."

Drexler has explained that the name for the tanker was selected by the U. S. Maritime Commission. The practice, he states, has been to take a key word for the particular place in question, and to add the term "hills." Even though the tanker is being named "La Brea Hills," the name has been selected as a tribute to the city of Brea and its surroundings. The Spanish term, "La," is translatable as "The."

Roscoe Goodcell, publicity director of the Automobile Club of Southern California, addressed the Brea Lions Club, Thursday, on the topic, "Highways of Alaska." He accompanied his lectures with pictures of the

to leave their premises by Mar Gnagy state that in regard to

The couple opened market at 116 so for twenty-five ; it, and they by 531 south Pomona years ago. John asserts that "Brea business town in Clarence Ryck is employed by dry.

Mrs. Gnagy reports her still continue include a teacher 9:30 a.m., and meetings at 2:30 on Wednesdays.

Staff Sergeant Of Arizona,

Staff Sergeant son of Mr. and of 339 south home of his pe on a three day Arizona.

Staff Sergeant Fullerton junior Douglas Aircraft company worker, was red from Laraman, Arizona.

Ralph participated 23 missions o other outstanding wears the air clusters a P ribbons for Ge service in the pean theaters

SWEET S

Youngsters c ant field day Sweet Shop when tables ar to one side, t full swing, an gan some peppy watchful and i genial Sam J. was a pleasure for all concern

There is a that Dapper S orting on the

restaurant
Saturday

in November
wears the Asi-
American defense
battle star.
Brea-Olinda high
of 1941 and has
working for
department
at Fontana in
action in the
Carolines, and the
two year of age.
training at San
are months in elec-
training, and
the program in
P. R., New Jersey.

**Company Host
School Children**

children of her
a very interest-
afternoon at
factory.
arrangement
of the children were
the actual process of
The time was plan-
program pro-
where the children
Raynell from the
group.
visiting her
Mrs. Ray Closson
avenue, is re-
home in Cor-

Another coincidence is that
men have also worked for Douglas
Aircraft. Bond says he did bearing
work, and Garner states he has
been a materials clerk. Garner, by
the way, is still working the grave-
yard shift for the aircraft people
at the Long Beach plant.

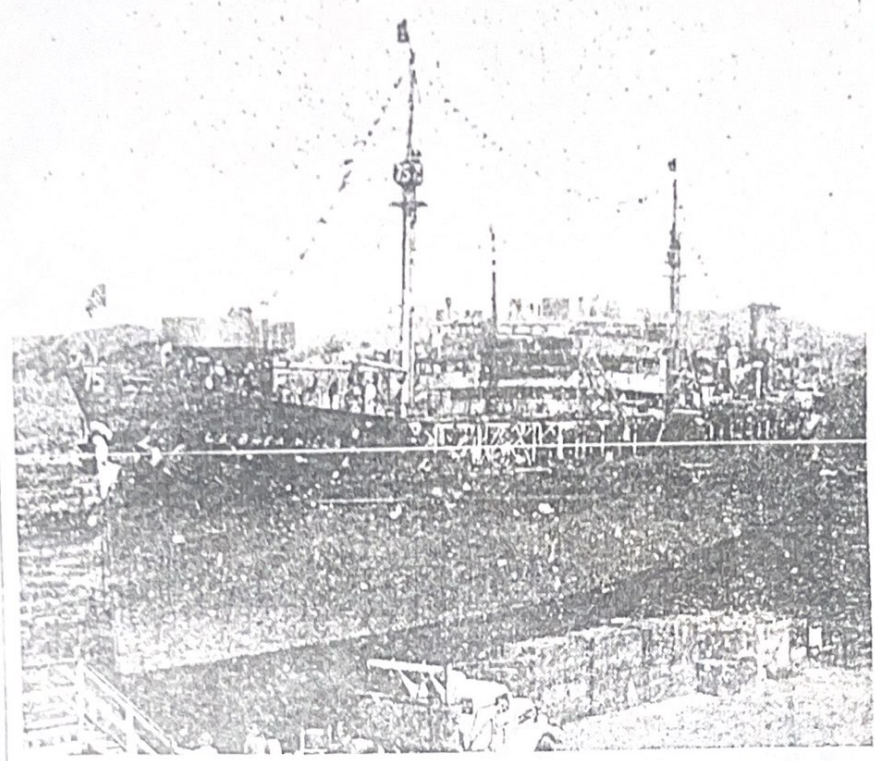
Both men state they will offer
the finest in gasoline, oil, and petro-
leum by-products.

Mrs. Frank Troup.

Among the returned servicemen
who attended were Richard David-
son, Earl Chansler, Pvt. Daniel W.
Ward, and Machinist Mate Milton
Shanks.

Mr. and Mrs. Ray Closson of 519
south Pomona avenue spent Mon-
day in Whittier visiting friends.

TANKER S. S. LA BREA HILLS



Above is a view of the Tanker S. S. La Brea Hills, named in honor of the Brea Oilfield. Note the painting of the Red Cross nurse on the ship's bow and the banner "75" on the mast. This was the seventy-fifth ship launched by the Marinship yard.

work of framework
ing cranes, partially
completed vessels, and
able pattern of hum

Pass Railway

As they drive into
guests pass a railwa
numbers of trucks. No
truck drops its "tra
steel tonnage, wheel
heads away for anot

Huge cranes here or
are steadying a mot
capable of generating
power. Elsewhere, one
a motor is usually ase
ship. In Marinship it
separately, then it
and placed in the vess
there is a huge sig
reads about the yard's
and notes "36 deliver

Again the auto st
group walks up a stai
"outfitting dock." It
that one can brace
onto a ship instead
"climb" up and down
sel. The La Brea Hi
there, back at anchor
hour and a half after
the yards is putting
fitting" work on it.

Inspect Hull

The party inspect
of a hull, with
guns set upon a de
than an eighty man
the La Brea Hills,
twenty-three will be
crew. Men consulting
passed, and framem
ment in parts of the
out. Down into the
engine-room and
strides, along the co
into the pleasure
again. Then squall
the "outfitting de
the ship.
A tall, narrow
through the bow
the ship with
the ship's

**Committee To Back Scouts'
Appeal; Ask Support**

brief and Walt Grinnery, Washin-
and attachment; and Joe Nouf

**Chinese Experts See
Brea Dam, Praise the
Protection Afforded**

Chinese water experts, in the
company of E. C. La Rue, principal
engineer of the U. S. Engineer Of-
fice in Los Angeles, visited Brea
dam here Saturday.

official # of ship was
247455

S.S. La Brea Hills 1945
↳

had 52 crewmen
captain - Russell H. Abbott

From May to Aug 1945 - went from
Los Angeles - San Francisco - Leyte
(was grounded there) Utithi (Caroline Islands)
Entwitor (in Marshall Islands) + then
home again.

In 1958 the ship was owned by the
Trinidad Corp of Wilmington, Delaware
(In 1992 there is no listing for this co.)
in Wilmington)

were ordered regarding the
that the dog situation
creating. Chief of Police J.
on reminded those present
new dog ordinance would
fect March 4 at which time
rs of such dogs would be
o severe penalties. Steps
initiated toward engaging
es of a dog-catcher.

moved and passed after
ble discussion, that Joel
be permitted to open a
stablishment at 105 north
avenue where he might
to 4,000 chickens.

present were apprised of
r that was being afforded
in connection with the
; of the tanker, La Brea
ports were also given by
xall and Ralph McLean.
meeting closed, action was
sponsor the forthcoming
ting on March 9.

1 Avenue House ed by Fire Saturday

after 8 p.m. last Satur-
noon the home of Mr. and
V. Childs of 211 south
avenue was damaged by a
ze that started as a result
clothes catching fire from
coming from a floor heat-
t.

e department, under chief
llis, answered the alarm
and once again Brea's fire
emonstrated their ability
ire loss to a minimum.

e was discovered by Master
hild, one of Mr. and Mrs.
hree children, who gave
a to his mother.

e was confined to a small
the downstairs interior of
e.

Foster Hears from r in Philippines

Wayne Foster, son of Mr.
H. I. Foster of 125 south
avenue, has been seen
e city pretty regularly re-
tationed at Santa Ana for
twenty-eight months, he
erly a student of Brea-
gh, Fullerton J. C. and has
for the Chilean company

Mayor Carlson who has been in-
vited to attend launching of
tanker La Brea Hills, named in
honor of this city.

Telegram Inviting Mayor To Attend the Launching

R. W. Adams, employee relations
manager of the Marinship corpora-
tion has sent the following telegram
of invitation to Mayor Carlson:
Hon. Emil Carlson, Mayor,
City of Brea
Brea, California

Tanker La Brea Hills will be
launched at Sausalito 12:30 p.m.,
Saturday, February 24. This "Hills"
class tanker is named in honor of
Brea oilfield. If able to attend we
invite you to represent people of
Brea at launching. Please reply by
wire giving names of those in your
party.

(Signed)
R. W. ADAMS
Employee Relations
Manager
Marinship Corp.

Brea-Olinda High is Host at 15th Annual Relay Track Meet

Brea-Olinda Union high school
will be host to twenty-seven sec-
ondary schools on the occasion of
the fifteenth annual Brea-Olinda
relays at the high school field, Fri-
day, March 2. Eighteen races will
be run featuring athletes from wide-
ly scattered points of southern
California.

First prize winners will be award-
ed medals, and ribbons will be given
for the second, third, and fourth
place prizes.

Schools attending include: Ana-
heim, Brea-Olinda, Bonita, Colton,
Covina, Citrus, Compton, Downey,
Excelsior, Fullerton, Garden Grove,
Jordan, Newport, Montebello, Mark
Keppel, Orange, Huntington Beach,
South Pasadena, Santa Ana, Long
Beach Poly, Woodrow Wilson, Whit-
tier, Tustin, Valencia, Laguna,
Riverside, Chaffee, and El Monte.

According to Bob Wade, Brea-
Olinda athletic manager, in case of
rain the relays will be held April 10

honorary citizen of Brea. The
mayor also sent a telegram accept-
ing the invitation from the ship-
building company in behalf of the
city and stated that others in his
party would include both Council-
men L. A. Crowe and R. W. Monroe,
and press representative M. R.
Norins of the Progress staff.

First local word of the imminent
launching came by long distance
phone call to the Progress office
from Fred Drexler, press supervisor
of the Sausalito company on Tues-
day morning. The formal telegram
inviting Mayor Carlson and his
party was sent the same day and
arrived in Brea Wednesday.

The tanker, as described by Drex-
ler, is 523 feet long and weighs
16,500 dead weight tons. A "super-
modern tanker built to a permanent
design," according to the ship-
building company's press represen-
tative, it is the twentieth of such
tankers built by the yard and will
be the seventy-fifth ship which the
corporation has launched since con-
struction of the shipyard was begun
in March, 1942. The keel of the ship
was laid on January 8, 1945.

The sponsor, wife of the super-
visor of the hull squad which assem-
bled the ship, was chosen, Drexler
explains, in conformance with the
Marinship Corporation policy of
honoring a man or woman who has
actually helped build the vessel.

Mayor Carlson and his party were
scheduled to leave Brea this morn-
ing by special city car.

The telegraphic invitation to the
Mayor came from R. W. Adams,
employee relations manager of
Marinship Corporation. In his ac-
ceptance reply, Mayor Carlson sent
the following telegram:

"By virtue of the authority in me
vested as Mayor of the city of Brea
I hereby proclaim and confer upon
Mrs. Walter Gee honorary citizen-
ship of the city of Brea, the center
of oranges, oil, and opportunity.
Stop. Like the Romans we know
this to be the greatest honor anyone
may receive. Stop. I further hereby
appoint her to represent the city of
Brea as sponsor in launching tanker
La Brea Hills. Stop. Councilmen L.
A. Crowe R. W. Monroe myself and
press representative M. R. Norins

bundles now!

Gnagy Co Home to Leaving E

Well known in
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and Mrs. John
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have sold their
Pomona avenue
of this city. Mrs.
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days at the Leg
she and Mr. Gna
be living with fr

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Hansen, the ma
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condition of Mr.
to leave their
premises by Mar
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531 south Pom
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asserts that "Bre
business town in

Clarence Ryck
is employed by
dry.

Mrs. Gnagy re
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include a teache
9:30 a.m., and
meetings at 2:30
on Wednesdays.

Staff Sergeant Of Arizona, I

Staff Sergeant
son of Mr. and M
of 339 south F
home of his par
on a three day p
Arizona.

Staff Sergeant
Fullerton junior
Douglas Aircraft.

Mayor Carlson and Civic Group to Assist Sausalito Tanker Launching Tomorrow

WAGE RAISES, DOGS, LAUNCHING PEP UP CITY COUNCIL MEET

Six Dollars a Person--Aim Of Red Cross

"Six dollars a second" read the posters and they mean that it costs that much to keep the Red Cross machine pumping out help to the boys and girls on America's world fighting fronts. Six dollars per person is the goal in the drive to raise the Red Cross funds this year.

Rapid developments in a number of fields fired the Brea city council to new activity Wednesday night. An appeal by city employees for wage raises, indignant protests at the annoyances caused by unleashed dogs, and the recording of the major's acceptance of an invitation to attend the Maranship Corporation launching of the tanker, La Brea Hills at Sausalito, all kept the council members on their toes.

March 1 is the date when Brea will send out its local army of workers to solicit contributions for the local Red Cross organization. With final arrangements to be set at a breakfast, Wednesday morning, February 28, at the Woman's club building, Mrs. Mossie Wallace, local chairman, urges full attendance.

Officer R. W. Phillips presented figures as an example to show how wages of Brea city employees lagged behind those in neighboring cities. Protests from various citizens and particularly from school authorities were offered regarding the nuisance that the dog situation had been creating. Chief of Police J. M. Pearson reminded those present that the new dog ordinance would go into effect March 4 at which time

MAYOR EMIL F. CARLSON



Mayor Carlson who has been invited to attend launching of tanker La Brea Hills, named in honor of this city.

Name Ship in Honor Of City; Sponsor is Dubbed Brea Citizen

As a result of long distance telephone and telegraphic invitations from the Maranship Shipbuilding Corporation that he and his party attend the launching tomorrow morning of a U. S. Maritime Commission oil tanker named La Brea Hills in honor of the city of Brea, Mayor Emil Carlson and three other civic representatives have set out for Sausalito, California, where they are expected to arrive early Saturday.

By special proclamation Wednesday night at the meeting of the city council the mayor designated Mrs. Walker Gee, whom the shipbuilding company had earlier designated as sponsor of the vessel, an honorary citizen of Brea. The mayor also sent a telegram accepting the invitation from the shipbuilding company in behalf of the city and stated that others in his