

List of Crew and Report of Character

Christian and surname (at length) of each person	Capacity engaged	Report of character*		See page
		Conduct	Ability	
1. Joseph J. Cooke	Ch. Mate			
2. Robert E. Chamberlain	2 nd Mate			
3. Harold C. Wilton	3 rd Mate			
4. Alban L. Kattzell	1 st Radio			
5. Jack C. Sedgwick	2 nd Radio			
6. Lewis E. Kueston	Camer.			
7. Roy E. Wright	Boat'n			
8. Harry Ticholatic	G.M.			
9. John L. Slusick	G.M.			
10. Francis P. Swanson	G.M.			
11. Richard E. Benson	W. Maint.			
12. Thomas McDonald	H. B.			
13. Cecil W. Mix	H. B.			
14. Jesse R. Little	H. B.			
15. Richard B. Hussey	H. B.			
16. Lawrence E. Fortis	H. B.			
17. Gordon O. Kichman	O. S.			
18. Torrance S. Kuschnow	O. S.			
19. Jose Curva Re'	O. S.			
20. Carl W. Swenson	Deck Cadet			
21. Ralph E. Smith	Ch. Eng.			
22. Frank G. Muzzey	1 st Eng.			
23. James H. O'Connell	2 nd Eng.			
24. Kenneth F. Stanton	3 rd Eng.			

Information withheld in accordance with 5 U.S.C. (Freedom of Information Act) exemption (b) (6) (Personal privacy)

*V. G. for "Very good;" G. "Good;" M. "Middling;" and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.
If there is any entry in the log relating in any way to the crew, the page or pages in the log where the entry is to be found should be written in the column opposite the man's name.

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Pacific Southwest Region

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1 st	Christian and surname (at length) of each person	Capacity engaged	Report of character*		See page
			Conduct	Ability	
25	Alex G. Chungachovsk	Engr. 3 rd Eng.			
26	Gerald V. Kent	Elect.			
27	Robert L. Merich	Cumpr.			
28	Henry S. Wilson	Eng. 2 nd Eng.			
29	Richard G. Hanson	Pilot			
30	Y. Maschio Roberto	Pilot			
31	Elmer N. Wilson	Pilot			
32	Carl Belin	F.M.-W.T.			
33	Joseph R. Danzki	F.M.-W.T.			
34	Alfred R. Clausen	F.M.-W.T.			
35	Eugene E. Basler	Wiper			
36	Charles C. Zimmerman	Wiper			
37	Delbert E. Tuppel	Wiper			
38	David H. Edmonds	Eng. Cadet			
39	Stanley P. Beattie	Steward			
40	Diigo D. Bell	Ch. Cook			
41	Arthur B. Brian	2 nd Ch. Beh.			
42	William W. Wynne	Brit. Cook			
43	George J. Logan	Galley man			
44	James G. Hull	Messman			
45	Edward G. Souza	Messman			
46	Danell A. Mursky	Messman			
47	Grason Higginson	Miss			
48	Robert W. Gullies	Utility			

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*V. O. for "Very good;" G. "Good;" M. "Middling;" and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.
If there is any entry in the log relating in any way to the crew, the page or pages in the log where the entry is to be found should be written in the column opposite the man's name.

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Christian and surname (at length) of each person	Capacity engaged	Report of character*		See page†
		Conduct	Ability	
49. <i>Galad Worstein</i>	<i>Utility</i>			
50. <i>Richard Hamington</i>	<i>A.B.</i>			
51. <i>James C. Phillips</i>	<i>Mess.</i>			
52. <i>James F. Hawkins</i>	<i>"</i>			
53. _____				
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with 5 U.S.C. (Freedom of Information
Act) exemption (b) (6)
(Personal privacy)

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†If there is any entry in the log relating in any way to the crew, the page or pages in the log where the entry is to be found should be written in the column opposite the man's name.

San Francisco, Calif., U.S.A. towards Foreign

Date, hour, and place of the occurrence entered. If at sea, give in addition, the latitude and longitude	Entries required by act of Congress	Amount of any fine or forfeiture inflicted
<p>6-17-45 Leyte, Philippines</p>	<p>Grounding of Vessel: 1227 All ahead, half ahead, on 178° for 3 miles, change on a swing to the main channel, proceeding down same course 291° until ahead on 10 at 1335 change course to 320°T. While in channel proceeding at half ahead at 40 RPM, to full ahead at 50 RPM speed at that time was about 6 to 7 knots. 1257 half ahead 40 RPM. 1400 slow, 20 RPM, 1402 stop. Bearing of Beacon "B" 350°T. old light 176°T. DID. Island 30°T while turning, which showed we were too close in, but too late to come out of turn. 1406 half ahead 1410 full ahead, aground. No motion felt when going aground other than when the swinging in the turn was slowing down. Heading was 208°T. Attemp was immediately made to slack her off. Last used was San Pedro Bay reproduced by 924 Engineers Surveyed by R. A. N. Hydrographic unit, November 1944. Long 125°-01.9'E Lat. 11-21.3' N. No apparent damage done to vessel. No leaks in tanks or deep tanks forward. The vessel is seaworthy in my estimation. U.S.S. Otis driver inspected vessel from stern to stern and found no damage done to vessel hull. 6-23-45 Shifting draft. F. 29.07" H. 23' M. 26.03 1/2" trim vessel while shifting. Made reports to Merchant Marine Inspector, U.S.C. by file at Leyte. In hearing.</p>	<p>James Considine L. (jr) field investigation onboard. J. K. Altott Joseph J. Coope Chief Mate</p>

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Pacific Southwest Region

such disobedience shall cease, and upon arrival in port by forfeiture, for every twenty-four hours' continuance of such disobedience or neglect, of a sum of not more than twelve days' pay, or by imprisonment for not more than three months, at the discretion of the court.

Sixth. For assaulting any master, mate, pilot, engineer, or staff officer, by imprisonment for not more than two years.

Seventh. For willfully damaging the vessel, or embezzling or willfully damaging any of the stores or cargo, by forfeiture out of his wages of a sum equal in amount to the loss thereby sustained, and also, at the discretion of the court, by imprisonment for not more than twelve months.

Eighth. For any act of smuggling for which he is convicted and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner such a sum as is sufficient to reimburse the master or owner for such loss or damage, and the whole or any part of his wages may be retained in satisfaction or on account of such liability, and he shall be liable to imprisonment for a period of not more than twelve months. (Dec. 21, 1898, sec. 19; Mar. 4, 1915, sec. 7; Aug. 1, 1939, sec. 6.)

SEC. 4597 (amended Dec. 21, 1898, sec. 20). Upon the commission of any of the offenses enumerated in the preceding section an entry thereof shall be made in the official log-book on the day on which the offense was committed, and shall be signed by the master and by the mate or one of the crew, and the offender, if still in the vessel, shall, before her next arrival at any port, or, if she is at the time in port, before her departure therefrom, be furnished with a copy of such entry, and have the same read over distinctly and audibly to him, and may thereupon make such a reply thereto as he thinks fit, and a statement that a copy of the entry has been so furnished, or the same has been so read over, together with his reply, if any, made by the offender, shall likewise be entered and signed in the same manner. In any subsequent legal proceedings the entries hereinbefore required shall, if practicable, be produced or proved, and in default of such production of proof the court hearing the case may, at its discretion, refuse to receive evidence of the offense.

AN ACT TO ESTABLISH LOAD LINES FOR AMERICAN VESSELS, AND FOR OTHER PURPOSES,
OF MARCH 2, 1920, AS AMENDED

SEC. 1. Load lines are hereby established for the following vessels: (a) Merchant vessels of one hundred and fifty gross tons or over, loading at or proceeding to sea from any port or place within the United States or its possessions for a foreign voyage by sea, the Great Lakes excepted. (b) Merchant vessels of the United States of one hundred and fifty gross tons or over, loading at or proceeding to sea from any foreign port or place for a voyage by sea, the Great Lakes excepted.

SEC. 6. It shall be the duty of the master of every vessel subject to this act and to the regulations established thereunder before departing from her loading port or place for a voyage by sea, to enter in the official log-book of such vessel a statement of the position of the load-line mark applicable to the voyage in question; and the actual drafts forward and aft at the time of departing from port, as nearly as the same can be ascertained.

SEC. 8 (b). If the master of any vessel subject to this act and to the regulations established thereunder shall fail, before departing from her loading port or place, to enter in the official log-book of such vessel the statement required by section 6, he shall for each offense be liable to the United States in a penalty of \$100. The Commandant of the U. S. Coast Guard may, in his discretion, remit or mitigate any penalty imposed under this paragraph.

INTERNATIONAL CONVENTION FOR SAFETY OF LIFE AT SEA, OF 1929, AND THE U. S. COAST GUARD REGULATIONS
OF THE COMMANDANT, U. S. COAST GUARD, ESTABLISHING LOAD LINES

Log-book entries.—(a) Applicable to foreign voyages by sea (the Great Lakes excepted).

The master of any passenger vessel making foreign voyages by sea shall insert at the time of departing from port in the vessel's official log a statement of the position of the subdivision load-line mark; port, and starboard, in relation to the surface of the water in which the vessel is then floating, and shall also enter a statement of the actual drafts of the vessel forward and aft as nearly as the same can be ascertained.

There shall be entered in the official log the time that hinged, watertight doors fitted in bulkheads dividing cargo between deck spaces are opened in port and the time these doors are closed before leaving port. (These doors must be closed, secured, and remain so during the voyage.)

There shall be entered in the official log the time of opening and the time of closing in port, portable plates, gangways, cargo ports, coaling ports, and other openings in the vessel's hull below the margin line which are required by the regulations to be kept closed at sea. (46 C. F. R. 46.20, 46.28, 46.31) (If it becomes essential for the safety of the ship to open any of these fittings at sea, the circumstances and the time of opening and closing shall be entered in the official log.)

There shall be entered in the official log the time of opening, closing, and securing, at sea, watertight doors fitted between bunkers for the purpose of trimming coal.

There shall be entered in the official log the time of opening and closing in port those airports below the bulkhead deck that are specifically required to be kept closed while at sea, by the regulations.

There shall be entered in the official log a record of the following drills and inspections with an explicit record of any defects which may be disclosed and the steps taken to remedy them:

- (1) Operation of watertight power doors and watertight hinged doors in main transverse bulkheads in use at sea—daily.
- (2) Drills in the operation of watertight doors, airports, valves, and closing mechanisms of scuppers, ash chutes, and rubbish chutes—weekly. (When the voyage exceeds one week, a complete drill shall be held before leaving port.)
- (3) Inspection at sea of all watertight doors together with all mechanisms and indicators connected therewith, all valves the closing of which is necessary to make a compartment watertight—at least once a week.

When the draft of the vessel is limited by a seasonal load line located below the subdivision load line the position of the seasonal load line shall be entered in relation to the surface of the water in which the vessel is floating.

When an allowance of draft is made for density of the water in which the vessel is floating, this density is to be noted in the official log.

GET PAPER READY

The city Social-Security Bureau waste-paper campaign opened Thursday, March 1, and closes Monday, April 1. Magazines and newspapers will be collected and should be tied in bundles for delivery.

A Personal View of The Marinship Yard As Seen by Breans

What is in a million dollars' worth of steel and what takes place there? Mayor Emil C. Carlson, Councilman L. A. Crowe and E. A. Monroe, and M. R. Narine tried to find out when they were conducted on a thirty-minute tour of the Marinship shipyard for the tanker La Brea Hills.

The whole view impression of the yard is one of massiveness—large stockpiles of metal and occasionally moving throngs of workers. Facing the yard from the outside, one looks out over a magnificent work of constructive building.

As they drive into the yard, the guests pass a railway track and numbers of trucks. A heavy semi-truck drops its load of steel beams, and quickly and heads away for another.

Large cranes here on the ground are generating a motor potentially capable of generating 8,250 horsepower. Elsewhere, one is told, such a motor is usually assembled on the ship. In Marinship it is assembled separately, then lifted by cranes and placed in the hull.

Known as the interior of a hull, it is the muzzling gun 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

Personal Appearance Of Breans Creates Amity, Good Will

More solid steel evidence of Breans' key participation in the war effort and stirring personal testimony to the community's dynamic spirit were admirably combined when Mayor Emil C. Carlson, Councilman L. A. Crowe and E. A. Monroe as well as Assembly member of the Progress M. R. Narine traveled to Sausalito for the launching of the Tanker S. S. La Brea Hills Saturday, February 24.

When the La Brea Hills named in honor of the Brea oilfield, glided into San Francisco bay from the Sausalito shipyard yard of Marinship Corporation, the ample cargo space and bristling defensive guns jointly became yet another symbol of the city's military role. The ship takes its place in history just as the millions of barrels of oil pumped from local wells and the thousands upon thousands of tons of war equipment fabricated in local plants have also become symbols of Brea's leading home front efforts.

After a brief statement by Company Press Supervisor Fred Draxler, and a musical selection Superintendent of Ship Assembly William H. Hanson took over as master of ceremonies.

"This ship is the first of the Sausalito class tankers named for important California oilfields," he stated. "The Brea oilfield in Contra Costa county was discovered before the turn of the century. Together with its companion Quince field it has provided more than 170 million barrels of petroleum. Through this launching we have developed a very happy relationship with the people

locate a shop in or close to Brea for the manufacture of such items as oil well tools and steel valves. He states he can furnish steady employment for twenty or more men in this work. However, his desire to start this business here is conditioned upon whether or not he hears from enough of the Brea people.

The Progress does not ask about the background of the Brea question, nor does it know what salaries Yarbrough may be prepared to pay. But it would guess that such a business could conceivably bring a new weekly payroll of around \$1,000 or more to this city, together with other indirect advantages. Brea should be in a position to find such an enterprise its twenty men if they are not here, an appropriate civic organization might conceivably look into the matter of their recruitment.

It is to be noted that there is little interest in making arrangements for such expedients that the city council is sponsoring a mass meeting at the Woman's Club building on South Promenade at 8 p.m. on Wednesday.

Let's have a posting here-out of the local residents and businessmen. Let's show that Brea feels that any businessman with a sound imagination wanting to settle in this city will have a reasonably active and helpful community in getting underway.

... Monday, February 24, in a room close to the... who is in... parents'... Campbell of Eurekafield.

ment telegram sent to Mrs. M. W. Wyle of York, Linda, daughter Mrs. Culp and mother of Mrs. L. L. ... of their feelings upon being ... very received from both of t ... round interest Monday ... the Red Cross.

The young Zimmerman couple ... had ... to ... to the Philippines in ... to transfer to China, ... studying the Chinese language ... at the time the Japanese attacked Pearl Harbor. It appears both seem to have been interned there up to the spring of 1945, when they were probably ... Santo Tomas.

In Rev. Zimmerman's letter, dated February 7, he mentions that they had seen much ... before the start of ... of which I saw first in the city ... evening, about ... with ... Douglas MacArthur was ... To say we ... in the batt ... that ... we ...

He mentions that ... when he saw his ... this as a reference to weight ... would seem to have lost almost ... around 100 ... weight ... according to ... in-law, Mrs. Wyle of York ...

... writing on ...

PARTICIPANTS IN SHIP LAUNCHING



Above are the five principals in the ship launching ceremony. Reading from left to right they are: Mayor Emil C. Carlson, Councilman L. A. Crowe, Ship Superintendent William H. Hanson (honorary Brea citizen), Mayor Emil C. Carlson, and M. R. Narine.

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

Orange, 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, spouse of the ship and wife of the supervisor of the yard which assembled the hull

The Women's Guild of the ... Monday, March 1 at a 12:00 luncheon. Mrs. Howard Bowers and committee will be in charge of the luncheon. Mrs. A. A. Voomers is arranging the program.

Mrs. ... who has been visiting ... Campbell ... Avenue ...

... of the ...

... of the ...

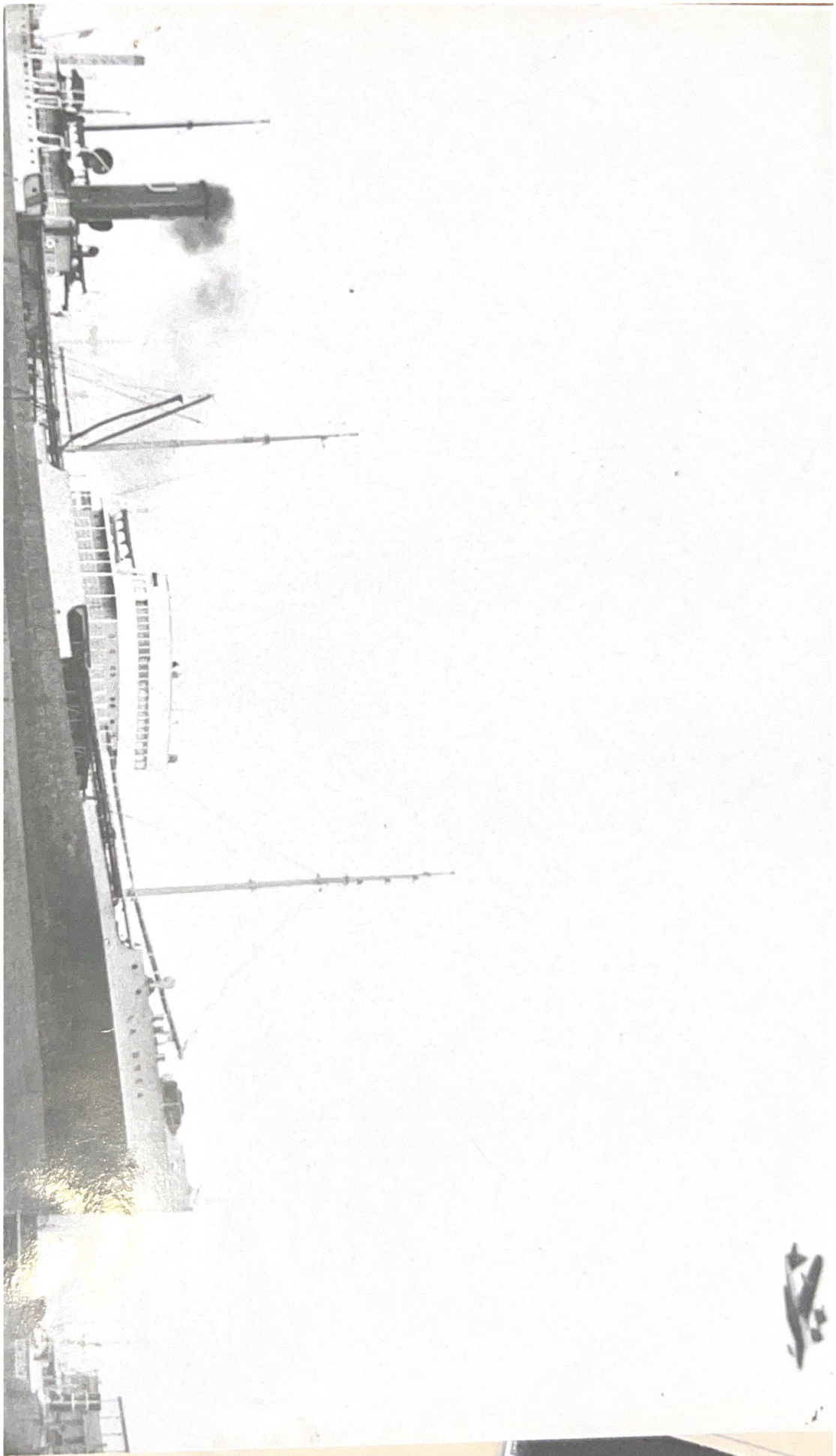
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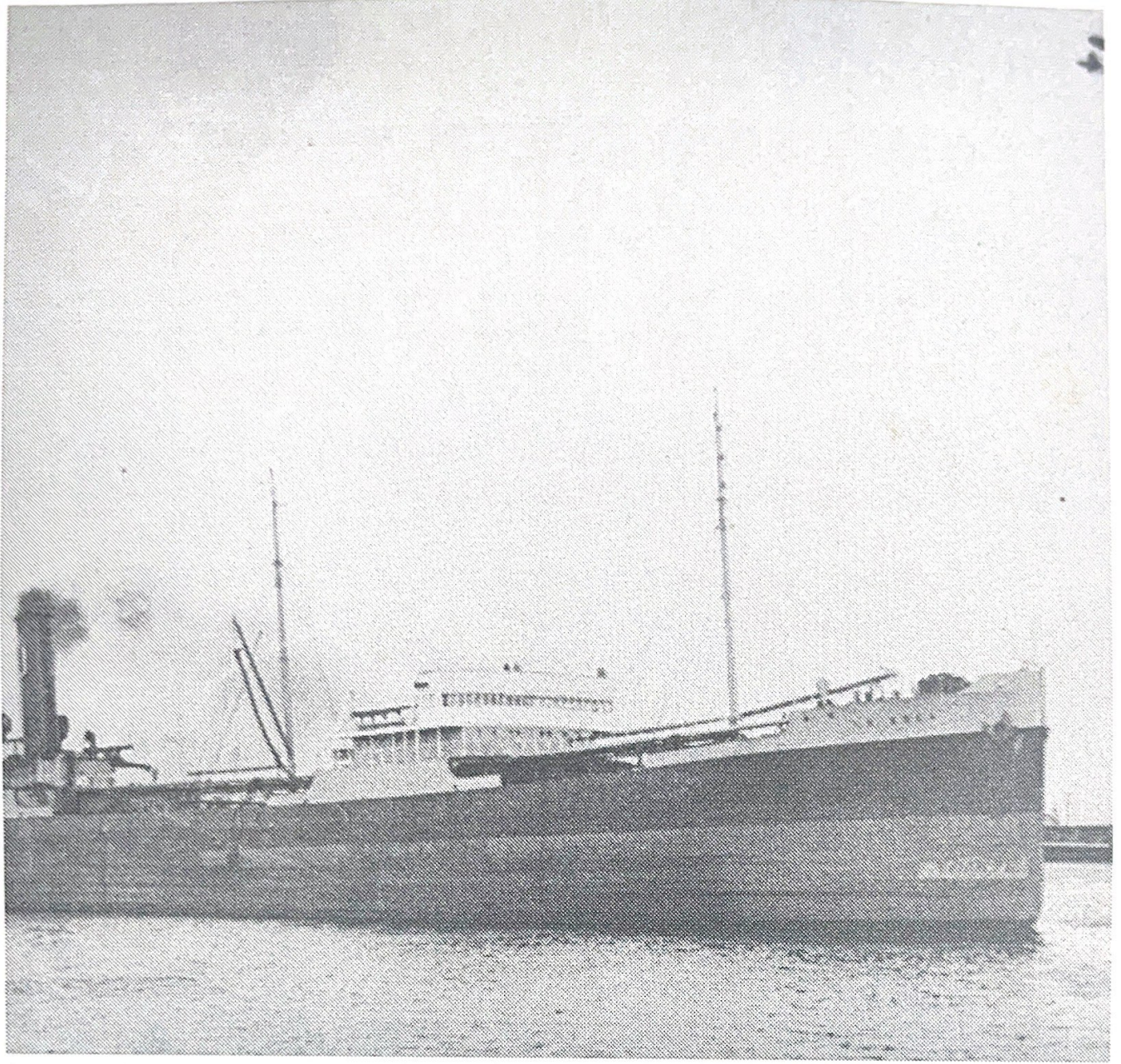
BP → Fri March 2, 1945 — Launching of

tanker SS. La Brea Hills,
 named for our oil fields here, in
 Southern California. — Our Mayor Ernest Carter
 present

BP March 16, 1945 SS. La Brea Hills
 Ships Out To Sea

Photo of pup BP March 2, 1945





6-J
Ship ~~6-J~~ Honors afloat

UNITED STATES TREASURY DEPARTMENT
BUREAU OF CUSTOMS

MERCHANT VESSELS
OF THE
UNITED STATES

1947

(Including Yachts and Certain Government Vessels)

‡

January 1, 1947



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1948

For sale by the Superintendent of Documents, U. S. Government Printing Office
Washington 25, D. C. - Price \$5.00 (Bulk rates)

RG 41

NC-18

GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICE
THE NATIONAL ARCHIVES

Customhouse Marine Documentation: A List by Series Showing Ports
for Which Documents Are Available in Record Group 41

(Record Group 41)

Compiled by

Forrest R. Holdcamper

November 1962

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At Sauss

Bond, Garnet
Up Gas Sy

CONTENTS

	<u>Page</u>
Certificates of enrollment	1
Licenses for vessels under 20 tons	3
Certificates of registry	5
Licenses and enrollments for yachts	7
Master carpenters' certificates	8
Tonnage admeasurements	9
Abstracts of enrollments and licenses	10
Bills of sale for all types of vessels	10
Index to tonnage admeasurements	11
Certificates of record	11
Bonds and oaths for register	11
Sales of vessels by U.S. marshals	11
Licenses for vessels 20 tons and over	11
Sea letter	11
Records relating to change of masters	11
List of vessels registered	11

5. MASTER CARPENTERS' CERTIFICATES. 1790-1928. 13 ft.

The certificates, issued by master carpenters, show in detail dimensions of vessels and the method of measurement. There are a few certificates for the years 1928-55. Arranged geographically by name of port and thereunder chronologically.

Annapolis, Md.	1886-1918
Baltimore, Md.	1790-1805, 1813-14, 1816-36, 1838-63, 1865
Barnstable, Mass.	1872, 1886-94
Bath, Maine	1812-57, 1860-1904
Beaufort, N.C.	1905-12
Belfast, Maine	1826-29, 1855-64
Boothbay, Maine	1870-1908
Boston, Mass.	1878-90
Bridgeton, N.J.	1872-1903
Buffalo, N.Y.	1847-72
Camden, N.J.	1868-72, 1876-86
Castine, Maine	1871-1903
Charleston, S.C.	1844-57, 1872-1907
Cherryfield, Maine	1870-74
Crisfield, Md.	1882-1900
Damariscotta, Maine	1875-1903
Edenton, N.C.	1902 only
Elizabeth City, N.C.	1902 only
Ellsworth, Maine	1870-1918
Erie, Pa.	1871-86
Fairfield, Conn.	1795-1884
Hartford, Conn.	1845-68
Key West, Fla.	1870-94
Louisville, Ky.	1871-84
Machias, Maine	1870-95
Middletown, Conn.	1798-1846, 1849-58, 1871-80, 1891-1902
Mobile, Ala.	1870-91
New Bedford, Mass.	1871-95
New Orleans, La.	1860, 1865-68, 1870-1914
Oswego, N.Y.	1871-96
Pensacola, Fla.	1881-1917
Philadelphia, Pa.	1856-1902
Portsmouth, N.H.	1847-53
Rock Island, Ill.	1895-1913
St. Louis, Mo.	1881-91, 1897-1911
✓ San Francisco, Calif.	1870-1955
Savannah, Ga.	1894-1921
Somers Point, N.J.	1876-1915
Sullivan, Maine	1872-1902
Thomaston, Maine	1875-1906
Tuckerton, N.J.	1873-1904
Yorktown, Va.	1871-82

Launching of Tanker S. S. La Brea Hills At Sausalito Symbolizes City's War Role

Bond, Garner, Open Up Gas Stations

Two gasoline stations on south Pomona avenue have been stirred into new activity in recent weeks with Keith Garner taking over the lease of the Standard service station and F. Bond re-opening the long closed Shell station. Both stations have been undergoing general repair jobs and overhaul work, and the indications are that the new operators will offer the kind of friendly helpful service that Brea residents like.

Keith Garner worked for the past year at the Standard service station in Fullerton before he acquired the former Leachman-Canavello lease locally. Both he and Bond, who has had a station in Los Nietos, California, are from Oklahoma and are married. Garner has two children: Bobby, ten; and Linda Kaye, two. Bond's two sons are older. One,

"Open House" Dance Honors Gheen, Troup

Over seventy-five local residents honored Brea Boys who are being called to uniform or who have already seen military service in World War II by attending an "open house" at the Legion Hall Monday night, February 26. Sponsored by local mothers and the American Legion authorities, the "open house" specially honored Paul Gheen, scheduled to leave Tuesday morning, February 27, for military service at Catalina Island, and Darriel Troup, who is due in Salt Lake city, March 6.

Students, as well as the many other local friends of the boys, were invited. There was dancing to re-

GET PAPER READY
 The Boy Scout-General Eisenhower waste paper campaign opened Thursday, March 1, and closes Monday, April 1. Magazines and newspapers will be collected and should be tied in bundles 12 inches high. Pick up dates are Saturday, March 17 west of Pomona avenue and Saturday, March 31 east of Pomona avenue.

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More solid steel evidence of Brea's key participation in the war effort and stirring personal testimony to the community's dynamic spirit were admirably combined when Mayor Emil F. Carlson, Councilmen L. A. Crowe and R. W. Monroe as well as Associate Editor of the Progress M. R. Norins traveled to Sausalito for the launching of the Tanker S. S. La Brea Hills Saturday, February 24.

A Personal View of The Marinship Yard As Seen by Breans

What is in a seventeen million dollar shipyard and what takes place there? Mayor Emil Carlson, Councilmen L. A. Crowe and H. A. Monroe, and M. R. Norins tried to find out when they were conducted on a thirty minute tour of the Marinship six-way yard after participating in launching ceremonies for the tanker

When the La Brea Hills, named in honor of the Brea oilfields, glided into San Francisco bay from the Sausalito shipyard ways of Marinship Corporation, its ample cargo space and bristling defensive guns jointly became yet another symbol of the city's military role. The ship takes its place in history just as the millions of barrels of oil pumped from local wells and the thousands upon thousands of tons of war equipment fabricated in local factories have also become symbols of

① copy of official documents
 Suzanne case file
 grounded Leyte
 52 crewmen
 Eniwetok
 LA - SF - Leyte - I
 Utithi, Caroline Islands
 Entiwetok in Marshall Islands
 Russell H. Abbott
 captain

all registered in SF 1945
 vessel documents
 re: 6
 Pacific Area
 Sierra Region
 Commodore Dr.
 San Bruno CA
 94066
 1000
 any documents relating to vessel

official # of ship 247455
 went from
 194066

#6

N.A.T.F.B.
 National Archives Region
 Pacific Southwest Division
 24000 Avila Rd # 1st Floor
 Laguna Niguel, Ca. 92656
 ATTN: Suzanne Dewberry.
 Maritime Museum
 Librarian
 Michael Cropper
 5487618

Try.

allen

Allen

Knight museum
monterey

Maritime Museum

San Francisco



National Archives—Pacific Sierra Region

1000 Commodore Drive San Bruno, California 94066

September 21, 1992

Brian G. Saul
505 E. Date St.
Brea, CA 92621

Dear Mr. Saul:

This is in response to your letter regarding the vessel La Brea Hills.

I have located two Official Log Books among the holdings of this regional archives for Record Group 26, records of the U.S. Coast Guard. They cover voyages ending March 5, 1945 and September 9, 1955. I have also located some records related to the vessel title, measurement and inspection among our holdings for R.G. 36, records of the Bureau of Customs, plus a reference to the vessel in the 1947 Bureau of Customs publication, Merchant Vessels of the United States.

The standard fee for electrostatic reproductions of National Archives records is \$.25 per page. The minimum fee for mail-order reproductions is \$6.00. The total number of pages to be copied in response to your request is 33. We have accepted your \$6.00 check, so please send the difference of \$2.25. Thank you.

Master Carpenters Certificates may be among the holdings of the Civil Reference Branch (NNRC), National Archives, Washington, DC 20408 (see enclosed page from their inventory NC-18 of some holdings within Record Group 41, records of the Bureau of Marine Inspection and Navigation). Photographs of the vessel may be among the holdings of the Still Picture Branch (NNSP) of the National Archives at the same address. You might also consider contacting the J. Porter Shaw Library and Historic Park, Bldg. E, Fort Mason, San Francisco, CA 94123.

Sincerely,


Claude Hopkins,
Archives Staff