

COPY.

# Lloyd's Register of Shipping.

d & A



Port LOS ANGELES HARBOR, CALIFORNIA

March 22nd, 1948

L. An. Rpt. No. 3486

**This is to Certify** that

S.F. DOOMER,

the undersigned Surveyor to this Society did at the request of

Captain Jean Demeret, Master, and the Owner's Representative Lt. Comm. P. Pietot, French Shipping Commission, attend on board the S.S. "MINERVE" ex "DONNER LAKE" 10448 tons gross register of Le Havre, for the purpose of examining, the Main Boiler Feed Water System and Feed Water Tanks, stated to have become contaminated with oily substance on voyage from Seattle, Wash., via San Francisco to San Pedro, Calif., February 22nd. to March 2nd, 1948.

For further particulars see vessel's Log Books.

Stated, - This vessel was purchased by the French Shipping Commission, Washington, D.C. from the laid up fleet of the U.S. Maritime Commission and was re-commissioned and surveyed at the Todd Shipyards Corporation, Seattle, Wash.

After departure from Seattle, Wash., for San Pedro, via San Francisco, California, the Engineering personnel noticed that the water in the Boiler Water Gauge Glasses showed indications of foaming, also that the Feed Water Regulators were not working satisfactorily.

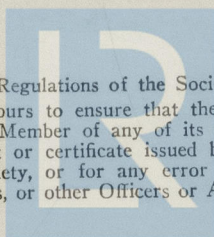
The Chief Engineer immediately made an inspection of the Distilled Feed Water Tanks, port and starboard, and discovered an oily substance floating on the surface of the water. The tanks were emptied, cleaned by hand and refilled with distilled water.

Examination was also made of the four (4) double bottom reserve feed water tanks and oily substance was found to be floating on the surface of the water and on internal surfaces of tanks.

The Chief Engineer further stated that some hours after cleaning the Distilled Water Tanks traces of oily substance again showed on the surface of the water and the distilled tanks were again cleaned three different times and a few hours after each cleaning traces of the oily substance was found floating on the surface of the water.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-  
the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly  
it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances  
to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in  
in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of  
Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

PRINTED  
IN  
U.S.A.



© 2021

Foundation

005013-005019-0024 14



March 22, 1948

Statement by Chief Engineer:-

"S.T.E. "MINERVE"  
Capitaine Jean Demeret

SOCIETE ANONYME DES PETROLES "JUPITER"  
42 rue Washington - PARIS (8e)

RAPPORT DU CHEF MECANICIEN Mr. CHAUVELON AUSUJET DE LA PRESENCE  
D'HUILE DANS LE CIRCUIT D'ALIMENTATION.

Le 25fevrier a 1h.30 peu apres vidange accidentelle du desaerateur nous constatons que la couleur de l'eau dans les caisses a eau distillee a completement changee. Elle est devenue d'une couleur blanc laiteux et une pellicule d'huile flotte a la surface de l'eau.

Nous faisons immediatement isoler une caisse, la vidangeons et la faisons nettoyer a l'aide de chiffons secs par le personnel du bord. Apres quoi nous la remplissons d'eau distillee a l'aide du bouilleur.

Nous operons de la meme facon pour l'autre caisse. Le 26 fevrier observant le meme phenomene nous recommencons le meme processus. Nous changeons l'eau de la chaudiere babord.

Le 28 nous recommencons pour les memes causes le nettoyage des deux caisses a eau distillee.

Le 29, nous inspectons les ballasts machines et constatons qu'ils sont pollues d'huile, en particulier, les ballasts babord arriere et tribord avant.

Le 1er mars pendant la traversee SAN FRANCISCO SAN PEDRO nous revidangeons et nettoyons la caisse a eau distillee tribord. Peu de temps apres l'eau est encore polluee d'huile.

Le 3, nous constatons la presence d'huile dans les niveaux du condenseur auxiliaire, du tank du drain atmospherique et dans la caisse d'observations de la chaufferie.

La chaudiere babord a ete ouverte le 3 mars pour Examen.

En foi de quoi j'ai signe le present rapport que je certifie sincere et veritable, et je me reserve le droit de l'amplifier si besoin est.

SAN PEDRO le 4 mars 1948

Le Chef Mecanicien

(Sgd.) Edmond Chauvelon."

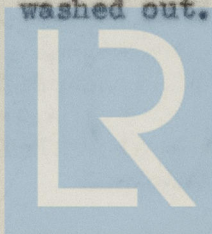
On March 2nd, 1948 and subsequent dates while the vessel was lying at the Shell Oil Company, Berth No. 169 and Berth No. 58, Los Angeles Harbor, California, the undersigned upon examination:-

FOUND

Four (4) Double Bottom Tanks (Reserve Feed Water), Port and Starboard Distilled Water Tanks, Inspection drain tank, and Atmospheric drain tank, oily substance found floating on surface of water in various amounts, also adhering to internal surface of tanks.

RECOMMENDED

All the tanks to be thoroughly cleaned internally and proven free of oily substance and contamination. Tanks may be cleaned by Chemical treatment or manually and washed out.



© 2021

Lloyd's Register  
Foundation

0024 14



March 22, 1948

FOUND

Deaerating Heater, examined  
found scum at water levels  
and indications of oily  
substance on surfaces.

Boilers - Port Boiler  
opened for internal and  
external examination. Steam  
drum, found small accumulat-  
ion of scum on internal sur-  
faces of shell and baffle  
plate at waterline. Several  
tubes examined internally  
and found good and clean.  
Fire side of tubes examined  
and found good with no  
indications of damage.  
Starboard Boiler opened  
for examination, found in  
same condition as Port  
boiler.

Samples of the oily substance were taken from the surface of the  
water in each tank affected and analysis made by E.W. Sayboldt  
Petroleum Engineering Laboratories, Wilmington, California, and  
reported as follows:-  
Gravity, A.P.I. @ 60°F - 13.8, Specific Gravity @ 60°F .9738.  
Alcoholic Potash and acid tests indicate the submitted  
"Unknown liquid" to be a petroleum lubricating oil."

It is reasonable to presume the oily substance found in the tanks  
etc., was the preservative oil compound put in the Machinery,  
tanks etc., for preservation of the vessel during the laid up  
period. On examination of the Double Bottom reserve feed water  
tanks and Distilled Water Tanks indications show that a certain  
amount of the preservative oil compound had remained in the tanks  
and adhered to the surfaces of the tanks at time of cleaning at  
the Shipyard and eventually worked through the feed water system  
after the vessel proceeded into service.

The Owner's Representative arranged with the Marine Solvents Corp.,  
Wilmington, Calif., to chemical clean the effected tanks and  
Deaerating Heater, also to clean the steam drums of the Main  
boilers internally and wash out the boilers ready for service.

The cleaning of the effected tanks, Deaerating Heaters and Boilers  
as recommended was carried out for the sum of \$4,945.00.

The repairs commenced March 4, 1948 and completed March 7, 1948, the  
vessel sailing 8:55 a.m. March 8, 1948.

Attending at this Survey:-

St. Comm. Pietot,  
Capt. J. Demeret,  
Mr. Edmund Chauvelon,  
Mr. A. L. Watson,  
Mr. C. T. Solomon,  
Mr. S. F. Boomer,

Representing French Shipping Commission.  
Master, S.S. "MINERVE".  
Chief Engineer, S.S. "MINERVE".  
American Chief Engineer Advisor.  
Representing U.S. Salvage Association.  
" Lloyd's Register of Shipping.



S. "MINERVE"

-4-

March 22, 1948

All the recommendations now made due to contamination of the Feed-  
water System have been completed to the satisfaction of the under-  
signed.

(Sgd.) S.F.Boomer.

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING



© 2021

Lloyd's Register  
Foundation

0024 4/4