

COPY.

Lloyd's Register of Shipping.



Port LOS ANGELES, CALIFORNIA,
(WILMINGTON)
MAY 31st, 1940.

L. An. Fbd. Rpt. No. 2625

This is to Certify that

W. J. ALDERSON,

the undersigned Surveyor to this Society did at the request of the Director of the British Ministry of Shipping, New York, N.Yk., survey the steel screw oil tanker S.S. "LA BREA" 6665 gross tons of Los Angeles, California, on behalf of the prospective purchasers and with the consent of the present Owners, the Union Oil Company of California, for the purpose of reporting upon her general condition.

On the 24th of May, 1940 the undersigned surveyed this vessel whilst lying afloat at the Union Oil Dock, Los Angeles Harbor, California.

I beg to report as follows:

General Description and Leading Particulars

Steel Tanker built 1916. Two decks.

Erections: Poop 106 ft., Bridge (open) 52 ft.

Forecastle 40 ft.

One main cargo hold forward. Pumproom at after end of fore hold. 12 cargo tanks port and starboard, Nos. 1, 2 & 3 small tanks, Nos. 4 to 11 cargo tanks, No. 12 bunker tanks, Summer tanks 5 port and 5 starboard.

Cellular double bottom under fore hold and under engines and boilers.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Cofferdam between Engineerroom and Bunker Tank.

Machinery:- 3 cylinder triple steam engine stated
I.H.P. 2200 at 69 R.P.M.

Boilers: 3 single ended Scotch type, 3 furnaces
in each. W.P.190 lbs.
Fitted for burning oil fuel flash point
above 150°F.

Propeller: Built type 4 blades bronze, C.I.hub.

Anchors: Three bower, one stream, one kedge.

Life Boats: All metal. 2 for 27 persons each,
2 for 34 persons each.

Steering gear: Brown steam tiller.

Windlass: Steam 10" x 16".

Winches: Two warping winches.

Capstans: One forward, two aft.

Two cold chambers for ship's provisions. Ice machine
driven by 7½ H.P. electric motor.

Length.....O.A. 453 ft. W.L. 435 ft.

Breadth.....56.2 ft.

Depth.....33.6 ft.

Gross tonnage.....6665

Net tonnage.....4157

Panama Canal tonnage....7149 gross.
.....4866 net.

Average speed, 9 knots loaded. 10.8 knots light.

Consumption, stated 220 barrels per day.

Particulars of Surveys:-

Vessel Classed - Lloyd's *100 A.1. carrying petroleum
in bulk.

Special Survey 2nd.No.2-36.

Machinery Survey *L.M.C. 8,36.

Hull Survey 9,39.



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Particulars of Surveys - Continued:-

Boiler Survey 9,39.

Tail Shaft Survey 2,38 C.L.

Load Line Certificate, issued November 6, 1936 in force until August 15, 1940. Last endorsed October 24, 1939 - Surveyor H.J. Sommers, Los Angeles, Calif.

Report of examination now carried out afloat.
Vessel in light condition:-

Shell plating: Condition good. Some indented plating port and starboard forward. One stern plate indented. Indents are old and in no way affect the seaworthiness of the vessel.

Anchors: Three bower. One stream. One kedge.

Cables: 300 fathoms. 2³/₈" stud link.

Chain Locker: Good as far as seen.

Peaks and Deck Erection Spaces: Good.

Cargo Tanks: General condition good. Some wastage has taken place on the bulkheads but no repairs are required at present time. Wastage is normal for age of vessel and in my opinion the bulkheads are good for at least one to two years, possibly more.

Cofferdam: Between tanks and engine room, good.

Tank Hatches and covers: Good.

Fore Peak Tank, examined internally. Good. Coated bitumastic.

Fore Peak Flats: Good.

Forecastle: Good. Windlass in good operating condition.

Capstan aft of windlass.

Fore Hold: Tween Deck and Lower Hold, good.

Pumeroom: At aft end of lower hold, good.



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Double Bottom under fore hold, good. Coated bitumastic.
After Peak Tanks: Full of fresh water. Water fresh and clean.

Engineroom Double Bottom: Examined internally, good.
Coated bitumastic.

Boiler-room Double Bottom, partly full. Examined thru manholes. Coated bitumastic. Drinking water used from this tank and after peak.

Engine and Boiler Spaces, good.

Poop Space: Accomodations for engineers and crew, good.
Steering engine at after end, good.
Ice Machine and Ice Boxes, good.

Machinery Casings, good

Wood Deck on Poop, fair - some soft spots but no immediate repairs required.

Two capstans at after end of Poop Deck.

Fidley tops, skylights, ventilators and funnel, good.

Life boats on Poop: 2 - 24 persons, good. Ordinary davits.

Bridge: Accomodations for officers, good.

Upper Bridge: Chart Room and Steering House, good.

Direction finder and telesotor in good operating condition.

Two life boats for 27 persons in Welin Davits, good.

MACHINERY

Three cylinder triple expansion engine. Appears in good operating condition.

I.P. piston is slack and cylinder worn but smooth.

Condenser, stated tight. All new tubes and tube plates 1927.

Boilers in good operating condition.



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Auxiliary Machinery:-

Auxiliary Condenser with air and circulating pump.
Main air pump, independent.
Main circulator has turbine or motor drive.
Feed pumps one vertical and one centrifugal turbine
or motor drive.
Ballast pump.
Sanitary pump.
Bilge pump.
Two evaporators.
One distiller.
Feed water heater.
Fresh water transfer pump.
Generators, two turbine driven 1 - 300 K.W., 1 - 100 K.W.
Machine shop in engine room.
Cargo pump in Fore Hold, double acting, capacity stated
2300 to 3080 barrels per hour.

On the 27th of May, 1940 the vessel was placed on the dry dock
for examination of the underwater parts.

The bottom plating was found in good condition.

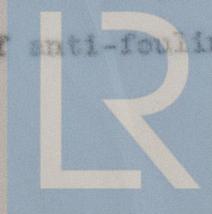
Stern frame, good.

Wedge taken of tail shaft at stern bearing showed $\frac{3}{16}$ "
opening.

Rudder and pintle good. Pintle clearances No.1 - $\frac{3}{16}$ ",
No.2 - $\frac{5}{32}$ ", No.3 - $\frac{1}{8}$ ", No.4 - $\frac{3}{16}$ ", No.5 - $\frac{1}{8}$ ".

Propeller in good condition, 4 new bronze blades fitted
in 1938.

While on dry dock the vessel has been given one coat of
anti-corrosive and one coat of anti-fouling paint.



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The following repairs have been carried out:-

42 scattered rivets caulked and welded.
50 scattered rivets caulked.
20 ft. of Seam caulked.
Zinc plates on rudder post renewed from level of shaft
down to the shoe.
Propeller blade nuts cemented.
Stern gland repacked.
All sea valves opened, examined and closed in good
order.

After removal from the dry dock:-

Intermediate cylinder of main engine bored out and a
complete new piston fitted. New neck bush fitted to rod.
Spare exciter armature fitted to the 100 K.W. generator.
Cables ranged for examination on barge.
Chain Locker examined and found in good order.
Boilers emptied, examined internally and found in good
order. Cleaned inside and on fire side, refilled and
closed in good order.

The spare gear was examined and found in order except that
only one spare propeller blade is on board.

There is a large amount of spare gear for the machinery on
board a list of which is being supplied by the present Owners
in their inventory.

There is no spare impeller shaft for the main circulating pump
but the Union Oil Company is arranging with the DeLaval Company
makers of this pump to place a spare shaft on board on the
East Coast.



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This vessel with her machinery, equipment and accommodations are all in good operating condition so far as seen and is to load a cargo of oil for the East Coast before delivery to purchasers.

(Sgd.) W.J. Alderson.

Surveyor to Lloyd's Register of Shipping.



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