



CAPTAIN OF THE PORT
LOS ANGELES

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

San Pedro, California,
12 April, 1941.

From: Captain of the Port, Los Angeles.
To : The Director, U. S. Maritime Commission, (via Commander,
Los Angeles District and The Commandant).
Subject: S.S. ALCOA PIONEER, condition of arriving Los Angeles Harbor.
Inclosure: Photographs.

1. This new express type cargo vessel arrived here in the condition pictured. It was the beginning of the ship's first voyage. Lumber was laden at Longview in the Columbia River and it was only intended that the ship anchor in the outer harbor for bunkering.

2. The ship's condition may have been considered in violation of the Coastwise load line regulations of the United States, Part 6, Rule 85, "or with the provision of a safe margin of stability AT ALL STAGES OF THE VOYAGE, regard being given to additions of weight, such as those due to absorption of water and to losses of weight such as those due to consumption of fuel and stores". The starboard sheer strake amidships measured eleven feet one inch lower than the corresponding point on the port, or high side of the ship. This gave the ship a bad list, decreased its maneuverability and of course produced other effects which lessened the vessel's seaworthiness.

3. The ALCOA PIONEER is mortgaged to the United States Government. The underwriters had sent a surveyor from San Francisco and another was employed here by the insurers of the cargo. This office reported the incident to the Navy Port Director and a surveyor of the Maritime Commission also witnessed the condition. After mooring, the vessel careened over from its starboard, to about thirteen degrees port list and then settled back again. Evidence of its tenderness. About 180,000 B.M., of timber was removed from the eleven foot deck load before the ship sailed. The vessel was then bunkered with tanks pressed up.

4. No violation report is submitted. This was the vessel's first voyage and probably experimental as to its loading. Before departure it had been put in good trim and inclined by a nine ton boom test.

6. It is likely that this class vessel is unsuited to be laden steam schooner fashion. The little too much deck load may have jeopardized the whole cargo and the ship. Vessels crossing the Columbia River Bar have experienced damage when as tender as this ship. The list increased from the time of departure Longview. The comparatively small amount removed here was probably not worth the risk. The ship lost two and a half days here. Ste-

CAPTAIN OF THE PORT-651.
12 April, 1941.

UNITED STATES COAST GUARD

HEADQUARTERS

Subject: S.S. ALCOA PIONEER, condition of arriving Los Angeles Harbor.

vedoring and port dues amounted to over \$2,500.00, not including costs of the ship's time and payroll. If such deck loads are to be taken by these vessels in the Columbia River, it is believed they should bunker and press up tanks in the Northwest or limit the deck weight to an amount which will not cause such a list before the ship arrives at the next port of fueling.

7. This report is submitted in the interest of safety of life at sea and because this new ship is a vessel built at public expense. Should bodily injury be sustained by a member of the crew, in a ship thus laden, it is likely that charges of criminal negligence might result and that the owners liability be unlimited.

F. D. Higbee
F. D. HIGBEE,
Lieutenant Commander,
U. S. Coast Guard.

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LOS ANGELES DISTRICT

1st Indorsement

Los Angeles, Calif.,
14 April, 1941.

From: Commander, Los Angeles District.
To: Commandant.

1. Forwarded for further transmission to the Director, U. S. Maritime Commission.

2. During recent months there have been several instances of arrivals of overloaded vessels in Los Angeles Harbor. It is suggested that a warning be issued by proper authority to the owners and operators of vessels in the trade from the Pacific Northwest.

L. L. Bennett
L. L. BENNETT.

INTELLIGENCE

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