

COPY.

# Lloyd's Register of Shipping.



Port LOS ANGELES HARBOR, CALIFORNIA,  
(WILMINGTON)

JANUARY 5th, 1937.

ELES RPT. A/C No. 808

\$ 125.00

\$ 25.00

\$ 150.00

FOR Jan. 6, 1937

P.G. ARCHBOLD,

This is to Certify that

the undersigned Surveyor to this Society did at the request of the Owners of the Steel Twin Screw Motor Ship "BINALOA" #178 Gross tons of Masatlan, also Lloyd's Agent, Los Angeles, Calif., and Mr. T.C. Workman, Salvage Association London, Vancouver, B.C., make survey of said vessel for the purpose of ascertaining the nature and extent of damage stated to have been sustained due to a storm causing vessel to drag her anchor and drift ashore on to the rocks off Reeves Airport, Terminal Island, Los Angeles Harbor, December 27th, 1936.

For full particulars see log books.

Copy of statement issued by Mr. B. Vargas, Chief Engineer, and Mr. J. Rivera, Chief Steward, who were acting as watchmen:-

Vessel laid up at anchorage Port Los Angeles, November 7th, 1936, anchored with sixty fathoms chain, starboard anchor.

December 27th, 1936:-

- 3:00 AM - Heavy winds, rain, ship steady.
- 4:00 AM - Heavy winds, rain, ship started rolling heavily.
- 4:30 AM - Heavy winds, rain, visibility nil. Dropped port anchor.
- 5:00 AM - Ship in breakers struck bottom.
- 5:30 AM - Ship on rocks, waves breaking over port side.
- 6:00 AM - Ship still on rocks pounding badly.
- 8:00 PM - Walked ashore on low tide."

December 27th, 1936 while the vessel was lying fast on the rocks, the undersigned Surveyor made examination from rocks and from observation found that starboard side of vessel's bottom was badly set up for approximately three-quarters of its length.

On account of water the port side could not be sighted except for about 15 feet forward which showed to be also badly set and oil and water running out.

December 28th, 1936 again visited the vessel in company of P.B. Young, Representing U.S. Salvage Association, and Mr. F.S. Guy, Representing the Owners, and no change found in the vessel.

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 performed and it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Members thereof, or the Surveyors, or other Officers or Agents of the Society."



Lloyd's

"SINALOA"

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JANUARY 5, 1937

December 28th, 1936 attended on board with the interested  
surveyors and made examination of vessel so far as possible  
found:-

ENGINE ROOM, with about 12 ft. of water and oil, reaching up  
the top of engineroom platform.

Starboard Holds with Cargo in same, found water and oil up to  
at the sea level (approximately 4 ft.).

Port Holds also with Cargo in same, appeared to be dry.

Starboard Tail Shaft was missing and the propeller hung in  
wire sling. (This shaft stated to have been broken previous  
the vessel stranding).

Port Tail Shaft, rudder and stern frame under water and unable  
to determine the damage.

From the survey so far as seen, in my opinion the vessel's  
bottom plating and internals would have to be renewed for  
approximately three-quarters of the length and breadth.

Starboard Holds cleaned, painted and ceiling renewed.

Port Holds opened up, cleaned and reassembled.

Engineroom cleaned and painted.

Starboard Peak and After Peak Tanks being closed could not be  
examined, at this time.

December 31st, 1936 accompanied Mr. T.C. Warkman and Mr. F.S.  
Warkman to the vessel but owing to tide conditions unable to  
make further survey at this time.

(Sgd.) F.C. ARCHBOLD.

SURVEYOR TO LLOYD'S REGISTER.



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