

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

WRECK SECTION

## REPORT OF TOTAL LOSS, CASUALTY, &amp;c.

No. 558.

No. 21310 in R.B. Wreck Book, p. 61/49

Date of writing this report 28th September, 1949

Vessel's Name *Twin S. M.S. "Pacific Enterprise" (RMC)* of *London*Tons { Gross 8977  
Net 5431Built at *Glasgow* When *1927 12* Casualty notice sent to Owner *22.9.49* Owner's reply *26.9.49*Owner's Name *Norfolk & N. American Steam Shipping Co. Ltd. (Furness Withy & Co. Ltd., Agents)*Address *Furness House, Leadenhall Street, E.C.3.*Case previously before  
Classing Committee.{ Date  
Last Minute

## Particulars of Classification.

+100A1	+LMC CS 3,49
with fbd	3,49
2,49	DBS 1,49
	+LI RMC 3,49
	TS 1,49 CL
SS Mch- 3,49	OIL ENGINES

Date of Casualty

9th September, 1949

Précis of particulars of Casualty

This vessel stranded in thick fog on Wash  
Rock, near Point Arena, Cal., U.S.A., on the  
9th September, 1949.

She was grounded from the engine room and  
forward, and became tidal throughout.

She subsequently broke in two. The whole  
wreck gradually sank and only two samson posts on  
the forward deck are now visible.

The Owners concur.

13 7/8" CC

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## SOURCE OF INFORMATION.

PACIFIC ENTERPRISE.—San Francisco,  
Sept. 9.—Motor vessel Pacific Enterprise,  
North Pacific ports for United Kingdom,  
loaded, went ashore at Point Arena this  
morning. Salvors proceeding at once  
on "no cure no pay" basis.

San Francisco,  
Sept. 9.—Motor vessel Pacific Enter-  
prise, loaded, North Pacific ports for  
United Kingdom, went ashore at Point  
Arena this morning. Master reports  
vessel pounding heavily and making  
water in Nos. 1, 2 and 3 holds, requires  
assistance immediately. Owners' agents  
arranging for salvage tugs and equip-  
ment to proceed immediately "no cure  
no pay," but expenses, if unsuccessful,  
to be paid. One tug already on way,  
second tug following with salvage equip-  
ment soonest possible. Surveyor Mar-  
tignoni also proceeding to report on  
conditions. (Later): Latest from ship at  
3 p.m.: Water in No. 1 hold 20 ft., No. 2  
hold 28 ft., No. 3 hold 23 ft., No. 4 star-  
board tank 4 ft. 6 in., port tank and re-  
mainder of holds and engine-room dry.  
Vessel reported afloat aft with 10 ft.  
clearance, evidently sitting on rocks for-  
ward. Main engines still workable but  
lubricating oil suction pipes and tanks  
pierced. — Lloyd's Agents per Salvage  
Association.

London, Sept. 10.  
The owners of the motor vessel  
Pacific Enterprise have received the fol-  
lowing cable from San Francisco, dated  
Sept. 9: Pacific Enterprise, en route from  
Vancouver to Los Angeles with 9360  
tons of cargo and 450 tons of fuel, ran  
aground on Wash Rock, a mile off  
Rock Beach, below Point Arena, Cali-  
fornia. Master reports taking water  
in Nos. 1, 2 and 3 holds, which  
are completely filled, mostly grain, some  
cotton. Vessel pounding heavily, three  
feet each. Two coastguard cutters and  
one tug en route and one 1900 h.p.  
tug with salvage equipment leaving San  
Francisco at 3 p.m. to-day. Walter  
Martignoni, salvage expert, appointed  
temporarily to represent Salvage Asso-  
ciation and owners, now proceeding to  
vessel to confer with master. Situation  
serious and removing passengers.

The owners of the motor vessel Pacific  
Enterprise have received the following  
cable from San Francisco to-day:  
Pacific Enterprise grounded at 9 a.m.  
(on Sept. 9) on half flood. At 3 p.m.  
(Sept. 9) on half ebb, master reported  
No. 1 hold 20 ft., No. 2 hold 28 ft., No. 3  
hold 23 ft., No. 4 starboard tank  
4 ft. 6 in., with remainder of holds and  
engine-room still dry. Vessel well afloat  
aft with 10 ft. clearance and engines  
workable but for fracture in lubricating  
oil suction pipes and lubricating oil  
tanks pierced. Generators still running.  
First assistance expected to arrive at  
5 p.m. (Sept. 9). Passengers ashore.

London, Sept. 10.  
The owners of the motor vessel Pacific  
Enterprise have received the following  
cable from San Francisco, dated  
Sept. 10: Martignoni (salvage expert)  
reported at midnight: Pacific Enterprise  
heavily aground from beneath engine-  
room and forward with all double  
bottoms from No. 1 through to No. 5  
badly damaged. Holds No. 1 through to  
No. 4 open to sea and water moving  
freely with surge. Engine-room leaking  
and presently under control, but port  
bilge resting heavily against pinnacle  
rock and fear shell plate will fail in this  
area, flooding engine-room. Weather calm  
but worsening. Salvage requires extensive  
equipment and removal of lots of cargo,  
and prospects of accomplishing depen-  
dent solely on ship's behaviour and  
approaching weather. Captain Holland  
on scene at daylight.

P.T.O.

Suggested Record

30 SEP 1949

Date of Committee

Committee's Minute

Wrecked 9.49

Wrecked 9.49

L. Lloyd's



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Lloyd's Register  
Foundation



LL 12.9.49 (cont.)

Sept. 10.—Hopes that the British motor vessel *Pacific Enterprise* would be salvaged were all but extinguished here to-night when 42 of the 54 crew members were taken ashore. The decision to send the crew members ashore was taken by Mr. Walter Martignoni, representative of Lloyd's Agency, who said he did not think the vessel could be salvaged. The vessel ran on to the rocks off Point Arena in thick fog. Five passengers who were on board were removed to safety yesterday. The 12 crew members remaining on board will stay there until a decision is reached as to whether the cargo of lumber and tinned goods can be saved. Fourteen of the landed crew members remained at Point Arena, the remainder going on to San Francisco to await transport to Britain.—Reuter.

Sept. 10.—Motor vessel *Pacific Enterprise* was abandoned to-night. The last of the 12 crew and the master left the ship by launch in rising seas as the vessel began to crack. Her back is broken and chances are slim that they will be able to save any of her cargo, a coastguard observer said.—Reuter.

## "Pacific Enterprise" Badly Aground

The British motorship *Pacific Enterprise* grounded on Wash Rock, a mile off Rock Beach, near Point Arena, California, on Friday morning and messages received yesterday indicated that salvage prospects were very doubtful. On Saturday evening 42 of the crew were taken ashore and later the remaining 12 were taken off when it was reported that the vessel had begun to crack in a rising sea. She is now stated to have broken her back. Chances of saving any of the cargo are regarded as slim. Soon after the grounding all her forward holds were flooded, but she was afloat with 10 ft. clearance aft. Her engine-room, which was earlier reported to be dry, was flooded. The *Pacific Enterprise* 5977 tons gross, which was on voyage from North Pacific ports for the United Kingdom, is owned by the W & K North American S.S. Co., Ltd. (managers, Furness, Withy & Co., Ltd.). A twin-screw vessel, she was built by the Blythwood Shipbuilding Company, Ltd., Glasgow, in 1927.

LL 13/9

**PACIFIC ENTERPRISE.**—San Francisco, Sept. 10.—Motor vessel *Pacific Enterprise*: Following received from surveyor: Vessel stranded on reef half a mile north of Point Arena light, heavily aground from beneath engine-room forward. Double bottoms Nos. 1, 2, 3, 4, 5 and forepeak badly damaged. Nos. 1, 2, 3 and 4 holds open to sea and water moving freely with surge. Engine-room leaking but under control, however port bilge resting heavily against pinnacle rock and fearful shell plating will fail this area, flooding engine-room. Weather presently calm but making up. Salvage will require extensive equipment and removal of very large amount of cargo and prospects of accomplishing this depends on weather permitting and ship's behaviour during next tides, also approaching weather will dictate prospects and course of action. Meanwhile propose sounding general area in preparation for setting out beach gear.—Lloyd's Agent per Salvage Association. (See issue of Sept. 12.)

Sept. 11.—Motor vessel *Pacific Enterprise*: Following received from surveyor: Weather conditions and position of vessel further materially deteriorated, all holds and engine-room now flooded and tidal while maintaining stranding draught 31 ft. forward, now down to 41 ft. aft, indicating bottom has completely collapsed from fore end of No. 5 to stern, including engine-room, with extensive damage to machinery. Having in mind serious damage and resultant high cost of repairs, including rebuilding of refrigeration and propulsion equipment, it is opinion of surveyor, owners' superintendent and ourselves, vessel is now a constructive total loss. Salvors' agreement has been cancelled at noon to-day, but salvors were requested to continue on straight "no cure no pay" basis, which they rejected. Reference your inquiry re grain and lumber, former stowed in lower holds and No. 4 'tween decks and afraid all total loss. Lumber in Nos. 2 and 3 lower holds and small amount in 'tween decks and shelter decks. Lumber mostly oil stained, might possibly be salvaged if percentage basis contract could be arranged. Crew has left vessel for safety reasons.—Lloyd's Agent per Salvage Association.

London, Sept. 12.—The owners of motor vessel *Pacific Enterprise* have received the following message to-day from San Francisco: Due to weather conditions *Pacific Enterprise* position deteriorated materially overnight and vessel now tidal all holds also engine-room. While original stranding draught 27 ft. 10 in. forward, 28 ft. 10 in. aft, and Saturday afternoon draught 33 ft. forward and 31 ft. aft, vessel now drawing 31 ft. forward and estimated 41 ft. aft, indicating bottom has completely collapsed from fore end of No. 5 to stern (? stern) with every probability engines adrift. Having in mind serious damage and resultant high cost of repairs including rebuilding refrigeration and propulsion equipment it is opinion of Holland, Martignoni and Gay, of Salvage Association, that vessel a constructive total loss. Salvors' agreement cancelled and tugs leaving Point Arena at noon to-day, salvors having been requested to continue on straight "no cure no pay" basis which they rejected. Salvage cargo, which due to conditions should only be salvaged on percentage basis, 100 tons lead under 10,000 ft. lumber in No. 1 shelter deck, 200 tons lead under water and flour in No. 1 'tween deck, 100 tons zinc under 80,000 ft. lumber in No. 3 shelter deck, 200 tons lead under 225,000 ft. lumber under No. 4 alleyways, all lumber being oil stained. Some salmon in No. 2 reefer in cartons; considered unsalvageable. Two hundred and one tons salmon in wood cases in No. 5 reefer also 400 tons lead and 100 tons zinc in Nos. 5 and 6 'tween decks under lumber and wood pulp might be salvable if vessel's stern remains afloat, which surveyors consider doubtful. Captain Anthony, chief officer, standing by with Coastguard at Point Arena; master and balance of crew at San Francisco to-day.

Sept. 12.—British motor vessel *Pacific Enterprise* began breaking up to-day as heavy seas crashed over her hull. Coastguard officials said that the vessel was completely flooded, and swollen grains of wheat were straining the ship's plates.—British United Press.

## "Pacific Enterprise" Breaking Up

A message from the surveyor on board the British motorship *Pacific Enterprise* dispatched on Sunday stated that, in view of the serious damage and the high cost of repairs, it is his opinion, and that of other officials on the spot, that the vessel is now a constructive total loss. It is possible that some of the cargo may be salvaged if the vessel's stern remains afloat, but this is not considered very likely. Yesterday it was reported that the vessel had begun to break up, as heavy seas broke over her. The *Pacific Enterprise* grounded near Point Arena early on Friday morning.

LL 14/9

**PACIFIC ENTERPRISE.**—San Francisco, Sept. 12.—Motor vessel *Pacific Enterprise* is broken in two just abaft of engine-room, after part of ship now submerged.—Lloyd's Agent per Salvage Association. (See issue of Sept. 13.)

London, Sept. 13.—The owners of the motor vessel *Pacific Enterprise* have received the following cable from San Francisco, dated Sept. 12: Anthony, chief officer, reports this morning that vessel is broken aft of engine-room, No. 6 completely submerged and aft mast at 45 deg. angle, position of forward end of vessel unchanged.

The grounded British motorship *Pacific Enterprise* has broken in two aft of the engine-room. The after part of the vessel is now submerged. The forward part remains wedged on the rock.

LL 15/9

**PACIFIC ENTERPRISE.**—San Francisco, Sept. 13.—Motor vessel *Pacific Enterprise*: Confirm after part of vessel from engine-room broken off and submerged; remains working, heaving and pivoting on pinnacle. Whole wreck gradually sinking and expected to break up with any kind of rough weather. No. 3 shelter deck now full, No. 1 had 2 ft. at low tide. Prospects of salvage remote in any place but No. 1, where 100 tons of lead remains.—Lloyd's Agent per Salvage Association. (See issue of Sept. 14.)

LL 17/9

**PACIFIC ENTERPRISE.**—San Francisco, Sept. 15.—Motor vessel *Pacific Enterprise*: Endeavouring to obtain contracts to strip ship and save cargo from all possible sources. Condition of ship continues to deteriorate, seas breaking over forward deck and evidence of cracking, superstructure in vicinity of bridge deckhouse hanging over. Vessel's bottom evidently completely gone as water in holds surges to and fro with swell, which would render salvage operations difficult.—Lloyd's Agent per Salvage Association. (See issue of Sept. 15.)

LL 21/9

**PACIFIC ENTERPRISE.**—San Francisco, Sept. 19.—Motor vessel *Pacific Enterprise* is disintegrating, only two samson posts on forward deck remain visible.—Lloyd's Agent per Salvage Association. (See issue of Sept. 17.)

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Is a Certificate required? If so, to be sent to



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