

COPY.

# Lloyd's Register of Shipping.



Port Vancouver, B. C.

April 4th, 1938

This is to Certify that

A. SCOTT

the undersigned Surveyor to this Society did at the request of the Owner's Representative, survey the T.S.M.V. "BEULAH", (Captain Eriksen), 1389 tons gross of Panama, for the purpose of ascertaining the nature and extent of damage, stated to have been sustained by heavy weather, submersion at Ogden Point Dock, Victoria, and during subsequent salvage operations.

It is reported that the "BEULAH" sailed from Vancouver on December 24th, 1937, with a general cargo and a lumber deck load.

The "BEULAH" encountered exceptionally heavy weather on December 25th, and returned to Victoria where she berthed at Ogden Point Dock with a heavy list, on December 27th, 1937.

The "BEULAH" sank alongside the dock on December 28th., and was completely immersed.

The depth of water at low tide as shown by the Canadian National Railway chart was 33 feet at the stem and 46 feet at the stern.

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."

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\*BEVIAH\*.

The vessel was eventually raised on March 11th, 1938, by the Pacific Salvage Company, and after the cargo had been discharged, she was placed on the marine railway for survey at Messrs. Yarrows, Ltd., Esquimalt, B. C., on March 25th, 1938.

On March 12th, 1938, and subsequent dates while the vessel was lying afloat at Ogden Point, Victoria, and on March 25th. while on the marine railway at Messrs. Yarrows, Ltd., the undersigned in company with Mr. W. Martignoni, Underwriters' Surveyor and Mr. Edward B. Egbert, Owners' Surveyor, upon examination,

F O U N D:

1. Forecastle Head

One bitt and one cast iron chock broken.

Rails, stanchions and awning fittings broken and damaged.

Hatch cover missing.

Wood deck started in several places.

Capstan vertical shaft out of alignment.

2. Crews' Quarters - Forward.

Damaged throughout by water and practically destroyed.

3. Windlass.

Damaged by submersion.

4. Storerroom - Forward.

All fittings destroyed by water.



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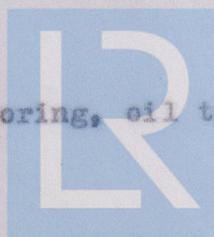
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COPY

"BEULAH".

5. Fore Peak & Chain Locker.  
Immersed.
6. Anchors & Cables.  
Heavily strained.  
One anchor and part cable lost.
7. Upper Bridge.  
Wood work damaged by water.  
Compass, signalling appliances and electric wiring damaged.
8. Navigation Bridge.  
Wood work on bridge and in wheelhouse badly damaged.  
Bridge structure out of alignment.  
Steering engine damaged by submersion.  
Rails, stanchions and awning spars broken.  
Compass and electric wiring damaged.  
Ladder broken.
9. Chart Room.  
All wood work and fittings damaged by water.  
Rails and stanchions broken.  
Galley skylight broken.  
Hatch over donkey boiler house damaged.
10. Refrigeration Chamber.  
All wood work and lagging damaged by water.
11. Galley.  
Galley stove and burner, flooring, oil tank, fresh



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"BEULAH".

water pump and all wood work and fittings throughout galley damaged by water.

12. Refrigerating Machine.

Machine, including motor and connections damaged by submersion.

13. Donkey Boiler.

Donkey boiler, fuel oil system, pump and lagging all damaged by water.

Cement flooring broken and damaged.

14. Poop.

Wood deck lifted in several places and deck leaking.

Rails and stanchions damaged.

Skylights and companion broken.

Awning stanchions and poles, wire reel, sounding machine broken and damaged.

15. Port Lifeboat.

Missing.

Davit sockets broken.

Blocks, checks, etc., damaged or missing.

16. Motor Lifeboat.

Stem and shoe broken.

Fittings and engine damaged by water.

Equipment missing.

17. Fire equipment.

Water buckets, racks, fire extinguishers and hoses missing or damaged.



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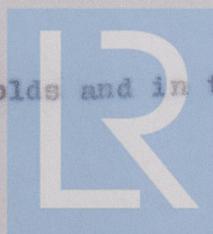
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"BEULAH".

18. Radio Room.  
All fittings destroyed by submersion.
19. Radio Set.  
Destroyed by submersion.
20. Accommodation - Aft.  
The whole of the accommodation under poop damaged by submersion, and all wood work and fittings in Officers' Rooms, Master's Room, Saloon, Bathroom and Storeroom completely destroyed.
21. Hand Steering Gear.  
Damaged by water and casing partly destroyed.  
Stopper on deck broken.
22. Winches & Capstan.  
Damaged by water, including steam pipes with their stools and guards.
23. Chain Lashings.  
Partly missing.
24. Ventilators.  
Cowls damaged or missing and ventilator coamings distorted.
25. Electric Fans.  
Electric fans throughout vessel destroyed by water.
26. Cargo Holds.  
All wood work in cargo holds and in tween decks,



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"BEULAH".

including hold ceiling and sheathing on ship's sides damaged by water.

Gravel ballast in No.3 Hold broken adrift and oil damaged.

27. Forward Deep Tank.

Wood work damaged by water and steel work covered with oil.

28. Peak Tanks.

Oil and water contamination.

29. A quantity of fuel oil, estimated at 2900 barrels lost or contaminated by water.

30. Air & Sounding Pipes.

Broken away at deck fastenings and damaged.

31. Oil Tanks in Engine Room.

Contaminated by water, including approximately 2500 gallons of lubricating oil.

32. Engine Room.

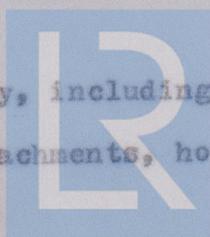
All steel work and paint work subject to water and oil damage.

33. Wood flooring on tween deck beams destroyed by water and oil.

Steel work also coated with oil.

34. Machinery.

The whole of the machinery, including main engines with all fittings and attachments, hot bulb system,



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\*BEULAH\*.

Exhaust piping, all auxiliary machinery, pumps, mechanical and electric tools, pumping system, etc., compressed air tanks, gauges and telegraphs damaged by submersion.

35. Insulation.

Insulation on steam and exhaust pipes and on main engine exhaust destroyed by water.

36. Electrical System.

Direct driven generator, also auxiliary generator and motors in engine room, including switchboard and fittings, terminals and wiring throughout vessel, with all attachments damaged or destroyed by water.

37. Galley, Steward's equipment, mattresses, springs, etc., damaged by water or missing.

38. Chronometer, clocks and other instruments damaged or destroyed.

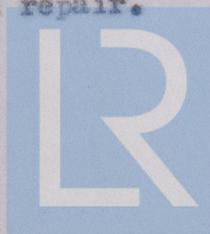
39. Bulwarks.

Bulwark side plating, stanchions and top rail damaged and distorted.

Freeing port doors missing.

40. Gangway & Accommodation Ladder.

Missing or damaged beyond repair.



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"BEULAH".

41. Engine Room Skylight.

damaged, and glass broken.

42. Main Deck.

The main deck, which is heavily coated with bitumastic, found to be collapsed, particularly in way of Nos. 2 and 3 hatches, the distortion at the Stbd. after corner of No.2 hatch being at least 18 inches, and two strakes of deck plating in way of this corner found to be fractured.

Nos. 2 and 3 hatch coamings twisted and distorted. All deck beams and their centreline stanchions distorted throughout practically the whole of the after deck.

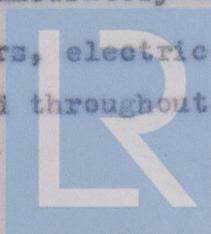
The forward deck shows distortion in a minor degree, and the riveting of the angle to deck at the forward side of the midship house shaken. Mast angles, Samson post angles and angles to ventilator coamings distorted.

43. Poop Side Plating.

One poop side plate, also gunwale bar and stringer plate in way of same badly damaged.

44. Masts.

Foremast, Mainmast and one Samson post broken or damaged at deck level or immediately above deck. Rigging, stays, mast ladders, electric wiring on masts practically destroyed throughout.



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"BRULAH".

Two cargo booms distorted.

45. Two beams in lower tier in way of No.3 hatch distorted, also three beams in way of No.1 hatch.

46. One shell plate in first strake below sheer, starboard side, and in way of the foremast indented.

47. Frames.

Two frames distorted above tween deck in way of No.2 Hatch.

A detailed specification covering the recommendations for repairs and renewals necessary on account of this accident was drawn up and approved by the interested Surveyors.

A copy of this specification, dated March 25th, 1938, is attached herewith.

*Adcock.*

SURVEYOR TO LLOYD'S REGISTER.



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