

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 21337 in R. B. Wreck Book, p. 115/37 Date of writing this report 21st February 1938

Vessel's Name Steel Twin K. No. 9 'Beulah' of Panama Tons { Net 1042
Gross 1389

Built at Fevig When 1923 3 Casualty notice sent to Owner Owner's reply

Owner's Name Barrisco, Inc. (Flood Bros. Mgrs.)

Address 444, Market Street, San Francisco, Cal, U.S.A.

SOURCE OF INFORMATION.

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|---|-----------------------------|--------------------------------|-------------------------------------|
| Case previously before Classing Committee. | Date | Particulars of Classification. | |
| | Last Minute | +100A1 7,37 | +LMC 1033 +LMC(M)636 DBS 6,37 |
| Date of Casualty | <u>28th December, 1937.</u> | S.S. No 3-1033 Oil Eng. | TSN 7,3709 DB14 filled 32 |

BEULAH.—Vancouver, Dec. 27.—Panamanian motor vessel Beulah arrived at Victoria, B.C., with deck cargo shifted, listed 30 deg. Chief officer lost overboard.

—Vancouver, Dec. 28.—Panamanian motor vessel Beulah sank at her berth at Ogden Point, Victoria, B.C.

LL 29/12

BEULAH.—Vancouver, Dec. 28.—Motor vessel Beulah, outbound from Vancouver, returned to Victoria, B.C., on account of serious stress of weather, heavily listed, flooded, settled on bottom in about 30 feet of water.—Salvage Association's Surveyor.

LL 30/12

BEULAH.—Port Angeles, Wash., Dec. 26.—The Baaddah Point U.S. coastguard station to-night reported by wireless that the motor vessel Beulah, which had been in distress near Carmanah Light, Vancouver Island, was proceeding eastward under her own power, presumably to Port Angeles or Victoria, B.C. The Beulah narrowly missed being put on the rocks by a gale after her steering gear became disabled last night. It was believed an emergency gear had been rigged because the coastguard message said the vessel was using her own engines, indicating she was not being towed. The coastguard cutters Ingham and Redwing, which put out from Port Angeles last night, escorted the Beulah, which reported by radio that one of her sailors was missing. Earlier the vessel had been trapped in a pen of rocks just off Carmanah Light. She was loaded with lumber for South Sea island ports. The vessel sent out a general wireless call last night at 7:40 o'clock requesting immediate help. A coastguard plane flew over the Beulah this morning and reported she had a 40 deg. list to port, probably caused by a shifted deck cargo.—"The Journal of Commerce," New York. (Note.—See later reports in issues of Dec. 29 and Dec. 30.)

LL 10/1

BEULAH.—Port Townsend, Jan. 6.—According to the Seattle Press, the Panamanian motor vessel Beulah has arrived at Victoria, B.C., with part of her deckload of lumber hanging over the side and with her port rail under water. During a gale after leaving Vancouver the chief officer was washed overboard, the boatswain had a leg broken, the deckload of lumber shifted, part of it went overboard and the lifeboat was swept overboard.

LL 21/1

Vancouver, Jan. 6.—Panamanian motor vessel Beulah arrived alongside Ogden Pier, Victoria, at 7:45 a.m. on Dec. 28 and mooring lines were fast at about 8:5 a.m. The deckload was partially released and placed on the dock in an effort to bring the vessel out of the list, in the neighbourhood of 30 degrees. Due to the vessel's condition, the crew's quarters being partially flooded, the master decided that they should all be taken ashore to warm quarters, being thoroughly soaked and exhausted, and this was done. Two watchmen were placed to watch the vessel, day and night. Approximately 75-85 metric feet of deckload was placed ashore. The removal of the portion of the deckload brought the vessel up about 2 ft., allowing bulwark to be seen, which on arrival was completely submerged. The master was present on the dock when the vessel went down by the head at midnight, Dec. 28, bow resting on the bottom, with practically the same list as before. The sinking by the head was very rapid as at 8 p.m. the vessel appeared to be in practically the same condition as in the afternoon. By 6 a.m. on Dec. 29 the vessel had completely settled and was resting on an even keel in 42 ft. of water. Salvage operations are being carried out by the Pacific Salvage Company. Insurances on both ship and cargo are carried in San Francisco.

Précis of particulars of Casualty As a result of her deck cargo of lumber shifting owing to heavy weather, this vessel returned to Ogden Pier, Victoria, B.C., on the 28th December last with a list of about 30°, the bulwark being submerged.

Some of the deckload was removed raising her about 2 feet, but at midnight the same day she sank at her moorings on an even keel in 42 feet of water.

At the first attempt to refloat the forepart was raised well out of the water, but owing to water gaining on the pumps in the after part and to her heavy list to starboard, operations were postponed to search for the leak.

At the second attempt to refloat the after part was well raised above water level, but the vessel again took a list to starboard, and to prevent her from rolling right over on to her side, pumping was stopped and the hull allowed to settle back to the position she was in before pumping began.

No casualty notice has been sent to the Owners in view of the salvage operations.

19th April, 1938.

This vessel was raised on the 8th March last.

In a letter dated the 26th March, the Society's Surveyor at Vancouver states he has examined the vessel in drydock. There is practically no bottom damage, but considerable repairs will be necessary internally and to the erections, bridge and main deck, the latter having collapsed. In his opinion the cost of repairs will nearly reach the insured value of the ship.

In reply to a special casualty notice, the Owners state tenders have been invited to see if the vessel will be repaired or abandoned to the Underwriters. If they decide to retain the vessel, she will, no doubt, be repaired to this Society's requirements.

Suggested Record Date of Committee TUE. 22 FEB 1938 Committee's Minute Deferred

WED 20 APR 1938 Deferred

5c.11.35. Lloyd's Register Foundation W425-0078 (112) D.B.S. 6, 37 T. S.S.N. 7, 37.

RETAIN

BEULAH.—Victoria, B.C., Jan. 4.—A complete change of plans for raising of the Panamanian motor vessel Beulah, which sank alongside Ogden Point Piers recently, was decided on yesterday by Pacific Salvage Company officials. Instead of building a cofferdam above the deck of the vessel, which would have meant a long job, it is now the intention of the salvors to plug all inlets from the deck to the holds, including ventilators and hatches, and when all is approximately tight, the big pumps of the salvage vessel Salvage King are expected to make good headway in getting the water out of the vessel.—“The Daily Colonist.”

LL 26/1

BEULAH.—Victoria, B.C., Feb. 8.—Another attempt will be made to float the Panamanian motor vessel Beulah to-day. Everything has been made ready to assure the successful raising of the vessel.—“The Daily Colonist.” (See issue of Feb. 17.)

LL23/2

BEULAH.—San Francisco, Jan. 12. — Motor vessel Beulah sunk at Ogden Point Dock, Victoria, B.C.: Sealing hatches, and it is expected to pump vessel out Jan. 14. — “Daily Commercial News.”

LL 29/1

BEULAH.—Victoria, B.C., Feb. 15.—It has been decided to remove all the cargo from the holds of the motor vessel Beulah before another attempt is made to float her. As this work has to be done under difficulties below the surface of the water, it will undoubtedly prove a slow job, and will probably be some little time before the pumps go to work again.—“The Daily Colonist.”

LL3/3

BEULAH.—Victoria, B.C., Jan. 15.—After raising the forward part of the motor vessel Beulah well out of the water last evening, the first attempt to float the sunken vessel was abandoned when the pumps working in the after holds were unable to make any headway against the water entering that portion of the ship. A further search will be made for the opening through which water must have been entering the after hold while the pumping was in progress, and when this is located it will be sealed and another effort will be made to bring the Beulah to the surface.—“The Daily Colonist.”

LL 1/2

BEULAH.—Victoria, B.C., Mar. 2.—Since the last attempt to float the motor vessel Beulah, which sank alongside Ogden Point Pier “A” two months ago, the Pacific Salvage Company have been making preparations for another effort to float the vessel. Different methods will be applied this time, and it is understood everything will be in readiness to lift the vessel and get her into shallower water alongside the breakwater, and as close to Dallas Road as possible, where her deck will be above low tide level and give mechanics an opportunity to make certain repairs which are necessary before the vessel can be successfully floated.—“The Daily Colonist.”

LL22/3

BEULAH.—Vancouver, Jan. 19. — An unsuccessful attempt has been made to raise the motor vessel Beulah. She became partly buoyant and then took a heavy list to starboard. Salvage operations are proceeding. (See issue of Feb. 1.)

LL 4/2

BEULAH.—Victoria, B.C., Mar. 8.—The motor vessel Beulah, after lying on the bottom alongside Ogden Point Pier “A” since Dec. 26 last, was afloat for a time last evening, long enough for the Pacific Salvage Company to get the vessel into shallow water between the float of the Pilotage Authority and the breakwater. She is again resting on solid ground, and repairs can be made to her deck while tides are low.—“The Daily Colonist.”

LL 29/3

BEULAH.—Victoria, B.C., Jan. 23.—There is a possibility that work may be resumed on the motor vessel Beulah today. Yesterday the weather proved too boisterous for salvage operations. Everything is in position for an attempt to get the vessel upright again.—“The Daily Colonist.” (See issue of Feb. 4.)

LL 8/2

— Victoria, B.C., Mar. 9.— Although a considerable portion of the motor vessel Beulah's deck was clear of water at low tide yesterday afternoon, the shore slopes so steeply thereabouts, submerging the forward part of the hull, that it will be necessary to move the vessel closer to the Dallas Road before she can be pumped out and properly refloated.—“The Daily Colonist.”

BEULAH.—Victoria, B.C., Jan. 26.—Before pumping operations are resumed on the motor vessel Beulah, which was successfully righted over the last weekend, it is understood that all the cargo remaining in the vessel's holds will be removed, thus providing more buoyancy to the hull. This decision on the part of the salvors will probably delay the actual raising of the vessel until the end of the week.—“The Daily Colonist.”

LL 16/2

— Victoria, B.C., Mar. 12.— Panamanian motor vessel Beulah is right side up alongside her original berth at Ogden Point Piers this morning. She was towed there last evening by an Island Tug & Barge Company tug, and her remaining cargo will be discharged, beginning Monday (Mar. 14) it is understood. In the meantime, the vessel will be cleaned and her scattered gear collected preparatory to entering dry dock for inspection and repairs.—“The Daily Colonist.”

— Victoria, B.C., Jan. 27. — Pacific Salvage Company's divers were busy yesterday removing cargo from No. 3 hold of the motor vessel Beulah, preparatory to continuing pumping operations. The cargo, consisting of gasoline in drums, case oil and asphalt, will all be lightered, the gasoline and oil rising to the surface when released and the asphalt being discharged by derrick gear.—“The Daily Colonist.”

BEULAH.—Victoria, B.C., Jan. 28.—After removing cargo from No. 3 hold of motor vessel Beulah, the hatch was sealed yesterday and pumping should be started between daylight and dark to-day, as the suction pumps are all in position for that purpose.—“The Daily Colonist.”

LL 17/2

BEULAH.—Victoria, B.C., Mar. 16. — Yesterday longshoremen were busy getting the cargo out of the Panamanian motor vessel Beulah, which is now lying alongside Ogden Point Piers. Some of the cargo is a complete loss.—“The Daily Colonist.” (See issue of Mar. 29.)

LL6/4

— Victoria, B.C., Jan. 30.— Salvage workers trying to raise the motor vessel Beulah had to admit defeat again last night when the vessel, after the pumps had succeeded in getting the after end well above the surface of the water, started to take a heavy list to starboard, and to prevent the ship rolling entirely over on her side the pumping was stopped and the hull allowed to settle back to the position she was in before the pumps started working.—“The Daily Colonist.”

RETAIN



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