

WRECK BOX
No. 65
(100)

WRECK BOX
No. 65 Top

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 30117 in R. B.

Wreck Book, p. 10829

Date of writing this report

7th November

1929

Vessel's Name

Reel 99 "Oklahoma"

of

Tons

Net 3829
Gross 4660

Built at South Shields

When

YEAR. MONTH.

1917 2

Casualty notice sent to Owner

Owner's reply

Owner's Name

Cie Gen. Transatlantique

Address

Rue Amber. 6. Paris

Case previously before

Date

Classing Committee.

Last Minute

Particulars of Classification.

+100TH 11.3.6.29
Shell. at. 12.10.29
6.29 +LMC 6.29

Casualty

15th October 1929

particulars of Casualty

Fire broke out on this steamer on the 15th. October, while lying in Sandon Dock, Liverpool. A series of explosions took place; fore-castle gutted, plates and superstructure forward destroyed; vessel stated to have collapsed in way of No. 2 hatch; sides of steamer, especially starboard side, very badly buckled; bottom shell plating very badly buckled and holed, and bottom plating torn away.

Salvage operations have been in progress, and on 29th. October it was stated that the work of patching sides of vessel had been completed.

On 4th. November it was reported that the fore and after parts were raised but amidships near fracture remained submerged; she commenced to take water quickly and was again submerged.

The Mersey Docks and Harbour Board have now decided to sever the afterpart from the forepart and refloat separately.

No casualty notice has yet been sent to the Owners in this case.

13th. January, 1930.

In reply to enquiry a letter has now been received from the Society's Liverpool Office stating that the vessel is still in Sandon Dock and salvage arrangements are proceeding.

13th. February, 1930.

A further letter has now been received from the Liverpool Office stating that the vessel has now been raised and placed on Tranmere Beach with a view to being sold for breaking up purposes.

SOURCE OF INFORMATION.

OKLAHOMA.—Liverpool, Oct. 15.—Fire broke out in Sandon Dock this morning on board French steamer Oklahoma, which arrived on Oct. 13 from Tahiti with cargo nitrate, cotton and sugar. Vessel in flames fore and aft.

Liverpool, Oct. 15.—Mersey Docks and Harbour Board reports:—Steamer Oklahoma, owners Compagnie Generale Transatlantique, on fire this morning in Sandon Dock, Liverpool. After series of explosions, vessel broke in two and forepart sank, still attached to after part, which remains afloat.

Liverpool, Oct. 15.—Steamer Oklahoma on fire. Big explosion took place at 8.50 a.m., and vessel broke her back.

Liverpool, Oct. 15.—Steamer Oklahoma: Fire apparently chiefly confined to forepart. Vessel from amidships has sunk, afterpart remains afloat. All cargo forward seriously damaged, fore-castle gutted, plates and superstructure forward destroyed. Several explosions occurred. Vessel still burning. Previous to outbreak she had discharged about 1000 to 1100 tons, principally sugar.

Liverpool, Oct. 15.—Steamer Oklahoma: 4000 tons of cargo on board, consisting of cotton, nitrates, cottonseed cake and sugar. About 300 bales of cotton discharged, also about 10,000 bags of sugar; no nitrates on board for Liverpool. Mersey Docks and Harbour Board advise although forward part sunk, is still attached to afterpart which is making water. Arrangements are being made to place pumps in position to deal with this.

London, Oct. 15.—Steamer Oklahoma: Flames on the burning vessel rose 200 ft. high and the whole of the dock was enveloped in dense smoke. There was a series of explosions as the fire reached confined spaces which had generated in the holds, and woodwork and great pieces of metal were thrown high. Bags of sugar were also shot in the air and, with the burning timber and metal, landed with great force, doing considerable damage. A ventilator on the steamer BUTESHIRE, moored 100 yards away, was smashed. Wreckage was also hurled over sheds at the other side of the dock. At one period the BUTESHIRE, which is due to leave for Australia on Saturday (Oct. 19), and the Liverpool steamer CLARETTA were in danger, but their crews poured water on them and in this they were assisted by the Buttle firemen.

Liverpool, Oct. 15.—Steamer Oklahoma: Fire under control, burning itself out. Afterpart of vessel still afloat although forward part continues to sink gradually deeper.

OKLAHOMA.—Liverpool, Oct. 15.—The shed alongside the burning steamer Oklahoma was damaged by fire, which caused a crane to fall in, while a three-storey warehouse had to be deluged with water for safety, the water penetrating the roof and causing considerable damage to the stores. "The Daily Telegraph" Correspondent.

Liverpool, Oct. 15.—The explosion on the burning steamer Oklahoma hurled firebrands and broken bales of cotton and sugar across the dock and over the roofs of opposite sheds. Many of them fell on the steamers WESTMORELAND and BUTESHIRE, which were moored on the opposite side. Several small fires were started by the burning debris, but these were extinguished by the crews. The damage to the Oklahoma will amount to many thousands of pounds, as, apart from the extensive structural damage to the vessel, which is in two parts except for the deck plating, practically all the remaining cargo has been so badly damaged as to be of little value. "The Times" Correspondent.

Insert Character of Ship and Machinery precisely as in the Registrar Book.

Tested Record

Date of Committee

FRI. 8 NOV 1929

Committee's Minute

Deferred

TUE. 14 JAN 1930

Deferred

Committee's Minute

TUE. 9 JUL 1929

Assigned

As now

Damaged by fire 10.29

FRI. 14 FEB 1930

Damaged by fire 10.29

FRI. 14 FEB 1930

Lloyd's Register
Foundation

W631-0074

WRECK BOX
M. 65 Top

RETAIR

London, Oct. 16.—A telephonic report was received last night from the Liverpool Salvage Association that the Mersey Docks and Harbour Board had taken possession of the steamer Oklahoma and had instructed the Association to deal with the cargo as in previous cases. Exact information cannot yet be given as to the position, but, roughly, the vessel has collapsed in the way of No. 2 hatch consequent on the explosion and the damage will probably be serious. The Mersey Docks and Harbour Board is lowering the water level by 8 ft. to facilitate operations. The cargo in the forward holds, which are submerged, consisted of 1000 tons of nitrate and 1473 bales of cotton, 1192 tons of sugar and 243 tons of cotton cake, all of which will be damaged by fire and/or water. Probably the nitrate and the sugar will be completely dissolved, but the cotton is believed not to be badly damaged by fire. The cargo in Nos. 3 and 4 holds consisted of 1000 tons of nitrate, 1921 bales of cotton and 915 tons of sugar. A temporary bulkhead is being built in the 'tween decks to prevent the water flowing to the after-end of the vessel, but some damage by water has already been sustained by the cargo in No. 3 hold. Endeavours to discharge the cotton from No. 1 hold by means of the derrick barges were being commenced.—Salvage Association.

Liverpool, Oct. 16.—Steamer Oklahoma: The Liverpool and Glasgow Salvage Association report they are acting as agents to the Mersey Docks and Harbour Board in and about the receiving and disposing of the cargo landed ex this vessel. Cargo underwriters are requested to furnish that Association with marks and other particulars of their interests.

Liverpool, Oct. 16.—Steamer Oklahoma: After part of vessel intact, forward part shelter deck has fallen on to main deck, sides of vessel especially starboard side are very badly buckled also part engine-room and will require extensive patching before any change can be made in ship's position. Some cargo was discharged last night, particulars as to nature and quantity not yet to hand. Further report will be made after divers have made under-water examination as extent damage not yet fully known. Mersey Docks and Harbour Board are expediting salvage operations.

OKLAHOMA.—London, Oct. 17.—Divers yesterday found that the burnt out steamer Oklahoma, in Sandon Dock, Liverpool, had not broken her back as was originally thought but she is very badly buckled. It is hoped that she may be salvaged in one piece, though it will probably be a week before any attempt can be made to move her. The crew left last night for France.—"The Daily Telegraph."

OKLAHOMA.—Liverpool, Oct. 21.—Steamer Oklahoma: In order to facilitate operations it has been necessary to sink afterpart of vessel. Quantity of cargo had previously been discharged from this portion.

OKLAHOMA.—Liverpool, Oct. 23.—Steamer Oklahoma: In reply to inquiry regarding salvage operations, the Mersey Docks and Harbour Board advise, under yesterday's date:—Divers have made more detailed examination in Nos. 2 and 3 holds where she collapsed, and further damage to her side plating, &c., been located, which consists of starboard side a bilge plate 2 ft. 8 in. clear of landings distance 20 ft., several other landings 6 to 8 in. open distance 4 to 8 ft., other plates badly buckled and open; port side several plates ship's side and landings of plates open, bottom tank tops are up 4 ft. broken and twisted also 20 ft. in fore and aft direction, many bottom rivets are out, bottom shell plating very badly buckled and holed, and bottom plates torn away from one another. Divers engaged patching sides. Necessary discharge cargo cotton, &c., from No. 1 hold otherwise weight in forward end would be too great to enable vessel to be floated. Eight divers are working.

OKLAHOMA.—Liverpool, Oct. 29.—French steamer Oklahoma: Mersey Docks and Harbour Board advises under yesterday's date the following further report from the Board's Marine Surveyor: Side shell plating: Work of patching sides of vessel now completed, being continued by divers in

order strengthen patch. Bottom shell plating and plate landings: Cementing over the wedging between landings of plates and fractured seams of plating been completed, the double bottoms wherever possible are being filled with cement, this should be completed by to-night. Discharge of cargo: Cargo has been discharged continuously from No. 1 hold to date, about 1100 bales have been discharged, about 330 still remain. Much difficulty experienced discharging this cargo by divers owing to loose cotton from burst bales and during last three days the discharge has averaged 80 bales per day. There are 240 tons of oilcake in this hold. It may be necessary to discharge portion of or all this cargo as bags have burst and the contents have become a semi-congealed mass which is likely to choke the pumps. Saltpetre water is still causing trouble to hands of divers, which has necessitated further reduction in the working hours.

OKLAHOMA.—Liverpool, Nov. 4.—Steamer Oklahoma: Pumping test was made yesterday. Fore and after parts of vessel were raised but amidships near fracture remained submerged; vessel commenced to take water quickly and is again submerged.

OKLAHOMA.—Liverpool, Nov. 5.—Steamer Oklahoma: The Mersey Docks and Harbour Board's attempt to float this vessel on an even keel over the week-end has failed, and we are now advised by the Board that they have decided to sever the afterpart from the forepart and are refloating the ends separately. We understand they first contemplate recovering the copper by diving.—Liverpool and Glasgow Salvage Association per London Salvage Association.

OKLAHOMA.—Liverpool, Nov. 8.—The Mersey Docks & Harbour Board have to-day decided upon a different method of raising and removing the French steamer Oklahoma from the south side of the Sandon Dock. It has been decided to drain the dock and thereby expose the vessel for the purpose of patching her up sufficiently to enable her to be floated and thus removed. She will then be towed out of the refilled dock, taken across the river and probably beached at Tranmere. The explosions caused by the fire have wrought such serious havoc with the main structure of the steamer that it is questionable whether repair will be worth while. If it is found that she is beyond repair she will either be broken up or sold as she will lie after being patched up and towed from the dock across the river.—LLOYD'S List Correspondent.

OKLAHOMA.—Liverpool, Nov. 14.—Steamer Oklahoma: Divers still engaged recovering copper. Anticipate that dock will be run dry p.m. tide Sunday, Nov. 17, when steps regarding removal of vessel will be considered. Caisson to be placed at dock entrance arrived on scene this morning.

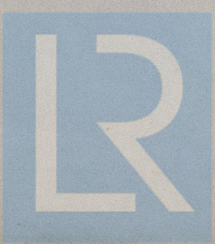
OKLAHOMA.—Liverpool, Nov. 19.—Steamer Oklahoma: Sandon Dock nearly dry, vessel now in very little water. Vessel's sides buckled from funnel forward, damage now fully exposed. Salvors are cutting away damaged broken iron-work with acetylene burners, hoped that vessel may be removed whole. Pumps still engaged emptying dock.

RETAIR

N631-0072 2 1/2

Insert Character of Ship and Machinery precisely as in the Register Book.

Law Certificate required? If so, to be sent to



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Lloyd's Register
Foundation

Committee's Minute
Assigned
As now

TUE. 9 JUL 1929