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Lloyd's Register of Shipping.



United with
THE
BRITISH
CORPORATION
REGISTER

28 JUN 1949

Port Rio de Janeiro

27th May 1949

This is to Certify that

Matthew Caldwell

the undersigned Surveyor to this Society did at the request of

The Brazilian Coal Co., Ltd. (Lloyd's Agents) and the Owners attend on board the Tw. Sc. Turb. steamer "MAGDALENA", as previously stated on the Report issued on the 3rd May 1949, and subsequently after the vessel had broken into two parts, for the purpose of ascertaining the nature and extent of the damage, and making recommendations with a view to safeguarding and possible salvaging of the remaining parts of the vessel.

Also in attendance Mr. Watson (Salvage), Capt. Dexter (Salvage) and Mr. Whoadon (Owners). Mr. Brigham of the American Bureau of Shipping attended in the interests of the American Salvage.

The forward part of the vessel was found sitting on the bottom with bow clear of the water, at about the middle of the entrance to Rio Harbour. This part gradually settled and is now lying on a, more or less, even keel with the foremast visible.

It was considered that an attempt to salvage this part was not worth while.

The vessel had fractured at about a vertical line abreast the front of the first class deck erections. In breaking away the two parts had fouled and badly damaged each other causing the plating to break away and be bent back at and to a vertical line, approximately, about No 12 frame forward of amidships in the aft part of the vessel. This part had drifted on to the beach, stern first, at Praia Imbuí, after having struck the rocks off Fort Imbuí. At the forward end the water was over the upper deck, covering the cofferdam.

It was recommended that this part of the vessel be moored fore and aft, builders to supply stability figures, cargo then to remove from Nos 4 and 5 Holds, Oil Fuel to be pumped from Deep and Settling tanks. Should the pumps not contain the Deep and Settling tanks, air pressure to be supplied to displace the water. The Emergency Diesel generator to be wired to the main line for supply of energy to run the refrigerating machinery and winches. An additional generator to be placed on board to assist the supply of electricity. These recommendations were carried out, but while in course of discharging the cargo, the weather changed for the worse and work was suspended for several days. An improvement in the weather allowed the cargo and the oil to be discharged. The ships diesel compressor and the Smallie Freon compressor adapted for the

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supplying of air to the deep tanks, the need for which was anticipated, and these used through the starboard air receiver on the night of 20th May with the object of floating the vessel with the assistance of tugs and anchors on the morning of the 21st May. It was found, however, that the soundings around the vessel were only true in her immediate vicinity and that the heavy seas which had been experienced for several days had set up a formidable bank which could only be removed by dredging. Upon reporting these facts the underwriters decided to take no further steps to refloat the after part of the vessel.

Damage Reports and Survey Fees . . .	14.000,00
Special Attendance Fees	2.700,00
Expenses, Cables	1.500,00

W. Caldwell

Surveyor to Lloyd's Register
of Shipping.



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Foundation