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ADMIRALTY SHIP WELDING COMMITTEE

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INFORMATION REGARDING "MAGDALENA" CASUALTY

SUBMITTED BY MR. SHEPHEARD

Owners:- Royal Mail Lines Ltd.
Built by Messrs. Harland & Wolff, Belfast, in 1949.
540' B.P. x 73' br.mld. x 45' depth mld. to shelter dk.
53'6" " " " to bridge dk.
All seasons extreme draught:- 28'9".

General Arrangement plans and Outline Midship Section have been published in the technical press - e.g. "Shipbuilding & Shipping Record", 31st March, 1949.

The butts, seams and frame connections of shell plating are riveted; the keel butts are welded. The bridge, shelter and second deck butts and seams, also the butts of all other deck plating, are welded. Riveted stringer angles are fitted at the bridge deck and at the shelter deck clear of the bridge. The double bottom structure is riveted, with the exception of the margin plate connections to the floor plates, to the tank side brackets and to shell plating, which are welded. The tank top plating butts and lubricating oil tank structure in way of main turbines are welded. Girders throughout the vessel are welded.

The following notes on the casualty to this ship are based on reports from experts present. Neither the Owners nor Lloyd's Register accept responsibility for their accuracy.

On the morning of the 25th April, while on passage from Santos to Rio de Janeiro, the ship ran aground and stranded on rocks about 14 miles from Rio de Janeiro entrance. She remained on the rocks apparently fast forward of the after bulkhead of No.3 hold, and pounded heavily for about 18 hours before floating off near high water. Severe damage was sustained on the bottom, especially in way of the midship oil fuel bunkers and No.3 hold.

After refloating, the vessel was taken in tow with No.3 hold flooded and making water in No.2 hold. The draught forward when entering Rio harbour was about 40'. The ship fell into the trough of a heavy swell, and the forefoot struck bottom several times. In way of the after end of No.3 hold the paint was



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observed to scale off the shell, rivets shot out, the topside plating started to buckle, and finally the shell plating tore from the bottom upwards. The two parts of the ship swung hinged about the promenade deck plating for about one hour before final separation.

The structure at the break is badly crushed and distorted.



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