

State if Report has been sent on the Freeboard of the Vessel *yes*

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 96457 in R.B.

Wreck Book, p. 32/49

Date of writing this report 18th May 1949

Vessel's Name *Supp. Twin L. S. S. "Magdalena" (RMC) of London*Tons Gross 17547
Net 9886Built at *Belfast*

When 1949 2

Casualty notice sent to Owner 11.5.49

Owner's reply 14.5.49

Owner's Name *Royal Mail Lines, Ltd.*Address *Royal Mail House, Leadenhall Street, E.C. 3.*Previously before
Assessing Committee.Date
Last Minute

Particulars of Classification.

+100A1	+LMC 2.49
with fbd	CL
1.49	WTB
Fitted for oil fuel 2.49	
EP. above 150°F	

Date of Casualty

25th April, 1949

Particulars of Casualty

This vessel grounded on the Tijuca Rocks between Cagarras and Palmas Islands, a few miles south of Rio de Janeiro, on the 25th April, 1949.

No. 3 hold was flooded, No. 2 leaking, nine double bottom tanks were pierced and the engine room tank tops were straining.

She was refloated the following day and taken in tow for Rio de Janeiro, but when off Fort Sao Joao she broke in two.

The forepart grounded and subsequently sank with only part of the mast showing.

The afterpart was beached, and no decision has yet been reached whether to dismantle or remove it.

The Owners concur.

SOURCE OF INFORMATION.

MAGDALENA.—Rio Janeiro, Apr. 25.—Steamer Magdalena (La Plata for London) is aground Tijuca Rocks, reported making water forward and "No. 1" hold. Brazilian Navy salvage tugs in attendance. Surveyor appointed.

London, Apr. 25.—The owners of the steamer Magdalena have received the following message from Rio Janeiro, timed 7.56 a.m. to-day: Master of Magdalena wirelessed at 6.30 a.m. to-day: Send tender for 350 passengers and tugs to stand by. Vessel hard aground half a mile south of Ilhas Tijucas. Making water in "No. 3" hold and forward. Weather conditions fine at present.

Naval craft, including tugs, under orders to proceed immediately and Wilson's tug Saturno, endeavouring also to send tender.

Rio Janeiro, Apr. 25.—Steamer Magdalena, which was returning from her maiden voyage to Argentina, ran aground on a rock between Cagarras and Palmas Islands, a few miles south of Rio Janeiro harbour. "No. 3" hold was flooded.—British United Press.

London, Apr. 25.—owners of the steamer Magdalena received the following message from Rio Janeiro, dispatched at 10.10 a.m. to-day: Master of Magdalena wirelessed at 8 a.m. to-day: First tug now close a hand, other small vessels in sight, steamer Goiazloide standing by. Will soon commence transferring passengers by tug to her.

Lloyd's surveyor and owners' marine superintendent at Rio Janeiro have already left for ship. Arrangements being made for shore accommodation for passengers.

London, Apr. 25.—The owners of the steamer Magdalena have received the following message from Rio Janeiro, dispatched at 11.24 a.m. to-day: Master of steamer Magdalena has wirelessed: Transfer of passengers proceeding with some difficulty, owing to increasing swell. Sufficient naval craft here to take all passengers.

Rio Janeiro, Apr. 25.—Steamer Magdalena: The cargo of oranges and meat from Argentina is being shifted into barges to lighten her. Passengers have been transferred to naval launches and were expected to reach the city by early afternoon. The Brazilian steamer Goiazloide, which had begun preparations to take off the passengers, was recalled to Rio Janeiro.—Reuter.

"Magdalena" Aground off Rio Janeiro

The 17,547-ton Royal Mail Line steamer Magdalena, returning to London from La Plata on her maiden voyage, has grounded on the Tijuca Rocks, near Rio Janeiro. She is making water forward and in No. 3 hold. Her 350 passengers have been taken off and her cargo is being lightened.

Record

Committee

FRI. 20 MAY 1949

Wrecked 4.49

Lloyd's 20/5

Committee's Minute

Wrecked 4.49

1m. 1.43.

State if Report has been sent on the Freeboard of the Vessel *yes*

MAGDALENA.—Rio Janeiro, Apr. 25.—Steamer Magdalena: Position unchanged. Brazilian Navy salvage tugs and personnel, and Wilson's tug Saturno, in attendance. Lighters and men to lighten vessel proceeded. Passengers all disembarked by Navy without incident. Lloyd's Register shipping surveyor and cargo surveyor appointed by us on board.

(Later) Surveyor now reports: Vessel fast between rocks half mile south of Ilha Fonseca. No. 3 hold flooded and No. 2 making water but under control. Following double bottom tanks pierced: Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 10. Vessel pounding at high water. Engine-room tank top straining. Situation very serious; essential for more heavy tugs to attempt refloating when weather abates.

(Later) Weather deteriorating and lighters and labour unable to board vessel. Estimate wind from south, approximate force five to six (fresh to strong breeze), seas heavy. Navy tugs standing by but weather preventing further boarding.—Lloyd's Agents per Salvage Association. (See issue of Apr. 26.)

—Rio Janeiro, Apr. 25.—About 100 tons of meat is believed to have been lost in the Magdalena following the flooding of the holds. Her cargo consisted of meat and 20,000 crates of oranges which were being shipped to Britain. At 4 p.m. (local time) to-day tugs were still round the vessel trying to get her off the rocks. —British United Press.

—Rio Janeiro, Apr. 25.—Steamer Magdalena: Only Navy tug Triunfo and tug Saturno attending. Arranging for Lloyd Brasileiro salvage tug Comandante Dorat to proceed at 4 a.m. (Apr. 26); nothing else available. —Lloyd's Agents per Salvage Association.

—London, Apr. 26.—The owners of the steamer Magdalena have received the following messages from Rio Janeiro, dated Apr. 26: Timed 8 25 a.m.: Eye witness report just received states Magdalena in tow of Lloyd Brasileiro salvage tug with two other tugs accompanying. Vessel floated during the night.

Timed 8 33 a.m.: Following received from Magdalena: Now in tow of salvage tug Comandante Dorat, making for Rio Janeiro if possible, otherwise anchoring in shallow water route.

—Rio Janeiro, Apr. 26.—Steamer Magdalena refloated on tide at approximately 4 a.m. and now in tow of salvage tug Comandante Dorat heading for port. Weather considerably improved.—Lloyd's Agents per Salvage Association.

—Steamer Magdalena: At 6 a.m., G.M.T., advised all refrigeration maintained excepting No. 3 hold, No. 2 orlop and trunk, No. 3 lower deck and trunk all flooded.—Lloyd's Agents per Salvage Association.

—Rio Janeiro, Apr. 26.—An estimated 2000 tons of oil was discharged from the steamer Magdalena.—British United Press.

—Rio Janeiro, Apr. 26.—Steamer Magdalena has broken in two outside the harbour in front of Fort Sao Joao. Tugs are standing by and making all efforts to take off the crew.

—Rio Janeiro, Apr. 26.—Steamer Magdalena broke in two and started to sink at 1 15 p.m., local time. Two destroyers are proceeding to the scene and scores of small boats in the harbour went to the rescue. The two parts of the ship are partly submerged. —British United Press.

—Rio Janeiro, Apr. 26.—The bows of the steamer Magdalena broke off and floated about 200 yards away from the remainder of the hull.—Reuter.

—Rio Janeiro, Apr. 26.—Wireless reports from a tug near the steamer Magdalena said that her bow was half sunk and aground and the stern section, drifting towards the beach, was expected to sink shortly. The crew are reported to be safe and the master and four other persons are reported to be still on board.—Reuter.

"Magdalena" Breaks in Two After Refloating

The Royal Mail Lines' steamer *Magdalena*, which was aground on the Tijucas Rocks, near Rio Janeiro, was refloated early yesterday morning and taken in tow for that port by the salvage tug *Comandante Dorat*, but when off Fort Sao Joao she broke in two. The forepart was aground and partly submerged, and the afterpart was not expected to remain afloat. The crew is safe and all passengers had been landed earlier. Earlier reports from Rio Janeiro stated that the *Magdalena's* No. 3 hold was flooded and that No. 2 hold was making water but under control.

MAGDALENA.—Rio Janeiro, Apr. 26.—Steamer Magdalena has broken in two just outside entrance and close to Fort Sao Joao, stern part apparently beached, bow in tow of tugs.

(Later) Surveyor now returned to port and reports: Left Ilha Pontuda at 6 45 a.m., engines out of commission. First in tow salvage tug Comandante Dorat, with tug Saturno standing by. Later Navy tug Triunfo took forward tow with tugs Saturno and Trijao (? Tritao) astern. Everything proceeded satisfactorily until crossing the bar when vessel fell into a trough and pounded heavily on bottom, fracturing and buckling sides at after end of No. 3 hold. Vessel broke in two within 20 minutes. Forward portion still afloat and anchored in fairway, after part ashore close to Ponta da Fora.—Lloyd's Agents per Salvage Association. (See issue of Apr. 27.)

—Rio Janeiro, Apr. 26.—Steamer Magdalena broke in two just aft the bridge at No. 3 hold.—Reuter.

—Rio Janeiro, Apr. 26.—The Royal Mail Lines announced in Rio Janeiro to-day that all the crew of the steamer Magdalena, including Captain Lee, have abandoned ship and are safe. Tugs abandoned the bow portion of the vessel at 4 20 p.m., local time, and it was slowly sinking at the entrance to the bay. The nose was projecting at an angle of 45 deg. with the bridge partly submerged. As nightfall approached, the bows of the steamer had almost disappeared. It is presumed that all the 4000 tons of meat which the vessel was bringing to England has been lost as well as all the passengers' heavy luggage.—British United Press.

—Rio Janeiro, Apr. 27.—Three thousand tons of meat on board steamer Magdalena is known to be a total loss, it is announced to-day. The stern section of the vessel is to-day firmly grounded in the shallows, surrounded by cases of oranges, of which she was carrying 20,000. Work is going on removing the bow section, which was yesterday menacing shipping. Pessimism is expressed here about the possibility of successfully salvaging the stern section.—Reuter.

Position of "Magdalena"

Messages received yesterday showed that, contrary to earlier reports, it was the afterpart of the liner *Magdalena* which was beached outside Rio Janeiro, while the forepart remained afloat, anchored in the fairway. The vessel broke at the after end of No. 3 hold, that is, forward of the passenger accommodation and main superstructure.

MAGDALENA.—Rio Janeiro, Apr. 27.—Steamer Magdalena: Preliminary inspection on after part at 5 p.m. to-day by Lloyd's Register surveyor, owners' superintendent, chief engineer, chief officer and ourselves reveals lying on sandy bottom in Imbui Bay. Soundings at half tide dead, aft 18 ft., frame 100, 18 ft. port and starboard, frame 70, 19 ft. port, 25 ft. starboard, frame 40, 25 ft. port, 28 ft. starboard, frame 20, 35 ft. port, 32 ft. starboard, and 'mid-ship, 30 ft. port, 45 ft. starboard. Weather presently calm, with slight swell, vessel lying easily with some working. Forward end of engine-room 6 ft. of water, after end 2 ft. From engine-room forward bulkhead aft apparently sound above tank tops. Cargo position: No. 4 middle 'tween deck 450 tons of oranges, No. 5 'tween deck 220 tons of oranges, No. 4 lower 'tween deck and orlop full of meat, No. 5 orlop full of meat, No. 5 lower 'tween deck Brazilian and European mails and first and third-class baggage. Temperatures of meat at present from 20 to 25 deg. Fahrenheit, oranges satisfactory and engineers working through night endeavouring to restore refrigeration, pumps and power. Lloyd's Register surveyor, owners' superintendent and chief officer remaining on board making full detailed survey of hull and machinery. Expect discharge of mail and baggage to-morrow. Fore part still as last advised, but bow cut of water and after end on bottom.—Lloyd's Agents per Salvage Association. (See issue of Apr. 28.)

The latest reports received from Rio Janeiro indicate that there is 6 ft. of water in the forward end of the engine-room of the liner *Magdalena* and 2 ft. in the after end. From the engine-room forward bulkhead aft the vessel is apparently sound above tank tops. The temperatures of the meat cargo in Nos. 4 and 5 holds were between 20 and 25 deg. Fahrenheit. Engineers were working through Wednesday night in an endeavour to restore the refrigeration, pumps and power.

MAGDALENA.—Rio Janeiro, Apr. 28.—Steamer Magdalena: After section, further report: All decks from position approximately in line with No. 3 hold aft bulkhead in as new condition. No damage found on decks, casings or side shell plating except within 10 ft. of separation point. Tunnels, aft peak tank, transom and peak spaces all in good condition. No. 6 double bottom tanks badly damaged, feared no structural strength left under tank top plating. Cofferdam around lubricating oil double bottom tank leaking. Lubricating oil tank tight, Nos. 8 and 9 double bottom tanks tight, Nos. 10 and 11 double bottom tanks soundings at sea level. Tunnel well and aft peak tight and sound.

Weather still moderate. Position of vessel unchanged, aft part riding easily, forward part still above water in fairway. Endeavouring to run out moorings fore and aft to-day to hold vessel fast in present favourable position.—Lloyd's Agents per Salvage Association. (See issue of Apr. 29.)

The latest report from Rio Janeiro regarding the beached after part of the liner *Magdalena* states that the condition of all decks from a position approximately in line with No. 3 hold aft bulkhead is as new. All damage to decks, casings or side plating is within 10 ft. of the separation point.

MAGDALENA.—Rio Janeiro, Apr. 30.—Admiral Antonio Guimaraes, Brazilian Director of Naval Navigation and Hydrography, said here to-day that he believed it would be possible to tow into port the sections of the steamer *Magdalena*; the engines suffered no serious damage, he said. Representatives of Lloyd's were to-day inspecting the stern part of the *Magdalena*, now manned by members of her own crew.—Reuter. (See issue of Apr. 30.)

MAGDALENA.—Rio Janeiro, Apr. 29.—Steamer Magdalena: Examination to-day reveals forward section is submerged, with waterline through stem to main deck at No. 1 hatchway and after end of chartroom. Owing to swell and position, consider salvage of forward section impracticable. After section is ashore with water in engine-room about 2 ft. above lower platform under control. No leaks in after hold or tunnel. Emergency generator working and controlling meat spaces but unable to control fruit. Average temperatures to-day, meat 24 deg., fruit over 60 deg. Of opinion after section could be refloated and Merritt-Chapman and Scott's salvage officer is reporting to his office, but Merritt's equipment would take 15 days to reach Rio Janeiro. No insulated barges here and owners are endeavouring to obtain portable generator to augment vessel's power, as main diesel generators damaged. Meantime exploring local possibilities of salvage.—Lloyd's Agents and Salvage Association's Special Surveyor. (See issue of May 2.)

—Rio Janeiro, Apr. 30.—Steamer Magdalena: Examination of engine-room indicates tank top set up and machinery disturbed. Port main discharge pipe fractured.—Lloyd's Agents and Salvage Association's Special Surveyor.

—Rio Janeiro, May 1.—The bows of the steamer *Magdalena* sank yesterday, and to-day only part of the foremast is visible. Because of the prevailing southerly winds, each day the other part of the liner becomes more firmly aground. It is understood that salvage equipment of a kind not available here would be needed to refloat this part of the wreck. Practically all the passengers' baggage has been recovered but the work of salvaging mail continues.—"The Times" Correspondent.

It is now known that the forward section of the liner *Magdalena* sank on Saturday and only part of the foremast is now visible. The latest report from Rio Janeiro states that the water in the engine-room in the after section is about 2 ft. above the lower platform and is under control. An emergency generator is now working and controlling the temperature in the meat spaces but it has been found impossible to control the fruit temperatures. The engine-room tank top is set up and the machinery disturbed. The port main discharge pipe is fractured.



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MAGDALENA.—Rio Janeiro, May 2.—Sides of beef from the cargo of the steamer Magdalena were to-day reported washed ashore near Copacabana Beach. Beaches near the Sugar Loaf, at the entrance to Rio Janeiro Bay, where the Magdalena finally broke in two, are strewn with orange boxes, stores, chairs, tables and flotsam. Soldiers are patrolling the shore to prevent pilfering. The stern of the vessel now lies half afloat. The bows, half submerged on the edge of the channel into the bay, sank lower to-day.—Reuter. (See issue of May 3.)

LL 4.5.49

LOSS OF THE "MAGDALENA"

LL 14/5

Insurance Claim Paid within Three Days

Nine days ago, it was definitely decided by the marine insurance market that the Royal Mail liner *Magdalena*, which went aground on a reef off Rio Janeiro and later broke in two, was a total loss. On Wednesday of this week, the Royal Mail Lines, owners of the vessel, presented their claim for insurance to the market, and by to-day the whole of the money will have been paid by the underwriters (Lloyd's and the Companies), including the Liverpool underwriters, who have co-operated with their London colleagues in this special settlement being made to the owners within three weeks of the vessel first going aground.

The total insurance on the vessel, excluding cargo, approaches £2,500,000, but the owners, not wishing to take advantage of any over-insurance that might have been done, have elected to receive (in addition to the £2,000,000 insured on the hull of the vessel) 60 per cent, for the time being on account of the amount in excess of that figure—the eventual total may be between £2,400,000 and £2,500,000. If the owners find that their disbursements are above the amount of the figure paid, there will be a balance for the excess underwriters to pay—but only the actual balance.

The amount paid on the *Magdalena* is the biggest loss, in terms of money, that the marine market has ever suffered, and is approached only by that paid on *L'Atlantique*. That it has been paid within 72 hours of the presentation of the claim is proof of the stability and integrity of the British insurance market.

MAGDALENA.—Rio Janeiro, May 4.—Steamer Magdalena: Now discharging fruit from No. 5 hold; in apparent general good condition. Provided present weather conditions continue, prospects of discharging all cargo, &c., good. Vessel now moored and additional generator on board and working.—Lloyd's Agents and Salvage Association's Special Officer. (See issue of May 4.)

"6/5

—Rio Janeiro, May 4.—Workmen began to-day to unload the cargo of oranges still in the stern part of the steamer Magdalena. The stern holds 460 tons of oranges and 540 tons of meat, but it is not yet known how much can be salvaged. It is hoped that the unloading of the meat will begin before the week-end. Hope of salvaging any cargo from the bows is understood to have been abandoned.—Reuter.

MAGDALENA.—Rio Janeiro, May 5.—Steamer Magdalena: Discharge proceeding, hire and labour. Discharged to docks fruit warehouse to date 2125 boxes of oranges; discharge to lighters continues. Hope to tranship direct to motor vessel Highland Brigade approximately 4000 cases. Meat temperatures now lower. Checking quantities and condition of all goods. Probably starting discharge of meat to-morrow.—Lloyd's Agents per Salvage Association. (See issue of May 6.)

"7/5

MAGDALENA.—Rio Janeiro, May 6.—When the unloading of frozen meat in the stern section of steamer Magdalena began to-day it was believed that at least 450 tons would be saved for the British market and possibly a further 300 tons. Of 12,000 cases of oranges which have been recovered, more than 2000 cases left for London to-day in the motor vessel Highland Brigade. The refrigerated cargo is being kept in cold storage here awaiting shipment. The wreck is now firmly moored where it grounded. An expert said to-day that no decision had been reached about dismantling or removing the hull.—"The Times" Correspondent. (See issue of May 7.)

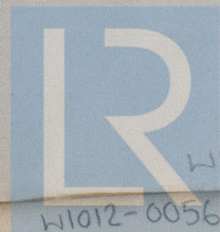
"9/5

MAGDALENA.—Rio Janeiro, May 13.—The stern section of the steamer Magdalena is now partly afloat, and a Royal Mail Lines spokesman said to-day that its towage to a safe part of Guanabara Bay was under consideration. Bad weather has delayed the salvaging of the frozen meat cargo, of which 200 tons still have to be discharged.—"The Times" Correspondent. (See issue of May 9.)

"16/5

MAGDALENA.—Rio Janeiro, May 16.—Steamer Magdalena: Position unchanged, operations at a standstill owing to weather.—Lloyd's Agents and Salvage Association's Special Officer. (See issue of May 16.)

"17/5



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