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L. O. Officer.

Lloyd's Register of Shipping.



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THE
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REGISTER

Port Rio de Janeiro

3rd May 1949

PRELIMINARY REPORT

This is to Certify that

H. Caldwell

he undersigned Surveyor to this Society did at the request of Lloyd's Agents, The Brazilian Coal Co. Ltd., and the Owners attend on board the Tw. Sc. Turb. Steamer "MAGDALENA", 17000 gross tons of London, on the 25th April 1949 and subsequently for the purpose of ascertaining the nature and the extent of the damage stated to have been caused through the vessel striking and lying across the rocks which are situated about a half mile south of Ilha Pontuda of the Ilhas Tijucas on the 25th April 1949 at about 0440 hours and also for the purpose of making recommendations with a view to the removal of the vessel to a place of safety

The vessel was boarded at about 1130 hours on the 25th April while on the rocks and soundings found as follows:-

Holds:-		Tanks:-	
No 1	dry	Fore Peak	1' 1"
No 2	3" above insulation	No 1	20' 4"
No 3	23' 6"	No 2	Sea level
No 4	dry	No 3	Sea level
No 5	dry	No 4	p.17'0" s.20' 6"
		No 5	Sea level
		No 6	Sea level
		No 7	Sea level
		No 8	nil
		No 9	p.3'0" s.1'8"
		No 10	p.19'0" s.21'0"
		No 11	nil
		Tunnel Well and Aft Peak -dry.	

Draft leaving Santos

(from log.)

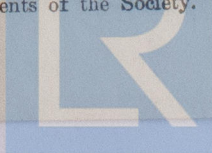
F.27'4" A.27'6"

Draft at noon 25/4/49 F.30'0" A.23'0"

No 3 Hold Tween decks were examined with view to sealing off and expelling water by air pressure. An officer from the Brazilian Naval Tug "TRIUNFO" stated his ship could accomplish this but boarding this tug it was found it did not possess the necessary equipment. (It is regretted that at this stage it was impossible for the undersigned, together with the C/Officer from the "MAGDALENA", Mr Wheadon of the Royal Mail Lines and Capt. Ingram, also of the R.M. Lines, to reboard the "MAGDALENA" because of weather conditions.) In consequence further direct communication with the vessel and the assisting vessels was impossible. An air compressor and other equipment was sent from Rio on board the tug "SATURNO" but could not be placed on board.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



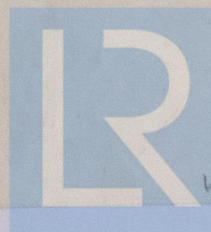
The vessel was pounding heavily on the rocks, this increased as the weather worsened and the tide rose, until at 2230 hours the vessel started listing to starboard, until at about 2330 hours she slid off the rocks and drifted into the clear south of Ilha Pontuda where the anchors were dropped. It is stated that No 2 Hold flooded before daybreak and the ship's pumps concentrated on No 1 Hold which rose slightly but was contained by the pumps. Engine Room tank top stated to be straining several inches, with consequent putting pipes etc. out of commission. Movement of the main engines was also noted and the tank top under the forward end of same set up. The draft forward appeared to be about 37'. At about 0600 on the 26th April the tug "CMTB; DORAT" got a towing line and shortly after proceeded to tow the vessel from anchorage. The Naval tug "TRIUMFO" about one hour later took the starboard, towline and shortly after the tug "SATURNUS" took the stern tow since wind was holding the vessel port side to course. A further tug later took the port stern tow and the vessel proceeded thus towards Rio, gradually going down further by the head until the draft forward was almost up to the hawse pipe. On approaching the entrance to the harbour the vessel fell off into the trough of heavy rollers and at about 1130 hours was seen to shudder several times when in the trough, where apparently she struck bottom forward. The paint was seen to scale off vertically in line with the forward end of the deck housings near No 3 Hold aft bulkhead, next rivets shot out and top strakes of shell plating buckled and finally the shell plating was seen to rupture from bottom to top. The forward and after parts swung easily, hinged about the Promenade deck until they broke away at about 1250 hours. The forward part went down at the aft end and the aft part drifted towards Fort Imbuí where it eventually beached on a sandy shore behind the fort.

A complete examination of all the accessible part of the aft part of vessel, made on the night of the 27th April, showed the vessel to be completely sound, with no welds or rivets started from 10 feet aft of actual fracture and above the tank tops, except in the Engine Room where pillars had pulled away. This damage occurred when the bottom was pounding on the rocks during the night of the 25th April. Due to the beaching and heavy overhang of unsupported decks at the forward end of this part of the vessel straining is now noticeable at other parts of the vessel. Leakage has taken place into the brine battery space at forward, starboard, side of No 4 Hold. The Emergency Generator has been in constant use supplying power to the bilge pump and alternating between the winches and a refrigeration compressor. Anchors have now been put out to moor the vessel in her present position and an additional Generating set is expected to be placed on board at this date. Temporary wiring has been erected by the ship's staff to enable the (ship's) Emergency Generator to supply the necessary power.

M. Caldwell

Surveyor to Lloyd's Register of Shipping.

Fees and Expenses will be charged on the Final Report.



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