Extra
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SURVEYOR, RIO DE JANEIRO.

W1012-0048

TELEPHONE: ~~NORTE 4161~~
23 2523

Lloyd's Register of Shipping,

RECEIVED
3 MAY 1949
ANSD.

~~Rua Sao Pedro 9, 2nd Floor~~
(Caixa Postal ~~562~~), 4481

Rio de Janeiro, 28th April 1949

Dear Sir, "MAGDELENA"

With reference to the regrettable disaster which has befallen the above named vessel I have to acknowledge receipt of your cable ,and my reply, as per attached copies.

The vessel went ashore, or on rocks, at approximately 0440 hours on the 25th at a speed of sixteen knots at a position about one half mile south of Ilha Pontuda, about sixteen miles from Rio de Janeiro. The Royal Local Manager and Lloyd's Agents requested that I proceed to the vessel. On arrival there I met Mr Wheadon, the Royal Mail Superintendent Engineer who was travelling with the vessel on her maiden voyage. Mr Wheadon and I went on board the Naval Salvage tug to discuss the salvage operations with the Commander. Unfortunately owing to the worsening of the weather we were unable to reboard the MAGDELENA. The vessel was pounding heavily and although we sent for and received aportable air compressor from Rio it was not possible to put this on board. The Naval vessel was not cooperating and it was with the greatest difficulty that we sent and received messages to and from the Magdelena and Rio. At 2030 hours the vessel heeled and at 2330 slid of the ledge. At daybreak the vessel was taken in tow by first one tug then another tug, with finally two stern tugs to help keep the vessel on her course. Unfortunately the towing tugs had started towing from the stem which was ~~about~~ drawing about 38' of water, this gradually increased to about forty feet. When crossing the bar at the entrance to Rio harbour the vessel had veered round, beam to heavy rollers about fifteen feet high. From the tug, Mr Wheadon and I saw the vessel shudder when in a deep trough, the paint scaled off and the vessel ripped from the bottom up. It was known that the bottom of the vessel at that part was very badly damaged. The two parts swung hinged together by the deck for almost an hour before finally parting. The after section has now gone aground aft on a partially sheltered sandy beach. The forward section (with one anchor down) is lying in the middle of the entrance at an angle of about 35º with the bow out of water and the bottom aft end resting on the bottom. Concentrating in the aft section Mr Wheadon and I last night worked throughout the night making a detailed examination of vessel and find that the vessel is as new from the tank tops up and from about 10ft aft of the fracture. The worst part of this section appears to be Nº 7 d.b. tank (under the forward end of the machinery space. Minor defects only, apart from flooding of motors, has been found in the machinery. It is anticipated that the refrigerating machinery and the winches will be in effective use tonight.

A loading plan will be forwarded if there is one available.

THE SECRETARY.
London.

Yours faithfully,
W Cardwell
Surveyor to Lloyd's Register.

TELEPHONE: [illegible]
23 2523

SURVEYOR, RIO DE JANEIRO.

Lloyd's Register of Shipping.

[illegible]
(Caixa Postal [illegible], 1483)

RECEIVED
3 MAY 1949
ANSD.

Rio de Janeiro, 28th April 1949

"MAGDELENA"

Dear Sir,

With reference to the regrettable disaster which has befallen the above named vessel I have to acknowledge receipt of your cable, and my reply, as per attached copies.

The vessel went ashore, or on rocks, at approximately ohhh hours on the 25th at a speed of sixteen knots at a position about one half mile south of Ilha Pontuda, about sixteen miles from Rio de Janeiro. The Royal Local Manager and Lloyd's Agents requested that I proceed to the vessel. On arrival there I met Mr Wheadon, the Royal Mail Superintendent Engineer who was travelling with the vessel on her maiden voyage. Mr Wheadon and I went on board the Naval Salvage tug to discuss the salvage operations with the Commander. Unfortunately owing to the worsening of the weather we were unable to reboard the MAGDELENA. The vessel was pounding heavily and although we sent for and received sportable air compressor from Rio it was not possible to put this on board. The Naval vessel was not cooperating and it was with the greatest difficulty that we sent and received messages to and from the Magdelena and Rio. At 2230 hours the vessel heeled and at 2330 slid of the ledge. At daybreak the vessel was taken in tow by first one tug then another tug, with finally two stern tugs to help keep the vessel on her course. Unfortunately the towing tugs had started towing from the stem which was ~~xxxxx~~ drawing about 38' of water, this gradually increased to about forty feet. When crossing the bar at the entrance to Rio harbour the vessel had veered round beam to heavy rollers about fifteen feet high. From the tug, Mr Wheadon and I saw the vessel shudder when in deep trough, the paint scaled off and the vessel ripped from the bottom up. It was known that the bottom of the vessel at that part was very badly damaged. The two parts swung hinged together by the deck at almost an hour before finally parting. The after section has now gone aground and on a partially sheltered sandy beach. The forward section (with anchor down) is lying in the middle of the entrance at an angle of about 35° with the bow out of water and the bottom and keel in the bottom. Concentrating in the after section Mr Wheadon and I last night worked throughout the night making a detailed examination of vessel and find that the vessel is as new from the tank tops up from about 10ft aft of the fracture. The worst part of this section appears to be No 7 d.b. tank under the forward end of the machinery space. Minor defects only, apart from flooding of stores, has been done in the machinery. It is anticipated that the refrigerating machinery and the windlass will be in effective use shortly.

A loading plan will be forwarded if there is one available.

Yours faithfully,

Surveyor to Lloyd's Register.

THE SECRETARY,
London.

Referred to the Chief Ship Surveyor and the Chief Engineer Surveyor.

Also for Mr. Parris to note.

Also for Mr. Sladden to note.