

Y, &c.

MAGDALENA

Extracts from
Lloyd's List: -
26.4.49

27.4.49

28.4.49

MAGDALENA.—Rio Janeiro, Apr. 25.—Steamer Magdalena (La Plata for London) is aground Tijucas 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 Casarras and Palmas Islands, a few miles south of Rio Janeiro harbour. "No. 3" hold was flooded.—British United Press.

London, Apr. 25.—The owners of the steamer Magdalena have 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 at 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.: 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 sloop Goiazloide, which has been preparing to take off the passengers, was recalled to Rio Janeiro.—Reuter.

MAGDALENA.—Rio Janeiro, Apr. 25.—Steamer Magdalena: A dispatch from Rio Janeiro, timed 2 15 p.m. to-day, says that the tug Saturno, under the command of Wilson, is 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.

Rio Janeiro, Apr. 26.—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.—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.

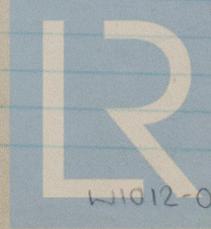
Rio Janeiro, Apr. 26.—The Royal Mail Lines announced in Rio Janeiro to-day that all the crew of the steamer Magdalena, including Captain Lee, have abandoned ship and are safe. Tugs abandoned the bow portion of the vessel at 4 20 p.m., local time, and it was slowly sinking at the entrance to the bay. 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.

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Lloyd's Register Foundation

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State if Report is sent on the Machinery of the Vessel *yes*

Daily Express
3-5-49

WRECKED MAGDALENA INQUIRY OPENS



BRAZILIAN authorities opened an inquiry in Rio de Janeiro yesterday into the wrecking of the £2,000,000 Royal Mail liner Magdalena, which ran aground on her maiden voyage and then broke in two while being towed into harbour. The Magdalena's Captain Douglas Lee, Chief Officer William Williams, and First Officer Cyril

Senior gave evidence. The inquiry is expected to last ten to 20 days. This picture, taken from a plane, reached England last night. It shows turbulent seas swirling into the fore part of the ship just after she broke in two. The fore part, now partly submerged, sank lower yesterday.



THE stern part now lies half afloat on Imbuí Beach. Orange boxes, stores, and furniture from the ship strewn the beaches around Rio. Soldiers are patrolling the shore to prevent pilfering.

Lloyd's Lists:-

29-4-49

MAGDALENA.—Rio Janeiro, Apr. 27.—Steamer Magdalena: Preliminary inspection on after part at 6 p.m. to-day by Lloyd's Register surveyor, owners' superintendent, chief engineer, chief officer and ourselves reveals lying on sandy bottom in Imbuí 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 42 last advised, but bow out of water and aft end on bottom.—Lloyd's Agents per Salvage Association. (See issue of Apr. 28.)

30-4-49

MAGDALENA.—Rio Janeiro, Apr. 28.—Steamer Magdalena: After section, further reports. 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. 28.)

3-5-49

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. 22 20488 101988

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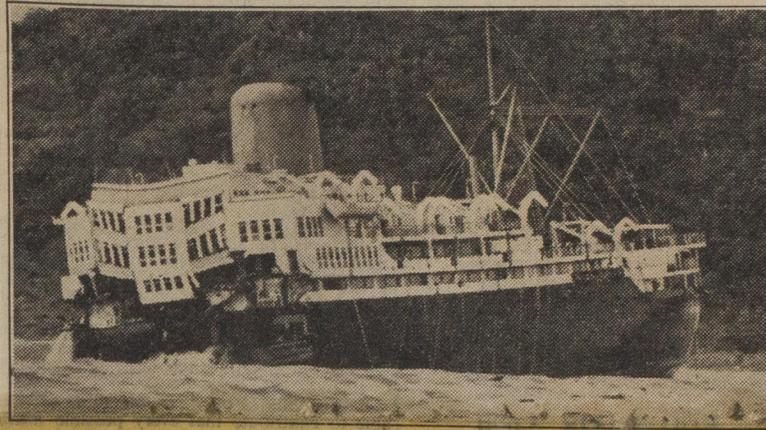
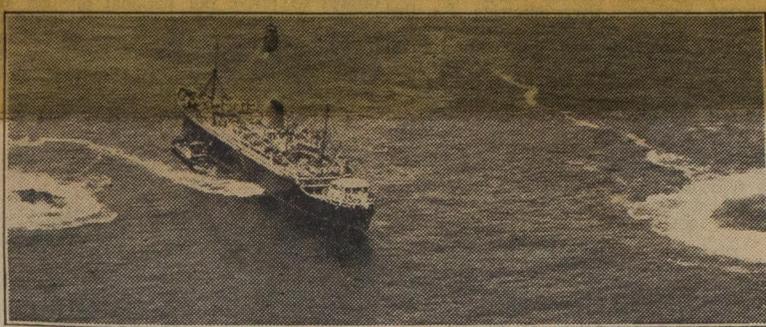
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State if Report has been sent on the Freeboard of the Vessel. *yes*

State if Report is sent on the Machinery of the Vessel. *yes*

The Times 30/4/49



Photographs from a correspondent of *The Times* showing the Royal Mail liner Magdalena after grounding on a reef off the Brazilian coast on Monday, and the rear part aground on Imbuhi Beach at the entrance to Guanabara Bay on Tuesday.

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Lloyd's Register
Foundation

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MAGDALENA BREAKS IN TWO. The Royal Mail liner Magdalena (17,457 tons), well down by the bows near the entrance to Guanabara Bay yesterday. She was being towed stern first towards Rio harbour. Ladders are over the side with the crew ready to abandon ship. Later she broke in half.

INDIA SOLUTION LIKELY TO-DAY

SOLUTION TO-DAY

MAGDALENA BREAKS IN TWO OFF RIO

STERN BEACHED: EFFORT TO SAVE BOWS ABANDONED

PASSENGERS & CREW SAFE

RIO DE JANEIRO, Tuesday.

The Royal Mail liner Magdalena, 17,457 tons, broke in two at 1.15 p.m. (local time) here to-day off Taipu Beach, in Guanabara Bay. She had earlier been refloated after running aground on a reef while returning from her maiden voyage and was caught by a heavy swell.

Attempts by tugs to save the bow section, which had grounded in the harbour entrance, were abandoned to-night. The bows were sticking up at an angle of 45deg and were partly submerged. Tugs beached the stern half near Nictheroy.

As nightfall approached, the bows had almost disappeared, although the Brazilian flag which she flew while entering the harbour could occasionally be seen between the waves. It was believed that certain portions of the ship might be salvaged.

Last to reach shore safely from the liner were her master, Capt. D. R. Lee, of Ramsgate, who was in tears, and four other passengers, left

£2½ MILLION TOTAL FOR INSURANCE

WORLDWIDE LOSS

By Our Insurance Correspondent

Business at Lloyd's had closed for the day before news that the Magdalena had broken in two was received.

She is insured on a value of £2 million, and additional insurances on freight, disbursements and other interests may well bring the shipowners' insurances to £2,500,000.

When business opened at Lloyd's yesterday the reinsurance rates, which had closed at 25gns per cent. on Monday, fell to 5gns on a report that the vessel had been refloated. When it was found that the owners could not confirm this report, the rate rose to 10gns per cent., at which it stood when definite news of refloating was received at 1.30 p.m.

More than one vessel that has broken in two has been joined together again, and even if the cost of repairs exceeded the insured value, the owners could elect to retain the ship and repair her, bearing the cost of repairs in excess of the amount of the insurance money themselves.

Whether the vessel is a total loss or not, the loss is undoubtedly a serious one for the market. While the original risk is placed at Lloyd's and with British marine insurance companies, the underwriters have spread it by reinsurance with foreign companies, so that in the end the claim will affect the whole marine insurance world.

In 1912, when the Titanic brought the biggest loss paid on any one ship, the general result of marine underwriting for that year was profitable.



on board when the crew of about 230 abandoned her just before she broke in two. Two were an aged man and his daughter. All the crew were safe, so far as was known, according to the Royal Mail agency here. The remainder of the passengers were taken off yesterday.

BEACHES CROWDED Weather Clear, Windy

The weather last night was windy, without reaching gale force. To-day it was clear and windy, with heavy swells.

Crowds watching from the beaches saw the liner break in two as four tugs tried to tow her to safety. Two Brazilian destroyers, naval launches and many small harbour boats sped to the rescue.

Most of the crew had taken to the lifeboats and the tugs were drawing away from her when the hull slowly split as she was passing Sugar Loaf Hill. Charts show the maximum depth of water in the bay at 100ft.

One of the liner's engineers, after being taken off, said she was broken by the heavy seas. Another said one lifeboat had overturned when launched. Several of the rescued were suffering from slight burns.

Members of the crew said as they came ashore that they had been told not to talk, or even give their names, to the Press. One ship's officer said he had "got an idea" about the cause of the wreck and turned his back. Another described it as "an accident of the sea."

The crew were faced with the problem of finding living quarters, and the British community here was asked to take them in.

When the Magdalena ran aground yesterday morning on the rocks near

Tijuca Island, 10 miles south-west of the entrance to Rio. Capt. Lee reported water in No. 1 and No. 3 holds. Most of the passengers were asleep. They were ordered to the lifeboats, but minesweepers and other vessels quickly arrived and they were landed and taken to hotels in Rio.

The crew stayed on board to tranship the cargo. It was impossible to unload all of it because of the heavy swell. The liner was carrying nearly 5,000 tons of cargo, including 20,000 cases of oranges, and some was jettisoned. About 2,000 tons of oil were discharged before she was refloated.

It was presumed that the 4,000 tons of meat which the liner was taking to Britain had been lost.

Unconfirmed reports said the Magdalena broke her keel when she struck the reef. Salvage authorities estimated that she held about 2,000 tons of water when towing began. The hull was divided into nine watertight compartments with three holds forward and two aft.

"SHIP SPLIT" Eye-witness's Version

Senhor Frederico Chateaubriand, editor of the afternoon newspaper *Diario da Noite*, who had been following the Magdalena in his motorboat, said she split down the middle and began going down slowly. The bow seemed to dip low, while the stern fell back. Then the ship split forward of her single funnel and aft of the forward bridge. The little ships backed off and then sped in again to make rescues.

The Magdalena left Buenos Aires on April 18 and had stopped at Monte Video and at Santos to take on passengers. She was making for Rio to pick up more when she went aground. She was due back in England on May 8.

All but 36 of the crew were British. One of the rescued engineers said only one man had to be pulled out of the sea. He was given treatment for swallowing sea water.

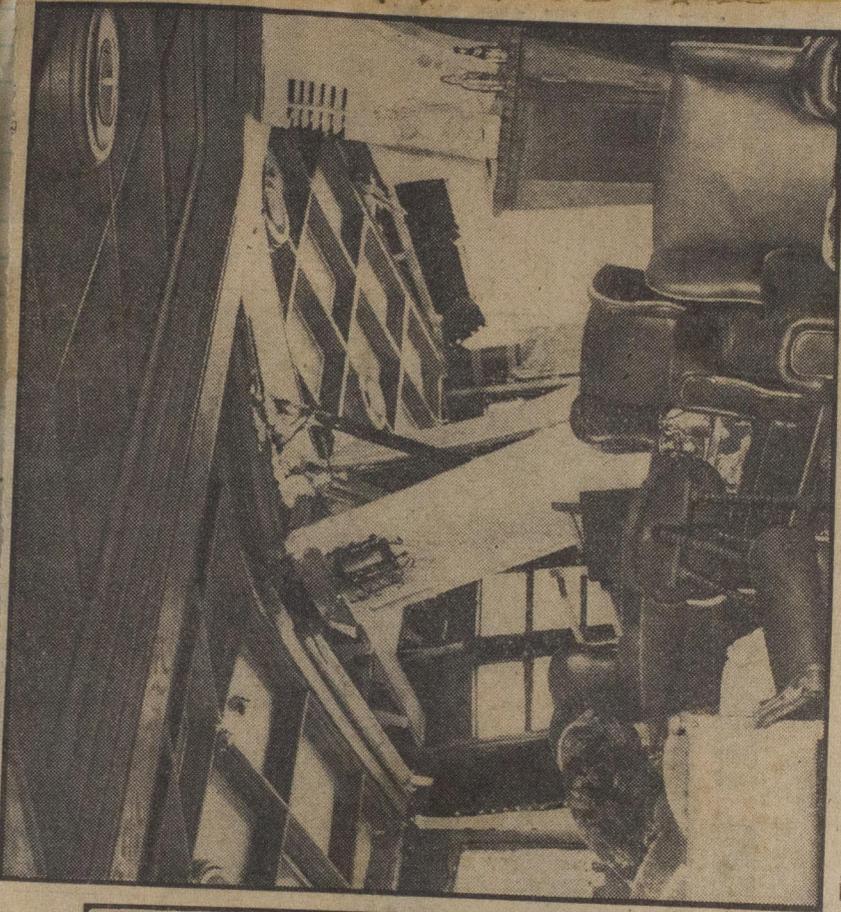
Royal Mail officials in Rio said that some of the Magdalena's passengers would be transferred to the Alcantara, 22,200 tons, which is leaving Buenos Aires shortly. The remainder would be transferred to other ships. —Reuter, B.U.P. and A.P.

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

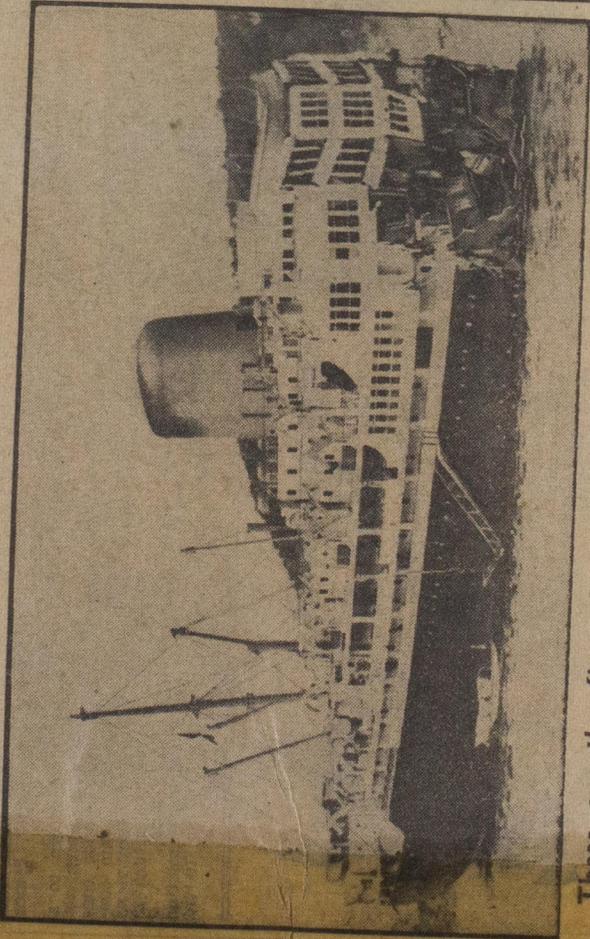
State if Report is sent on the Machinery of the Vessel *yes*

"MAGDALENA"



The ceiling of the lounge has caved in and furniture lies strewn about the floor, but bottles of beer remain unbroken

TIMELY WORDS OF FAITH
Hope makes a man not ashamed.—Romans 5, 5.



These are the first close-up pictures to be received in London of the British luxury liner Magdalena, which broke in two when she was being towed into Rio harbour. The after section of the £2,000,000 Royal Mail liner has been beached, and photographers

went aboard to see the damage. The picture above was taken shortly before the stern half was grounded. Marine experts, including a machine-expert of the Royal Mail Company and a representative of Lloyd's, inspected the damage. The aft section may be salvaged.

There were 205 candles on the cake, Queen Charlotte having been born in 1744.

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.)

Lloyd's List 4.5.49.