

WRECK
SECTION

REPORT OF TOTAL LOSS, CASUALTY, &c.

Wreck Report No. 14007

No.

No. 12548 in R.B. Wreck Book, p. 13/54

Date of writing this report 11th March, 19 54.

Ship's Name s.s. "HARRY LUNDEBERG"

of Panama

Gross 7160

Net 4299

Built at North Vancouver

When 1944

MONTH 1

Casualty notice sent to Owner 25.2.54.

Owner's reply 2.3.54.

Owners

Gypsum Carrier, Inc.

Managers

Address

1924, Broadway, Oakland, Cal., U.S.A.

WRECK
SECTION

No.

Classification details

100A1	LMC
with freeboard	MS3,50
3,53	BS2,53
ssS.Fo.-3,50	

Carrying oil F.P. above 150°F. in No.6DB tank
Fitted for oil fuel 1,44 F.P. above 150°F.

Date of Casualty 8th February, 1954.

Details of Casualty

This ship struck a shelf of rocks off Cape San Lucas, Lower California, on which she remained hard aground. She was so extensively damaged that salvage was unwarranted, and she was declared a total loss.

The Owners concur.

SOURCE OF INFORMATION

RY LUNDEBERG. — Los Angeles, Feb. 8. — The United States Coast Guard has received a radio message from the Panamanian steamer Harry Lundeborg, reporting she has run aground off Cape San Lucas, Lower California, and that the crew has abandoned her. The vessel is reported a total loss. The Coast Guard states the steamer Santa Flavia is within five miles of the stricken ship, changing course to aid her. Coast Guard cutter Persens is expected to reach the Harry Lundeborg in five hours. An earlier report stated that the vessel was aground and taking water. — British United Press.

LUNDEBERG. — Los Angeles, Feb. 9. — Steamer Harry Lundeborg has run aground off Cape San Lucas, understood after end awash. Steamer Santa Flavia reported standing by. Salvage master is attempting to confirm actual condition of vessel via radio communication. It is understood the vessel has 10,000 tons of cargo on board. (Later) Harry Lundeborg ashore and holed in No. 1 or end, submerged up to midship house. Master, mate and radio operator still on board. Martignoni, of Pillsbury and Martignoni, of San Francisco, is flying to scene to survey and make recommendations for salvage operations if possible. (See issue of Feb. 9.)

HARRY LUNDEBERG. — Los Angeles, Feb. 9. — Steamer Harry Lundeborg: Only present known position, ashore between San Jose del Cabo and Cabo San Lucas; reported holed in No. 1 and after end awash up to amidships. — Lloyd's Agents per Salvage Association. (See issue of Feb. 10.)

RY LUNDEBERG. — Los Angeles, Feb. 10. — Harry Lundeborg: No word as yet from salvage Martignoni. Owners have received following messages: From Lloyd's Agents, Guaymas: Port Captain at Cape San Lucas advises vessel a total loss, urge dismantling while weather exists. Master refuses to sign declaration, this necessary as required by Mexican law. From ship's master: Vessel completely awash from aft to midship house, severe degree list, total loss but can possibly salvage some equipment. Later from master: Blow coming up, have been advised to get off ship a complete loss. The following wire has been received: Local representative of Salvamentos y Rescatos S.A., dated Feb. 10, 6:30 a.m., per time from San Jose del Cabo: Martignoni has not yet arrived, they consider ship total loss, their tug standing by awaiting instructions. Following message received from Radio Corporation of America: Please be informed radio operator now closing station down on board vessel. (Later) Salvage master Martignoni, now at scene, reports, received through Mexican salvage tug: Vessel full of water and on very rocky bottom 300 ft. from shore, 10 minutes out from Cape San Lucas. — Lloyd's Agents per Salvage Association. (See issue of Feb. 11.)

HARRY LUNDEBERG. — Los Angeles, Feb. 12. — The following message, dated Feb. 10, has been received from surveyor Martignoni: Boarded Harry Lundeborg this morning, located in lat. 22° 52' 17" N., long. 109° 53' 26" W., heading 233 deg. true. Vessel apparently struck outcropping rocks, damaging bottom and where still (?) when still under way ran on rocky shelf and at the same time starboard side struck vertical pinnacle of rock and finally came to rest when bow jammed into solid rocky cliff. All compartments, including engine room, flooded to sea level. Stern flooded aft and main deck 5 ft. under water, remaining main deck house aft to forward end of No. 3 hatch. Sounding at half tide forward 24 ft. midships 33 ft., aft 55 ft. Vessel hard aground for full length from stern to abreast of No. 5 hatch, starboard side, No. 4 port, list 7 deg. Weather presently calm entire area, however, vessel exposed to probable adverse conditions from many directions. Weather permitting, salvage could be possible. However, through further examination of storm damage and steady weather and tide, unable to determine whether total cost of salvage could be within insured value. Attempting to locate competent Mexican diver for underwater survey and generally ascertain damage to enable estimate of repair costs. Wireless operator returning by air and keeping master and second mate. — Lloyd's Agents per Salvage Association. (Note: The above message appears to contain some errors or omissions. See issue of Feb. 12.)

Suggested Record

WRECKED 2,54

Date of Committee

FRIDAY 12 MAR 1954

Committee's Minute

Wrecked 2,54

1m,851.

W1648-0092

note: human.

W1648-0092

Register
Foundation

Date of writing
No. in
Reg. Book
12348
Tonnage { Gross
Net
Nominal
Horse Power
No. of Main Bo
No. of Donkey R
in Main
in Donkey

Last Rep
Particular

Travelling ex
Commit
Assignee
note:

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from surveyor Martignoni, dated
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long. 109 53 26 W., heading 233 deg.
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vertical pinnacle rocks, and vessel
finally came to rest when bow rammed
into solid rocky cliff. All compart-
ments, including engine-room, flooded
to sea level. Stern settled, after end
main deck 5 ft. under water, remain-
der of main deck awash aft to for-
ward end of No. 3 hatch. Soundings
at half tide, forward 24 ft., midships
33 ft., aft, 55 ft. Vessel hard aground
full length stern to abreast of No. 5
hatch on starboard side, No. 4 on port
side, list seven degrees to port. Weather
presently calm over entire area, how-
ever, vessel exposed to probable adverse
conditions from any direction. Weather
permitting, salvage could be possible,
however, until further examination of
structural damage and study of weather
and tides, unable to determine whether
total cost of salvage could be accom-
plished within insured value. Attempt-
ing to locate competent Mexican diver
for underwater survey and generally
ascertain extent of damage to enable
estimate of repair cost. Wireless opera-
tor returning by air and keeping master
and second mate. — Lloyd's Agents per
Salvage Association. (Not as reported
in issue of Feb. 15.)

LL16/2/54

Feb. 13. — The following message was
received from surveyor Martignoni
at 10 40 a.m. on Feb. 12: Steamer
Harry Lundeborg: Condition un-
changed. Rigging up in preparation for
examination by divers, expected by tug
from Mazatlan late to-day. — Lloyd's
Agents per Salvage Association.

HARRY LUNDEBERG. — Los Angeles.
Feb. 15. — Steamer Harry Lundeborg:
The following message was received at
4 26 p.m., Feb. 15, by Kaiser Gypsum,
Oakland, from surveyor Martignoni:
Diver's examinations show entire bot-
tom more or less extensively damaged,
bow crushed back to abreast of No. 1
hatches and starboard side of ship
generally set in forward and aft. In
addition, condition of internal hold
structure indicates bulkheads and ramp
runnel twisted. Consider any attempt
to save unwarranted and recommend
abandonment as constructive total loss.
— Lloyd's Agents per Salvage Associa-
tion. (See issue of Feb. 16.)

LL17/2/54



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Lloyd's Register
Foundation