

Under Shoh

Wreck Report No. 14007

WRECK SECTION

REPORT OF TOTAL LOSS, CASUALTY, &c.

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 Tons Gross 7160 Net 4299

Built at North Vancouver B.C. When 1944 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.

RETAIN

Classification details

<input checked="" type="checkbox"/> 100A1	<input checked="" type="checkbox"/> LMC
with freeboard	MS 3,50
3,53	BS 2,53
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

HARRY 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 state the steamer Santa Flavia is within five miles of the stricken ship and is changing course to aid her. Coast Guard cutter Perseus 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.

HARRY LUNDEBERG. -- Los Angeles, Feb. 8. -- Steamer Harry Lundeborg has run aground off Cape San Lucas, Lower California, and is 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 hold and 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.)

HARRY LUNDEBERG. -- Los Angeles, Feb. 10. -- The following message received from 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, several degrees 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 from local representative of Salvamentos y Rescate S.A., dated Feb. 10, 6:30 a.m., our 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 spill (? 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 rammed 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 stem 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.)

WRECK SECTION No.

9/2/54

LL10/2/54

LL11/2/54

WRECK SECTION No.

LL12/2/54

LL15/2/54

NOTED BY CSS RECORDS DEPT.

Suggested Record WRECKED 2,54

Date of Committee FRIDAY 12 MAR 1954

Committee's Minute Wrecked 2,54

1m,851.

W1648-0092

note. names.

Register Foundation

W1648 0010

Date of writing
No. in Reg. Book
12348

Tonnage { Gross
Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

in Meters

Last Report Particulars

HARRY LUNDEBERG. — Los Angeles, Feb. 13. — Steamer Harry Lundeberg: The following message has been received from surveyor Martignoni, dated Feb. 10: Harry Lundeberg boarded 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 when still underway ran on rocky shelf, at same time starboard side struck vertical pinnacle rocks, and vessel finally came to rest when bow rammed into solid rocky cliff. All compartments, including engine-room, flooded to sea level. Stern settled, after end main deck 5 ft. under water, remainder of main deck awash aft to forward 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, however, 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 accomplished within insured value. Attempting to locate competent Mexican diver for underwater survey and generally ascertain extent of damage to enable estimate of repair cost. Wireless operator 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

Los Angeles, Feb. 13. — The following message was received from surveyor Martignoni at 10 40 a.m. on Feb. 12: Steamer Harry Lundeberg: Condition unchanged. 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 Lundeberg: The following message was received at 4 26 p.m., Feb. 15, by Kaiser Gypsum, Oakland, from surveyor Martignoni: Diver's examinations show entire bottom 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 rannel twisted. Consider any attempt to salvage unwarranted and recommend abandonment as constructive total loss. — Lloyd's Agents per Salvage Association. (See issue of Feb. 16.)

LL17/2/54

