

No. 536.  
WRECK SECTION  
No. 556.

## REPORT OF TOTAL LOSS, CASUALTY, &amp;c.

No. 90862 in R.B.

Wreck Book, p. 3149.

Date of writing this report

1st June,

1949

Vessel's Name

S.S. "James Clunies" of London

Tons Gross 7850  
Net 5790

Built at W Hartlepool When Launched 1944 Recommissioned 7.48

Casualty notice sent to Owner 25.5.49

Owner's Name Margareta S.S. Co. Ltd. (Clunies Shipping Co., Mys.)

Owner's reply 26.5.49

Address 193, Dalrymple Street, Greenock

Case previously before Classing Committee.

Date  
Last Minute

Particulars of Classification.

+100A1	+LMC
with fbd	MS 6,48
12,48	BS 12,47
ss Grk-7,48	TNE made 43
Fitted for oil	fitted 45
Fuel 845 F.P.	TS 11,47 CL
above 150°F	

Date of Casualty

21st April, 1949

Précis of particulars of Casualty

This vessel stranded on a reef in heavy rain and fog near Punta Mogotes, River Plate, on the 21st April, 1949.

All holds, tanks, peaks and engine room are flooded.

There is no interest in salvage, the necessary equipment is not available, and should she survive until next October, it would constitute a record for that part of the coast.

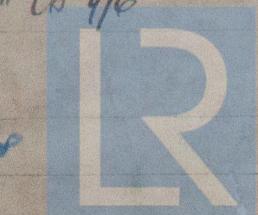
The Owners state they are awaiting the Underwriters' Official acceptance of their Notice of Abandonment, and add that as far as they are concerned, the vessel is a total loss.

Suggested Record

Wrecked 4.49 £ (Lloyd's) 3/6

Date of Committee

FRI. 3 JUN 1949



Committee's Minute

Wrecked 4.49 £  
W426-0076 1/2

**JAMES CLUNIES.**—Buenos Aires, Apr. 25.—Steamer James Clunies: Our surveyor together with Dodero's salvage expert at stranding place since Apr. 22 but unable to board on account of weather, which deteriorated considerably. Master and remainder of crew landed; reports steamer now entirely flooded all compartments. Dodero's representative states no further interest in salvage; our surveyor will board at first opportunity.—Lloyd's Agents per Salvage Association. (See issue of Apr. 26.)

LL 27.4.49

**JAMES CLUNIES.**—Buenos Aires, Apr. 26.—Our surveyor boarded steamer James Clunies and reports steamer lying evenly for entire length on hard bottom in 28 ft. of water, rise and fall about 6 ft., and confirms previous report that all compartments flooded, varying from 24 ft. to outside level.—Lloyd's Agents per Salvage Association. (See issue of Apr. 27.)

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**JAMES CLUNIES.**—Buenos Aires, Apr. 29.—Steamer James Clunies: Surveyor reports: All bulges, double bottom tanks, forward peak and after peak full. No definite indication that tank tops pierced except No. 3, where sounding pipes forced up through main deck and grain gassing. No sinking of cargo noticeable. Engine-room and generator space full of water to sea level. No apparent weakening of hull structure visible. Possible that vessel can withstand winter, although position very exposed. Apparently no interest in salvage your terms this end, also equipment necessary not available. Damage not sighted internally. Impossible to estimate cost of repair.

Our opinion, notwithstanding foregoing, is that if steamer emerges next spring as a salvable proposition, such would constitute a unique record for this coast, and submit that, ignoring weather factors, the involved problems, touching always indispensable local labour, limit salvage enterprise to a minimum. If interested buyer found, vessel probably would not realise more than 100,000 pesos Argentine paper currency.—Lloyd's Agents per Salvage Association. (See issue of Apr. 28.)

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**JAMES CLUNIES.**—Buenos Aires, May 7.—The owners of the stranded steamer James Clunies have abandoned ship after giving up hope of refloating her from the rocks two miles off Punta Mogotes, according to reports in Buenos Aires. Contemplated underwriters salvage operations are impossible at present because of constant heavy seas.—British United Press. (See issue of May 2.)

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