

WRECK SECTION

No. 556

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

No. 90862 in R.B.

Wreck Book, p. 31/49

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 Recd. 1944

Casualty notice sent to Owner 25.5.49

Owner's reply 26.5.49

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

Address 193, Dalrymple Street, Greenock

Case previously before  
Classing Committee.

Date

Last Minute

Particulars of Classification.

+100A1 with fbd 12.48	+LMC MS 6.48 BS 12.47 +NE made 43 fitted 45 TS 11.47 CL
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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.

## SOURCE OF INFORMATION.

3 CLUNIES, Buenos Aires, Apr. 23. Steamer James Clunies, which sailed from Bahia Blanca at 2.30 p.m. G.M.T., on Apr. 20, fully laden, via Montevideo for Buenos Aires, now reported aground off Punta Mogotes. Hoder's tug now proceeding from Mar del Plata to assist. Lloyd's Agents per Salvage Association. (Note: James Clunies has a full cargo of grain.)

London, Apr. 22. The owners of the steamer James Clunies report that a message has been received from the master stating that the vessel is taking up and that they are preparing to abandon ship. They also state that Lloyd's Agents are making arrangements for a tug to the vessel.

Buenos Aires, Apr. 23. Steamer James Clunies grounded at 5 p.m. G.M.T., on Apr. 21, two kilometres 347 deg. from Punta Mogotes on hard bottom. Tug assistance arrived alongside at 4 a.m. G.M.T. Apr. 22, not utilised owing to danger of sinking as agents report forepeak, No. 2 hold and tunnels full, No. 3 making water, all double bottom tanks pierced, engine-room bulkhead joints leaking and vessel pounding heavily. All landed except master, second officer and wireless operator. Our surveyor with agents' superintendent proceeded by road to-day. Lloyd's Agents.

London, Apr. 23. The following message has been received by the owners of the steamer James Clunies from the master: James Clunies grounded at 5 p.m. Apr. 21, 11 miles, 347 deg. from Punta Mogotes. Tug assisted, but not utilised owing to danger of sinking. Forepeak, No. 2 hold and tunnels full, No. 3 making water, all double bottom tanks pierced, all fuel tanks and bulkheads and joints leaking and vessel pounding heavily. Lloyd's surveyor with agents' superintendent proceeded Mar del Plata. Master considers vessel unsalvageable.

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JAMES CLUNIES, Buenos Aires, Apr. 23. During the night the master, second officer and crew abandoned the British steamer James Clunies, aground near Mar del Plata. (See issue of Apr. 23.)

London, Apr. 23. Steamer James Clunies is now a total loss, her owners have been informed. The crew are being flown home. (See issue of Apr. 23.)

JAMES CLUNIES, London, Apr. 23. The following information has been received from the agents of the steamer James Clunies dated Buenos Aires, Apr. 23: Master, second officer and radio officer abandoned ship to-day. Surveyors unable to board owing to heavy weather. All holds and engine-room flooded to water level, weather now abating, hope of rescue. (See issue of Monday (Apr. 25). (See issue of Apr. 25.)

Suggested Record

Wrecked 4.49

Lloyd's 3/6  
"C" 9/6

Date of Committee

FRI, 3 JUN 1949

Committee's Minute

Wrecked 4.49



**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 27.449

**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 bilges, 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 salvageable 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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