

MATTHEW CALDWELL - SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

Notified by Lloyd's Agents for themselves and Royal Mail, at about 0715 hours on 25/4/49 that "MAGDALENA" was in difficulties at Ilhas Tijucas. Informed that the Brazilian Naval Salvage were proceeding to render assistance (Agreed that it would be better not to interfere with the Navy, by having other assistance, lest the former refused to cooperate). With Capt. Ingram, and accompanied by Messrs Bruman and Fletcher, of Wilson Sons & Co. proceeded on the tug LINOSA to the vessel. Arrived on board the MAGDALENA at about 1045 hours and had consultation in the Master's cabin with Mr. Wheadon, Capt. Lee, Capt. Ingram, C/Officer and C/Engineer. Learned that No.3 Hold was flooded and No.2 Hold making water but the latter was being contained by the ships pumps easily. The following are the sounding as supplied by the C/Officer at this time:-

Holds:-

No.1	-	dry
No.2	-	3" above insulation
No.3	-	23' 6"
No.4	-	dry
No.5	-	dry
Tunnel	-	dry

Tanks:-

Fore Peak	-	1'1"
No.1 d.b.	-	20'4"
No.2 d.b.	-	Sea Level
No.3 d.b.	-	Sea Level
No.4 d.b.	-	p.17'6"s.20'6"
No.5 d.b.	-	Sea Level
No.6 d.b.	-	Sea Level
No.8 d.b.	-	Full
No.9 d.b.	-	p.3" s.1'8"
No.10 d.b.	-	p.19's.21"
No.11 d.b.	-	Full
Aft Peak	-	Dry

Draft of vessel 30'F. 23'A.

Vessel was sitting on rocks, or on shelf between two rocks, about apparently under the aft end of no.3 Hold.

An officer from the Naval Salvage tug TRIUNFO was admitted to the discussion and he was asked if he could supply an air compressor, or compressed air with piping and welding plant, if necessary, with the idea of expelling the water from no.3 Hold. The Welding plant to be used if necessary to seal off any, possibly, non air tight parts of the ventilating system. At this time we had in mind the possibility of sealing of the hold at either the main deck or top of trunk on Promenade deck. The undersigned with Mr. Wheadon, C/Officer, C/Engineer, C/Refrig. Engineer and the Officer from the Salvage tug examined no.3 Hold at the main deck and also assured ourselves of the tightness of the Vent. Trunk doors on the Upper Deck. The Brazilian Officer stated that he was not the Salvage Engineer and requested that we board the TRIUNFO to discuss the matter with the Comte. of the Tug, who was also the Salvage Engineer. Mr. Wheadon, C/Officer Williams, Capt. Ingram and the undersigned accompanied the Naval Officer to the Salvage Tug, being transported there by the LINOSA. The weather, which had been worsening all the late forenoon was now bad and it was with difficulty that we boarded the TRIUNFO. The time was now about noon.

The matter of expelling the water from No.3 Hold was discussed at length with the Comte. of the TRIUNFO, and finally it was suggested by Mr. Wheadon that we examine the available air compressor of this vessel. This was found to be inadequate for the purpose required, being only a very small compressor for supplying starting air for the tugs machinery. It was then decided to return to the MAGDALENA and various attempts were made during the afternoon to board the LINOSA, but the heavy sea made this impossible. In reply to a message received from L. Agents the following message was sent off at about 1500/1600 hours (I believe by "Naval Telegraph") to Lloyd's Agents:-

"Not satisfied with situation.

Request immediate expert salvage assistance.

Weather still bad. When weather moderates propose attempt refloating but only Naval Salvage tug. TRIUNFO and SATURNO on job. Further tug assistance imperative.

Wheadon, Ingram, C/Officer and self still aboard salvage tug. Unable to transfer because of weather. = Caldwell".

At about 1300 hours a message was received from the MAGDALENA to the effect that "Vessel floating. Please assist to tow off" We could not persuade the Comte. of Salvage tug to do this, who stated that it would be necessary to put out anchors fore and aft on the starboard side of the MAGDALENA and use the vessel's own power to pull her off the rocks, to starboard, into deeper water. This was impossible because of the weather, since a tug could not approach alongside to take the anchors.

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It was generally agreed, however, that it was advisable, if the vessel floated, to draw her off to stard. so that the shell in way of the E.R. would not be dragged over the rocks. The weather steadily worsened and the tug LINOSA returned to Rio for shelter. The tug SATURNO then stated that she was running short of fuel and requested that she be taken back to Rio, being unable to make this passage by herself, as her pilot was on board the MAGDALENA. At about 2000 hours the TRIUNFO accompanied the SATURNO to Rio. On arrival we boarded a Brazilian warship with the Conte, who spoke by telephone to a superior officer, regarding a compressor and other equipment. The outcome of this was not disclosed except that there was no portable compressor available. The unit spoke by telephone to Mr. Squier, of R.M. Lines. and requested plant on board the SATURNO and to have her at the MAGDALENA at. Time about 2200 hours. About thirty minutes after arrival the Ther had deteriorated party on board, returned to the vessel. The MAGDALENA between 0100 and greatly. We arrived at the vicinity of the received from the "MAGDALENA" 0200 hours on the 26/4/49. A message "and pump". The Naval Conte. (time rather hazy) "We are afloat. The vessel and was awaiting daylight. said it was dangerous to approach seen to be anchored and clear of the 0545 hours - daylight. MAGDALENA had been advised of this by signal, but rocks. (Later learned that the undersigned had not been aware of this.) Please do not quote - Naval Conte. refused to approach and take tow. He had stated that he would approach to save life if the vessel was abandoned. At about 0615 the Tug "COMTE. DORAT" passed the TRIUNFO and took a line from the MAGDALENA and later proceeded to tow. The SATURNO had arrived by this time and Capt. Ingram, Mr. Wheadon, the C/Officer and the undersigned managed to board her. Found she had an air compressor and piping on board. We attempted to board the MAGDALENA but Capt. Lee advised against this owing to the heavy swell. It was then noted that the TRIUNFO had got a tow on stard. side from the MAGDALENA. The vessel was proceeding 'crabwise, beam to sea and the SATURNO took a stern tow to pull her round head on to course. Later the Trovão took stern-tow/to-pull-her-round-head-on-to-course. Later the Trovão took on stard. side

the stern tow on the port side. approaching the entrance to Rio harbour the vessel swung round with her port side to the swell and she was rolling heavily. When at the bottom of the trough, several times, she appeared to shudder and eventually the paint was seen to scale of the shell plating in vertical line with the front of the first class public rooms, at about Fr. 18-20, followed by rivets shooting out, buckling of the topside shell and eventual fracturing of the shell plating.

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