

WRECK
SECTION
No. 736

Wreck Report No. 15744

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 78227 in R.B. Wreck Book, p. 63/61 Date of writing this report 5th April, 19 61.

Ship's Name s.s. "RUSIC" R.M.C. of Southampton Tons ^{Gross} 13587 _{Net} 7788

Built at Belfast When 1950 3 Casualty notice sent to Owner --- Owner's reply ---

Owners Shaw Savill & Albion Co., Ltd.

Managers ---

Address Onward House, 88, Leadenhall Street, London, E.C.3.

WRECK
SECTION
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736

Classification details

| | |
|----------------|--------------|
| + 100A1 | + LMC 2,58 |
| with freeboard | BS M5,60 |
| 11,60 | d5,60 |
| ss 8,58 | sg11,60 |
| | sp 2,58 |
| + Lloyd's RMC | ts p 7,58 CL |
| | s11,60 |

Casualty 19th February, 1961.

of Casualty

Stranded on Middleton Reef, 120 miles N.
of Lord Howe Island, and declared a total loss.
The Owners concur.

SOURCE OF INFORMATION

RUSIC. — Sydney, Feb. 19. — Steamer Rusic reported grounded Middleton Reef, 120 miles north of Lord Howe Island, early a.m., Feb. 19, while on voyage from Brisbane to Auckland, in ballast. Reported holed Nos. 1 and 2 double bottom outer shell, weather conditions unknown. Master endeavouring to refloat at high tide at approximately 10 a.m., Feb. 19. Meantime, local owners' agents alerting salvage tugs and salvage officer; we co-operating. — Lloyd's Agents.

Sydney, Feb. 19. — A new attempt to refloat the grounded steamer Rusic will be made at high tide to-night, her owners' general manager in Australia said here to-day. He had received a report from the Rusic that her outer skin is possibly holed. The first attempt to refloat her failed, the manager, Mr. Donaldson, said. — Reuter.

RUSIC. — Brisbane, Feb. 20. — Steamer Rusic, which sailed on Feb. 17 for New Zealand, reported stranded Middleton Reef in early morning of Feb. 19. Tug Fearless left p.m., Feb. 19, and is due vessel p.m., Feb. 21. Reported motor vessel Brighton standing by. Near gale-force winds. (See issue of Feb. 20.)

Sydney, Feb. 20. — British steamer Rusic sent out an SOS to-day and her master reported that the vessel was pounding heavily, her position was precarious and the crew might have to abandon ship at any time. A later message said the position had eased. The Rusic has been battered by heavy seas whipped by the tail end of a hurricane, but the latest message from the ship indicated that the weather was calming down. (Later) Mr. Donaldson, general manager of Shaw Savill & Albion Company, Ltd., in Sydney, said steamer Rusic had run head on against the reef and the main danger now was that the ship was tending to turn broadside on to the reef. He later announced that motor vessel Brighton had reached the Rusic and would take off any members of her crew not needed for the salvage operation. The officers and engineers would remain on the

Rusic. The ship and crew were in no immediate danger and there was nothing further to be done until the tugs which put out from Sydney to-day arrived. — Reuter.

Sydney, Feb. 20. — Latest radio reports reaching Sydney to-night said that steamer Rusic was firmly aground by the bow but was not taking water. With milder sea, it is now thought unlikely that the ship will turn broadside onto the reef, as had previously been feared. Tug Woonah cleared Sydney to-day bound for the Rusic carrying the heaviest available tow hawsers and diving gear. A diver and a salvage expert are aboard. — British United Press.

Sydney, Feb. 20. — Steamer Rusic still ashore. Tug Fearless, 1000 horse power, departed from Sydney at 5 p.m., Feb. 19, estimated time of arrival Middleton Reef 5 p.m., Feb. 20, on towage contract basis daily hire and salvage rights reserved. Tug Woonah, 1000 horse power, departed from Sydney at 5 p.m., Feb. 20, estimated time of arrival Middleton Reef 5 p.m., Feb. 22, similar conditions. United Salvage, Ltd., appointed salvage officers; their officers Anderson with diver proceeding to Woonah with equipment. Draught 18 ft. 10 in. and 21 ft., fore and aft respectively. Soundings at low water a.m., Feb. 20: No. 1 hatch forward 12 ft. port, 3 ft. starboard, No. 2 hatch aft 12 ft. port, 5 ft. starboard, abreast No. 3 hatch 13 ft. port, 9 ft. starboard, abreast No. 4 hatch 15 ft. port, 10 ft. starboard, aft end No. 5 hatch 10 ft. port, 12 ft. starboard, under stern 19 ft. at low water. Fuel remaining after jettisoning quantity 970 tons, no cargo. Weather improving with forecast fine, but master reported starboard propeller stripped after attempt to refloat on Feb. 19 and subsequent heavy pounding feared caused further damage. Nos. 1, 2 and 3 double bottoms appear to be holed. On salvage officer's suggestion, master advised adjust fuel in tanks with view to reducing pounding. Master proposes to transfer surplus personnel to motor vessel Brighton, presently standing by. — Lloyd's Agents per Salvage Association.



Suggested Record

"WRECKED 2,61"

Date of Committee

FRIDAY 14 APR 1961

Committee's Minute

Wrecked 2.61
Rusic.

RUNIC. — Sydney, Feb. 21. — Two tugs are proceeding at full speed to-day to British steamer Runic, aground on a coral reef in the Pacific, as the Sydney Weather Bureau warned that fresh tropical storms threaten the area. Attempts to transfer some of the vessel's crew of 80 to British motor vessel Brighton were abandoned late last night because of heavy seas. One of the tugs heading for the Runic is expected to arrive at 6 a.m., G.M.T., to-day. She is the Fearless, from Brisbane, and is carrying equipment to rig a life-line between the two freighters. The general manager in Australia of the owners of the Runic said to-day that her outer plates were holed, but she was not taking water and temporary repairs might be necessary before she could be towed to Brisbane or Sydney. The Sydney tug Wooma is also going to the aid of the Runic but is not expected to reach her until to-morrow. No attempt will be made to tow the Runic off the reef until both tugs have arrived. — Reuter. (See issue of Feb. 21.)

Sydney, Feb. 21. — Steamer Runic: Position advised by master lat. 29 28 S., long. 159 4 E., but ship-owners here consider most likely to be lat. 29 28 S., long. 159 33 E. Ship heading 70 deg. Navy, Sydney, have already volunteered any available assistance which may be required. Position of affairs generally unchanged. Master reported this morning weather moderating but swell still prevents transfer of personnel to motor vessel Brighton. — Lloyd's Agents per Salvage Association.

Sydney, Feb. 21. — The master of steamer Runic radioed to-day: "All well on board." Tug Fearless reached the scene to-day with equipment to rig a lifeline from the Runic to the motor vessel Brighton. Heavy seas had last night halted attempts to transfer men from the Runic to the Brighton. Tug Wooma and Australian destroyer Vendetta are also proceeding to assist the Runic. Mr. Donaldson, general manager in Australia of the owners of the Runic, said an attempt to refloat her might be made on high tide to-morrow.—Reuter.

Sydney, Feb. 22.—Steamer Runic: Tug Fearless arrived Middleton Reef p.m., Feb. 21, and standing by. Australian destroyer Vendetta proceeded to scene with view to assisting list of unrequired personnel of Runic, estimated time of arrival Middleton Reef 6 p.m., Feb. 22. Vendetta to contact tug Wooma en route and take Captain Anderson and diver on board for completion of voyage to Runic. Master of Runic to-day reports vessel lying quietly, head 68 deg., wind west, force 3 (gentle breeze), slight sea and swell; also states no intentions of further refloating attempts, pending arrival of Captain Anderson. Examination of hull, starboard side, by crew member skin diver indicates one hole in hull plating of No. 1 double bottom and 2 large indentations in vicinity of Nos. 2 and 3 division and No. 4 double bottom, indentations approximately five feet long and two feet deep. Inspection of port side not possible. All parties aware additional tug available here at six daylight hours' notice, but action deferred pending developments, also Shaw Savill & Albion Co., Ltd., motor vessel Alaric presently in this vicinity and could be made available in certain circumstances if essential. Message just received from Runic reports diver's inspection discloses both propellers in apparent good order.—Lloyd's Agents per Salvage Association. (See issue of Feb. 22.)

Sydney, Feb. 22.—Australian destroyer Vendetta to-day reached steamer Runic, grounded since Sunday (Feb. 19) on a coral reef 600 miles north-east of Sydney. A naval officer boarded the Runic, but, after a conference with the master, Captain Cyril Sendall, decided not to attempt the transfer of some of the crew of 80 until to-morrow, because of ocean swell. The naval officer said that water supplies were running low on board the Runic and had been rationed.—Reuter.

Sydney, Feb. 23. — Nine crewmen and three women were transferred to-day from steamer Runic to Australian destroyer Vendetta, which is due here to-morrow morning. Two tugs are expected to begin salvage attempts to-day. The Runic's hull was inspected by a diver early to-day. Captain Sendall and 72 members of the crew remained on board to help in salvage work.—Reuter. (See issue of Feb. 23.)

Sydney, Feb. 23. — Steamer Runic: Master reports a.m., Feb. 23, vessel lying quietly, wind south-westerly, force 2 (light breeze), smooth sea, low swell, also 12 persons transferred to destroyer Vendetta, which departed for Sydney at 8 19 a.m., Feb. 23, estimated time of arrival at Sydney 8 a.m., Feb. 24. Weather forecast for 48 hours from this morning fine, light winds, smooth seas, with further outlook possible rain and thunderstorms, freshening northerly winds ahead south-westerly change. Arrangements proceeding for motor vessel Alaric to transport to Runic extra salvage equipment and provisions, also Captain Williams, of United Salvage. Master of tug Wooma, which arrived at Runic at 9 p.m., Feb. 22, advises salvage officer informed him towage not required for some time yet as it is proposed to lay ground tackle first. Motor vessel Brighton reports estimated time of arrival at Sydney 11 30 p.m., Feb. 24.—Lloyd's Agents per Salvage Association.

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LL 22/3/61

LL 23/2/61

LL 24/2/61

RUNIC. — Sydney, Feb. 24. — Steamer Runic: Weather unchanged. Captain Anderson now preparing ground tackle and endeavouring to recover (buoyancy) in forward double bottom tanks, which is essential for refloating. Subject to further investigation and testing double bottoms, envisage attempt to move stern seawards on next spring tide, which round Mar. 3. Further recommendations and proposals later. Motor vessel Alaric, with Captain Williams and additional ground tackle and other equipment, leaves Newcastle, N.S.W., for Runic to-night, estimated time of arrival daylight on Sunday, Feb. 26.—Lloyd's Agents per Salvage Association. (See issue of Feb. 24.)

London, Feb. 24. — The Salvage Association have received the following radio message from their special officer on board steamer Runic, dated Feb. 23: Runic took ground at 1 18 a.m., Feb. 19, at a point 2.5 miles 333 deg. from conspicuous wreck shown south side of Middleton Reef. Draught forward 18 ft. 10 in., aft 21 ft. 10 in., mean 19 ft. 5 in. Oil fuel on ground, weighing 2502 tons, fresh water 698 tons, water ballast 147 tons, cargo nil, stores 300 tons. Total displacement 13,487 tons. Salvage officer and diver boarded at 8 45 p.m., Feb. 22. Position at low water at 9 a.m., Feb. 23, ship's head 68 deg., list 3 1/2 deg., draught forward 22 ft., aft 13 ft., mean 17 ft. 6 in. Vessel lying with starboard side to reef, which dries at low water 70 ft. off bow and 130 ft. off stern. Present fuel 1086 tons, fresh water 234 tons, water ballast 3610 tons. Total displacement 15,173 tons. By discharging all ballast, the draught required for flotation is forward 14 ft., aft 20 ft. Range of tide between present low water and next high water springs is estimated at 6 ft. maximum. Tons per inch 66 (?). Vessel short of flotation by 2352 tons. Unlikely to discharge all ballast owing to conditions Nos. 1, 2 and 3 double bottom tanks. Possible jetison further 700 tons of fuel but all abaft tipping centre. Depth of water under rudder 2 ft. Vessel in contact with bottom from 46 ft. abaft stem to rudder post. Preliminary diver's report shows double bottom pierced by six-inch diameter hole in keel plate, which could be plugged. Bottom plating thence to under No. 3 aft buckled and corrugated throughout where visible through coral ditches. Fuel oil in No. 2 double bottom and fresh water in No. 3 double bottom both drained away and soundings showed full tanks salt water soon after grounding. No. 2 hold bilges show heavy oil traces on both sides and it appears likely either margin plate or tank top sprung. Bilges are controllable by pump at present draught. No. 3 tank top is badly set up 12 in. to 15 in. on port side and 10 in. on starboard side. Bilges and timber-sheathed tank tops No. 3 covered with fuel oil, which can only have entered from No. 2, suggesting that Nos. 2 and 3 are now common tanks with duct keel. Up-thrusting No. 3 hold transmitted through hold pillars into lower 'tween deck, which set up approximately 3 in. in way of pillars. Hold appears controllable by pumping in present condition but position doubtful if vessel became fully afloat along lines of welding. No. 5 double bottom fresh water tanks are now brackish. Forepeak suction passes through No. 2 double bottom and has been drawing oil traces. Both propellers and main engines, also rudder, undamaged. Tugs Wooma and Fearless are standing by.

Sydney, Feb. 24. — Australian destroyer Vendetta, which took on board nine men and three women off the stranded steamer Runic yesterday, arrived at Sydney to-day.—Reuter.

Sydney, Feb. 25. — British motor vessel Alaric left Newcastle, N.S.W., early to-day with a cargo of goods and salvage equipment for the steamer Runic and the salvage tugs. She carried anchors, cables, air compressors, ground tackle, oil and fuel.—Reuter. (See issue of Feb. 25.)

London, Feb. 25. — The Salvage Association have received the following radio message from their salvage officer on board steamer Runic, dated Feb. 25: Further examination shows No. 4 outer port fuel tank also No. 7 port ballast tank now making water, also forward double bottoms extensively damaged.

Sydney, Feb. 27.—Motor vessel Alaric has taken extra gear to help in the salvage of British steamer Runic. Salvage operations are expected to take at least three more days. The Alaric also brought much-needed fresh food, water and oil to the scene. The Australian general manager for Shaw Savill & Albion Co., Ltd., Mr. W. D. Donaldson, said to-day that part of the preliminary work would be to render the hull water-tight. Weather in the area is expected to remain fine, with only light winds and smooth or slight seas. The probable method of freeing the Runic, on a high tide, will be to pivot the vessel on her grounded bow until she is at right angles to the reef. She will then be towed clear stem first by tugs.—Reuter. (See issue of Feb. 27.)

London, Feb. 27.—Steamer Runic: The owners of motor vessel Alaric report that the vessel arrived off Middleton Reef on Feb. 26 and left the same day for Sydney.

London, Mar. 2. — The Salvage Association have received the following radio message from their salvage officer on board steamer Runic, dated Mar. 2: Runic straining on reef during moderate wind and sea. All

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LL 25/2/61

LL 27/2/61

LL 28/2/61

LL 3/3/61

London, Mar. 3.—The owners of steamer Runic have received the following cable from Sydney, dated Mar. 3: Runic: Friday's (Mar. 3) advice calm seas and weather. Preparations being progressed, all well. Motor vessel Illyric away from Sydney at 1 p.m., Friday. (See issue of Mar. 3.)

London, Mar. 4.—The owners of steamer Runic have received the following message from their Sydney office, dated Mar. 4: Runic: Saturday (Mar. 4) weather calm. Three anchors set, preparing for two others. Navy approve hire of boom vessel, terms awaited. Captain Williams advised. (See issue of Mar. 4.)

Sydney, Mar. 4. — Mr. W. D. Donaldson, general manager in Australia of Shaw Savill & Albion Co., Ltd., said to-day that motor vessel Alaric is now on her way to the United Kingdom after carrying salvage gear to steamer Runic from Sydney.—Reuter. (See issues of Mar. 3 and 6.)

London, Mar. 6. — The Salvage Association have received the following message from Messrs. J. P. Williams and associates, dated Melbourne, Mar. 6: Steamer Runic: Left ship by motor vessel Illyric, returning on Mar. 12. Captain Anderson in charge meantime. Illyric stores transferred by tugs. Three sets of heavy ground tackle ready, with fourth prepared for laying out. Other work progressing. Tugs unable to get alongside owing to heavy swell. Runic quiet with tanks full. Weather improving. All well.

Sydney, Mar. 7.—British steamer Runic may remain on Middleton Reef for another 10 days, it was reported here to-day. Two Australian tugs have not yet completed preliminary salvage work on the Runic. Mr. W. D. Donaldson, general manager in Australia of the vessel's owners, said the Runic is lying quite snugly and not likely to sustain any further damage.—Reuter. (See issue of Mar. 7.)

Melbourne, Mar. 8.—Steamer Runic: Now informed boom defence vessel Karangi can arrive Middleton Reef next spring rise. Have therefore authorised necessary overtime. Intend to attempt turn or refloat Runic irrespective of arrival of Karangi but vessel can assist if present. Dispensing with one tug to-day. Returning to Runic on Mar. 11.—Salvage Association's Salvage Officer. (See issue of Mar. 8.)

Sydney, Mar. 8.—Australian boom defence vessel Karangi has been taken out of the "mothball" fleet to help refloat British steamer Runic, it was announced to-day. Mr. W. D. Donaldson, general manager in Australia of Shaw Savill & Albion Company, Ltd., said it was hoped the Karangi would be on her way by Tuesday (Mar. 14). She would be under charter from the Royal Australian Navy and manned by a civilian crew and would replace tugs Fearless and Wooma, which have been standing by the Runic. Mr. Donaldson said the Karangi could render better service than the tugs as she had greater power for lifting heavy weights. "The tugs have been repositioning anchors to steady the Runic and get leverage when the salvage attempt is made, but they cannot lift them," he said.—Reuter.

Sydney, Mar. 13.—A spokesman for the owners of steamer Runic said that boom defence vessel Karangi will start an attempt to refloat the Runic later this week.—Reuter. (See issue of Mar. 9.)

London, Mar. 13. — The Salvage Association have received the following radio message from their salvage officer on board steamer Runic, dated Mar. 13: Runic: Position here five sets of heavy ground tackle laid and ready. Salvage pumps rigged in Nos. 1, 2 and 3 double bottoms and hope control inflow. Other compartments fitted compressed air. Tugs with combined horse power of 4500 engaged. Intend attempt to turn stern seaward around Mar. 18. Weather fine, all well.

Sydney, Mar. 13. — Steamer Runic: Waratah Tug & Salvage Co. Pty., Ltd., tug departed for Middleton Reef at 12 30 p.m. to-day; estimated time of arrival at Runic 11 a.m., Mar. 15. Terms of engagement £2816 per day, similar conditions to hire of tug Wooma. Tug Fearless reported returned Brisbane on Mar. 10 and contract terminated. — Lloyd's Agents per Salvage Association.

Sydney, Mar. 15. — Steamer Runic: Australian boom defence vessel Karangi departed from Sydney at 8 30 a.m. to-day; estimated time of arrival at Runic a.m., Mar. 17.—Lloyd's Agents per Salvage Association. (See issue of Mar. 14.)

London, Mar. 16. — The owners of steamer Runic have received the following message from Sydney: Runic, Thursday (Mar. 16), advises preliminary trial this morning indicated slight movement, but no help from sea, where southerly swell desired. Further attempt on Friday morning. (See issue of Mar. 16.)

LL 4/3/61

LL 13/3/61

LL 7/3/61

LL 8/3/61

LL 9/3/61

LL 14/3/61

LL 16/3/61

LL 17/3/61

P.T.O.

London, Mar. 17.—The owners of steamer Runic have received the following message from Sydney: Runic, Friday (Mar. 17), advises weather still fine and clear. Full scale attempt stage progressed, all well. Motor vessel Illyric only fractional movement obtained, again no help from sea. Next attempt, which is deferred until 9 a.m., Saturday, if then any sea running. Confirmed that main engines, shafting and principal auxiliaries are in full working order. (See issue of Mar. 17.)

London, Mar. 17.—The Salvage Association have received the following radio message from their salvage officer on board steamer Runic, dated Mar. 17: Runic: Fractional turning movement only. Sea flat. Ship will not refloat without lift by sea or swell and/or extensive lightening. Trying to-morrow if sea more favourable. Will dismiss tugs if unsuccessful. Boom defence vessel Karangi arrives to-morrow. Presently suggest retain 40 Runic crew, which ample for all purposes, and sending landing by, lays additional ground tackle, which she is carrying, confine lightening Runic, and, given sea or swell, attempt move, using ground tackles and Karangi, with tugs not re-ordered unless warranted by results. Cost, proceeding as above, minimal.

London, Mar. 20.—The owners of steamer Runic have received the following message from Sydney, dated to-day: Runic, Monday (Mar. 20), advises weather fine but sea still unhelpful. Only slight further movement on Sunday night's attempt; Monday morning unsuccessful. Tugs now preparing to return to Sydney as further attempts on these tides abandoned. (See issue of Mar. 18.)

Sydney, Mar. 21. — Tugs working to free the British steamer Runic were called off temporarily to-day when a 70-miles-an-hour tropical cyclone was reported bearing down on the vessel. The owners of the vessel said later that the cyclone passed about 100 miles east of the vessel.—Reuter. (See issue of Mar. 21, also "Cyclone in South-West Pacific" under "Weather and Navigation.")

Sydney, Mar. 21. — Steamer Runic: The following message was radioed by the master of the Runic at 8 a.m. to-day to Shaw Savill & Albion Company, Ltd., here: Using emergency batteries and transmitter, therefore pass to the Salvage Association the following: Cyclonic storm. Anchors parted, ship driving on reef. Engine-room filling. Further damage yet unknown, probably serious. Crew safe and well. — Lloyd's Agents per Salvage Association.

Sydney, Mar. 21. — Steamer Runic: A further report has been received from the master of the Runic, which was dated at 4 p.m. to-day. Further internal examination reveals whole of port side engine-room set in and water level according to tide, with engines set up and generators under water. Vessel moved approximately 40 ft. farther on reef and stillounding heavily. — Lloyd's Agents per Salvage Association.

Sydney, Mar. 22. — Steamer Runic: Following message just received from Captain Williams, dispatched at 1 a.m., G.M.T., Mar. 22: Runic constructive total loss. Consider no prospects of refloating. Only further operations recovery of valuable items.—Lloyd's Agents per Salvage Association. (See issue of Mar. 22.)

London, Mar. 22.—The owners of steamer Runic said in London to-day that the vessel is a total loss. A spokesman said that further operations would involve the recovery of valuable items such as radar equipment, compasses and chronometers.

Sydney, Mar. 22.—Steamer Runic: Following message received from Captain Williams: Runic: Stern now 100 ft. farther on reef, no prospects of refloating. Port side set in above bilge from No. 3 hold to stern with frames bent and fractured, engines moved, set up and damaged, tank tops set up all after holds, including three with bulkheads corrugated, bottom set up fore and aft with floors turned and buckled, most compartments tidal, including engine-room, and beyond control with available pumps and plates landings sprung and open. Crew hoisting pumps and gear on deck also collecting small valuable items to transfer Shaw Savill & Albion Company, Ltd., on Sunday, Mar. 26. Crew leave Runic on Shaw Savill vessel. Suggest Runic unattended for four or five days pending return of boom defence vessel Karangi for pumps or other recoverable items. — Lloyd's Agents per Salvage Association.

Melbourne, Mar. 23. — No attempt is to be made to refloat British steamer Runic. This decision has been taken on the advice of salvage experts and after consultation with the ship's owners and underwriters in London. British motor vessel Alaric left Melbourne to-day to take off members of the crew who are still on board the Runic.—British United Press. (See issue of Mar. 23.)

LL 18/3/61

LL 21/3/61

LL 29/3/61

LL 23/3/61

LL 24/3/61

Sydney, Mar. 26. — Sixty-four crewmen, stranded on board British steamer Runic since Feb. 19, were to-day transferred to motor vessel Arabic. The owners stated that no further attempts would be made to salvage the Runic but five men have stayed on board to retain the company's salvage rights.—Reuter. (See issue of Mar. 24.)

London, Mar. 27. — The Salvage Association have received the following radio message from their salvage officer on board steamer Runic, dated Mar. 27: All salvage equipment save anchors and heavy wires, which latter mainly scrap value, also all items of value, including wireless, gyro echolounder and very high frequency radar direction finder, also other equipment of all kinds, also quantity of stores, delivered motor vessel Arabic and tug Worec. Consider further recovery, requiring salvage ship, uneconomic. Salvage party and remainder of crew leave Runic p.m. to-day. (See issue of Mar. 27.)

Sydney, Mar. 28. — The crew of British steamer Runic arrived here to-night on board motor vessel Arabic.—Reuter. (See issue of Mar. 28.)

LL 27/3/61

LL 28/3/61

LL 29/3/61