

WRECK  
SECTION  
No. 736

Wreck Report No.

15744

## REPORT OF TOTAL LOSS, CASUALTY, &amp;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. "RUNIC" R.M.C.

of Southampton

Tons { Gross 13587  
Net 7788

Built at Belfast

When 1950

MONTH.

3

Casualty notice sent to Owner ---

Owner's reply ---

Owners Shaw Savill &amp; Albion Co., Ltd.

Managers ---

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

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## 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

f 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

RUNIC. — Sydney, Feb. 19. — Steamer Runic 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 Runic 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 Runic that her outer skin is possibly holed. The first attempt to refloat her failed, the manager, Mr. Donaldson, said. — Reuter.

RUNIC. — Brisbane, Feb. 20. — Steamer Runic, 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 Runic 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 Runic 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 Runic 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 Runic and would take off any members of her crew not needed for the salvage operation. The officers and engineers would remain on the

Runic. 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 Runic was firmly aground by the bow but was not taking water. With milder seas, it is now thought unlikely that the ship will turn broadside onto the reef, as had previously been feared. Tug Woona cleared Sydney to-day bound for the Runic carrying the heaviest available tow hawsers and diving gear. A diver and a salvage expert are on board. — British United Press.

Sydney, Feb. 20. — Steamer Runic still ashore. Tug Fearless, horse power, departed from Middleton Reef 5 p.m., Feb. 20, estimated time of arrival 11 p.m., Feb. 22, similar conditions. United Salvage, Ltd., appointed salvage officers; their Anderson with diver proceeding Woona 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 19 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  
Runic.



