

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 1310 in R. B. Wreck Book, p. 103

Date of writing this report 6 October 1913

Name *Skullswan & S. Tyrone* of *Greenock* Tons { Net *4295*
Gross *668*
When *1901* *12* Casualty notice sent to Owner *29.9.13* Owner's reply

Name *New Zealand Shipping Co.*
Address *Rochester Place, 138 Leadenhall St E.C.*

Previously before { Date *27 Sept. 1913*
Committee. { Last Minute *27 Sept. 1913*
Particulars of Classification.
4-100A1 ss N: 2-10
Shells & 6.13
MS 7.09
138 11.12
12 Sept 1913 KMC 6.13

Particulars of Casualty

Vessel reported by telegram dated 27 Sept. to have stranded on Otago Heads, N. 3.

Reports dated 28 & 29 Sept

State:-

- Very little chance of getting her off.*
- Cargo under water sea level 1, 2, 3*
- hold 2. Propeller broken; engine room full of water. Steamer bumping.*

Diver reports Tyrone resting on rocks both ends, amidships on the sand.

Salvage operations are in progress.

Report dated 30 Sept. state:-

Diver has located hole in hold No 2 hold No 3. A. McIntyre sanguine can effect repairs & float ship when pumps arrive provided sea continues smooth.

The usual notice was sent to Owners on 29 Sept. & no reply has been received.

The following report is published in Lloyd's List of today 6.10.13

SOURCE OF INFORMATION.

TYRONE (s).—Wellington, Sept. 27.—The Union steamer Tyrone (late Drayton Grange) went ashore in a fog on Otago Heads and is reported to be a hopeless wreck. The crew are safe.—*Reuter.*

Dunedin (N.Z.), Sept. 27, noon.—Tyrone (s), Lyttelton, Dunedin, ashore in a critical position mile from heads.

London, Sept. 27.—Following is copy of cablegram received this morning:—Tyrone ashore one mile south Otago Head; propeller gone; No. 3 hold full of water; expect total loss.

Dunedin, Sept. 28, 9 30 a.m.—Tyrone (s): Reports indicate she cannot be saved.

Dunedin, Sept. 28, 5 10 p.m.—Tyrone (s): Very little chance of getting her off.

Cargo under water sea level 1, 2, 3 holds. Propeller broken; engine-room full of water. Steamer bumping. Owners' agent, Lloyd's Agent, and Union Steamship Company of New Zealand consulting best means attempt salvaging.

London, Sept. 29.—A cable received from the Union Steamship Company of New Zealand, dated Dunedin, Sept. 29, states:—Diver reports Tyrone resting on rocks both ends, amidships on the sand. If weather continues fine reasonable prospect floating. Terawhite coming south with salvage gear.

Dunedin, Sept. 29.—Tyrone (s): Prospects of salvage appear more hopeful. A salvage steamer is at disposal and gear available. Resting sandy bottom. Nos. 2, 3 holds pierced, must be dealt with. Salvage entirely dependent on the weather.—*Salvage Association.*

London, Sept. 30.—According to information received from the Union Steamship Company of New Zealand, the steamer Tyrone had outward cargo for her last two ports of call only, namely, Port Chalmers (Dunedin) and Bluff, amounting to about 2000 tons. She had no cargo on board for Vancouver.

Dunedin (N.Z.), Sept. 30.—Tyrone (s): Favourable weather continues. Salvage operations have commenced. Terawhiti sailed Wellington Dunedin. All necessary appliances here for salvage or procurable.—*Salvage Association.*

TYRONE (s).—London, Sept. 30.—The following telegram has been received from the managing director of the Union Steamship Company of New Zealand dated Sept. 30:—Tyrone (s): Diver reports resting (on) sandy bottom; has located hole(s) in hold No. 2, hold No. 3. A. McIntyre sanguine can effect repairs and float ship when pumps arrive, provided sea continues smooth.

TYRONE (s).—Dunedin (N.Z.), Oct. 3.—Tyrone (s): Position unchanged. Lloyd's surveyor your surveyor remaining aboard.—*Salvage Association.*

TYRONE (s).—Dunedin, Oct. 5.—Tyrone (s): Owing to heavy sea damage serious. Divers report No. 2 hold port side holed 8 ft. by 7 ft., bottom plating set up in way of No. 3 hold 9 ft., rock through bottom of No. 3 hold, also bulkhead started and main deck and beams set up, stanchions broken, main mast set up. Stokehold full of water, engine-room full of water, other holds flooded, engine-room bulkhead started and leaky, bottom plating set up in way of engine-room, shelter deck started, before saloon cabins and after engine-room deck-house strained and started, lost all propeller blades port side, rudder broken and other damage, stern frame broken. No probability of saving vessel. Salvage steamer discontinued operations and returned ashore. Cargo salvage impracticable owing to position for salvage operations very difficult. Vessel broadside to steep cliffs and heavy range. Shall we invite offers to save no cure no pay also equipment?—*Salvage Association's Special Officer.*

Record

Committee

Committee's Minute

TUE. OCT. 7 - 1913



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