

WRECK BOX
No. 20

31. Humber Wreck 20

Hull Rpt No 24666

H U L L .

14th February 1912.

Allison B. Wilson

the Owners examine the Steel Screw Steamer "HUMBER" 1023 tons, of Goole in order to ascertain the nature and extent of the damage stated to have been sustained by that vessel through stranding in the River Ouse, on 29th July 1911, and also on the 21st January 1912, and also collision with the Steamer "ELLINGTON" of Newcastle, in the River Ouse on 12th January 1912. For further details of the casualties see the ships log books.

23rd January 1912, and subsequent visits, the vessel lying in the Goole Dry Dock no.1.

Damage stated to have been caused by stranding.

Found that the bottom plating was more or less chafed all fore and aft, and that the riveting and caulking was started in places. The aftermost plates in A and B strakes of shell plating were badly started and leaking in way of the Stern post.

Rudder. The main piece of the rudder was fractured and the riveting of the same started.

Bilge Keel, Port side, the forward and after lengths of bulb plate



Number

24666

badly bent, and the riveting started.

Starboard Side. The after length of bulb plate bent, and the riveting started throughout the entire length of the bilge keel. Steering gear. The steering gear stated to be strained.

Recommended that the riveting and caulking of the bottom plating be overhauled and made good.

A Shoe plate be fitted round the Stern post at the after end of A and B Strakes of Shell plating.

Rudder. The rudder removed, and stripped, a new piece supplied and new pintles fitted, the rudder reconstructed and refitted.

Bilge Keels. Port Side, The forward length of bulb plate removed, faired and refitted, and the after length renewed, and the riveting made good.

Starboard Side, The after length of bulb plate faired in place, and the riveting throughout the length of the bilge keel made good.

Steering gear. the Steering gear and its connections overhauled and repaired and put in efficient working condition.

The tanks and bilges all fore and aft opened out and cleaned for examination.

Damage stated to be due to Collision.

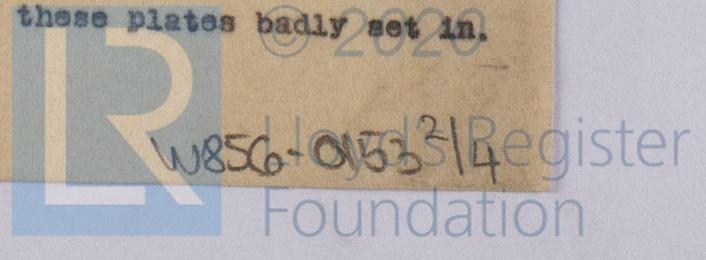
This damage was situated on the Starboard Side in way of the poop. Shell plating, Sheer Strake, Plates Nos.3 and 4 (from after end) badly set in.

Lower strake of Poop side plating, Plate No.1 set in, Plate No.2 badly set in, and plate No.5 badly set in and holed.

The iron moulding on the upper edge of these plates badly set in.

Upper strake of Poop side plating. Plates Nos.1,2 and 3 badly set in and buckled.

The iron moulding on the upper edge of these plates badly set in.



Special in
Travelling
Second Ex

N
Reg
1

1/2 Hammer

2466

Frames. Two frames forward of the poop front broken, Seven frames inside the poop set in, and four frames here slightly set in. The cement fillings between the frames here broken.

Poop Beams. Seven beams and the bracket knees to the same bent and buckled.

Poop Deck. The forward stringer plates badly buckled.

One length of stringer angle bar set in.

The forward plate in A Strake of deck plating set up.

The forward plate and No.2 plate in B.Strake of deck plating badly set up.

One port light glass broken.

Main Deck. The gangway doors in the after well badly set in.

Two deep bulb plate stanchions to the bulwarks in the after well badly buckled.

Recommended that plates Nos.3 and 4 in the Sheer Strake be renewed, and that plate No.2 be partly released in order to effect repairs and reriveted.

Lower Strake of Poop Side plating. Plate No.1 faired in place, and plate Nos.2 and 3 renewed.

also

The iron ^dmoulding on the upper edge of these plates removed, faired and refitted.

Upper Strake of Poop Side Plating, Plate No.1 faired in place, and plates Nos.2 and 3 renewed.

The iron moulding on the upper edge of these plates renewed.

Frames. Two frames forward of the poop front renewed.

Seven frames inside the poop renewed to butts arranged below the main deck between the main deck beam knees and the upper side stringers and the upper and lower stringers alternately.

Four frames in the poop faired in place.

The cement between the frames renewed.



© 2020

Lloyd's Register

W 856 105 3014

10m 1111
rested not to

Shuntle

24666

(4)

Peop Beams. six beams cropped and partly renewed together with the bracket knees to the same.

One beam faired in place.

Peop Deck. The forward stringer plate renewed.

One length of stringer angle bar here removed, faired & refitted.

The forward plate in & Strake of Deck plating removed, faired and refitted.

Number 2 plate in B. Strake of deck plating cropped, No.1 plate renewed to a longer length to the new butt of No.2 plate.

One port light glass renewed.

Main Deck. The gangway doors in the after well removed, repaired and refitted.

Two deep bulb plate stanchions to the bulwarks in the after well removed, faired and refitted.

In order to effect these repairs all the linings and fittings in two engineers berths and the mess room require to be removed. The insulation on the holds in way of the damage removed to the 2nd Stringer below the main deck and about 46 feet in length. All the port light frames and glasses on the port side of the poop, One main deck stringer plate in the after well, The steering gear rods and chafing plates, the handrails and stanchions on the poop and the sockets for the same, One bollard. One Scupper pipe on the poop deck and one on the main deck (both with storm valves and all other fittings and fixings removed where necessary to effect these repairs and on their completion refitted when possible and renewed where necessary.

Fee	£	8	:	8	:	0
Less 10%			:	17	:	0
			:	<hr/>		
		7	:	11	:	0
Trav Exs			:	15	:	0
			:	<hr/>		
		8	:	6	:	0

Alison B. Wilson



© 2020

Lloyd's Register Foundation
W856-0153 14