

G R E E N O C K.

15th January, 1912.

R. B E N N E T T, H. J. T I E R N E Y and T. J. D O D D.

Messrs Russell & Coy, Shipbuilders, of Port-Glasgow, survey the steel twin screw steamer "HURUMUI" of Plymouth, 2901 tons register, on the 28th September 1911, and subsequent dates, while vessel was lying at Finnieston Quay Glasgow, in dry dock at Govan, at Meadowside Partick, and in Princes Dock, Glasgow, for the purpose of ascertaining the amount of the damage stated to have been caused by. First:- A fire breaking out in the fore hold on the 27th September 1911. Second:- By the vessel colliding with the dock wall in entering dry dock at Govan, on the 30th October 1911; and Third:- By striking the dock wall when entering Princes Dock on the 20th December 1911.

On examination the undersigned found. The Nos. 1 and 2 holds, the Nos. 1 and 2 lower tween decks, and the shelter tween deck, partly filled with water; the wood insulation in No. 1 hold and No. 1 lower tween deck very badly burned, the upper and second decks being covered with charred wood, and debris rendering it impossible to see the structure of the vessel.

It was recommended to pump the water out of the holds



(2).

and tween decks, and remove the whole of the charred wood and debris from the decks, also the wood and charcoal insulation from the sides and decks of the vessel in No.1 hold. On this being done it was found:-

FIRST DAMAGE.

Five (5) reverse frames at the after end of No.1 hold on port side marked by fire. Two (2) side stringers on port side at the after end of No.1 hold marked by fire, and the brackets to watertight bulkhead slightly buckled. Six (6) plates on port side of the watertight bulkhead at after end of No.1 hold affected by fire and slightly buckled in places, seven (7) channel vertical stiffeners, two (2) angle stiffeners, and the top brackets connecting nine (9) channel stiffeners to deck plating marked by fire, and slightly distorted.

The second deck beams from the after end of No.1 hatch to the after end of No.1 hold buckled and distorted, the pillar girder on port side under these beams slightly bent, the top of the tubular hold pillar at the fore end of this girder affected by fire, and the crown plate over pillar slightly bent. Two (2) second deck stringer plates on port side (Nos.17-18), one (1) stringer plate on starboard side (No.17) slightly buckled, and thirty one (31) deck plates buckled and distorted. The Conolite ribbands on second deck disturbed and lifted in places.

All the upper deck beams and half beams in No.1 lower tween deck distorted, twenty seven (27) beams, and ten (10) half beams in all. The centre and side pillar girders, and all pillars except two (2) ladder pillars, buckled and bent. Three (3) upper deck stringer plates on each side, and thirty two (32) upper deck plates buckled and distorted. The Conolite ribbands on upper deck plates disturbed and lifted in places. The coaming plates angles and fore and afters of No.1 hatch bent and buckled. The W T bulkhead between upper and second decks at after end of No.1 lower tween decks badly buckled and distorted, the chain locker bulkhead at fore end of this tween deck slightly marked

Side stringer on each side at fore end of No. 1 lower
ween decks, and the two (2) meat port doors at this part
affected by fire.

The two (2) hatch end beams at No. 1 hatch on shelter
deck and five (5) half beams on starboard side of hatchway
affected by fire and bent. Seven (7) shelter deck plates and
four (4) hatchway corner doubling plates buckled and distorted.
The pillar girders on starboard side of No. 1 hatch at shelter
deck affected by fire, and one (1) plate of the port side
pillar girder buckled. The bulkhead immediately aft of No. 1
hatch from upper to shelter decks buckled. The No. 1 hatch
beaming plates angles and two (2) fore and afters at the
shelter deck affected by fire and buckled. The winch girders
aft of No. 1 hatch and the wood sheathing of shelter deck at
sides and aft of No. 1 hatch affected by the buckling of the deck
beaming. Ten (10) deck planks, the fore and aft, and after
and teak margin planks on starboard decking house burnt. The
ventilator in corner of house affected by fire. Sounding and
dr pipes to No. 1 hold and No. 1 tank affected by fire.

Two (2) shell plates in H strake (Nos. 17-18), two (2)
plates in J strake (Nos. 16-17), one (1) plate in K strake
(No. 15), one (1) plate in L strake (No. 14) on port side, and
two (2) plates in M strake (Nos. 18-19) on both sides, affected
by fire.

SECOND DAMAGE. Found:- On starboard side, the first (1st) plate
(from fore end) in D strake and second (2nd) plate in F strake
slightly indented, the lower seam of F strake, and one (1) frame
being slightly set in.

THIRD DAMAGE. Found:- Stem at F strake rubbed the shell plating
at stem in way of H and F strakes started. The third (3rd) plate
(from fore end) in H strake on port side and the twelfth (12th)
and thirteenth (13th) frames from fore peak bulkhead in way of
strake slightly set in.

RECOMMENDED. Five (5) reverse frames at the after end of No.1 hold on port side be renewed from the tank margin to second deck of increased thickness, eleven twentieths (11/20). Two (2) side stringers on port side at the after end of No.1 hold be renewed complete, including brackets to the watertight bulkhead up to the first butts. Six (6) bulkhead plates on port side of the watertight bulkhead at after end of No.1 hold be renewed, Seven (7) channel vertical bulkhead stiffeners, two (2) angle stiffeners, and nine (9) brackets connecting the channel stiffeners to the deck plating be renewed; the insulation on the bulkhead be removed for effecting repairs and refitted after bulkhead has been recaulked and tested by hose.

The second deck beams from the after end of No.1 hatch to the after end of No.1 hold, thirteen (13) in number be renewed the two bulb angles of pillar girder on port side in way of these beams be renewed the girder being removed for this purpose; the top of the tubular hold pillar at the fore end of this girder be renewed for six (6) feet down in one strake and for three (3) feet down in the other, the pillar being efficiently strapped on the inside; the top angle on pillar and crown plate be renewed, Two (2) second deck stringer plates on port side (Nos. 17-18), one (1) second deck stringer plate on starboard side (No. 17), and thirty one (31) second deck plates be renewed. The conelite ribband angles, stringer and cheek angles, and ventilators be removed and refitted or renewed as may be found necessary and the cement cheeks and conelite ribbands renewed.

All the upper deck beams twenty seven (27), half beams ten (10), with the beam end brackets and lugs to hatch coaming be renewed; the centre and side pillar girders and all pillars except two (2) ladder pillars in No.1 lower tween decks be renewed the two (2) ladder pillars be removed and refitted. Three (3) upper deck stringer plates on each side, and thirty two (32) upper deck plates be renewed. The conelite ribband angles stringer and cheek angles, ventilators, and partial bulkhead abreast fore mast be removed and refitted or renewed as found

necessary. The coaming plates, angles and five (5) fore and afters of No. 1 hatch at upper deck be renewed. The watertight bulkhead between upper and second decks at after end of No. 1 lower tween decks be completely renewed except frame angles.

The two (2) watertight doors on the bulkhead at after end of No. 1 lower tween deck be removed, overhauled and refitted. The chain locker bulkhead riveting be overhauled tested and renewed where affected by the fire. The side stringer at fore end of No. 1 lower tween decks be completely renewed aft of the chain locker bulkhead, and the two (2) cast steel meat ports in No. 1 lower tween decks be removed returned to the makers for overhaul and repair, and afterwards refitted.

Two (2) hatch end beams at No. 1 hatch on shelter deck and five (5) half beams on starboard side of hatchway be removed and renewed. Seven (7) shelter deck plates and four (4) hatchway corner doubling plates be renewed. The pillar girder on starboard side of No. 1 hatch at shelter deck be removed annealed and refitted, and one plate of the port side pillar girder be renewed.

The whole of the steel bulkhead immediately aft of No. 1 hatch from upper to shelter decks, be removed the top and bottom bars be renewed and remainder of bulkhead faired and refitted. The hatch coaming plates, angles and two plates, except afters of No. 1 hatch on shelter deck be renewed. The hatch fore and after slides, bottom moulding, Tysack section at top of coaming, cleats and ring bolts be removed and refitted at both shelter and upper decks. Nine (9) steam winch girders aft of No. 1 hatch be removed and refitted. The pitch pine sheathing on shelter deck at sides of No. 1 hatch, and across centre of ship aft of steam winches, two (2) timber heads, and lower deck fittings be removed in order to affect repairs to shelter deck and refitted. The wood hatch covers of No. 1 hatch at second, upper and shelter decks, be renewed. The air and sounding pipes in No. 1 hold be renewed, scupper and

bilge suction pipes in Nos. 1 and 2 holds be cleared out and overhauled. The bilges of Nos. 1 and 2 holds be cleaned out. The No. 1 double bottom tank retested. All insulation of No. 1 hold, No. 1 lower tween decks, and forward shelter tween decks be renewed. The insulation in Nos. 2 and 3 holds, and in No. 2 lower tween decks, be examined and renewed and made good where found wet.

Ten (10) pitch pine deck planks, one (1) fore and aft and one (1) after end teak margin plank, be renewed on starboard docking house, the handrails be removed for effecting repairs to deck and refitted, and the ventilator at corner of house be overhauled and riveting tested.

Two (2) shell plates in H strake (Nos. 17-18) from aft two (2) plates in J strake (Nos. 16-17), one (1) plate in K strake No. 17, one (1) plate in L strake (No. 17) on port side and two (2) plates in M strake (Nos. 18-19) on both sides be renewed; one (1) plate in L strake (No. 18) on port side be removed for the purpose of removing the second deck beams and refitted. The riveting of outside plating and framing in No. 1 hold and both tween decks above be retested, the outside plating where renewed or disturbed be tested by water from a hose.

The vessel be dry docked and all plating framing, and wood work, where repaired or where affected by fire, smoke and water, be recoated.

SECOND DAMAGE.

On starboard side D strake No. 1 (from fore end) and F strake No. 2 be faired in place the rivets in lower seam of F strake be renewed in two (2) spaces, the seam recaulked and one (1) frame repaired by fitting new liners of slightly greater thickness. Fore peak tank be retested, and all disturbed work be recoated.

THIRD DAMAGE.

F. strake No. 1 (stem plate) be removed for examination of stem and refitted. The third plate from stem in H. strake on port side be removed, faired and refitted. The twelvth (12th) and thirteenth (13th) frames from fore peak bulkhead be faired in place. The cargo battens be removed in way of the damaged plate and frames in order to effect the repairs; fore peak tank be tested and all disturbed work recoated.

A list of articles and gear stated to have been burnt or damaged, signed by Messrs Russell & Co. is attached hereto.

The whole of the work to be done in such a manner as to place the vessel in the same good and efficient condition she was in previous to the damage being sustained.

(Sgd) R. Bennett
(Sgd) Edward J. Turner
(Sgd) J. J. Dodd

Surveyors to Lloyd's Register.

Fee.....	£42: 0:0.
Less 10% Disc.....	<u>4: 4:0.</u>
	£37:16:0.
Travelling Expenses	<u>4: 7:6.</u>
	<u>£42: 3:6.</u>



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Cops

List of loose Gear etc. destroyed and damaged by fire on board

T. S. S. "HURUNUI".

27/28th September 1911.

Ropes stowed in No. 1 shelter Tween Deck destroyed, as per list enclosed.

Wood Blocks damaged.

30 Stage planks destroyed.

Sparring for Shelter Tween Decks (forward) destroyed.

All Hatch covers No. 1 Hatch on Shelter, Upper, and 2nd Decks. destroyed, also others damaged.

Coal Hatch covers forward deck, damaged.

Hatch battens require overhaul.

Awning & Rail Stanchions required overhaul.

Wood Derricks required cleaning and overhauling.

Cargo Gear iron blocks, overhauled and repainted.

1 Box Tallow, 1 box Candles destroyed.

4 Bags Rivets (destroyed).

Several boxes of Tools and Rivetter's Hammers etc destroyed and lost.

Wood pipe coverings for use in after holds destroyed.

Bath seats damaged.

Joiners Mouldings and other wood destroyed.

Several Naptha Lamps destroyed.

Several Carpenter's caulking stools destroyed.

Escape Hatch Covers (No. 1 & 2 Hatches) destroyed.

Pitch Boiler broken

200 Carpenter's Wedges destroyed.

Also damage to wood ladders, boat booms, awning ridges, and other wood gear stowed in vicinity of fire.

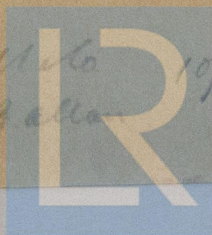
4 Blocks and 2 falls for check plates destroyed.

2 Rope sides Ladders.

Ship's store room damaged.

Damage to rigging Wire.

(Sgd) Russell
for W.B. Allen



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No. 524., T S S "HIRUNUI".

RUNNING GEAR MANILLA.

Burned and destroyed at Fire on board above vessel.

1	90 fms	4"	Manilla.
4	120	" 3 $\frac{1}{2}$ "	"
2	120	" 3 $\frac{1}{2}$ "	"
6	120	" 3"	"
3	120	" 2 $\frac{1}{2}$ "	"
6	120	" 2 $\frac{1}{2}$ "	"
1	120	" 2 $\frac{1}{2}$ "	"
2	120	" 2"	"
2	120	" 15thd.	Manilla point Line.
1	120	" 12thd.	" " "
3	120	" 15thd.	Boltrope rattling. Line.

36 Skeins Marline.

Samson Line.

3 ply Common Spun yarn.

1 skein seaming twine.

1 " 6thd. Hambroline.

200 fms. 9thd. Signal Cord.

60 fms 2 $\frac{1}{2}$ thd. Hemp Cordage.

(Sgd) Russell L. 10/1/12
per W.D. Allan



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