

# REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 50524 in R.B. Wreck Book, p. 92/58 Date of writing this report 24th November, 19 58.

Ship's Name s.s. "AIRE" of Goole Tons { Gross 1116 Net 445

Built at Birkenhead When 1931 2 Casualty notice sent to Owner 10.11.58. Owner's reply 19.11.58.

Owners British Transport Commission

Managers ----

Address North Eastern Region, York.

Classification details

* 100A1	* LMC 12,55
4,58	BS M 1,58
ssHul (Dr) 12,55	sp 12,55
	ts 4,58 OG

of Casualty 5th October, 1958.

s of Casualty

Sunk by collision in the River Ouse.

The Owners concur.

SOURCE OF INFORMATION

AIRE. — Humber Radio, Oct. 5.—Following received from British steamer Aire: At 11 34 p.m., G.M.T.: Mayday (distress signal), in collision off Saltmarsh, River Ouse, vessel settling, need tug assistance. Other vessel proceeded. Engine-room flooded, now getting out boats.

At 11 42 p.m., G.M.T.: Cannot launch boat, vessel down by stern. Get through to Goole for tender. Now quarter-of-an-hour from Goole.

Humber Radio, Oct. 6.—Following received from Associated Humber Lines by telephone at 2 a.m., G.M.T.: Crew and passengers of steamer Aire now ashore. No power on board.

Following received from steamer Aire at 3 27 a.m., G.M.T.: We have managed to run ship ashore and have two vessels standing by. Quite safe now, cancel our Mayday.

London, Oct. 6. — The assistant steward of steamer Aire was fatally injured when he was trapped in a cabin after the vessel was in collision with a German vessel in the River Ouse late last night. The Aire, which was badly damaged, is now on the Saltmarsh Training Wall, an anti-flood barrier in the River Ouse, about six miles from Goole. She rapidly filled with water and her crew of 15 were unable to lower the lifeboats. As the vessel settled, her crew assembled in the bows before being taken off early to-day. Tugs were sent out from Goole. — Exchange Telegraph Company.

Goole, Oct. 6. — Steamer Aire, inward bound (to Goole) from Antwerp, cargo general, and motor vessel HELENE B. SCHUPP, outwards to Brake (from Goole), cargo coal, in collision off Saltmarsh, in river, at about 11 p.m. yesterday. Aire beached, nose on bank, stern under water and badly damaged. Crew and passengers landed safely with exception of assistant steward, who is feared fatally injured in collision. HELENE B. SCHUPP proceeded to Hull Roads and is being dry-docked in Hull to-day.

London, Oct. 6. — Steamer Aire was successfully beached at Saltmarsh Bight, near Goole, a British Railways spokesman said. It is not known yet when attempts will be made to refloat the vessel, but pumps from Pontefract, Selby and Goole are in attendance and temporary repair work has begun. The spokesman said the collision with the German motor vessel HELENE B. SCHUPP occurred at 11 20 p.m. yesterday. The Aire has a rent in her starboard side, 60 ft. long and two inches deep, running from amidships towards the stern and below the waterline. Full details of damage are not yet available. The Aire was carrying 837 tons of sand, and the HELENE B. SCHUPP 600 tons of coal. The German vessel later arrived at Hull for survey. The cargo from the Aire is being removed before attempts are made to seal the hole in her side.

London, Oct. 6.—A spokesman for Porter and Henderson, of Hull, the agents of motor vessel HELENE B. SCHUPP, said that the vessel was waiting to go into drydock at Hull for a complete inspection. She had damage to her bow above the waterline and a diver had been down to inspect her propeller. None of the crew of the HELENE B. SCHUPP was injured.

AIRE. — Hull, Oct. 6. — Steamer Aire ashore Saltmarsh, north bank of river, bow to bank, approximately at right angles to stream. Engine-room tidal, No. 3 hold flooded, leaking but pumpable. Vessel has slight port list. G. D. Holmes attending with barges, discharging cargo by grab ex No. 3 hold on "cost plus" basis, bonus to be subsequently agreed. East and West Riding Fire Brigades attending with pumps, at normal special service rates. Trial indicates pumping power insufficient. Recommend hiring pumps from Lincoln and Hull, also may require diver's services for passing bottom wire with view to attempting to seal off engine-room with tarpaulin. Salvage cargo being dispatched to destination, Goole.—Salvage Association's Special Officer. (See issue of Oct. 7.)

Goole, Oct. 7. — Steamer Aire: Discharging to lighten vessel commenced yesterday afternoon; steamer still beached.

WRECK SECTION No. 750

22/10/58

22/8/10/58



Suggested Record "SUNK BY COLLISION 10,58"

Date of Committee FRIDAY 28 NOV 1958

Committee's Minute ✓ Sunk by collision 1058

Noted for Header



© 2020 Lloyd's Register Foundation

LL9/10/58  
**AIRE.**—Hull, Oct. 7.—Steamer Aire: Frogman examination established longitudinal fracture approximately 30 ft. long by 18 in. wide above turn of bilge in way of engine-room. My calculations established vessel would float, but with main deck submerged approximately 6 in. amidships, allowing engine-room flooded. Am endeavouring to seal and patch off damage with frogman. Arranging discharge Nos. 1 and 2 hatches with view to obtaining essential additional buoyancy. Consider salvage prospects reasonable.—Salvage Association's Special Officer. (See issue of Oct. 8.)

LL10/10/58  
**AIRE.**—Hull, Oct. 9.—Steamer Aire: Frogman succeeded in fitting first section patch over engine-room side damage at 7 p.m., Wednesday, Oct. 8; preparing and fitting remaining section continues as tide admits. Stevedores commenced discharge of No. 2 hold at 6 p.m., Wednesday, tug Tollman supplying steam. Discharge resumed at 6 a.m. to-day. Consider progress favourable.—Salvage Association's Special Officer. (See issue of Oct. 9.)

LL11/10/58  
**AIRE.**—Hull, Oct. 10.—Steamer Aire: Discharge of general cargo ex No. 2 hold completed at noon on Thursday, Oct. 9. Should complete discharge of sound bulk sand to-day, which consider will provide adequate lightening. No cargo discharged ex No. 1 hold for trim and stability reasons. No. 3 section patch in position Thursday evening, work difficult owing to distorted plating. Hopeful of pumping test of engine-room this evening or Saturday.—Salvage Association's Special Officer. (See issue of Oct. 10.)

LL13/10/58  
**AIRE.**—Hull, Oct. 11.—Steamer Aire: Completed necessary cargo discharge 10 30 a.m. Friday (Oct. 10). Patching completed during last night and intend caulking and sealing with engine-room under suction to-day with a view to pumping trial this evening at high water; if successful, shall attempt refloat. At high water on Friday morning stern of vessel moved slightly inshore, therefore employing tugs Tollman and Lion to tow and maintain vessel's present position or she will move inshore through each high water.—Salvage Association's Special Officer. (See issue of Oct. 11.)

LL14/10/58  
**AIRE.**—Hull, Oct. 12.—Steamer Aire: All side damage sealed off but engine-room still un-pumpable. Frogman's examination established that there is no other damage above river-bed level. Consider leakage is attributable to large inaccessible bottom damage. Lincoln and Hull Water Transport Co., Ltd., are providing the necessary two lifting craft and salvage vessel on "daily hire" terms. Have released tug Tollman as from Sunday evening (Oct. 12.) Meantime propose sealing off after well deck cargo doors and wash ports with a view to pumping out afterpeak accommodation and No. 3 hold for buoyancy. Consider this additional buoyancy, combined with 400 tons lift with craft, will suffice to lift after portion of vessel. Consider prospects hopeful.—Salvage Association's Special Officer. (See issue of Oct. 13.)

LL15/10/58  
**AIRE.**—Goole, Oct. 14.—Steamer Aire: Bow moved some distance down bank on last night's tide but the vessel is now back in about the same position as previously. (See issue of Oct. 14.)

LL15/10/58  
Leeds, Oct. 14.—All river traffic into and out of Goole was stopped last night when the steamer Aire slid off the bank in the River Ouse with the rising tide and, partly sinking, blocked the navigational channel. When the bows were lifted from the bank by the high tide, her submerged stern held her so that she swung round and came to rest almost parallel with the bank. Late last night it was stated that the position of the Aire was not affecting the fairway as badly as was first feared and that navigation past her would be possible to-day with extreme care.—"The Yorkshire Post."

Hull, Oct. 14.—Steamer Aire: Consequent upon the high spring tides last evening, moorings parted and casualty swung up river. Tugs' services were employed at the turn of the tide to ensure that bow would not swing in mid-stream. Casualty was removed at 12 20 a.m. to-day. Examination at 4 a.m. established that afterpart of the vessel is 8 ft. deeper; lifting now essential. Casualty again broke adrift at 5 50 a.m. to-day. Two lifting wires already positioned and shall endeavour to sweep further wires at to-day's low water. The position has gravely worsened.—Salvage Association's Special Officer.

**AIRE.**—Goole, Oct. 15.—Steamer Aire: Light on board failed last night; shore lighting system installed. Wreck-marking vessel being placed in position. (See issue of Oct. 15.)

LL16/10/58  
Hull, Oct. 15.—Steamer Aire: On last night's tide vessel's stern approximately four ft. deeper. Lincoln and Hull Water Transport Co., Ltd., now consider that, consequent upon altered conditions, weight to be lifted is beyond the capacity of their lifting craft, with which I agree. Existing salvage attempts are accordingly terminated, but still consider salvage possible.—Salvage Association's Special Officer.

LL17/10/58  
**AIRE.**—Goole, Oct. 16.—Steamer Aire: During last night's and this morning's high water, port list increased to approximately 35 deg. Effect of flooding down Nos. 1 and 2 investigated, but consider inadvisable. Two Dutch salvors and possibly underwater welders, also Liverpool and Glasgow Salvage Association, are expected here to-day for examination.—Salvage Association's Special Officer. (See issue of Oct. 16.)

**AIRE.**—Goole, Oct. 17.—Steamer Aire: List to port and stern submerged. Salvage operations temporarily stopped but further arrangements for salvage being negotiated. Wreck-marking vessel in position. (See issue of Oct. 17.)

LL18/10/58  
Hull, Oct. 17.—Steamer Aire: Position and list unchanged. Have recommended owners and arranged for fire brigade to pump partially No. 2 hold in an attempt to prevent increase of port list and to safeguard vessel.—Salvage Association's Special Officer.

LL21/10/58  
**AIRE.**—Hull, Oct. 20.—Steamer Aire: On Friday (Oct. 17) No. 1 hold practically dry, No. 2 hold three-quarters full, partially pumped down, restoring some forward buoyancy. Dutch salvors inspected casualty and expect to receive their decision to-day. Liverpool and Glasgow Salvage Association also attended. Casualty position and list unchanged up to Monday morning high water.—Salvage Association's Special Officer. (See issue of Oct. 18.)

LL24/10/58  
**AIRE.**—Hull, Oct. 22.—Steamer Aire: Examination at low water to-day establishes list now approximately 45 deg. No. 2 hold tarpaulin battened down and apparently intact but wooden hatches displaced and off below covers. Have recommended attempting pump down No. 2 hold to-morrow at low water. If successful, shall attempt to replace hatches and resecure.—Salvage Association's Special Officer. (See issue of Oct. 21.)

LL24/10/58  
Goole, Oct. 23.—Steamer Aire: Examination this morning established that during last high water, No. 2 hatches were further displaced and pumping, if possible, would only split covers. Have therefore secured covers, hoping they remain in position, keeping out silt.—Salvage Association's Special Officer.

LL29/10/58  
**AIRE.**—Hull, Oct. 27.—Steamer Aire, which sank by the stern in the River Ouse at Saltmarsh three weeks ago, has been abandoned by her owners, Associated Humber Lines, and the underwriters. Responsibility for salvaging the wreck has passed to the British Transport Commission, Docks Division, at Goole, who are responsible for keeping navigation channels clear in the Ouse. After being beached, the Aire broke her moorings and slid back into mid-river. Her stern was completely submerged. She gradually developed a list to port and is now considered a very difficult salvage proposition. Her stern is firmly embedded in the muddy river bed and each tide is "burying" the ship with silt.—"The Daily Mail," Hull. (See issue of Oct. 24.)

Hull, Oct. 28.—Steamer Aire: Owners report vessel has been abandoned and responsibility for salvaging passed to British Transport Commission Docks Division, Goole.



© 2020

Lloyd's Register  
Foundation