

13169

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 78897 in R.B. Wreck Book, p. 23/47

Date of writing this report 25th June, 1947

Vessel's Name Quad. S.S. "Monarch of Bermuda" (v RMC) of London

Built at Newcastle When 1931 11 YEAR. MONTH.

Owner's Name Furness, Withy & Co. Ltd.

Casualty notice sent to Owner 24.4.47

Tons { Gross 22424
Net 12876
Owner's reply 20.6.47

Address Furness House, Leadenhall Street, London, E.C.3.

Case previously before
Classing Committee. { Date _____
Last Minute _____

Particulars of Classification.
+100A1
with fbd
4.46
Examined 4.46
S.S. No 2-39
Fitted for oil fuel
11.31 F.P. above 150°F

+LMC 11.39
BS 7.46
Pf 9.42
TS Sf 9.42
Pa 10.43
Sa 10.43

Date of Casualty 24th March, 1947

Précis of particulars of Casualty

Fire, which broke out in the public rooms of this vessel at 4 20 a.m. on the 24th March, 1947, while she was in dry dock at Hebburn-on-Tyne, was not extinguished until twenty-six hours later.

There were no workmen on board at that hour and the cause of the fire is unknown.

The Officers' and passenger accommodation, public rooms and fittings on bridge, boat deck, sun deck, A, B, C, D and E decks extensively damaged or destroyed.

The Underwriters have accepted this case as a Constructive Total Loss.

The steamer has since been towed to Rosyth, where she is now laid up, pending a decision as to her future.

The Owners concur.

SOURCE OF INFORMATION.

MONARCH OF BERMUDA. — North Shields, Mar. 24.—Information received states that the turbo-electric vessel Monarch of Bermuda is on fire at Palmers' dry dock. Apparently the fire is serious. The fire started at approximately 4 30 a.m. to-day. Fire appliances from all districts have been called in to assist.

North Shields, Mar. 24.—Turbo-electric vessel Monarch of Bermuda: There are now several fire engines from surrounding towns, three firefloats and two tugs with fire-fighting apparatus in attendance. Fire very serious. Vessel ablaze from stem to stern; whole vessel enveloped in smoke and flame. Several people injured and taken to hospital.

North Shields, Mar. 24.—The Harbour Master reports that the whole upper structure of the turbo-electric vessel Monarch of Bermuda is gutted and sagging and the seat of the fire appears to have been located deep in the hull, the poop appears to be the only part of the vessel unaffected. The dry dock has been half flooded to keep her as cool as possible.

Newcastle-upon-Tyne, Mar. 24.—Fire broke out at 4 20 a.m. to-day in public rooms of turbo-electric vessel Monarch of Bermuda and spread rapidly. Upper works collapsed and extensive damage feared. Fire still burning but under control; examination not yet possible.

London, Mar. 24.—The following statement has been issued by Messrs. Vickers, Armstrong, Ltd.: The fire which broke out on the turbo-electric vessel Monarch of Bermuda in dry dock at Hebburn-on-Tyne was seen by the regular fire patrol on board the vessel at 4 20 a.m. to-day. The fire was immediately attacked by the first National Fire Service brigade which arrived at 4 29 a.m. Further brigades were immediately summoned, which arrived with great promptitude together with the Tyne Improvement Commission firefloats and attacked the fire. The flames, however, took serious hold of the upper works fanned by a strong breeze and spread with great rapidity throughout the ship. The dry dock was immediately flooded to safe level and additional shores prepared to prevent the vessel capsizing in dock. The fire, which was reported under control at midday, has done major damage to the ship. The Monarch of Bermuda had just been taken in hand after war service to be restored to her original condition for her owners' passenger service. The cause of the fire is at present unknown. There were no workmen on board the vessel at the time the fire was discovered other than the usual fire patrol, and minor injuries to firemen in attendance at the fire are the only casualties.

Jarrow, Mar. 24.—Tynside's most spectacular ship fire occurred on the turbo-electric vessel Monarch of Bermuda, in dry dock at Hebburn, to-day, beginning at 4 a.m., the under control signal being sent out about 11 a.m. It would appear sent out in one of the three upper decks, all of which quickly became an inferno fanned by a northwest wind. Flames leapt along corridors from midships to bows burning out state rooms, cabins and fittings. Four firemen of the 200 called in from seven towns in the North East were overcome by fumes and some of them had burns and suffered from monoxide gas poisoning. One said he was in the corridor with colleagues when they had to fight their way through dense smoke and flames. The fire spread to the lift shaft and when he was taken to hospital the upper deck seemed to be entirely destroyed and the fire was spreading rapidly to what he described as oil level. Six hours after the outbreak smoke was still pouring out amidships and towards the stern, while paint in large patches fell burning from the hull of the ship.—LLOYD'S LIST Correspondent.

London, Mar. 24.—Clouds of smoke and steam were still pouring from the turbo-electric vessel Monarch of Bermuda this afternoon, but the progress the firemen were making was indicated by the fact that they were now working on the decks amidships. The interior was still burning fiercely and it is expected to be a day or two before the fire is finally out.

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Record LAID UP PENDING DECISION REGARDING REPAIRS.

Committee

FRI. 27 JUN 1947

Minutes

Burnt. Laid up

L. Lloyd 27/6

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MONARCH OF BERMUDA.—Newcastle-upon-Tyne, Mar. 24.—Fire broke out on turbo-electric vessel *Monarch of Bermuda* in Palmers' Hebburn dry dock at 4 20 a.m. to-day. Palmers' fire party immediately attached mobile pumps to hoses already laid on board. National Fire Service had first engines in yard at 4 29 a.m. The fire spread with great rapidity. Altogether 13 major National Fire Service pumps, four light pumps, a foam tender, one booster pump, four firefloats and one fire tug were available. Fire largely under control, but intermittent fires breaking out again in various parts of the vessel. Firemen were working throughout the night with yard officials and necessary

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men standing by. Dry dock was flooded to safe level as precaution. Unable to make close examination but damage very serious indeed. Officers' and passenger accommodation, public rooms, fittings, &c., on bridge, boat deck, sun deck, A, B, C, D, and E, decks extensively damaged or destroyed. Probably large quantities of water in engine, boiler and motor rooms, with damage to electrical main machinery, &c.—Salvage Association's Surveyors. (See issue of Mar. 25.)

London, Mar. 25.—At 6 a.m. to-day the fire on the turbo-electric vessel *Monarch of Bermuda* was officially stated to be out. Damping down operations are now in progress. The owners of the vessel state that major damage has been done, which will seriously delay her re-entry into the New York-Bermuda service. Three of the five firemen taken to hospital yesterday have now been discharged from hospital. The condition of the remaining two was reported to-day to be comfortable.

Newcastle-upon-Tyne, Mar. 25.—Turbo-electric vessel *Monarch of Bermuda*: Fire extinguished at 5 40 a.m. to-day but no examination yet possible owing to heat.

"MONARCH OF BERMUDA"

Owners Tender Notice of Abandonment

It is too early for the future of the *Monarch of Bermuda*, extensively damaged by fire on Mar. 24 when in Hebburn Dry Dock, to be decided, but the owners, Furness, Withy & Co., Ltd., have tendered notice of abandonment to underwriters, which means that the damage done is greater than £1,400,000.

The owners stated on Saturday that it was impossible to say at this stage what would be the future of the vessel, or whether another vessel would be built to replace her. The notice of abandonment that had been served was a formal matter, and it could not be said with certainty that the vessel would have to be scrapped. Vickers-Armstrongs, Ltd., who were refitting the vessel when she caught fire, have received no further instructions about her.

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MONARCH OF BERMUDA.—London, Apr. 22.—Leading underwriters on the turbo-electric vessel *Monarch of Bermuda* have agreed to pay a constructive total loss on the vessel. Her owners are arranging for her to be towed from the Tyne to a buoy at Rosyth as the authorities consider it impossible for her to remain in the Tyne. The tow is expected to commence at 5 p.m. on Apr. 23. (See issue of Mar. 26.)

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"MONARCH OF BERMUDA'S" FUTURE

From Our Own Correspondent

JARROW, Tuesday

The liner *Monarch of Bermuda*, extensively damaged by fire while lying in the Palmers Hebburn Company's dry dock, is to be taken to Rosyth to await a decision about her future. It was intended to undock the vessel to-day, but owing to a high wind the arrangement had to be postponed. The Tyne does not provide adequate laying-up facilities for a vessel of the size of the *Monarch of Bermuda*.

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MONARCH OF BERMUDA.—Wallsend-upon-Tyne, Apr. 24.—Turbo-electric vessel *Monarch of Bermuda* was not undocked this morning on account of gale and is unlikely to undock this afternoon. Vessel may be neaped if unable to undock to-morrow morning. Rosyth states unable to moor vessel before 10 o'clock Apr. 23.—Salvage Association's Surveyors. (See issue of Apr. 23.)

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MONARCH OF BERMUDA.—London, Apr. 26.—The owners of the turbo-electric vessel *Monarch of Bermuda* state that vessel was moved out of dry dock at 7 30 a.m. to-day, and was being moored to Palmers Jetty. The wind, however, was too strong to proceed on the voyage to Rosyth. (See issue of Apr. 25.)

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Newcastle-upon-Tyne, Apr. 26.—Turbo-electric vessel *Monarch of Bermuda* was undocked this morning and is now being moored at Palmers West Quay.—Salvage Association's Surveyors.

MONARCH OF BERMUDA.—North Shields, May 2.—Turbo-electric vessel *Monarch of Bermuda* left the Tyne at 3 25 p.m. to-day for Rosyth, in tow of tugs *Hendon*, *George V.* and *Empire Mustang*. Vessels cleared the piers at 4 p.m. (See issue of Apr. 28.)

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MONARCH OF BERMUDA.—Newcastle-upon-Tyne, May 5.—Turbo-electric vessel *Monarch of Bermuda* arrived at Rosyth at 8 p.m. yesterday and anchored; moored to buoy this morning.—Salvage Association's Surveyors. (See issue of May 3.)

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