

Lloyd's List, 7.2.48

RBS
MONARCH OF BERMUDA

**Sold to Argentina Subject to
M.O.T. Approval**

The British turbo-electric passenger liner *Monarch of Bermuda* has been sold to the *Compania Argentina de Navegacion Dodero, S.A.*, of Buenos Aires, subject to approval by the Ministry of Transport to the transfer of flag. It is believed that the price agreed for the vessel is in the neighbourhood of one million dollars. We understand that British interests have made a bid for the ship, and that they will oppose the transfer to Argentina on the ground that the *Monarch of Bermuda* is still capable of earning dollars for this country, and that, under the Argentine flag, she is a potential competitor of British lines.

The *Monarch of Bermuda*, which was built in 1931 and is of 22,424 tons gross, was formerly owned by Furness, Withy & Co., Ltd. Just under a year ago she was seriously damaged by fire and was abandoned to the underwriters, on whose behalf her sale is now taking place. She is at present lying at Granton, and within the next few days will be taken to Rosyth for drydocking. Her engines, which were only slightly damaged by water, are in perfect condition and should be completely reassembled in a few days. Her rudder, which was unshipped prior to the fire, will be fitted while the vessel is in dry dock. After leaving Rosyth dock she will be given a short trial, then, assuming permission is granted for the transfer of flag and that she receives a certificate of seaworthiness, she will proceed under her own power to a United States shipyard for repair and reconditioning. It is understood that the British Government are reluctant to grant the vessel a licence for reconditioning in a British yard, but from the buyer's point of view this may be an advantage, since she can be repaired much more quickly in the United States. It is probable that she will be used for the carriage of emigrants from Europe to Argentina, but there must always remain the possibility that she might be used as a passenger liner in competition with British ships.

Mr. T. Horn

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