

## REPORT OF TOTAL LOSS, CASUALTY, &amp;c.

No. 70178 in R. B.

Wreck Book, p.

100/30

Date of writing this report

18th December

1930

Vessel's Name *Reel Tug P.P. "Empress of Scotland"* of *London*Tons {Net 15151  
Gross 25160Built at *Settin*When *1905*Casualty notice sent to Owner *16. 12. 30* Owner's reply *17. 12. 30*Owner's Name *The Hughes Bolckow Shipbreaking Co Ltd*

Address

*Blyth*

Case previously before

Date

Committee.

Last Minute

## Particulars of Classification.

*10001**SSN 3. 1. 32**with freeboard**SSN 1. 30*Date *10th December 1930**Fitted for oil fuel 1.32 F.P. 140°F*

## Particulars of Casualty

*This steamer was recently bought by Hughes Bolckow Shipbreaking Co Ltd, and she arrived at Blyth on 4th December for demolition.*

*The vessel, however, caught fire on 10th December; she was entirely gutted and scuttled.*

*The purchasers now state, in reply to a casualty letter, that shipbreaking operations have begun.*

## SOURCE OF INFORMATION.

**EMPRESS OF SCOTLAND.**—Blyth, Dec. 10. Fire broke out at 4 a.m. to-day on board steamer *Empress of Scotland*, at Hughes Bolckow Co's Shipbreaking wharf, now burning fiercely. Fireboats in attendance.

London, Dec. 10. A fierce fire occurred to-day on the old liner *Empress of Scotland* in Blyth Harbour. The vessel reached Blyth last week and is to be scrapped. Since Sunday the liner has been open for inspection to the public prior to the sale by auction of her fittings and furniture. One of the ship's officers said that the fire originated in the second-class quarters, and the whole of the crew had to clear out at a moment's notice. The liner was lying alongside Messrs. Hughes, Bolckow Shipbreaking Co's Battleship Wharf, Blyth, and practically only the shell remains. Three brigades were in attendance but the fire had obtained too good a hold for them to do much effective work. There were eight men on board, including two officers and six other ratings, who had brought the vessel from Southend.

Blyth, Dec. 10. Steamer *Empress of Scotland*: Fire raging fiercely amidships and after part completely gutted. Lloyd's Agent per Salvage Association.

Blyth, Dec. 10. Steamer *Empress of Scotland* now a raging furnace, fear will be completely gutted. Now endeavouring to scuttle. Salvage Association's Surveyor.

**EMPRESS OF SCOTLAND.**—Blyth, Dec. 11. Steamer *Empress of Scotland* scuttled but absolutely gutted out, fire remains fiercely in fore-castle otherwise all apparently out. Ship now lying upright. Salvage Association's Surveyor.

London, Dec. 11. All through the night firemen fought the raging fire on the steamer *Empress of Scotland*, in Blyth Harbour, and to-day the ship is a blackened mass of twisted plates and almost empty shells. Every stick of her luxurious furniture, palm garden, stately ballroom and handsome suites was burned. It is officially confirmed that the liner was fully insured. Her masts and funnels still stand and smoke and fire issue only from the fore-part, the flames having subsided amidships and astern.

London, Dec. 11. It was not until this afternoon that the fire on the liner *Empress of Scotland*, at Blyth, which had burned for 50 hours, was got under control, and the fire brigades were able gradually to withdraw. The vessel is now little more than a black smouldering skeleton. The task of flooding the vessel was facilitated greatly by the cutting of ten rectangular holes in the sides of the ship. This, however, was a difficult process as the sides of the vessel were almost red-hot, and the work of cutting through the steel hull was rendered possible only by firemen playing on the places to be cut until they became sufficiently cool, when the holes were cut by oxy-acetylene blow-pipes. Despite its difficulty the work was carried out without mishap.

**EMPRESS OF SCOTLAND.**—Newcastle-upon-Tyne, Dec. 11. Steamer *Empress of Scotland*: Position now quiet, one fire boat standing by, all brigades left, apparently no further necessary for same. Vessel buckled, twisted and damaged from 28 ft. upwards. Lying upright sunk in original berth, can be pumped out and floated reasonably. Salvage Association's Surveyor.

Newcastle-upon-Tyne, Dec. 12. Steamer *Empress of Scotland*: Fire again started last night, and three tugs were employed to hose poop and fore-castle, will probably be released to-day. Ship remains same position, but oil fuel leaking into river slowly. Salvage Association's Surveyor.

Newcastle-upon-Tyne, Dec. 12. Steamer *Empress of Scotland*: Tugs dispensed with at noon to-day but retain Blyth tug. Fire still smouldering here and there. Vessel is apparently firmly bedded and upright. Salvage Association's Surveyor.

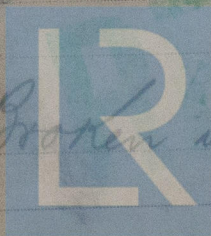
Suggested Record/

*Damaged by Fire 12.30 - Broken up*

Date of Committee

*FRI. 19 DEC 1930*

Committee's Minute

*Damaged by Fire 12-30 - Broken up*

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**EMPRESS OF SCOTLAND.**—Newcastle-upon-Tyne, Dec. 13.—Steamer Empress of Scotland: All outside fireboat assistance dispensed with, any possible fresh outbreak can be dealt with by yard. Vessel firmly positioned on bottom, upright.—Salvage Association's Surveyors.

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**EMPRESS OF SCOTLAND.**—Newcastle-upon-Tyne, Dec. 13.—Steamer Empress of Scotland: The ascertainment of the value of perishable material destroyed is so far almost impossible. The top deck and every other deck below from forecastle to poop is distorted and dropping, in some cases 3 to 4 feet. The port glasses are nearly all broken, and the brass rims melted in many places. Not one lead pipe remains, and the scuppers are gone everywhere. Copper pipes are melted in some places and also everywhere broken, buckled and distorted. All white metal fittings have entirely disappeared, also other fittings, and there appears to be not even a portion of wood remaining for seven-eighths of the length of the vessel. The electric cables have entirely disappeared. The derricks and boat davits are burnt, but except for this are of value. All ropes are destroyed except a very small portion removed before the disaster. Several boats were removed before the fire. It is impossible to say how machinery, boilers and auxiliaries are as these are under water. With regard to the ship's side there are a number of plates cracked just under water at high tide. The top hamper is now being removed and this will continue for a day or two. The lower decks are not only filled with debris but are really dangerous to walk under, and we have recommended

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that no one be allowed inside the vessel meanwhile as a portion of deck plating collapsed this morning. The stanchions holding up the decks are hollow, and all of them are very badly bent and many of them are now breaking. The ship remains perfectly upright, and we do not anticipate any further outbreaks.—Salvage Association's Surveyors.

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