

NEWSPAPERS EXTRACTS RELATING TO THE STEAMER
"LEANDROS"
sunk off Cap Corse on the 16th February,
1949.

DERNIERE HEURE" Panamanian cargo ship "LEANDROS" sank off Cape Corse.
17-2-49. The crew has been able to reach land.

The Panamanian cargo ship "LEANDROS" going from
Marseilles and bound for the Greek port of Piraeus, sank yesterday
off Cape Corse near the village of Minerbio.

The inhabitants of this locality were able to
witness the sinking of the vessel which was due to a leak.

The Panamanian cargo ship "LEANDROS" was bound for
Cape Corse with 200 tons of carbon bisulphide. It was commanded by
Captain Angeloukis. The crew numbered 9 men, of which eight were
Greek and one Arab. All the men were able to reach the coast in a
boat. They arrived at Minerbio at about 8 p.m. from whence they
were taken to Bastia where they are now awaiting repatriation.

The Operators of the "LEANDROS" at Marseilles were
Comptoir d'Armement d'Outre-Mer.

ANTENNE"
249.

A cable received from Bastia reported the sinking
yesterday of the Panamanian ship "LEANDROS" at 2 p.m. off Cape Corse
as a result of a leak. This vessel left Marseilles on Thursday, 10th
February bound for Piraeus with 203 tons of carbon bisulphide. The
operators at this port were Comptoir d'Armement d'Outre-Mer, for
whom the vessel was on its first voyage.

According to latest information received, nine
members of the crew and Commander of the vessel have been able to
reach land on board a boat, and are at present awaiting repatriation
at Bastia. The Commander's own reports will have to be awaited for
further details as to the cause of the loss. It may be pointed out
that the "LEANDROS", which had already carried out a number of trips
on behalf of other firms, was built in 1900, her
gross tonnage is 682 tons and net tonnage 241 tons.

MARSEILLAISE"
2.49.

The "LEANDROS" sank in a depth of 300 metres. There
were no victims. The Commander Michel Angeloukis, Master of the
steamer "LEANDROS" which, going from Marseilles, sank off Cape Corse,
related to us through the intermediary of the First Engineer,
Panagiotoglou, the circumstances of the loss of the vessel. Between
Marseilles and the Corsican coast, he stated, the weather changed for
the worse, the sea becoming very rough. Our vessel had great
difficulty in weathering the storm. The next day in the afternoon
we noticed that the boat, which was 50 years old, was leaking in a
number of places. The pumps were at once put into service, but the
water was rising rapidly, a large tear having occurred in the bottom.
Despite all our efforts we were unable to clear the water. I asked
the crew to attempt the impossible in order to save the vessel, but
it soon came a time when I had to recognise the futility of our efforts.
I then called the crew together and gave instructions for abandoning
the vessel which was all the more justified, and as a boiler explosion
was to be feared. My seven men and myself took to a small boat in
order to try to reach the coast, which was about 20 miles off. About

quarter of an hour later, to the great distress of the whole crew, the vessel heeled over and sank in a depth of 300 metres. We experienced a great difficulty in reaching the coast as the sea was very rough, and it took us six hours to reach Cape Corse. At Corsica the population gave us a great welcome and provided us with every comfort. On the next day we reached Bastia where we were cordially received. From this statement it is clear that the crew numbered eight men including the Captain. There is therefore no loss of life to be deplored.



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