

s.s. "ANGLO AUSTRALIAN".

The enquiry into the loss of this vessel while on a voyage from Cardiff to British Columbia via Panama Canal was opened at the Law Courts today. Formal evidence was given by the Board of Trade after which the court adjourned to a later date, probably not earlier than 19 July.

The vessel sailed on 8th March 1938 and nothing has been heard of her since she passed ~~Fayal~~ on 14th March. The last vessel in touch with the "ANGLO AUSTRALIAN" was the "SCOTTISH HEATHER" which was on the same course but about 160 miles ahead on the 13th March.

The "SCOTTISH HEATHER" log shows that on 14th March there was a S.W. Gale, wind Force 7, high seas, vessel labouring and pitching violently. This continued all day and at midnight wind was Force 8.

Next morning (15th) vessel encountered tremendous seas and was pitching and rolling heavily.

On 16th the weather faired up considerably.

The G.M. when starting on the voyage was between 5 and 6 feet and as vessel was in ballast condition there was a large range of stability.

It was stated that there is a magnetic variation of about 4° near ~~Fayal~~ and it may be that the vessel got among the islands, although this is extremely improbable. No boats or wreckage have been found.

The probable causes of loss include the following:-

- (1) Vessel being overwhelmed by a heavy sea or some upheavel.
- (2) A boiler explosion.
- (3) Collision with another vessel or striking a mine or some wreckage.

The opinion was expressed that it was extremely improbable that a mine from any beligerant country could drift into the track of the vessel.

It was stated that the vessel had greater

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structural strength than that required by Lloyd's Rules.

The coal on board at departure was :-

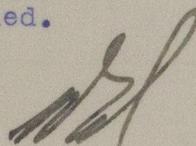
979	tons	below upper deck
922	"	in shelter tween deck
19	"	in shoot
<hr/>		
1920	tons	total.

In adjourning the enquiry the press was asked to give publicity to this case so that anyone who had any information which would be helpful to the Court might communicate with the Board of Trade.

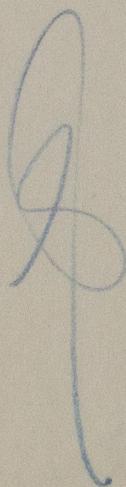
After the Court had adjourned it was intimated that it would reassemble immediately.

On reassembling, the Wreck Commissioner intimated that one of his assessors had called their attention to a paper by Dr. Montgomerie dealing with the strength of vessels similar in size to the "ANGLO AUSTRALIAN", and suggested that this paper might be made available to the Court.

I arranged with the Board of Trade Solicitor that copies of the paper would be made available and he suggested that 12 or 15 copies might be supplied.



14. 6. 38.



The Solicitor
Boyd

Genl George St
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