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SHIPPING DISASTER.

NORWEGIAN BARQUE WRECKED.

ALL HANDS SAVED.

THE VESSEL ABANDONED.

Albany, May 25.

The barque *Mandalay*, bound from Delagoa Bay to Albany for orders, was wrecked off Chatham Island, about nine miles from Brook's Inlet, on Monday week last. News of the disaster reached Denmark this afternoon at 4.30 through the medium of the captain and crew of the lost vessel, who, having landed on the coast, walked into the township. The officers and crew are all Norwegians, and are not able to speak much English.

The first intimation of the disaster came through the discovery of a ragged sailor by Mr. F. S. Thompson and party, who were about to cross Nornalup Inlet to their homestead. The man suddenly emerged from the bush and asked for assistance.

HOW THE NEWS REACHED DENMARK.

Denmark, May 25.

Captain Tonnessen and 12 of the crew of the *Mandalay*, which was wrecked 10 days ago off Chatham Island, arrived here to-day. Mr. F. S. Thompson, who guided the wrecked seamen from Nornalup Inlet, said that he met the second mate of the *Mandalay*, who said that he and his companions were in need of help. The shipwrecked man got into the boat and collapsed, but in a short time recovered sufficiently to proceed with his narrative. He said that the captain and crew were safe, they had plenty provisions, and had rigged up a rough shelter of sails

and had rigged up a rough shelter of sails and spars. He had left their camp to seek for aid, and had wandered through the bush for mile after mile. The wind had blown with hurricane force, the rain had fallen in torrents, and the nights had been very cold.

THE SCENE OF THE WRECK.

A start for the scene of the wreck was made at dawn the next morning. The wreck was reached about midway between Long Point and Clifty Head, and perhaps six miles from the entrance to Brook's Inlet. The ship was found with half her mainmast gone, her sails torn to ribbons, broadside on a sandy shore with the surf breaking continually over her, while higher were the remains of a lifeboat, literally smashed to matchwood. The captain and crew, 13 in all, emerged from their rude shelter and appeared overjoyed to see the relief party. Around them lay all the stores that could be recovered from the wreck; a few barrels of salt beef, tins of butter, bags of sugar and flour, and various articles of attire, all more or less damaged by salt water. Fortunately they had been able to save a sufficiency of bedding for their immediate needs, and were tolerably comfortable. All expressed themselves as anxious to start immediately. High upon the surrounding cliffs a flagstaff had been erected, where distress signals had been flying for five days. Many steamers had passed, but little hope could be expected from that quarter, as no boat could reach them through the breakers; and for the same reason none could be launched. The first mate, ship's carpenter, and steward had made a brave effort to obtain assistance from the land side, but after wandering through the bush for two days had returned in a state of exhaustion. It was, indeed, miraculous that they had not been lost, the surrounding country being exceedingly wild. Practically unexplored high coast hills continue east and west for miles, crossing and intercrossing each other. Five miles as the crow flies become 15 to the pedestrian, while swamps, covered with tangled growth, obstruct the way. On every hand beyond these lie impenetrable forests of kauri and red gum, and the nearest habitation north and west is probably 60 miles distant. The tired sailor so fortunately picked up had passed within half a mile of Mr. Thompson's homestead and without seeing it. The captain and crew had two means of access to Albany, their original destination. Two boats were still left uninjured on the chocks. The question

Two boats were still left uninjured on the chocks. The question was, would they prefer to await calmer weather and make for Albany by sea, or go overland to Denmark, a distance of 50 miles. The chief difficulty lay in the desire of the men to save as much of their belongings as possible. It was decided that the land route must be chosen.

The relief party went on board the wreck with the captain, as it was possible to reach her side, as the waves receded from time to time. A huge breaker would come bounding in and dash straight against her hull, shaking her from stem to stern. It was accordingly dangerous business; but all succeeded in reaching the deck, though speedily drenched by the waves, which repeatedly broke over her. On every hand could be seen the effects of the rough treatment to which the vessel had been subjected, as the cabin was a mass of wreckage. The hold contained nothing but 400 tons of sand ballast, over which the water which came through a hole in her forepart was slowly spreading.

A QUEER REGIMENT.

On returning to the shore, where the men were drawn up with huge bundles on their backs and broomsticks in their hands, looking very much like a regiment of the old packmen or pedlars of 50 years ago, there were many and loud lamentations over the loss of possessions which had to be left behind. Most of the men had donned their sea boots as a protection against the scrub, while others had cut off the sleeves of old shirts and pants and put them on as leggings. In single file the party took the soft sea sand for some 500 yards, two of the rescuing party going ahead, while one walked at the rear to prevent any stragglers losing their way in the bush. By way of a narrow pass through the high coast hills the party journeyed to the rolling sand plains lying between the Bay and Deep River, 10 miles off, where a boat awaited the arrival of the shipwrecked men, who with their heavy swags had found the track anything but easy. The captain, who is an old man, was soon completely tired out, and halts were frequent. Fortunately the weather was fine, and in spite of the difficulties of the way satisfactory progress was made.

HOSPITALITY OF SETTLERS.

At Mrs. Thompson's place huge fires were lighted, tents erected, and hot soup and steaming porridge provided. The men soon became cheerful and contented. At the

became cheerful and contented. At the peep of dawn a start was made to reach Mons. Bellanger's homestead on the Frankland River, where food and shelter for the coming night would be obtained. The route was much easier, for although the small sailing boat and the smaller punt were crowded to danger point the party successfully negotiated the 12 miles of waterway which formed the only means of communication between the two farms.

At Mons. Bellanger's the stranded men were received most hospitably. All that was necessary for the transport of heavy swags for six miles was provided, which was a great boon and enabled the party to reach Bow River early the next day, where Mr. Saw placed his house and stores at their disposal. Both the captain and men were loud in their expressions of gratitude for the kindness shown to them, and before taking leave gave him three hearty cheers.

At Kent River, the next stopping place, the bridge-builders, the pit sawyers, and the drivers did everything they could for the shipwrecked party. Camps were hurriedly evacuated and prepared for the crew's reception while Mr. Parker, a neighbouring farmer, offered a temporary home to the captain and chief mate, which was gratefully accepted.

The party is now in the survey camp, and Mr. Ross, in conjunction with Messrs. Benson and Harry Parker, have arranged to convey the whole party direct to Denmark to-day.

The men are in good spirits.

DESCRIPTION OF THE SHIP.

The iron barque Mandalay was built in 1880 by Messrs. Russell and Co., of Greenock. She was 913 tons register, and was classed 100 A1 at Lloyd's. She was registered at Farsund, Norway, and was owned by Messrs. G. C. Brovig and E. Tonnessen, of Arendal, Norway. According to the "Shipping Gazette" she was in charge of Captain Tonnessen, and left Delagoa Bay on April 3 for Albany for orders.

THE CAPTAIN'S NARRATIVE.

THE VESSEL BEACHED.

Denmark, May 25.

"We left Delagoa Bay," said Captain Tonnessen, "in ballast on Sunday, April 9, bound to Albany for orders. We had good weather until the afternoon of Saturday, April 13, by which time we had reached latitude 35deg. 41min., and longitude 112.18. Here a gale sprung up from the south west, which increased in strength. All that day brought no improvement, and the men became worn out with the constant struggle against the huge seas. All this time the vessel had been drifting to-

now, on this my last voyage, although I have lost my ship, I am very glad that no lives have been lost."

wards the shore, and at daybreak on Monday our condition became serious. We made desperate efforts to get further out to sea, but without avail, and at 1 p.m. we had been driven close in to Chatham Island, a rocky peak rising sheer out of the water to a height of 130ft., but we cleared this with difficulty. Then a greater danger presented itself. He had avoided the rocks on the island by a few fathoms only, and now before us Long Island obstructed the way, and our case became desperate. We could not possibly get past with the wind blowing dead on shore. There was no help for it. Our only chance of safety lay in beaching the vessel, and by a miracle we succeeded in doing so. This accomplished, one of the men endeavoured to reach the land through the boiling surf. Fastening a line round his body, he plunged in, but the line becoming entangled around his leg he was in imminent danger, when another of the crew, a young Englishman, went to his rescue, and after a great struggle reached terra firma. Both rescuer and rescued were much exhausted by their efforts. Communication now established we were able to land sufficient stores for the inner and outer man. We had plenty of spare canvas, and with this and a few spars and oars we were able to make ourselves comfortable for the night. During the next few days repeated endeavours were made to get relief from the land side, but not before we had been five days on shore did our rescuers tumble across the second mate on the shore of Nornalup Inlet, 10 miles away. I have been a seafaring man for 46 years and a captain for 25 years, and never had any accident, but now, on this my last voyage, although I

PERSONNEL OF THE CREW.

The names of the crew are:—

Captain Emile Tonnessen.

First mate, Lars Gjoem.

Second mate, Fred. Fincki.

Carpenter, John Satre.

Able seamen: Knutsen, Julius Matheson,
Weina Johann, Rokman, Frank Ward,
Lars Svindae, Lars Pedersen, Daniend Wis-
thassel, and Martinus Peterson (cook).

THE OFFICIAL NEWS.

The Deputy Postmaster-General (Mr. B. Hardman) yesterday received the following telegram from the postmaster at Denmark:—“Crew of Norwegian barque Mandalay arrived here this afternoon. Their vessel ran ashore nine miles from Brook's Inlet 10 days ago, and is a total wreck. Crew all saved. The vessel was bound from South Africa to Albany.”

ACTION BY THE GOVERNMENT.

HELP FOR THE SEAMEN.

On hearing of the disaster from the Denmark postmaster, the Acting-Premier telegraphed to the resident magistrate at Albany instructing him to render the distressed seamen all the help they may be in need of.

REPORT TO THE NORWEGIAN CONSUL.

MEN TO BE BROUGHT TO PERTH.

Mr. R. S. Haynes, K.C., the Norwegian Consul, was apprised of the wreck by a telegram from the Acting Vice-consul at Albany yesterday evening, and after consultation with Captain Winzar, the acting chief harbour master at Fremantle, he decided that the seamen should be brought up to Perth without delay.

It is understood that no inquiry will be held into the cause of the wreck unless the Consul makes application for an investigation.