

NORNALUP WRECKS.

Norwegian Barque Castaway.

(By "Matelet.")

To the bones of ships laid in and around Nornalup Inlet have been added those of the schooner Waratah. Two of the three ships that have been wrecked there were seeking shelter; the third, out of her reckoning, was caught in a severe southerly blow behind the headland of Point Nuyts and beached to save her crew.

From the sea the entrance to Nornalup Inlet must be most inviting to the storm-stressed mariner. Goose Island stands to the seaward like a sentinel pointing the way in. A few miles closer to the shore is Saddle Island, a rocky replica of a saddle big enough to hold a giant Neptune astride the mighty rollers of the Southern Ocean. From Saddle Island the quiet waters of the inlet can be seen between Point Nuyts, to the westward and Rocky Point, to the eastward, but the depths shelve suddenly to a sandy bar. On this bar the little steamer Escort ran on October 18, 1903. Bound with rails from Albany to Flinders Bay, she was caught in one of the terrific storms that blow up from the antarctic, and ran for the inlet. On clear days her rusting boiler can still be seen.

The remains of the Mandalay, a fine Norwegian sailing ship, are only a few miles distant. Her complement was cast-away for 10 days before their plight was made known by a chance encounter a lonely settler on Deep River, making a quarterly trip to the coast for provisions, had with a member of the crew wandering hopefully in the direction of Nornalup Inlet.

Related News of Wreck.

News of the wreck of the Mandalay, which occurred on May 15, 1911, did not reach Perth until May 25, when telegraphed information was received of the arrival at Denmark of the barque's complement. They had been led to Denmark by Mr. F. S. Thompson, a settler on Deep River, which flows into Nornalup Inlet.

by Mr. F. S. Thompson, a settler on Deep River, which flows into Nornalup Inlet. From Denmark came the story of the wreck first told to Mr. Thompson a few days previously by Frederick Finchi, second mate of the Mandalay, who had set out eastward from the castaways' camp in a lone attempt to secure help.

Captain Emile Tonnensen, master of the wrecked barque, said that Mandalay was bound from South Africa in ballast for Albany, where she was to have picked up a load of timber. On May 13 the coast of Western Australia was sighted. The weather was heavy and the wind freshening. A strong southerly gale developed to hurricane force and by the following day the barque had been forced close in to shore. Under cover of Point Nuyts it was found impossible to force her about and for 40 hours the crew struggled to keep their craft off the lee shore. On May 15 it was decided to beach the barque on a sandy spit and between 12 noon and 1 p.m. she took ground about 100 yards from the shore. Heavy seas began to break over her and the position of the crew became increasingly dangerous.

A Norwegian sailor jumped overboard with a lifeline intending to get it ashore, but he became entangled in the line and was speedily in trouble. Frank Ward, the only Britisher aboard, dived in with another lifeline, which he managed to get ashore, fix, and return on it to assist his drowning shipmate. Unconscious, the Norwegian sailor was hauled ashore and the remainder of the crew launched the lifeboat and with the aid of the lifeline got safely ashore. Each sea drove the barque further up the beach, but sufficient food was obtained to place the castaways beyond the possibility of being starved to death.

A Providential Meeting.

On the day following the wreck an exploring party, consisting of the mate, the carpenter and the steward, made inland. Thick scrub and confusing country made progress slow and after two days' unavailing effort they returned to their comrades with the news that no help could be expected from the land side. The following day the second mate, Finchi, made

lowing day the second mate, Finchi, made some observations from a high point near the camp. He convinced himself that the interior offered no succour and decided to make a journey along the coast in the direction he knew Albany to be. Keeping to the low-lying country he providentially met Mr. Thompson, who was returning to his holding after one of his quarterly trips to the coast for provisions. Finchi collapsed as he was hauled into Thompson's boat, but on the following day, had recovered sufficiently to lead a rescue party back to the scene of the wreck.

Later the wreck of the Mandalay was sold for a few pounds and a great deal of valuable material was taken from her before she broke up. Not all of it was recovered by the people who paid the privilege to do so.

Once a big future was planned for Nor-nalup Inlet. In the heydays of Denmark as a milling centre the possibilities of making a port for the export of timber at Torbay were inquired into and abandoned. Attention was then given to Nor-nalup Inlet, and an estimate prepared for the construction there of a harbour. The expenditure contemplated was £50,000, but before plans could mature Millars who were responsible for the project, left the district.