

In Neptune's Clutch.

GRAPHIC TALE OF THE SEA.

AMY TURNER SURVIVORS IN BRISBANE.

23 DAYS IN AN OPEN BOAT.

Out of a crew of 13 only four survivors live to tell the tale of the loss of the windjammer Amy Turner, which foundered on March 27 last, 43 days out from Newcastle. The sea claimed among its victims, the captain, his wife, and first and second mates.

By the St. Albans, which arrived in Brisbane this morning from the East, came Charles West, Clifton Cornish, Con. Tracey, and Frank Lindholm, en route to Melbourne, harboring memories of a destructive typhoon, 23 days' hardship spent in an open life-boat, and unexpected kindness from people of a different color.

If the opinion of Messrs. West and Cornish is endorsed by Messrs. Lindholm and Tracey "windjamming" will not be popular with the shipwrecked mariners in the future.

A graphic account of the loss of the Amy Turner and subsequent experiences was given by Messrs. West and Cornish this morning in the course of an interview with a "Daily Standard" representative.

It was explained that the Amy Turner, which was less than 1000 tons, left Newcastle on February 7 last with 1200 tons of coal for Madrigal and Company, Manilla. The Amy Turner was a 50 years old wooden vessel,

Company, Manila. The Amy Turner was a 50 years old wooden vessel, and was owned by Captain Shutt, an ex-Melbourne pilot. In addition to the crew, the skipper's wife (Mrs. Nielsen) was also on board. She was among those who lost their lives. The names of those who were drowned are:—

Captain Nielsen (master).

Mrs. A. Nielsen (wife of the master).

J De Raupak (first mate).

E Fraser (second mate).

T. Durkin (cook and steward).

T. Odgen (cabin boy).

J. Jones (A.B.).

V. Walroo (A.B.).

T. Holland (boy).

H. Rich (boy).

Mr. Cornish, who told the story to the "Standard" representative, was reminded of minute details by Mr. West. He pointed out that fine weather was experienced until March 23, the boat at that time being within 200 miles of Guam Island. Then a heavy gale arose, causing the boat to toss about. Things became serious when it was discovered the ship had sprung a leak. At the critical moment the gas engine for driving the pump broke down, and the pumping had to be continued by hand.

Tremendous seas were then running, and it was realised that the position was critical. The boat was making about 10 feet of water a day.

By March 25 the Amy Turner was experiencing the force of the typhoon, and it was decided to make for Guam Island for shelter, and have the pumps repaired. That night was a trying time for those on board, and the master and his crew were relieved somewhat when daylight appeared. Guam Island was sighted on the morning of March 26, and it was thought that Ritigen Point on the north side, could be reached. The wind was then south-westerly, and the Amy Tur-

could be reached. The wind was then south-westerly, and the Amy Turner was on the lee side of the island. Unfortunately for the mariners to reach Guam Island was found to be an impossibility. The weather was too bad. In the hope of being able to attract the attention of people at the wireless station on Guam Island, signals were hoisted and rockets fired, but there was no response. It was a fight to a finish between the heavy buffeting sea and the tossing craft.

TYPHOON IN ALL ITS FURY.

Throughout that day the typhoon continued with fury. The Amy Turner had to be relieved of the sails. What advantage could be gained of the pumps was taken. Another night was passed, but morning brought no relief from the weather. Part of the bulwarks was washed away, and the ship took in more water. To the experienced eye the Amy Turner was doomed. The boats were got ready so that the ship could be abandoned. The lifeboats were provisioned, and the port boat was about to be launched when the Amy Turner took her

final dive. "She went down underneath us," said Mr. Cornish.

Asked where the skipper was at that time, Mr. Cornish said the captain and his wife were in the poop, the only safe place on the ship. A short time previously Mrs. Neilson was in readiness to go with one of the boats, but when the foremast started to fall it was deemed advisable to send her to a place of safety. A pile had fallen close to within one of the boats that was about to be launched. It was just as they were getting that boat out that the ship took her last dive.

Lifeboat Went Down with Ship.

The port boat got away from the ship. It contained Mr. Cornish and

ship. It contained Mr. Cornish and six others. The other boat contained Messrs. West, Lindholm, and Tracey.

"Just as we were right alongside the ship the main mast fell," said Mr. Cornish. "The ship was sinking and the lifeboat I was in got caught in wreckage that was lying about and went down with the ship. I went down about 20ft. When I came to the surface I saw the other boat drifting away. I swam straight for it, and managed to reach it. After getting into the boat I saw the mate and a couple of others going in the opposite direction, supported by wreckage from the ship. We tried to pull the lifeboat towards them, but could not manage it.

"I saw the captain about 500 yards away in the water clinging to a piece of wreckage. His wife, who appeared to be unconscious, was on top of the same piece of wreckage. The second mate was also near by. About this time I also saw the cook. He tried

to swim to us by supporting himself on wreckage. We could do nothing to help him. We were drifting so fast that we lost sight of him. It was only when we rose on top of the sea that we could see anything. The sea was very heavy. The boat was repeatedly swamped and we had to bail the water out of her to keep her afloat. It was about 9 o'clock in the morning when the Amy Turner sank."

Mr. Cornish stated that after drifting away from the wreckage they hoisted a sail and made for Scarpan Island. However, they were not sure of their bearings and missed the island. After that they decided to make for Anathan Island, about 300 miles north of Guam Island. Again they were unsuccessful. They found they were out of their reckoning. Then they turned back towards Guam Island but could not make progress owing to the wind. Mackenzie Island

Island but could not make progress owing to the wind. Mackenzie Island, about 350 miles to the south west of Guam Island, was also considered, but again failure was met with. It was then decided to sail for the Phil-

Lindholm Becomes Very Sick.

Before they decided to "go" to Mackenzie Island, Lindholm became very sick and remained in that condition until land was eventually reached, and they were rescued. They had a little tinned meat on board—about 12 tins of mutton, and their supply of water amounted to about two gallons.

Mr. Cornish stated that a dolphin was caught, and they ate its flesh raw. "No more fresh uncooked fish for me," he added.

"I suppose it was to vary the diet?" the "Standard" representative asked.

"No," he replied, "to save the tin meat. We did not know how long we would be drifting about." Mr. Cornish added that rain fell when they were

within two days of the Philippines, and they replenished their supply of water. During their trials in the boat they suffered greatly from the heat. The only way they relieved themselves against the heat was by dipping their clothes in the salt water and keeping them damp. They made headgear out of a few pieces of material belonging to Mrs. Neilsen that were in the boat.

After 23 days in the open boat they got to Mawish Island, in the Philippines, landing there on April 18. Dragging themselves ashore they found a little hut belonging to some copra planters, where they made themselves at home.

"Table Set for Us, Almost."

"Everything seemed to be laid out for us," Mr. Cornish said. "There were some chickens and four pigs and a lot of coconuts there. We also

a lot of cocoanuts there. We also found a few sweet potatoes. We made a very nice stew.

"The next morning a couple of fishermen came along and were very kind to us. They made us some stew, and under their attention Lindholm began to recover."

Mr. Cornish added that the natives eventually took them to the Hinnatin, where the president of the municipality made them comfortable. After a few days they proceeded on to Manila, where they picked up the St. Albans, which brought them on to Australia.

It was pointed out by Mr. Cornish that during their 23 days in the open boat they covered about 1500 miles.

Mr. West had a thrilling experience on the New Zealand coast, only a few months previously a boat of which he was a member of the crew, sank, but all hands were saved.

Mr. Cornish only joined the Amy Turner at the last moment. A seaman left the vessel for a boat bound for the Hawaiian Islands, and he took his place. The seaman lost his ~~life~~ as the other boat was lost during its trip to Hawaii.

Mr. West proposes to return to Manila in the near future. He is a master mariner, and has been given command of a cargo boat, which he has been commissioned to take to the East.

Mr. Cornish intends to follow civil life in Melbourne.

Mr. Lindholm belongs to Finland, and Mr. Tracey to Liverpool.