

SHIP ON BEAM ENDS.

THRILLING EXPERIENCES.

Earthquakes Felt at Sea.

Twelve distinct earthquake shocks were felt by seamen on the full-rigged sailing ship *Monkbarns* during a passage from Iquique (Chile) to Melbourne, where she arrived on Monday with 3,000 tons of nitrate. The first and last of the shocks which occurred on May 30, were the strongest. At the time there was a strong wind and a rough sea, but four hours later the sea had increased to such an extent that the ship was plunging heavily. During the shocks the ship was violently shaken.

Altogether the passage from Iquique took 103 days, mainly owing to light winds between Iquique and the Fiji Islands. The chief officer (Mr. R. Davies) said yesterday that the ship drifted most of the way. After passing the Fiji Islands better winds were encountered for a time, but later strong head winds again retarded progress. Owing to three successive weeks of contrary winds on the Australian coast it took 23 days to come from Sydney to Melbourne.

Shifting Cargo.

Thrilling accounts of experiences during the ship's passage from England before she arrived at Iquique were also told by Mr. R. Davies and the third officer (Mr. M. B. Glasier). When they were 700 miles off Cape Town the cargo of 3,000 tons of rocksalt shifted badly, causing the ship to heel over on its beam ends. At the time there were rough seas and fierce gales. With her decks awash and the water frequently up to the life-boats, the vessel plunged heavily through the

the vessel plunged heavily through the seas. For three days one side was completely submerged, which made it hard to handle the ship owing to the difficulty of heaving the ropes on that side. It was while the ship was in this precarious position that the crew, together with Captain W. Davies and his officers, fought against time to right the cargo. With the ship in the grip of a southerly gale that lasted several days, they were below straining every nerve to bring the ship back into a better position.

"We considered ourselves lucky to get into Cape Town," said the third officer yesterday. "It was a terrible experience, and I can tell you that we never knew at any time what the end would be. It was during this gale also that we lost one of our apprentices. He was in the rigging one night, and nobody knew that he had gone until the man who was with him reported his disappearance. He must have fallen from the rigging into the raging sea. It was no use trying to launch a boat in that gale, as even if we did manage to lower it the chances of seeing him in the dark were practically nil."

Another Storm

After leaving Cape Town the Monk barns encountered more storms. When she was two days out half the crew were disabled during a gale that blew the fore lower topsail and the mizzen lower topsail to pieces. Practically all the damage was done by one heavy sea which came aboard and smashed one lifeboat to pieces and knocked the other one out of place. The chief officer was disabled for a fortnight owing to the injuries which he received during this gale.

The Monk barns is of 1,751 tons, and her dimensions are—Length, 267ft.; breadth, 40ft.; depth, 23ft. She was built at Dumbarton in 1897, and has been a frequent visitor to Australia.