

THE "ANTINOE."

Captain Tose's Story.

The following narrative of the abandonment of the *Antinoe*, prepared by her master, Captain H. Tose, for his owners, reached us too late to appear in yesterday's issue:—

"Left New York, Jan. 14, Queenstown for orders, loaded with wheat in bulk. Saturday morning, Jan. 23, at six o'clock, the gale increased with very heavy quarterly seas and heavy seas coming on board. A very heavy sea seriously damaged the starboard lower bridge, washing the starboard bridge boat overboard. Further seas damaged and put the steering gear out of action, and the steamer then laid in the trough of the mountainous sea. Steering gear was then cleared of the wreckage, and we discovered the rod badly bent, but were able to heave to.

"From this time on, until 3 a.m. Sunday morning, the gales continued, and we shipped heavy seas, flooding decks fore and aft, and No. 3 hatch tarpaulins were washed off. At this moment the steamer listed over to starboard and gradually gained 10 deg. list. We immediately replaced tarpaulins on No. 3 hatch, but great difficulty was experienced in securing the tarpaulins with wedges owing to heavy seas washing over.

"Sent out S O S and received reply from *Aquitania* to the effect, 'Do you require immediate assistance?' I replied that I did not require immediate assistance, but I should like a steamer to stand by me until we were able to ascertain extent of damage at daylight. A further message was received from the *Aquitania* stating that the *President Roosevelt* was coming to our assistance. I then received a message from the *Roosevelt* asking us to give signals so that wireless bearings could be obtained. A further message was received, informing us that bearings had been obtained, and that she was steaming towards us at a speed of 19 miles an hour. Further signals were given to verify bearings, and at 12 10 p.m., Jan. 24, the *Roosevelt* hove in sight.

A FIGHT WITH THE SEAS.

"The *Roosevelt* wirelessed, 'Do you want to abandon?' To which we replied, 'Not at present moment, but please stand by me.' This was agreed upon, and the *Roosevelt* hove to in the vicinity. All crew worked during the night, battening down hatches as the seas tore them adrift, in order to keep ship afloat. Men were making hatch wedges continuously to replace wedges as they were being washed over the side. Towards darkness the list increased from 15 to 20 deg., and during the night, owing to snowstorms, the *Roosevelt* lost sight of us.

"About 10 p.m. on Jan. 25 snow slightly cleared, gale in full force, we sighted two steamers on our port quarter, distance about three miles. We burned blue lights and periodically discharged rockets in order to attract their attention, but all in vain. Snowstorms then came on and continued until about noon, although the visibility after this was from one to two miles. About 1 p.m. a heavy sea washed the starboard lifeboat overboard, and same was immediately broken to pieces and drifted away.

"At 3 30 the *Roosevelt* hove in sight, and we hoisted up signals 'A J' (Wish to abandon, but have not the means). The *Roosevelt* stopped on the weatherside, pouring out oil, which greatly reduced the pounding of the sea. She then lowered a lifeboat, when a sudden violent squall struck us. Shortly after the boat drifted past our bow, about 100 ft. away, and we saw one man clinging to the lifeline. All efforts were made by us to reach him by lines, but the distance was too great, and as our engines were out of commission then, in fact, they had gone out of commission at 1 a.m., we were unable to reach him. At this darkness was setting in, and we signalled with hand Morse lamp to inform the *Roosevelt* that boat had passed across our bow with one man clinging to it. The *Roosevelt* made a sweep round our stern to leeward in the direction of the drifting boat. Darkness then set in, and the *Roosevelt* hove to on our weatherside.

LIFEBOAT WORK IMPOSSIBLE.

"In the early morning of Tuesday, Jan. 26, we Morsed the *Roosevelt* to pour oil on the water as our list was now 30 deg. This was done, and proved of great assistance in reducing the force of the waves. The gale was still at its height and impossible for lifeboat work. At 10 a.m. the *Roosevelt* commenced attempting shooting lines over to us, but no success. The starboard bunker hatch had been broken in from about 1 a.m. on Monday and flooded the bunker, stokehold and engine-room, and there was great difficulty to keep it battened down on account of the heavy seas.

"In the afternoon of the same day, the *Roosevelt* tried to drift a lifeboat towards us. This went past our stern, and we were unable to get hold of it. In the evening the *Roosevelt* blinked, 'We must wait until weather moderates.' To which we replied, 'We will wait until weather moderates, thank you.' The *Roosevelt* blinked, 'Will you be able to show light to-night?' We replied, 'We unable show any nautical lights to-night.' *Roosevelt* blinked, 'Can you keep afloat until weather moderates?' We replied, 'Captain says it is doubtful.' Then the *Roosevelt* blinked, 'We are doing everything we can, but impossible to send a boat in this sea.' We replied, 'Yes, we know that and are very grateful to you.'

"Later, we Morsed, 'Listing more heavily and shipping more water.' At 12 p.m. the *Roosevelt* blinked, 'Will float you a boat, be on lookout on your stern.' At five minutes after midnight we blinked, 'When are you going to d??' *Roosevelt* blinked, 'Have heaving lines ready, we are going to launch a boat soon.' We replied, 'Shall we row towards you, or away to leeward?' At 1 a.m. *Roosevelt* started to trail boat around us in an endeavour to manoeuvre it within our reach. It proved unsuccessful.

"The condition of the *Antinoe* at 3 a.m. was 30 to 35 deg. listed to starboard, starboard bunkers flooded, and about 8 ft. of water in the stokehold and engine-room. The crew were now exhausted, due to loss of sleep and nourishment and exposure to the snow. Our stores were all ruined by salt water for the last four days

and the situation was becoming more desperate. The *Roosevelt* then blinked, 'Have lost three boats and must now await daylight and moderating seas.'

"At daylight the *Roosevelt* commenced trailing another boat; it reached very close, but we were unable to catch it. About 1 p.m. she succeeded in getting a line across our stern, which we picked up. The line was attached to the painter of the boat, but it broke and the boat drifted away from us. About 5 o'clock the weather moderated considerably, but the steamer started to list more. The lee bridge deck rail was level with the water, the sea washing over continuously, and, to all appearances, she would be unable to float much longer.

"We informed the *Roosevelt* of this by blinker. The *Roosevelt* then blinked, 'When we sound whistle have men on fore-castle with heaving lines to get our manned boat alongside.' Later, 'Where is the best place to abandon?' We replied, 'Our starboard side, abreast No. 1 hold.' *Roosevelt* blinked, 'We are getting boat ready now. When boat comes get in quickly.'

"MARRIED MEN FIRST"

"I then gave orders to the men to keep cool, and arranged the order in which the men were to leave; married men first. We assembled on the foredeck and assisted the boat with ropes when she came alongside, about 7 30 p.m. Eleven men and the second officer jumped in, but, owing to the lifeboat pounding dangerously, thought it prudent to get away and not overload it as it might capsize. We blinked the *Roosevelt*, 'Boat left with 12 men, 13 remaining.' *Roosevelt* replied, '12 men safe on board, will return when weather moderates.'

"At midnight we blinked, 'We have 49 deg. list.' To which *Roosevelt* replied, 'We are sending boat now, be ready to jump quickly.' *Antinoe* was now dead in the water, and we doubted her ability to float much longer. She might either go down or capsize at any minute, and to our great relief the *Roosevelt* Morsed that the boat was on her way.

"The boat passed round our stern and I directed her where to board, from the ship's poop, and then I returned to the foredeck where the men were mustered. Owing to the ship's list and indraught, great difficulty was experienced in approaching the position abreast of No. 1 hatch, but the boat came alongside and the remainder of the crew were taken off, several men sustaining minor injuries while getting into the boat. About 1 20 a.m. we were safely alongside the *Roosevelt*, and at 1 35 a.m. were all on board, and the *Roosevelt* proceeded on her voyage.

"(Signed) H. Tose, Master."

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