

LOSS OF THE ASHBURNE.

A TERRIFIC PASSAGE.

SAFETY OF THE CREW.

MANY OF THEM INJURED.

Intelligence was received in Sunderland late last night of the foundering of the screw steamer Ashburne, on Sunday morning, in the North Sea, during a terrific gale. The information was first brought by a number of the crew of the Ashburne, who were landed in the port by the steam trawler North Cape, which had succeeded in rescuing the men from their perilous position. The commander of the vessel, Capt. Brotherton, in an interview with an *Echo* reporter this morning, gave an account of the voyage up to the time of the sinking of the vessel. The Ashburne left the Wear on Thursday last, bound for Cronstadt with a cargo of coals consigned to St. Petersburg. The steamer had barely got fairly on her journey when she began to experience rough weather from the north-west. Owing to the threatening nature of the elements everything was got ready in anticipation of

THE COMING STORM

which burst upon them with unusual violence during the course of Friday. The gale gradually increased in force until the sea was literally running mountains high, and the crew of the Ashburne were simply pitched from one side of the vessel to the other, several of the men being severely injured. On Saturday morning the wind showed no signs of abating, whilst the sea was still rising. Soon after one o'clock in the afternoon the vessel was struck by a heavy sea which practically submerged her. The water rushed into the hold in torrents, and, entering the stoke-hole, flooded that compartment in such a manner as to extinguish every vestige of the fires, whilst the force with which the vessel had been struck was sufficient to shift the cargo and fling her on to her broadside. With fires out, the vessel waterlogged, and the engines useless, she now became unmanageable, and was subjected to the fullest severity of the gale, which buffeted her in a terrible manner. Fortunately for the crew of

THE DOOMED VESSEL

the Dundee steamer Garnet hove in sight at daylight on Friday morning, and stood by during the whole of the day, whilst later on the steam trawler North Cape, of Aberdeen, also came up. On seeing the condition of affairs Capt. Brotherton commenced firing rockets and succeeded in shooting a line on to the Garnet, the captain of which vessel at great hazard manned

and launched his lifeboat, which was hauled across the breakers by the crew of the Ashburne. On coming alongside one of the crew of the Wear steamer jumped into the sea and was dragged from the water by the occupants of the boat, whilst the first and second engineers of the steamer also managed to scramble into the lifeboat. In consequence of the high seas great danger was experienced in getting away from the Ashburne, and Capt. Brotherton, seeing that the vessel was beyond management and that the lives of the men were in danger,

DETERMINED TO ABANDON HER.

Her own lifeboat was then launched with a crew of twelve hands. Directly the boat touched the water she was stove in by being swept up against the side of the vessel. The crew, however, were successful in keeping her afloat until they were picked up by the steam trawler. Here again the lifeboat was damaged, for during the time the men were boarding the trawler their boat was knocked in again, and wrecked in such a way that later on she was cast adrift as useless. The trawler, however, succeeded in taking off the remainder of the Ashburne's crew, who had before leaving their vessel made her fast to the steamer Garnet by a hawser. But shortly after eleven o'clock on Sunday the Ashburne, which had been floating on her beam ends, was observed to be slowly settling down, and the Dundee steamer had to cut the tow ropes. The separation did not come too quickly, as the sinking vessel with a lurch

DISAPPEARED FROM VIEW.

The steamer Garnet then proceeded on her voyage, touching at Elsinore, where she cabled the fact of the disaster to the owners, who, in turn, telegraphed to Mr J. S. Barwick, the manager of the shipwrecked vessel, as follows:—"We have the following telegram from Captain Webster from Elsinore:—Garnet been standing by steamer Ashburne, Sunderland, for 30 hours; north-west gale; Ashburne on beam ends; engine-room full of water; took off three of crew, remainder on trawler North Cape, Aberdeen." The telegram goes on to state that the vessel foundered 210 miles south of the Tyne. As stated above, the trawler reached Sunderland last night and landed the rescued crew. Several of the men on being spoken to this morning state that they never were

SO BADLY KNOCKED ABOUT

in a gale before. The boatswain has been admitted into the infirmary suffering from a gash in the side of the head caused by the wreckage. Another poor fellow was thrown about the hold in such a fashion as to lacerate his leg so severely that the limb has swollen to twice its ordinary size, whilst the whole of the crew are suffering from minor injuries. The men were also unable to save a single article of clothing, the whole of their effects having gone down with the ship. The Ashburne was a well-known vessel in the port, having been engaged in the local coal trade for the last fifteen years. She was built of iron on the Wear in 1879. Her total length was 297ft. 5in., breadth 38ft., depth 25ft. Her nett tonnage was 1,613, and her gross tonnage 2,469, and she was fitted with engines of 300 horse-power.