

A RENDEZVOUS WITH DEATH

Twelve Sailors from the Wrecked Norwegian Bark *Sydnaes* Spend Ten Days in an Open Boat—No Tidings of Second Boat Bearing Similar Burden

See picture of the crew of the *Sydnaes* in *Pictorial News Review* on page 488.

FATALISTS all! So it is said of sailors and there is much to warrant the generalization. If those who go down to the sea in ships were to reflect upon the various possibilities of the mournful and misty—and ruthless ocean, there would be more landlubbers.

The Norwegian bark *Sydnaes* set sail from Norfolk on February 26 last bound in ballast for Italy. She was a four-master with a steel hull, built twenty-eight years ago on the Clyde, albeit her rigging was new. She had sailed the seven seas, had weathered many a storm, and there seemed no particular reason why she shouldn't make Genoa with perfect ease.

But the *Sydnaes* will never reach Genoa, for she is now many fathoms deep beneath the Atlantic. When three or four days out she sprang a leak. That might not have proved fatal, for there were pumps on board for just such an emergency. But the pumps got clogged with ballast, which, Captain Andresen says, was supposed to be sand, but acted like soft asphalt, settling to leeward and giving the ship a strong list.

Took to the Boats

On March 3, after working the pumps continually for fourteen hours, captain and crew and the fox-terrier mascot Tusso, abandoned the *Sydnaes* and took to the two 25-foot metal life-boats. They had with them fire-rockets to signal passing craft and enough fresh water for a few days. In Skipper Andresen's boat went eleven men and Tusso, and in the other boat went Mate Hans Wand and the remaining eleven men.

It is now three weeks since these two boats put off from the sinking *Sydnaes* and of Mate Wand's boat nothing has been heard. In this craft were sailors of several different nationalities, including two Americans. There is the bare possibility that these men have been picked up by some slow-going sailing ship without wireless. But the greater probability, alas, is that they met an end over the tragedy and terror of which it is best not to speculate.

Captain Andresen with eleven of his crew, and Tusso, were more fortunate. On March 13, after having been ten days at sea in their little open boat, they were picked up by the Norwegian steamer *Vaarli*, on her way to New York from Mediterranean ports. The *Vaarli* which, by the way, was built at Sparrows Point, Md., in 1916, wirelessly the news. The men in their cockle-shell

were then about 180 miles northeast of Bermuda. They were trying to make the island and had rowed nearly two hundred miles towards it. The first thing that Captain Andresen and his men asked on reaching New York was for news of Hans Wand with the rest of the crew.

In Touch with Immensity

Ten days on the broad Atlantic in an open boat! What does it mean? Language would surely crack if it tried to describe it, but Joseph Conrad has given us a hint in "Lord Jim." And this is what he says:

"There is something peculiar in a small boat upon the wide sea. Over the lives borne from under the shadow of death there seems to fall the shadow of madness. When your ship fails you, your whole world seems to fail you; the world that made you, restrained you, taken care of you. It is as if the souls of men, floating on an abyss, and in touch with immensity had been set free for an excess of heroism, absurdity, or abomination. . . . Trust a boat on the high seas to bring out the Irrational that lurks at the bottom of every thought, sentiment, sensation, emotion."

At the Norwegian Consul's

In a small plainly furnished office of the Norwegian Consulate, very different from the immensity they had so recently occupied, a representative of *The Nautical Gazette* met Captain Andresen and the men rescued by the *Vaarli*. Heroes? Well, certainly not of the posing or gesticulatory kind, like the stage patriot dying volubly for his country. These men were sitting on benches, patiently, stolidly, taciturnly, waiting for Captain Andresen to conclude his negotiations with the Consul.

The Scandinavian Sailors' Home at Hoboken was taking care of them, they said, and they had been fitted out with new clothes. They supposed they would go to sea again. Why not? What else was there? Yes, they had had a pretty touch time in the open boat, but had always believed they would be picked up, even when two vessels passed without seeing them.

Praise for the Vaarli

And so it went to all questioning. It was impossible to get beneath the surface of the event. To the outward eye they appeared little the worse for their experience, though one of them had his hand bandaged. One or two were quite young, others middle-aged. Some wore new suits and were well attired.

Others still wore their working clothes. Most of them were smoking. When you have been ten days in an open boat on the ocean the legend "No Smoking" may be disregarded.

The only time that these men showed any enthusiasm was when they spoke of the *Vaarli*. They declared the reporters had failed to say a word about the splendid treatment they received when they got on board this steamer. "They wrote a lot of stuff and never said a word about the *Vaarli*," said one young lusty, blue-eyed sailor, speaking perfect English. "They did everything they could for us on the *Vaarli*. They gave us wine and they brought us their own blankets." And always these men returned to the hearty way in which the crew of the *Vaarli* took care of them.

A. V. T.

Bankers' Committee on Ship Securities Meets

AT the first meeting held in New York, with Henry M. Robinson as chairman, the Bankers' Committee appointed by Judge Payne to stimulate public interest in shipping securities appointed an Executive Committee composed of John McHugh, Vice-President of the Mechanics' and Metals National Bank, Chairman; George W. Hodges, President of the Investment Bankers' Association; Allen G. Forbes, of Harris, Forbes and Company, and two others to be announced later. This Executive Committee, with the help of data furnished by the Shipping Board, will make an exhaustive investigation of all matters relating to the subject of ship securities. The executive committee will appoint a working committee, which will have its headquarters at 45 Broadway, and John E. Barber, former Vice-President of the Shipping Board, will be Executive Secretary and direct the work of the Bankers' Committee.

Indo-American Bank Formed

FROM Calcutta *The Nautical Gazette* receives an announcement of the formation of the Tagore Indo-American Bank, Ltd., the object of which is to promote the industrial development of India. There are to be head offices in Calcutta and New York, with a board of directors in each of these cities. The capital of the new bank is to be Rs. 12,00,00,000, which is twelve crores of rupees, or about \$48,000,000.

Photo by Keystone View.

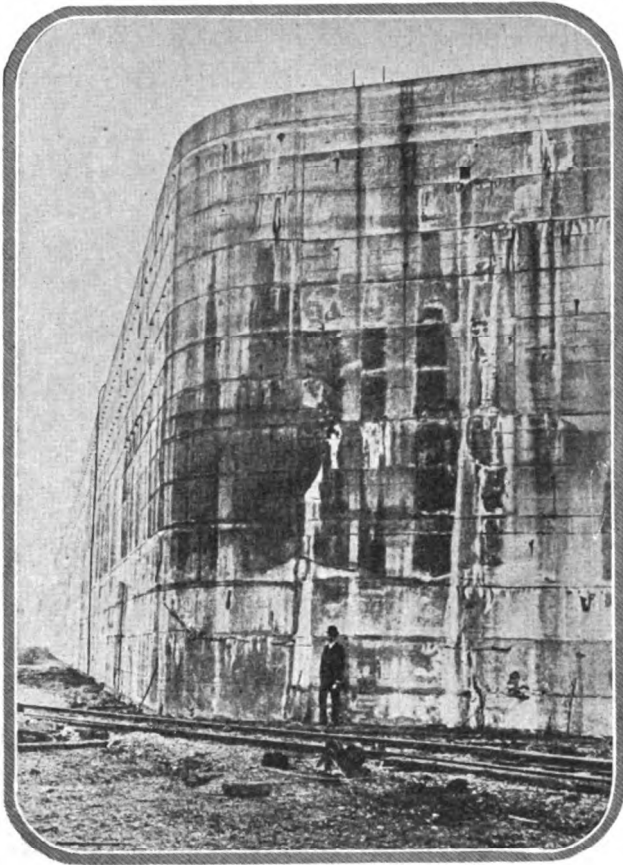


Photo by Keystone View.



GIANT LONDON DOCK
Outside of enclosure on the Thames in the heart of British capital which can accommodate liners of the largest size.

SALYAGIN
New appliance mark is equipped with electric lights which can work to ed



Photo by International.

**FREIGHTER LAKE DUVAL
ASHORE OFF SOUTH-
AMPTON, L. I.**

As their vessel was endangered the crew of this Government cargo carrier had to be taken off by a breeches buoy at short notice.

**CREW OF THE
BARK**

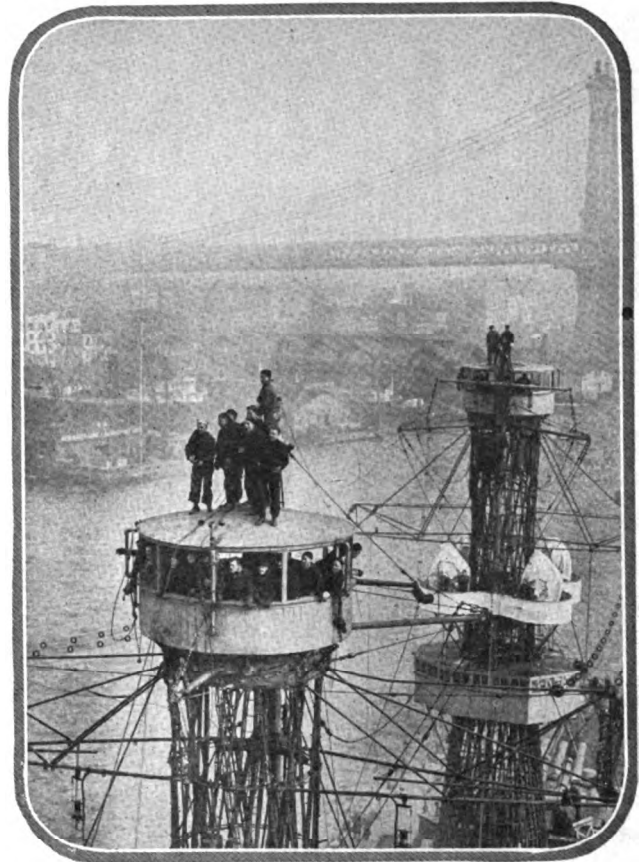
How these shipwrecked men brought safety to their days' harrowing open boat is a particular on page



Photo by International.



PONTOON
tented in Denmark with glass lined and with powerful which salvagers stage.



U. S. S. PENNSYLVANIA
View of the superdreadnaught's fire controlling stations taken when she left New York Harbor for Southern waters as flagship of the North Atlantic squadron.

HARBOR OF HAMBURG
Floating dock and giant crane at Germany's principal port which the Allies are demanding as an indemnity

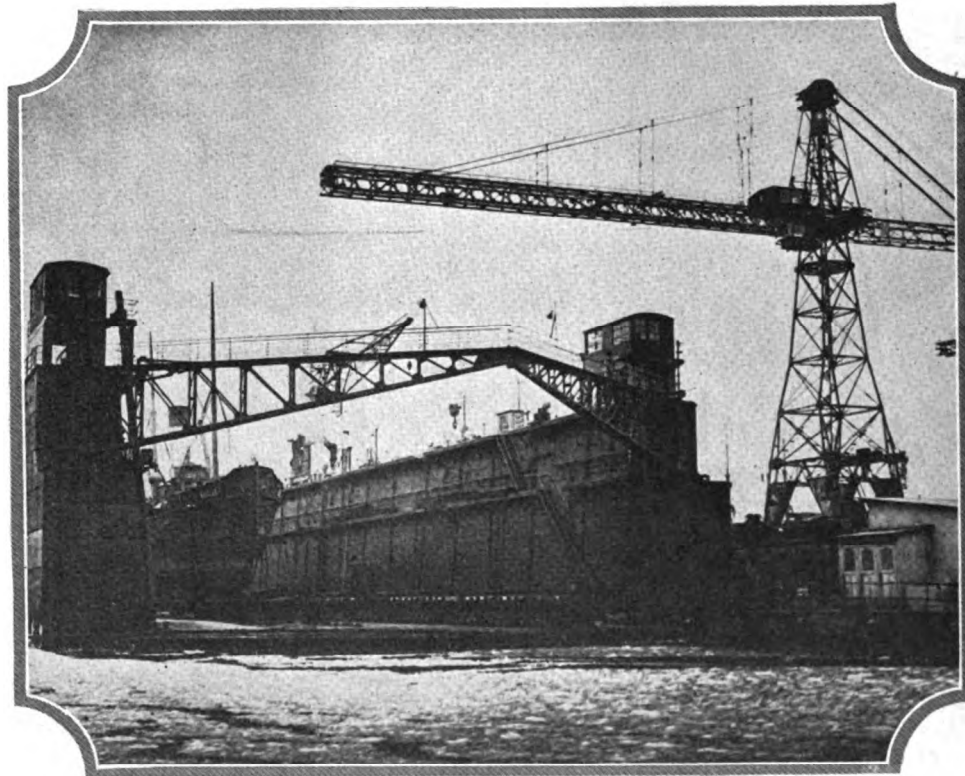


Photo by Paul Thompson.

NORWEGIAN
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