

REFERENCE

mind's eye when my own big ship was being tossed about like a chip on Lake Superior. Our ships encountered the very worst of the gales. The Monkshaven had her four lifeboats carried away one after another. Her staunch bulwarks were crumbled up like paper and broken in flat with the decks. All connections between the deck and the cabins were battened down, and half the time the officers on the bridge could not see the hull of the ship, which was continually immersed beneath the seas. In the midst of this distress the steel quadrant, by means of which the rudder of the ship was controlled, was broken, and instantly the control of the ship was lost. Apparently nothing could be done, the engines were of course stopped, and the ship tumbled about among the mountainous waves like a wreck. When daylight came the officers and crew set themselves at work to get control of the rudder. Forward were two large spare anchors, and with the help of hoists and tackle, after twenty-four hours of struggling through the seas washing the decks, these anchors were gotten aft, lashed and chained to the stump of the quadrant and within forty-eight hours the ship was again under control and off on her course. In the midst of the gale, and while these repairs were being attempted, an ocean liner was sighted, overtook the ship and signals were exchanged. What think you was the signal displayed from the shaking masthead of the wrecked Monkshaven? Did it announce her disabled condition, and ask for succor? Did it read that her lifeboats were all gone, that the rudder was disabled and the ship unmanageable? Not so! This was the signal which these brave men flung in the winds: "We are the British ship Monkshaven; please report us all well." Yes, indeed, the Monkshaven was "all well!" "All well," while she had on board officers and crew whose courage and whose sense of duty inspired them to decline assistance under such terrifying conditions. A few hours later the ship was under control, and a week later she limped into Cardiff "all well," and these British seamen, unconscious of any heroic conduct, knowing only that they had performed a duty well, received their petty dues, and went ashore to mingle with the hundreds

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