

# CREW IS AT TABLE WHEN SHIP STRIKES

## Some Pinned in When Stern Sinks Rapidly.

### ONLY WATCH ESCAPES

#### Men on Duty on Deck Get Away in Boat Which is Later Spilled in Second Line of Breakers.

MARSHFIELD, Or., Dec. 20.—(Special.)—The death toll in the wreck of the Chanslor is 25, and of the crew of 28 only Captain A. A. Sawyer, crew steward, E. W. Dooley and William Merkel, quartermaster, live to tell the tale of the worst disaster that has marked maritime affairs on this section of the Oregon coast.

The crew of the Chanslor had no time to escape, save 13 who got into the lifeboat, and cleared five minutes after she struck on a large rock, then broke into pieces, the stern section going down at once. When the Chanslor struck she was half a mile from shore and the water about was deep, which accounts for the fact that no bodies were found in that vicinity. The crew were at supper below, and those who were in the lifeboat were on watch forward.

Afterward two sailors were picked up half way between Bandon and the wreck, clinging to a staving, but they died before the crew could force the craft through the breakers north of Bandon.

#### Second Breaker Spills Boat.

After leaving the wreck the 13 men and the two extra men picked up suffered several days of exposure and waiting, as the seas were running high and the waves were constantly breaking over them. They suffered through the night and all day yesterday and in a last effort to save themselves agreed to run the lifeboat through the breakers and take their chances. They did not approach the beach two and a half miles north of Bandon until some time after dark and they passed safely through the first breaker, but were caught in the second and all were spilled into the surf. It was then every man for himself and Merkel, Dooley and Captain Sawyer played in the best luck. After they landed it was found that Captain Sawyer was badly bruised and had taken in a considerable amount of water and he was unable to walk. They dug him a hole in the sand to aid in keeping him warm, while Merkel started out for assistance. He reached Bandon about 6 o'clock and there told the details of the disaster and got help from the coast guard station to bring in Captain Sawyer and Steward Dooley.

Captain Sawyer was so badly beaten by the boat which struck him several times while he was in the surf that he was helpless. He was taken to the Bandon hospital and kept there until last night and today with opiates, but the word tonight was that he was in a serious condition and will probably develop pneumonia before he recovers. Dooley, as well as not recovering, and Bandon folks are doing everything to help them.

Not one body has been found in the district about the wreck, although searchers patrolled there all of today. Two others of the crew were Francis Jackson, second assistant engineer, and Fred E. Tombaugh, wireless operator. Jackson the survivors said, was on watch in the engine room when the Chanslor struck. He went down, and had no opportunity to get on deck and the stern, when she broke off, tipped up at an angle of 45 degrees and pinned in all who were below.

#### Seas Engulf Fugitives.

The story of William Merkel was told today while going to and from the locality where the lifeboat was wrecked. He said there had been some fearful times while they were at sea and none of them expected to get ashore at times when unusually large seas were washing over them. "We came in sight of the two sailors Friday. They had evidently been floating about all night, but they had stuck out with a fierce determination, but only to die on our hands after we had taken them into the lifeboat. Their support was a staging that was used on the Chanslor by painters, and when the ship went down they found this refuge after having been down in the water and floating and swimming about on coming to the surface."

#### Messages Have Been Received.

Messages have been received several times today from Cape Blanco and the Hughes Bros. ranch in the vicinity of the spot where the Chanslor met her fate and all have said there seems no probability of any bodies being found. The currents along that shore are such that floaters or bodies would be carried up or down the beach. Searching parties were out last night and all day today, but no sign was found of any bodies.

#### Derelict Drifts Toward Sea.

A message late tonight said the forward part of the vessel had floated from the rock and was drifting out to sea and southward in the vicinity of the cape. The survivors said the reason nothing was known of the wreck for 24 hours after it occurred was the fact that the vessel went down so quickly that there was absolutely no chance to send out wireless information advising of the situation. Besides this, the operator was at supper and perished with the others who were dining and those in the engine room.

Fog had been hanging about Cape Blanco for several days and did not lift, so there was any visibility towards the wreck until late in the afternoon of Friday. The keeper of the Cape Blanco light house saw the wreck and made out her identity. Captain Johnson of the Bandon life-saving station is attending the wreck last night at 7 for the wreck, but Quartermaster Merkel came with the story before he got away.

#### The Country about Cape Blanco

is seven miles from the highway and the Sixes river empties into the ocean a short distance above the light house. The Cape Blanco reef juts out in intermittent pinnacles and somewhat toward the north. The water where the Chanslor struck is said to be from 80 to 150 feet in depth. Quartermaster Merkel said there were high seas running when the vessel went on the rock and the crew was fortunate to get the lifeboat overboard and right side up. Corporal Fred Wilson has gone to Bandon to take care of the bodies that have been found and those that are expected to come ashore north of Bandon.

The Chanslor wreck is the worst in point of death loss that has occurred in the remembrance of the oldest inhabitants on Coos Bay. Of course, relative to this immediate section of the coast. The Casaria, which went on the north sandspit at the harbor entrance to Coos bay about ten years ago, had 30 men on board,

## TWO VICTIMS OF J. A. CHANSLOR WRECK, AND MASTER OF ILL-FATED CRAFT.



Above—Captain A. A. Sawyer. Below—Left, Louis DeLor of Portland; right, Francis C. Jackson, son of publisher of Oregon Journal. On map map marks approximate location of wreck.

### PUBLISHER'S SON IS LOST

#### FRANCIS C. JACKSON PROBABLY CHANSLOR VICTIM.

#### Six Others From This City May Have Been on Ill-Fated Tanker, According to Records.

Five Portland men are known to have been aboard the steamer J. A. Chanslor when she sailed from Portland, and four, possibly six, others from this city are believed to have been on the tanker. Those known to have been aboard are Francis C. Jackson, second assistant engineer; Boris Secord, 687 East Oak street, seaman; Louis De Lor, 725 East Everett street, messman; E. Madson, seaman, and Ray Curtis, oiler.

According to the records of the Portland office of the Sailors' Union of the Pacific, L. M. Larsen joined the ship at this port December 4, Peter C. Christensen signed on November 21 and A. D. Fredericksen and E. R. Schmidt joined the ship November 31. Whether these men were still members of the crew or had left the ship at San Francisco or some other port is not known here.

Thomas Farrell, agent of the marine firemen's union, said yesterday that two young men were sent from the union headquarters Monday to work on the Chanslor, but their names were not secured and Mr. Farrell did not know whether they went to sea with the vessel.

#### Mr. Jackson Probably Lost.

Francis Clifton Jackson, second engineer of the J. A. Chanslor, is the son of C. S. Jackson, publisher of the Oregon Journal. As the second engineer should not have been on watch at the time the crash occurred, little hope is held for his safety.

Mr. Jackson was an officer and director in both the Journal Publishing company and the Journal Building company. He accepted the berth of second assistant engineer on the Chanslor in the place of J. Tibbits at the request of his chief engineer, Thomas Seymour, a friend of long standing.

After a number of attempts to enter active military or naval service during the war, which were always unsuccessful because of a fractured rib, Mr. Jackson was obliged to content himself with service in the merchant marine. Because of unusual mechanical ability, he rose quickly from the position of oiler, which he held on the Portland-built steamer Point Judith on a voyage to Honolulu, to that of second engineer. He had made several trips on the J. A. Chanslor, and at one time spent six weeks aboard the vessel on her coastwise trade.

#### Widow and Son Survive.

Mr. Jackson was born at Pendleton, October 13, 1887. He had made his home in Portland since 1904, and in his youth attended Hill Military academy and Oregon Agricultural college. He was married in this city November 16, 1911, to Miss Lillian Eva of Portland. Mrs. Jackson and a young son, Charles Samuel, live at 18 East Sixty-sixth street.

Captain A. A. Sawyer, master of the J. A. Chanslor, is in the emergency hospital at Bandon, suffering from bruises and a fractured rib, according to a message received yesterday morning by his wife, who lives at 394 Columbia street, from Captain Johnson, commander of the lifesaving crew. Mrs. Sawyer left yesterday for Bandon to attend her husband.

#### Others But Little Known.

Of Madson, Larsen, Christensen, Fredericksen and Schmidt, Portland seamen believed to have been members of the crew of the Chanslor, little is known beyond the fact that they were members of the sailors' union and made their headquarters in this city. Addresses are not recorded on the books of the union because a sailor's home ashore, usually is temporary.

Ray Curtis, an oiler believed to have perished, was 23 years of age. He was the son of Mr. and Mrs. Ray Cur-

### SHIPWRECKED CREW ON J. A. CHANSLOR.

The names of the crew of the wrecked steamer J. A. Chanslor, when she sailed from Portland, follow:

- A. A. Sawyer, master.
- W. H. Reese, first mate.
- F. Norton, second mate.
- E. Rose, third mate.
- E. Stringer, carpenter.
- C. Franzsch, boatswain.
- Thomas Seymour, chief engineer.
- F. Rowcliffe, first assistant.
- Francis C. Jackson, second assistant.
- W. Jordhan, third assistant.
- F. Tambaugh, wireless operator.
- E. Hansen, E. Baldwin and D. Muller, water tenders.
- M. Jones, L. V. Kruse and Ray Curtis, oilers.
- G. Santos, J. Kritikos, B. Avilo, V. Tantrup, J. Kavenaugh and A. Graham, firemen.
- F. Cashen, steward.
- F. Scott, first cook.
- J. Kleinhaus, second cook.
- C. Conley, waiter.
- L. De Lora, Portland, messman.
- J. Golio, messboy.
- D. Drysdale, William Merkel, F. Hall, A. Hahne, H. Vinx, E. Smith, B. Fredericksen and W. Rasmussen, seamen.

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- THE TALKING MACHINE CO., 350 Alder street.
- LAURELHURST PHARMACY, 1161 Belmont street.
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- MIDGULL MUSIC CO., Oregonian block, Alder street.
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