

TORPEDOED TANKER AFLOAT 4 MINUTES

**The Frederick R. Kellogg Was
10 Miles Off Barnegat
When Sunk.**

SEVEN COULD NOT ESCAPE

**Two Cadets Caught in Their
Cabins by the Rush of Water
Through Hole in Side.**

The American oil tanker, Frederick R. Kellogg, was ten miles off Barnegat Light on the New Jersey coast when sunk by a U-boat, as told in a late edition of yesterday's TIMES. The information was gained from Captain C. H. White, who commanded the tanker, before he was warned by the United States Naval Intelligence officers not to give any details of the destruction of his ship.

Captain White, who reached this city on a coastwise steamship with thirty-five survivors of his crew of forty-two, said that the seven men lost their lives following the explosion of the torpedo. Second Assistant Engineer Samuel L. Johnston, 42 years old, born in the United States; Third Assistant Engineer J. Kramer, 45 years, Norwegian, and Francesco de Louga, 17 years, Portugal, a messboy, were killed instantly in the engine room with an unidentified oiler and unidentified stoker, who were on duty in the boiler room at the time of the attack.

The other victims were cadets, William Stillman, 29 years, who lived with his wife at 201 Commonwealth Avenue, Shelton, Conn., and Chester C. Coverley, 21 years, who lived with his mother at 44 South Fifth Avenue, Long Branch, N. J. They were drowned in their cabins by the sea which rushed in after the torpedo had made a big hole in the ship's side.

Captain White told the reporters that the torpedo struck his ship at 8:10 P. M. on Tuesday night when she was on her way from Tampico to Boston with 7,500 barrels of crude oil. There was no warning given, he added, and the majority of the crew were below eating supper.

Went Down in Four Minutes.

The explosion was so terrific that the tanker was burst right open and went down in less than four minutes. The port quarter boat, which was on the davits close to the engine room where the torpedo struck, was smashed to splinters and the lifeboat further forward on that side was rendered useless by being dashed against the side of the ship. This left two boats to accommodate all hands, a lifeboat and a motor boat, which were lowered safely into the water and cut clear of the sinking ship, which went under so quickly that the crew had to jump overboard.

Some of the firemen were waist deep in water on the main deck as they struggled to get to the side of the ship and had great difficulty to prevent themselves being sucked down into the stokehole. One man was drawn down the steep iron ladder and was rescued by two of his mates at the last gasp.

Walter J. Dyeberg, an able seaman who had served twelve years at sea, said that the bridge was in charge of First Officer John Quigley when the torpedo struck the Kellogg on the port side by the engine room. By the way the water rushed in he realized at once that the vessel was sinking, and told Captain White, who ordered the four blasts to be given on the steam whistle as a signal to abandon ship. The men tumbled up on deck, Dyeberg continued, and jumped over the side and swam around until the two boats picked them up.

"Like most of the motor boats supplied to ocean-going steamships," he added, "ours could not be made to go, so we had to tow it with the lifeboat, which was slow work. The mate rigged up a lateen shaped sail like they use in the Mediterranean, which helped us a little. Most of our fellows were in a hurry to get off the tanker because they were afraid the Hun boat would turn his guns on us, but we saw no signs of him until we got clear away.

"As the rail of the Kellogg was just awash we saw a periscope appear above the surface of the calm sea close to her side and then the whole of the U-boat came into sight. There was no one on

Continued on Page Eleven.

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Continued from Page 1, Column 2.

deck and I suppose the commander was enjoying a look at his work from the conning tower. A minute or so later the submarine disappeared. After about two hours' drifting we saw a steamship coming up from the southward and we were taken on board."

Warned About U-Boat.

The officers of the American steamship which rescued the survivors said they had received warnings of the activities of the German submarines on the voyage up the coast. Since leaving Florida with several passengers on board they had sighted only one small patrol boat and a hydroplane inshore to the south of Hatteras. They sighted the Kellogg's two boats at 8:25 P. M. about a mile away and hailed them from the bridge through a megaphone on account of the risk in stopping the steamship in the submarine zone.

When the reply was received that the castaways were survivors of the oil tanker Frederick R. Kellogg, the Captain, Richard McGuire, steamed close up to them so that no time should be lost in picking up the boats. Some of the survivors, the officers said, were suffering from their hurried leap into the sea and the shock of immersion after the ship went down.

After landing from the steamship the crew of the tanker, provided with dry clothing, went to the offices of the Pan American Oil and Transportation Company, owners of the vessel, at 120 Broadway, where they were given \$50 each to purchase clothing, as they had lost everything. The ship's cook said that his parrot spoke good English and called out "Don't forget poor Polly" when he left the bird hanging in the cage outside the galley. The Frederick R. Kellogg was a new steamship of 7,127 gross tonnage, built a year ago at Oakland, Cal., and was worth \$1,500,000.

Following the news of the sinking of the Kellogg came a report that the steam trawler Walrus had been attacked off Cape Cod at 7 o'clock on Tuesday night just fifty minutes after the tanker had been torpedoed, which was proof, naval officials said, that at least two U-boats were operating off the Atlantic Coast.

According to Captain Clayton Morrissey, the Walrus was on her way to the fishing grounds and was about seven miles northeast of the Highland Light with a calm sea and light fog when he sighted the conning tower of a submarine dead ahead about a quarter of a mile away. Apparently the commander of the U-boat was surprised to find himself so close to the fishing vessel, and submerged almost directly, steering in the same direction as the trawler.

Torpedo Missed Ship.

A few minutes later the Captain saw the wake of a torpedo, which missed his craft by about twenty feet. He might have tried to ram the submarine, he continued, but thought it better to take advantage of the fog and escape and warn the other fishing vessels coming to the ground of the danger. Captain Morrissey told the Naval Intelli-

gence officials yesterday that he did not see the U-boat again, but believed the craft must have come up again in the fog to starboard, because a few minutes later eight shells were fired as the Walrus zigzagged toward the shore. One of them fell into the sea 200 feet away.

The proximity of the German submarines to this port had not made any difference in the arrival or departure of the big transports, which depend on their great speed and number of quick-firing guns to keep the enemy away. So far the U-boats operating off the Atlantic Coast have not attempted to tackle a single armed vessel since they made their first appearance on May 18.

LONG BRANCH, N. J., Aug. 14.—Chester C. Cubberley, one of the seven men killed when a German torpedo sank the oil tanker Frederick R. Kellogg, was a son of ex-Commissioner and Mrs. Isaac N. Cubberley of 44 South Fifth Avenue, this city. He was 21 years old on April 8 last, and his mother expected him home today, when a telegram from Lieutenant Charles Mann, Jr., was received this afternoon announcing that Chester was missing, and that he was "endeavoring to secure further details."

Mr. Cubberley last heard from Chester in New Orleans. The boy enlisted in the navy when 19, and has another brother, Ernest, in the service.