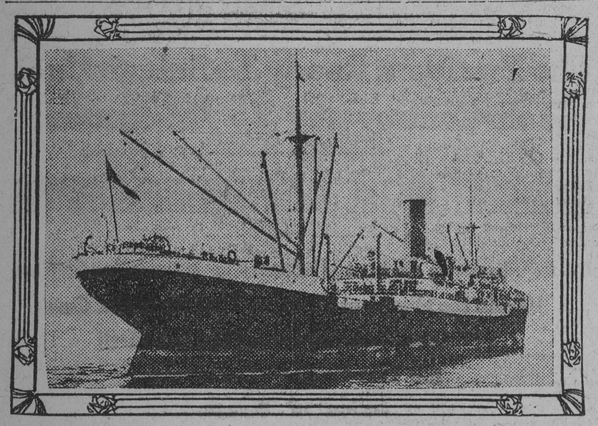
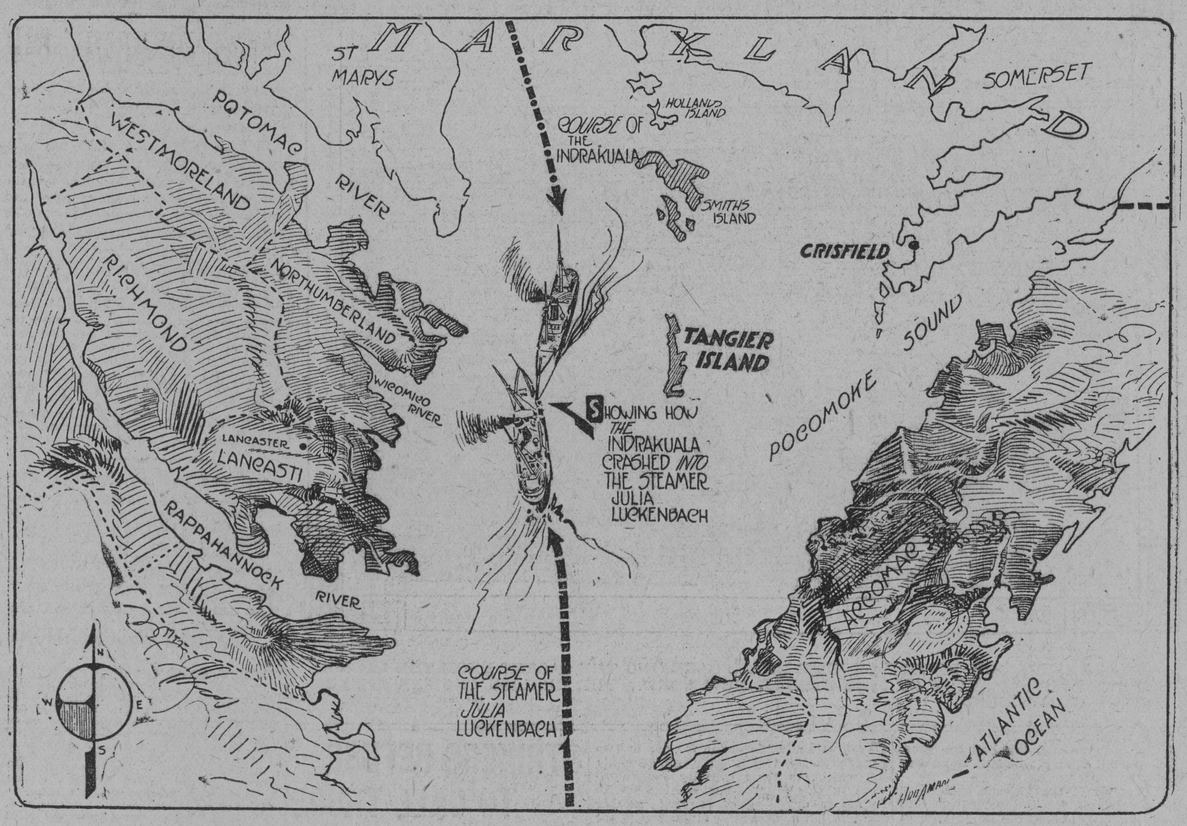
STEAMER SUNK IN COLLISION AND SIXTEEN LIVES LOST

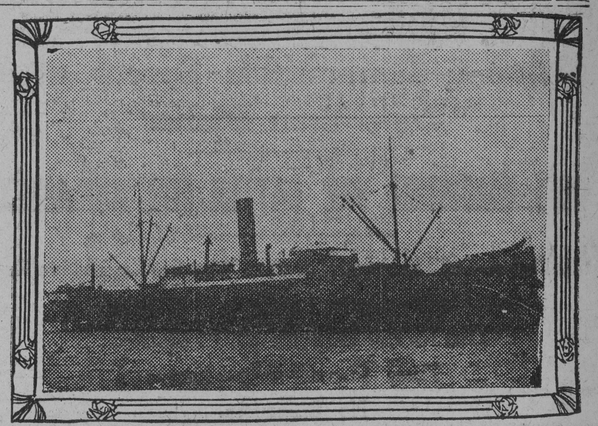
A TRAGEDY OF THE LOWER CHESAPEAKE AND SOME OF THE VICTIMS.



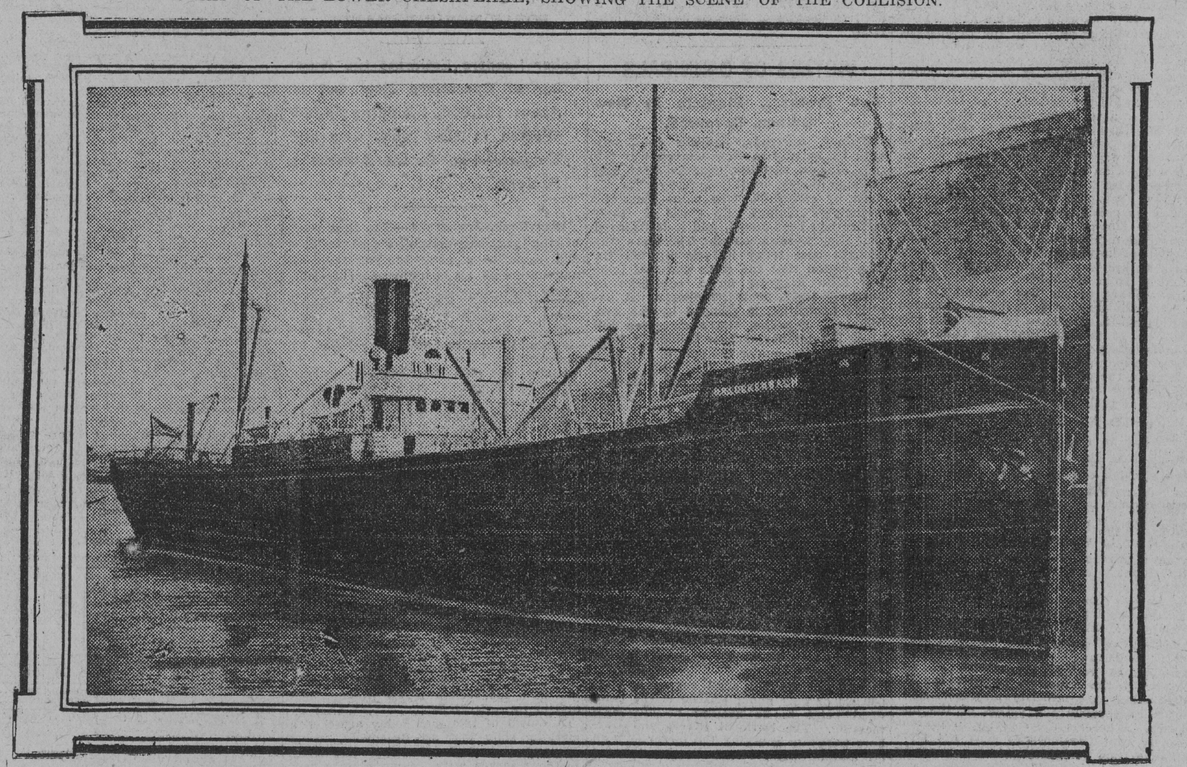
STEAMSHIP INDRAKUALA, WHICH RAN INTO THE LUCKENBACH.



MAP OF THE LOWER CHESAPEAKE, SHOWING THE SCENE OF THE COLLISION.



STEAMSHIP PENNSYLVANIA, WHICH SAVED A NUMBER OF THE CREW.



STEAMER LUCKENBACH, SUNK BY THE INDRAKUALA.

CAPTAIN GILBERT, Drowned.

MRS. GILBERT, Drowned.

PHYLLIS MAUD GILBERT, Their daughter.

FRED R. HUNT, First mate, saved.

SINKS TWO MINUTES AFTER BEING STRUCK

The Steamer Luckenback Rammed By Steamer Indrakuala

EIGHT MEN ARE RESCUED FROM THE RIGGING

Disaster Occurs Off Tangier Bar During the Terrific Storm. Captain Gilbert Perishes While Trying to Save His Wife—The Indrakuala Picks Up Six Men, One of Whom Soon Dies From His Injuries.

VICTIMS OF THE DISASTER

CAPT. H. A. GILBERT AND WIFE, of Baltimore.
FRANK BOTLIK, carpenter, Austria.
A. ANDREASSEN, quartermaster, Denmark.
L. LINDE, seaman, Germany.
CHRIS KNUDSEN, engineer, Norway.
CHRIS ROTH, second assistant engineer, Germany.
JOSEPH E. GONZALES, oiler, Spain.
L. BRINCKMEIER, oiler, Germany.
F. RODRIGUES, fireman, Brazil.
KONRAD TORINSEN, Norway.
MANUEL GARCIA, fireman, Spain.
CASTOR ALBAFARA, fireman, Spain.
A. HODUELND, fireman, Norway.
W. W. M'DONALD, coal passer, England.
JOSE CALBRA, coal passer, Spain.
F. MEINICKE, steward, Germany.
R. KIUMPE, messman, Germany.
FRANK GETTENO, messman, Germany.
PEDRO ROMERO, coal passer, Spain.

THE KNOWN SURVIVORS.

FREDERICK R. HUNT, chief officer, Baltimore.
WILLIAM BRUNN, second mate, Germany.
GEORGE LITTLE, first assistant engineer, New York.
GEORGE DOYLE, third assistant engineer, Philadelphia.
WILLIAM HOFFMAN, fireman, Baltimore.
GEORGE DAVIS, quartermaster.
L. H. LOSTHMER, seaman.
P. ANDERSON, seaman.

All of these men shipped in Baltimore.

According to a wireless message from Captain Carmine, of the revenue cutter Apache, to The American, received shortly after midnight, five of the crew of the lost vessel were saved by the Indrakuala, in addition to the eight saved by the crew of the steamer Pennsylvania, making 13 saved out of the 29 persons aboard the sinking ship. Captain Carmine does not send the list of those saved by the crew of the Indrakuala.

The officers and men rescued by the steamer Pennsylvania and landed at Newport News knew nothing of those saved by the British steamship and believed all their comrades to have been lost.

(Special Radiogram to The American.)

Revenue Cutter Apache (via Virginia Beach, Va.) January 4.—The steamer Julia Luckenback was sunk in collision with the British steamship Indrakuala three miles south by west Tangier Lamp Buoy at 7 o'clock yesterday morning.

Six persons from the Luckenback were rescued by the Indrakuala.

Coal Heaver McDonald has died since the rescue from exhaustion.

Twenty-three persons, including the captain and wife unaccounted for.

Tempestuous seas and the sinking ship prevented further rescue by the Indrakuala.

The Apache was the first ship on the scene and is standing by to render further assistance and to take the Indrakuala in tow for Newport News at daylight.

The Indrakuala is badly damaged, but able to keep afloat if good weather prevails. Her forehold is flooded.

Captain Smith and officers, of the Indrakuala, are greatly grieved over the terrible loss of life and are pretty well exhausted themselves.

The Apache is doing all possible to relieve the situation.

(Signed) GEORGE C. CARMINE, Captain.

RESCUED FROM THE RIGGING

Terrible Sufferings of the Eight Men on the Sea-Washed Sunken Wreck.

Special Dispatch to The American.

Norfolk, Va., January 4.—Rammed by the British freight steamer Indrakuala, her bow literally cut in two and her forward compartments crushed, the American steamer Julia Luckenback, of the Luckenback Company, bound from Tampa Bay for Baltimore, foundered in less than two minutes early yesterday morning off Tangier Sound gas buoy, in the Chesapeake Bay. The Indrakuala was bound from Baltimore for New York with a cargo of matting.

The commander of the Luckenback, Capt. H. A. Gilbert, of Baltimore, his wife and 14 members of the crew perished. Eight men rescued by the steamer Pennsylvania and landed here today, tell the story of a thrilling, blood-stirring battle with a 60-mile wind, mountain-high waves and icy water.

The Indrakuala was beached by her captain about three miles from the scene of the collision in order to save the vessel from the same fate which befell the Luckenback. She will be saved, as the captain of the revenue cutter Apache reports that he will tow her to Newport News.

UNABLE TO ESCAPE

The Luckenback, carrying a cargo of phosphate rock and en route from Tampa, Fla., to Baltimore, her home port, made the capes late Thursday night. She ran into the severe gale blowing, but was able to make the passage into the lower Chesapeake Bay. She was slowly making her way up the Bay Friday morning when the height of the gale was reached. It was about 7 o'clock in the morning that it was decided by the officers, owing to the velocity of the wind, into whose teeth the vessel was plying, hampered by the high seas, the fog and driving spray from the shoals of the Bay, to anchor the Luckenback and await the abatement of the storm.

It was at this moment that the Indrakuala, bound from Baltimore for New York, and being driven at a high rate of speed by the wind, bore down upon the Luckenbach, and the collision occurred. The Luckenback was barely moving at the time and unable to get out of the way of the unmanageable Britisher. It was a death blow that the Luckenback received, while the Indrakuala, badly damaged, was rendered almost helpless, although remaining afloat.

In two minutes or less the Luckenback went down.

DIED TRYING TO SAVE HIS WIFE

The captain's wife was sleeping in her cabin below the bridge and was not seen after the collision. Captain Gilbert lost his life trying to get to her. His effort was futile, for before he had reached the main deck it was awash, and he was last seen swimming toward the cabin where his wife was a prisoner. The firemen and engine-room force on duty never had a chance for their lives, the vessel plunging beneath the waters of the Bay before they could reach the deck, after being warned by the impact of the collision. Several of the seamen and firemen who were off duty were in the crew's quarters forward and went down with the ship, water rushing in over them almost before they could move. The stewards and mess attendants were caught in the galley and went down.

The eight men on deck and Chief Engineer Christopher Knudsen caught the rigging of the mainmast and held on awaiting rescue. The battering of the waves and the icy blasts which swept the Bay exhausted the chief engineer, and after a two-hour fight he fell from the rigging and was drowned in the plain sight of the other eight men who were battling so desperately for life. Two hours after the collision the steamer Pennsylvania, coming down the Bay, sighted the Indrakuala, which was drifting two miles from the wreck. She then had two lifeboats out. She signaled the Pennsylvania to look out for the wreck and to rescue the men in the rigging. Captain Lissner, of the Dutch steamer, soon sighted the two masts, all that was visible of the sunken ship, and when a mile away he could make out the men in the rigging.

A THRILLING RESCUE

Crowding more steam on, Captain Lissner sent the Pennsylvania ahead and brought up to the westward of the wreck, and there hove to so that he could lower a lifeboat.

First Officer Jorgensen was in charge of the boat, and the eight survivors say that they have seen some daring and bravery displayed, but that nothing like that of this officer had they ever before witnessed.

Whipped by the sixty-mile gale that roared up the Bay, the seas were enormous, and it seemed impossible for the small boat from the Pennsylvania to live, but she did, and her crew of five soon had her between the two masts of the wrecked ship.

An attempt was made to throw a line to the mast on which the survivors were clinging, but it failed. It was impossible for the boat to get near the mast, because the derricks were projecting above water and were swinging about. In the meantime the Pennsylvania was anchored, but the wind blew her a mile away, and when he saw that his small boat had failed to get the men on the first attempt, Captain Lissner steamed back to the windward of the wreck, hove to and took the boat aboard and placed anchors in her, the plan being to drop the anchors on the wreck so as to hold the boat. Again the boat put off and again she got between the masts after a desperate struggle against wind and wave. The anchors were lowered, but they failed to hold, and the little boat drifted away. The Pennsylvania also had been blown far beyond the wreck, and again she came steaming up to the windward of the sunken ship, and again the small boat was taken

Continued on Seventh Page.

WIRELESS WOULD HAVE BROUGHT PROMPT AID

Ten Bay Steamers Were Within Easy Reach of Doomed Ship

PATHETIC SCENE AT CAPTAIN GILBERT'S HOME

Orphaned Children of the Master of the Luckenbach and His Wife Had Prayed for Their Safety—Chief Officer Hunt's Wife Had Premonition of His Peril—Indrakuala Had Been Held Up Here

MARINE DISASTERS SINCE 1898

1898—French steamship La Burgoyne rammed and sunk by sailing ship Cromartyshire off Sable Island; 560 lives lost.

1904—General Slocum, excursion boat, took fire going through Hell Gate, East River; 1,000 lost their lives.

1904—Steamship Norpe sunk at sea with 750 lives.

1905—Steamer Valencia foundered with 119.

1908—Japanese steamer Matsu Maru sunk, in collision, with loss of 300 persons.

1911—French battleship Liberte sunk by explosion, with the loss of 233 lives.

1911—Steamer Amir foundered in Straits of Gibraltar with 93 persons.

1912—White Star liner Titanic sunk after collision with iceberg and 1,500 to 1,600 drowned.

January 3, 1913—Steamer Julia Luckenbach sunk by collision with British steamer Indrakuala in Lower Chesapeake Bay and 20 lives lost.

That some at least of those on board the ill-fated tramp steamer Julia Luckenbach might have been saved had the British tramp steamer Indrakuala, which rammed and sunk her, been equipped with wireless, according to the United States regulations, is the opinion of the customs officials. At the time of the disaster ten bay steamers, all equipped with wireless telegraphy, were within calling distance of the vessels and could have responded and been alongside either of them within an hour or two and taken off those who were not drowned when the ship was struck.

Following the action of the local customs officials when the Indrakuala arrived at this port on December 28 from the Far East with a crew of 71 men and 8 passengers, Captain Smith, of the ship, landed his passengers here and sent them to New York city, their destination, by rail. Owing to the unusually large crew and the passengers, the local authorities tried to enforce the laws of this country by compelling the owners of the vessel to equip her with wireless. Not to delay the schedule of the vessel, the authorities here communicated with Washington, but Captain Smith, learning of it, voluntarily put his passengers ashore to complete their journey by rail.

BRITISH SHIP EXEMPT

After that it was learned that nothing could be done in the way of making the owners of the vessel abide by the government regulations, and accordingly the Indrakuala was allowed to sail for her port of destination. However, the law requires every vessel carrying a crew of more than 50 men, whether or not they have passengers aboard, going 200 miles or more to be equipped with wireless. The fact that the Indrakuala is a British vessel flying a foreign flag, and had landed her passengers here, exempted it from the law. However, after July 1, this year, every foreign vessel touching at an American port will be compelled to be equipped with wireless.

Friday's disaster, in which 16 persons perished, is the second greatest in the history of the Chesapeake Bay. All Baltimore was shocked when the extra editions of the papers announced the awful news. Offices of the agents for the two different lines were besieged by friends and relatives of the men who lost their lives, all clamoring for details. Around the shipping offices and along the waterfront, everyone was talking about the tragedy of the Bay, which vividly recalled to their minds the disaster which befell the Old Steamship Express more than 40 years ago. The Express was going down the Bay with nearly 200 passengers aboard, and when opposite the mouth of the Potomac River she turned turtle. Her boiler gave way and crashed through the decks.

Nothing definite had been heard at the office of Robert Ramsay & Co., in the Keyser Building, yesterday afternoon. They are the agents for the Indrakuala. George R. Dilkes Company are agents for the Luckenbach Line. Mr. Ramsay yesterday afternoon said that the only thing he knew of the accident was from the newspapers.

"I understand that many lives were lost, and if such is the case it is surely to be regretted," he said. "I have had the wrecking steamship Rescue, of Norfolk, rushed to the scene to stand by the Indrakuala and get her off the sand bar. She will then be towed to Norfolk, where repairs will be made."

CHIEF OFFICER HUNT'S STORY

The George R. Dilkes Company received a telegram from Chief Officer Frederick R. Hunt, of 2214 Oak street, this city, and shortly afterward a telephone message. Officer Hunt told of the collision, but before he had finished was compelled to ring off because of exhaustion. The message received over the phone said:

"When two miles south of Tangier Bar and about half a mile west, our steamer was rammed by the Indrakuala. So sudden was the collision that few of us had any time to escape. Eleven members and myself managed to climb the rigging and lash ourselves the best way we possibly could. However, before we were rescued by the Danish steamer Pennsylvania four of us were washed from our places. Among the dead are Captain Gilbert and his wife. Twenty-one members of the crew went down with the vessel, which sunk in a flash. For more than six

Continued on Seventh Page.

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