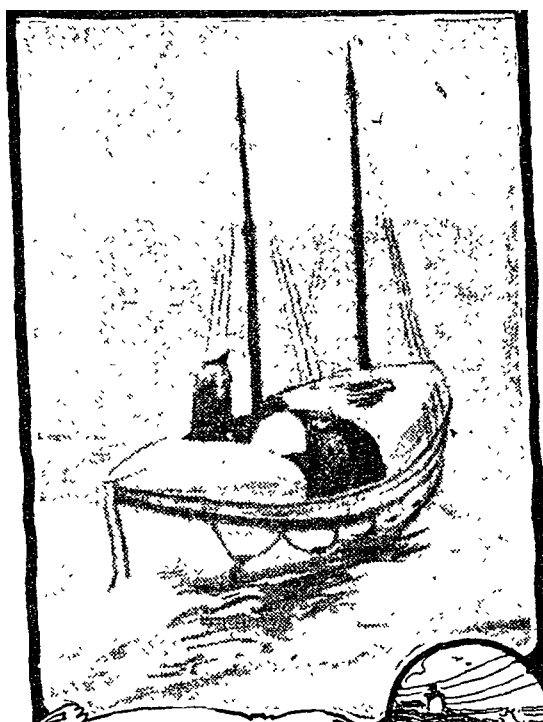


FOUR LOST FROM NAVY TUG

Nezinscot Turns Turtle and Sinks Off Rockport; Capt Evans, Wife, Son and Six Others Rescued.



THE LIFE BOAT WHICH MADE RESCUES

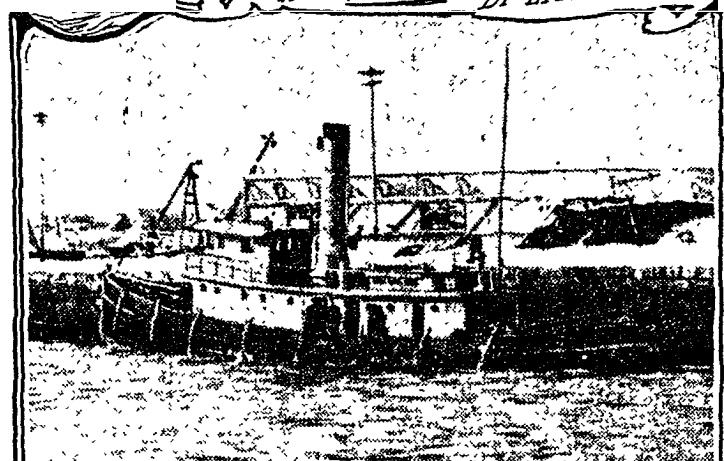


CAPT. EVANS CARRIED ASHORE TO DOCTOR BY LIFE SAVERS

Craft Said to Have Been Overloaded.

Two Survivors Picked Up After Floating for Hours.

ROCKPORT, Aug 11.—In a rough sea just after daybreak this morning, the naval tug Nezinscot, Capt Thomas Edward Evans, from Portsmouth, heavily laden with anchors, chain cables and a searchlight equipment for the Missouri, shipped a heavy sea off Rockport, which rolled her down. Her cargo shifted, the tug failed to right, filled and in two minutes had sunk in 30 fathoms of water, leaving her crew struggling in the stormy water.



U.S. TUG "NEZINSCOT" WRECKED ON CAPE ANN.



CAPT. T. E. EVANS.

Pilot of the Nezinscot, Port Captain of Fore River Ship Building Company.

On board as passengers when she went down were the captain's wife and boy and Dr Charles F. Trotter, acting assistant naval surgeon. Dr Trotter was drowned, the others to lose their lives being C. L. Taylor, ordinary seaman;

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FOUR LOST FROM NAVY TUG

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C. F. White, colored, ship's cook; L. R. Edwards, colored, seaman. White and Taylor never got on deck at all and are supposed to have gone down with the ship.

C. H. Pratt, chief machinist's mate and engineer of the tug, with three of the crew managed to find the tug's lifeboat still afloat. They righted her, bailed her out and got Mrs. Edwards, F. R. Bitter, chief boatswain's mate, and the captain's son into her, rowing ashore at Lanesville with great difficulty.

Capt. Evans, A. Belfric, machinist's mate, second class, and Dr. Trotter caught a grating which floated up from the wreck, and drifted away to leeward clinging to it. They were picked up by Capt. Nelson King and the crew of the Old Cove life-saving station at 9:30 a. m., after clinging to the grating for hours. Only an hour before they were found Dr. Trotter lost his grip and was swept away.

The others shifted from the grating to the tug's pilot house, which had also come to the surface. Capt. Evans was unconscious when found and remained so until the rescuing party had landed and taken him to the residence of Dr. Rowley. It was several hours before he was fully conscious, and at the reunion between the captain and his wife the rescue was regarded as a miracle. Each had believed the other lost.

Bouts from the Old House cove station, the Rockport station and Newburyport were all engaged in the search. Capt. King's crew had gone about seven miles northwest of Halibut point when they found Capt. Evans and Belfric. Belfric was holding the captain on to the roof of the pilot house when found.

The Nezinscot was a steel hull built by Neafie & Levy of Philadelphia in 1897 and was bought by the government during the Spanish war. She was 85 feet long, 19 feet beam and 8 feet draft, of 156 tons displacement and a gross tonnage of 118. With 400-horse power she made 10 knots. She was stationed at the Portsmouth navy yard.

This morning she left the yard with between 15 and 20 tons of chain cables for the USS Missouri, a searchlight equipment and two anchors weighing 1800 pounds each. Her crew consisted of F. R. Bitter, chief boatswain's mate; C. H. Pratt, chief machinist's mate; A. Belfric, machinist's mate, second class; V. F. Tillotson, fireman, first class; C. F. Underdown, fireman, second class; W. H. Fitzgerald, C. L. Taylor, L. R. Edwards, ordinary seamen, and Charles E. White, ship's cook.

It is supposed the weight of the machinery made the tug logy. A hard northerly gale was blowing as she came out from Portsmouth and she ran before it until she was off Cape Ann. Chief Boatswain's Mate F. R. Bitter, who was nearly exhausted when he steered the Nezinscot's boat into Lanesville and carried Mrs. Evans ashore, said:

"The weather was clear when we left Portsmouth at 3 a. m., but there was a strong breeze from the north-northwest. The run was without incident until we were about five miles off Halibut point, when a sea boarded the tug, rolling her over on her side.

"Instead of righting, the tug curved down, probably through the shifting of some of her deck load. The tug remained in that position about two minutes, and then sank. In that brief period, while she was above water, Capt. Evans had ordered all hands on deck and the crew came tumbling up, but two of them, cook White and a seaman named Taylor, did not appear, and I think they went down with the ship.

"When the tug sank we were all thrown into the water. The captain shouted: 'Save my wife and boy.' I managed to find the woman struggling in the water, but had some difficulty in getting a life belt around her. Then we managed to get hold of a plank, to which we found the boy clinging.

"In the meantime Capt. Evans, Dr. Trotter and the chief engineer had got hold of an oak grating, while four of the crew had found the tug's boat floating and righted her. Mrs. Evans, the boy and myself were clinging to the plank and I was supporting Mrs. Evans when one of the negro deck hands came drifting by on a piece of wreckage, but instead of holding on he grasped my leg and I felt myself being pulled down.

"I could only shake my leg feebly and it took all my strength to keep the woman up, but the boy, who was about 14 years old, seeing that the negro was likely to drown all of us by his struggles, reached over and pushed him off, telling him to go back to his own plank. The negro disappeared and we did not see him again.

"After we had been floundering about in the water for nearly an hour, and Mrs. Evans was almost unconscious from exhaustion, the sailors came up with the boat, which they had righted, and hauled all three of us on board. We could see nothing of the three men on the grating, so we reluctantly pulled ashore in order to obtain medical aid for Mrs. Evans. The boy seemed to have withstood the long struggle without difficulty."

Mrs. Evans was taken to the home of a local physician, where at noon it was stated that she was in fair condition, although much prostrated.

Word was at once telegraphed to Rear Admiral Swift at Boston, who dispatched the torpedo boat Davis to search for the survivors reported drifting to sea on the grating. The life-saving crews were notified and they, too, at once put to sea. The revenue cutter Androscoogin was caught by wireless far off the coast and she put about for the scene of the wreck.

From Boston the naval tugs Slouss and Iwana were got ready; the Slouss, with extra crew, started down for Cape Ann at 9:30. The naval tug Potomac, also intercepted by wireless off Provincetown, was ordered north to sweep the lane in which it was thought the grating might drift.

Before the news of the finding of Capt. Evans had arrived, even the customhouse tug Winnisimmet had been ordered down.

Of those lost steward Charles F. White had been attached to the Nezinscot for the past five years. He was a native of Norfolk, but had made his home in Portsmouth, on Richmond st., since being stationed there and had just commenced his third enlistment.

Seaman C. L. Taylor was a native of Hendersonville, N. C., and made the trip around the world on the battleships Illinois and Wisconsin. As his time would have expired in about two months he was transferred from the latter ship to the Nezinscot.

Leroy Edwards, the other colored seaman who was drowned, was a native of Providence, about 30 years of age. He made his home in Portsmouth, on Daniel st., and leaves a wife, who is at present visiting his relatives in Providence. Edwards has been in the hospital at the navy yard on account of illness, and was only yesterday restored to duty.

Acting Assistant Surgeon Trotter of the navy, who was drowned, entered the naval service last April, and was on duty at the naval hospital at Portsmouth, N. H. His home was in Franklin, N. C.

Capt. Evans is known as one of the most famous coast pilots on the Atlantic seaboard. He was born near Lewis wharf about 50 years ago, and went towboating so young that he had to run away from school to do it. For many years he was in the employ of the Boston towboat company, where he established a reputation for capability and daring.

On account of his skill as a navigator he was chosen by Admiral Bowles as port captain of the Fore River shipbuilding company, five or six years ago, his chief duties being to take warships and other large craft built at Quincy down through the drawbridge and on their trial trips.

Last fall Capt. Evans accepted a command from the Southern Pacific steamship company, to take one of their biggest tugs in New York harbor. A few months ago he was engaged by the government to pilot the Nezinscot to Portsmouth, and it was said today that his contract with the Southern Pacific would be postponed to allow him to take the new battleship North Dakota on her trial trip in the fall. Capt. Evans is married and has several children. His home is near Fort Banks, at Revere st. and Crest av., Winthrop.

The tug M. Mitchell Davis, with wrecking gear and a diver, arrived at the scene of the Nezinscot's capsizing at 10:30 and began an investigation of her condition, to see if she can be raised.

OVERLOADING CHARGED.

Nezinscot Had Several Previous Mishaps Since Being Stationed at Portsmouth.

PORTSMOUTH, N. H., Aug. 11.—The foundering off Cape Ann of the U. S. tug Nezinscot, which left this navy yard at an early hour this morning for the Charlestown navy yard, is attributed to overloading by local river men, who characterize it as gross carelessness.

on the part of someone at the navy yard in sending a tug so heavily freighted to sea.

The Nezinscot has met with various mishaps and on the trial trip of the USS Denver was sent to sea as one of the stake boats, fouling with one of the other vessels of the fleet and narrowly escaping being sunk.

About three years ago a fire pump, which weighed two and one-half tons, was placed aboard the tug. After the pump was tested it was found that the boat was practically useless as a fireboat, but the pump was allowed to remain on board.

The tug when loaded for a trip carried 40 tons of coal in her bunkers and her water tanks had a carrying capacity of 11,000 gallons. Capt. C. O. Olsen, who was master of tugs before the appointment of Capt. Evans, once refused to put to sea in the craft, telling the executive officer of the yard he would not take the responsibility for the safety of his crew.

The shipment of cables, anchors and stores on the deck of the tug, weighing 20 or more tons, on a craft designed for towing purposes and not as a freighter, is criticised by river men.

The tug M. Mitchell Davis, sent out from this station to render assistance, returned shortly before 5 this afternoon, bringing chief boatswain's mate F. R. Bitter, chief machinist's mate C. H. Pratt, machinist's mate A. Belfric, fireman V. F. Tillotson and C. F. Underdown, and seaman W. H. Fitzgerald. Capt. Hoyt of the Davis says the tug turned turtle and was in about 35 fathoms of water, seven miles north by east from Lanesville.

The drowning of Acting Asst. Surg. Charles E. Trotter, USN, was one of the particularly sad features of the sinking of the Nezinscot. He was a native of Franklin, N. C., having graduated from the Johns Hopkins university at Baltimore. He had been stationed at the naval hospital for only two months, and during that time he and Master of Tugs Evans had become fast friends. Surg. Trotter was making the trip on the ill-fated tug just for pleasure and to see the coast between here and Boston. He leaves a father and mother.

Charles White, the colored cook, who was drowned, was a native of Portsmouth, Va., and was very popular with his associates here. His wife died very suddenly last year, but White still maintained his home on Richmond st., and it is stated he was to have been shortly married to a young woman living in Kittery.

CREW IS CRITICISED.

Capt. Evans of the Nezinscot Said to Have Declared All Could Have Been Saved From Wreck.

GLOUCESTER, Aug. 11.—A naval officer came ashore this afternoon from the Mayflower and went to Dr. Rowley's in Lanesville, where Capt. Evans and his wife, survivors of the Nezinscot, are being cared for. He left directions to all the survivors he met to say nothing and give out no interviews. Several, however, who assisted in the rescue say that Capt. Evans complained bitterly of the conduct of some of the crew and is quoted as declaring that all could have been saved.

Capt. Evans is reported as saying that when the tug went over the boat floated from the deck and some of the men jumped in. After getting his wife and son in the boat Capt. Evans turned his attention to machinist Belfric and Dr. Trotter. Capt. Evans is a good swimmer and so is machinist Belfric.

The latter had been swimming around for some time, but finally Capt. Evans saw that he had secured a hold on a piece of wreckage. He then turned his attention to Dr. Trotter, who could swim but not much. Dr. Trotter was then complaining of exhaustion, so Capt. Evans saw that he was lodged

near the ship's desk, that was floating about.

After this had been accomplished he called to the men in the ship's boat to come to the assistance of himself and the other two men, but they heeded not the call and rowed on.

Whether the men in the boat could see the struggling men in the water is a question. When they arrived at Lanesville this morning, they appeared quite sure that they were the only survivors, and it is supposed that in the excitement of the moment and in the heavy sea which was running that they failed to see their struggling shipmates, rescued hours later by the opportune arrival of Capt. King and his life-saving crew.

Capt. King, who is in charge of the Old House cove life-saving station, put to sea in response to a telephone message, in the big power surfboat stationed there.

Capt. King steered his craft right to windward, calculating that he would run across the men if any were found in that quarter. His judgment proved correct. About six miles north-northwest of Halibut point he came across some wreckage.

A short distance away he descried a man afloat on a ship's grating; it proved to be Capt. Evans. A little beyond on the pilot house of the boat was machinist Belfric. Both men were speedily secured, Capt. Evans being almost in a state of collapse. Both, however, managed to tell Capt. King that Asst. Surg. Charles Trotter was afloat on a desk a short distance to leeward.

Capt. King immediately set out in search. Soon a desk floating came into view, but there was no sign of any one on it. He made a thorough search of the water, but could see no sign of life, and as the condition of Capt. Evans was such that immediate attention was demanded, he concluded to run for Lanesville, a suburb of Gloucester, and land the men there.