

1733

WRECKED IN THE GRAVEYARD OF THE ATLANTIC OCEAN

The British schooner Lady Franklin of Pictou, Nova Scotia, bound from Halifax to Boston with a cargo of potatoes and carrying a crew of six men, stranded at 4 o'clock A.M. on February 8, 1883, about two and one-half miles east of the Peaked Hill Bars Lifesaving Station. A moderate southwesterly wind prevailed at the time with rainy and squally weather conditions. The vessel was discovered at 5 o'clock by the last patrol and the people on board answered his signal flare by firing a gun. The patrolman made the best time possible back to the lifesaving station and one hour after he had sighted the vessel the lifesaving crew was aboard of her and ready to render assistance. Although the tide was ebbing, the surf on the bar was so rough the the captain feared his vessel would fill with water before anything could be done for her relief. In that case she would probably become a total wreck. It was therefore decided to lighten her by throwing cargo overboard. Her own crew was about used up from loss of rest and sleep during the continued bad weather

for several days preceding the grounding, and the lifesaving crew therefore took charge and proceeded to break out cargo, throwing about five hundred bushels of potatoes overboard. While this was being done the crew from the Highland Lifesaving Station arrived on

the scene and lent effective help to their toiling comrades. With the tide on the flood again the surf increased so rapidly that at 9 o'clock it became necessary for the safety of the vessel to suspend discharging the cargo and close down and batten hatches. The wind in the meantime had shifted into the northwest and commenced blowing a gale. The sails were therefore close reefed and got in readiness for hoisting as soon as the vessel would lift with the tide, the jib being set at once to cant her head off shore. As the water deepened about the schooner she commenced lifting by degrees, and in a short time her bow swung off in the direction desired. At that moment the reefed sails were hoisted, and before long under the favoring influence of the gale, the efforts of the lifesavers were crowned with success and the schooner was once more afloat. As the gale was adverse for reaching Boston it was decided to put into Provincetown for a harbor, the keeper of the Peaked Hill Station remaining on board of the Lady Franklin to pilot her into that port. The other lifesavers returned with all of their equipment to their respective stations. The vessel reached a safe anchorage a few hours later without showing any material damage.

PROVINCETOWN SCHOONER SAVED OFF VIRGINIA

The schooner Pearl Nelson of Provincetown, carrying a crew of six men, bound from Wilmington, Delaware, to Plymouth, Mass., with a cargo of 1200 barrels of tar, stranded about one hundred and fifty yards from the beach, head on, at 4 o'clock in the morning, nearly abreast of the Lifesaving Station at False Cape, Virginia. It was blowing strong from the northwest with a heavy sea. She was discovered half an hour later by the patrolman on his return to the station to call his relief. The surf-boat was soon launched and the lifesavers pulled off to the stranded vessel. The sea was so rough that, notwithstanding the exertions of all of the lifesavers to keep their surf-boat clear of the schooner, it was dashed violently against the anchor and badly stove. The boat being thus disabled it became necessary to

repair damages before they could return to shore, so it was hoisted aboard and patched, the hole being about 16 inches long by eight wide. When this was done, however, the schooner's crew refused to leave in the boat, preferring to be taken ashore in the breeches buoy. Under these circumstances the Keeper decided to return to the beach and rig the beach apparatus, the station being reached at 7 o'clock. The gear was arranged as quickly as possible after the shot-line had been shot over the vessel, but the crew persisted in their refusal to land until noon, at which time five of them were drawn ashore, one at a time, the captain still remaining aboard. Towards dark, however, he signaled and was quickly brought ashore and taken to the station, where all hands were made comfortable for the night.

On the following day (25th), in response to a telegram to Norfolk, a wrecking steamer arrived, and on the 26th the latter took charge of

the vessel and ultimately succeeded in taking her off the beach. Although the aid of the lifesavers was not required by the wrecking crew in floating the schooner, they rendered valuable assistance with their boat in the transmission of messages and telegrams to and from the vessel during the time she lay ashore, a period of several days.

DEATH WARRANT OF A PIRATE

Ye 7th of January 1689
 Eleazer Buck, Marriner indicted by ye Juris for our Souireign Lord and Lady ye King and Queen, upon their oath by three several indictmts viz ye sd. Eleazer Buck upon Friday ye 9th of August 1689 on ye High Seas that is to say abt three Leagues from Halfway Rock in Massachusetts Bay upon ye Ketch "Mary" of Salem, Hellen Chard, Master, and upon ye sd Master and men their Matie, Leige people with force and army and assult did make and as a felon and Pyrate with gun, and sword, did enter and ye sd Ketch with all her lading of fish being ye value of "sixty pounds" of ye goods and chattels of their Matie, Leige people and tooke and carryed away. . . . (Note: Buck pleaded guilty to the first charge, not guilty to the other two as they were under a "Red flag in defiance of their Matie's authority." Jurors found Buck guilty of felony and murder, and sentenced him to death. Prominent Bostonians interveined, payed the fine and saved the fate of Buck and companions just before the trap was sprung, while he was standing on the gallows with the noose already around his neck.)

