



Off to the Rescue, Cape Cod

Left, Captain Edwin P. Worthin. Third from right: Mr. William P. Paint, #1 Surfman, and fourth from right is Mr. Lucas.

United States Lifesaving District No. 2 (U. S. Coast Guard) in the fiscal year 1882-1883 reported the following. Total number of disasters 26. Total value vessels \$266,805. Total values cargoes \$51,495. Total amount property involved \$318,300. Total property saved \$283,255. Total property lost \$35,045. Persons on board 168. Total persons saved 168. Total of disasters involving loss of vessels 6.

**November 26th, 1873**

Brig. Mary, from Cape of Good Hope, loaded with hides, hemp, &c., went ashore on the back of the Cape opposite the town Monday night, is high up on the beach.

**December 3d, 1873**

**Brig Marie**

Ashore on the back of the Cape has been unloaded and her cargo shipped by rail to Boston. The merchandise with which she was loaded, (Goats skins, Sheep skins, Buchu leaves, etc.,) is not largely damaged. Messrs. Isaiah Gifford and Joseph P. Johnson have contracted to get the vessel off for \$1800.

P.S.—The Marie was got off at high water Tuesday morning.

November 7, 1884: A steamer running dangerously close to the beach near the Peaked Hill Bars Station was warned of her danger by one of the patrolmen burning the signal flare, when she at once responded by shaping her course farther off.

**December 31, 1873**

A steamer was on Peaked Hill bars last Tuesday night about an hour. Went off at flood tide. Supposed to be one of the New York line.

**DISASTER OF SCH. MONTEZUMA As Reported Sept. 6, 1871**

U. S. Steamer Moccasin, Lieutenant Walden, towed into Vineyard Haven yesterday the Schooner Montezuma, Capt. Leach from Charleston, bound for Provincetown, dismantled. The Moccasin fell in with the schooner at anchor near Nashauma riding by a small anchor obtained from the shore, the wind blowing heavy from the south at the time. The Montezuma must have gone ashore in a short time as she was riding heavily by a short line only. . . .

Capt. Leach reports on the 8th ult., lat. 2740, lon. 78 45, encountered a hurricane from north to north-east rendering the vessel unmanageable, ran over Mansanilla Reef and anchored, the vessel dragging, bent cables to the pots and cooler, and everything serviceable to hold her, and threw them overboard; parted one chain and vessel still continued to drag, cut away both masts and rode out the gale. 17th was unable to do anything, owing to the ugly sea. On the 18th rigged the gaffs as jury masts and bent what little sail we could and proceeded. Our losses consist of both masts, jibboom, foreboom, two boats, tryworks, boilers and cooler, galley, two anchors and chains, two foresails jib and staysail, decks swept of everything moveable, bulwarks broke, etc., etc. The Montezuma has 65 barrels sperm and 30 barrels fish. On the night before the hurricane saw Brig. D. A. Small of Provincetown with 140 whales. . . .

**April 14, 1904**

On Saturday and Sunday in the dense fogs Capts. Fisher and Bickers and their life-saving crews did valorous and effective work in saving four vessels from destruction.

On Saturday at 2:30 p.m., the Gloucester trawler Jubilee, bound for Edgartown went on the bar about a mile east of Peaked Hill bar. Capt. Fisher and his life savers put off at once in a fog. There was a very bad heavy swell shouldering around the curved stretch of reefs and sands kicking up the worst sea of the spring.

Nevertheless the task was begun. The trawler Emelia Enos loomed up through the fog and a hawsers was put on her. Then, with tricks known to seamen only, the men tugged and in three hours aided by the rising tide, the Jubilee was floated.

Between 8:30 and 9:30 Sunday morning, the big trawling sloops Active, Bessie and Albert Drummond went ashore near Wood End. The Active struck near the western battery and the other two within three miles of her. By skillful maneuvering the life savers finally floated all three boats.

To finish the work the men looked around and saw one lone dory, being slowly rowed across the harbor. They went after it and found that it contained a man, well-nigh exhausted after a 15-hour row from his vessel, the Gloucester trawler, M. Madeline. He was rushed ashore, given hot drinks and put to bed.

Sch. S. F. Maker, Capt. Campbell Peart, bound on a mackerel trip, went ashore on Wood End Sunday but was floated in the afternoon by the crew. The kedge anchor was lost.

**Broken in Two**

**Off Cape Cod**

1732  
WRITING in *The Mysterious Sea*, Ferdinand C. Lane says, "My earliest vivid recollection of the sea was of watching a huge wave curl over the iron ship *Jason*, from Calcutta, as she lay broken in two off Cape Cod. Only one member of her crew survived, riding the breakers to safety on a bale of jute!

"Years later, on a leisurely hike from Provincetown to Highland Light, I counted fifteen great masses of wreckage, varying from a ship's foredeck to an entire hull, for in the offing lurked *Peaked Hill Bars*, one of the graveyards of the sea. Often I listened to tales of shipwreck in beach shanties tapestried with lobster buoys and tarred twine, while in later years I observed wrecks in various latitudes; for the good ships hove to in Davy Jones' Locker far outnumber all the sails and funnels now afloat. I recently deciphered in a Cape Cod cemetery — a name, scarcely legible, a date, and the one comment, 'Lost at sea.'"

Of such, whose watery grave is in the deep, deep sea, but whose tombstone worn and almost undecipherable leans forlornly where summer's sweet grasses grow and only the sorrowful sighing of the quiet mid-summer breezes is heard, we may well imagine were written these lines by Lord Byron:

"He sinks into thy depths with bubbling groan,  
Without a grave, unknelled,  
uncoffined, and unknown."