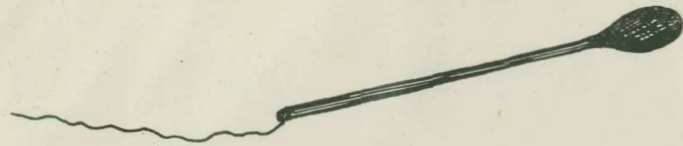


the sandy shores of the Cape under normal weather conditions, and launched in very shallow water.

The type of boat that is best suited for one locality, however, may be ill adapted for another, and a boat that would be serviceable at one



HEAVING STICK.

A small line is attached to this, and the life savers find it a very valuable means of getting a line to a vessel or piece of wreckage. It can be used advantageously at about fifty yards.

time might be worse than useless at another. On the coast of Cape Cod the boat service at wrecks is generally not very far off from shore, and the chief and greatest danger lurks in the lines of surf which must be crossed, and in the breakers on the outlying shoals.

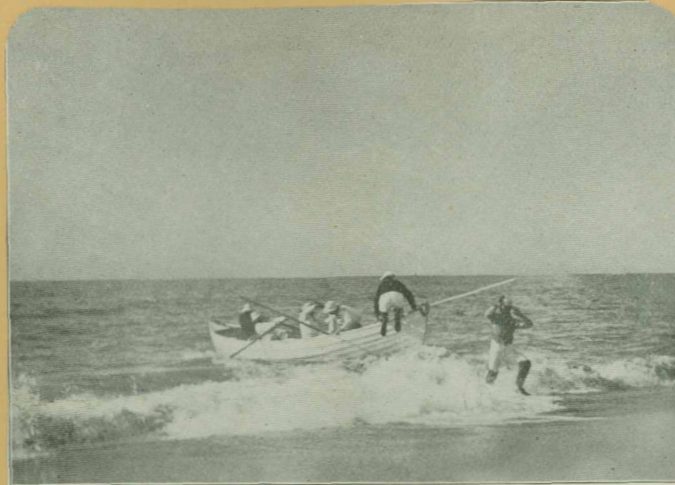
The self-righting and bailing boat is more unwieldy, not so quickly responsive to the tactics of the steersman, and not so well adapted to the general work on Cape Cod. Where long excursions are apt to be undertaken, and the service is especially hazardous, the men feel safer in a self-righting and bailing boat, one of which has been introduced at the new Monomoy Point Station.

When the surf-boat is used to effect rescue it is taken along the



WAITING FOR A GOOD CHANCE TO LAUNCH.

beach to a point as near the wreck as possible, unloaded from the cart, and at a favorable time run into the raging waters. The keeper is the last man to get aboard the surf-boat, climbing in over the stern as she is run into the sea. The life savers who remain ashore to assist in getting the boat off run waist deep into the sea, helping to guide the boat, and to prevent her, if possible, from being capsized in the surf. The keeper steers with a long oar, and with the aid of his trained surfmen, intent upon his every look and command, guides the buoyant craft through the surf with masterly skill. He is usually



A GOOD LAUNCHING. CAPTAIN IN THE ACT OF GETTING INTO THE BOAT.



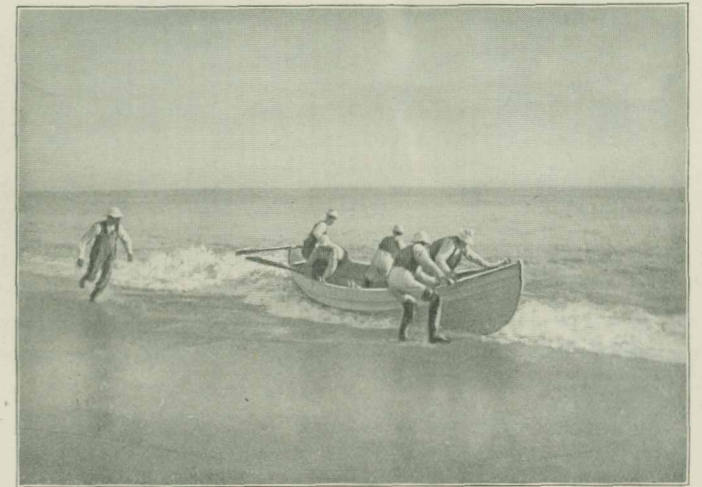
LIFE SAVERS PRACTICING LAUNCHING THROUGH THE SURF.



A GOOD LANDING.

able to avoid a direct encounter with the heaviest breakers, but if he is obliged to let them strike him, he meets them directly "head on."

Although sometimes hurled back upon the beach and broken in desperate and unavailing attempts at a launch against a resistless sea this boat, which might easily be upset, has rarely been capsized in going through the surf. While there is always great peril in launching these boats in times of shipwreck, the greatest danger lies in landing through the surf. The gigantic walls of water speeding to the shore cannot then be met head on as when the boat is passing out,

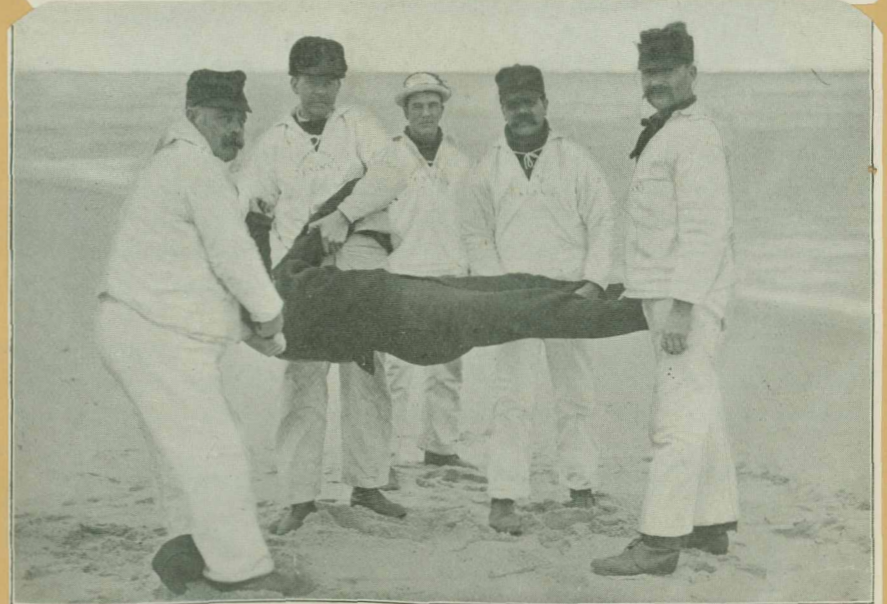


IN DANGER OF OVERTURNING.

and when one of these tumultuous combers break over the stern of the boat, which, fortunately, has rarely occurred on Cape Cod, the lives of those aboard the craft are placed in great peril.

In landing the life savers jump into the surf as the boat is about to touch the beach, and with the assistance of those of the crew who remained ashore to select a good landing place, the craft is quickly run up on the beach far out of the reach of the dangerous undertow.

This work is also attended with great danger, the surfmen sometimes receiving injuries by being struck by the boat, which incapacitates them from further duty in the service. The keepers and crews



AFTER A WRECK, SURFMEN OF CAHOON'S HOLLOW STATION CARRYING A BODY TO THEIR STATION.