



ered Remains of British Ship "Jason" - Pamet River, Dec. 5, 1893

Late in the afternoon of December 5, 1893, the Patrol of the Nau-Life Saving Station, a few miles south of Highland Light saw the line of a great ship during a break in the furious storm-driven snow as soon hidden from sight by the increasing gale. At 7:15, a surf- of the Pamet River Station rushed into the station and shouted: 's ashore, half a mile north of this station!" All stations were diately notified. Then out into the storm, the flying sand cutting r faces like knives, the Life Savers hurried with their mortar guns led. By the glare of the light on shore, the faint outlines of the ed ship could be seen, her great white sails being torn to shreds he savage fury of the winter storm.

Her broken masts fell with a crash to her decks. Soon her iron was twisted and wrenched asunder; through her rended decks and ered sides floated portions of her cargo to the shore. The mortar of the Life Savers sped true to their mark and the life lines fell ss the ship's hull, but her men could not reach them, so madly ed the waters between. Soon a surfman saw a human being tossed up he sea. He was hurried to the station, restoratives were applied, soon he was able to tell the story of the wreck:

"Our vessel was the British ship Jason, Captain McMillan. We were voyage from the East Indies to Boston with jute bales. We did not our position until we saw the land at four this afternoon. We d by crowding every sail on the ship to weather Cape Cod; we failed. e were twenty-seven officers and men in our ship's company. I am only one that lives; I saw all my shipmates perish when the miz- ast fell."

Like many another shipwreck, the irony of fate pursued this ship's company. When her keel was driven into the sand bar by force of the mighty waves which hurled her forward, the only spot which seemed to offer a place of refuge from the boiling surf which tore across her deck was the mizzenmast. Into the rigging of this spar every man hurried except the one man who was saved. He was swept from the rail before he could gain a foothold with his shipmates. What they had hoped would be their haven of safety was their doom.

The foremast stood unmoved by the winter's storm for many weeks. Could this unfortunate crew have reached this portion of the ship, many of them would have been rescued the following day.

.... from "Shipwrecks on Cape Cod" ....  
by Isaac Small

Pamet River in 1849: At the mouth of Pamet River in Truro, a lighthouse was built in 1849. But, the harbor began to fill in with shifting sands, and vessels increased in size, until Pamet's small harbor area was quite inadequate for the large fleet and it became impossible to secure anchorage space. The shipping had to move out and with it went the shore industries that had been built up to serve the shipping industry. The lighthouse was abandoned in 1855.

ight of November 2, 1883, the crew of the Pamet River Station, Truro, Mass., also answered a distress call.

"The steam tug *Glance*, of Boston, with a crew of five men, encountered strong head winds and heavy seas on her way up the coast to that port from Philadelphia and running short of fuel was forced to anchor abreast of the Pamet River Station. At daylight the captain was brought ashore and reported that he had barely enough coal to last to Provincetown. As the distance was twenty-odd miles and the captain was unacquainted with the coast he wanted a pilot to take him thither. As the local pilots

were all away fishing, the keeper, at the captain's request, detailed one of his men (*Surfman Dyer*) to act in that capacity. *Dyer* went on board and took charge of the wheel and did not leave his post until the tug reached Provincetown in safety. Before returning by rail from Provincetown he also aided the captain in procuring a supply of coal to enable him to reach Boston. The captain was extremely grateful for the assistance received, especially as the weather again set in bad just as he reached the harbor. Had he remained outside, dependent on his own resources the consequences would doubtless have been serious."