

PROVINCETOWN, MASS.

THURSDAY, FEBRUARY 25, 1960

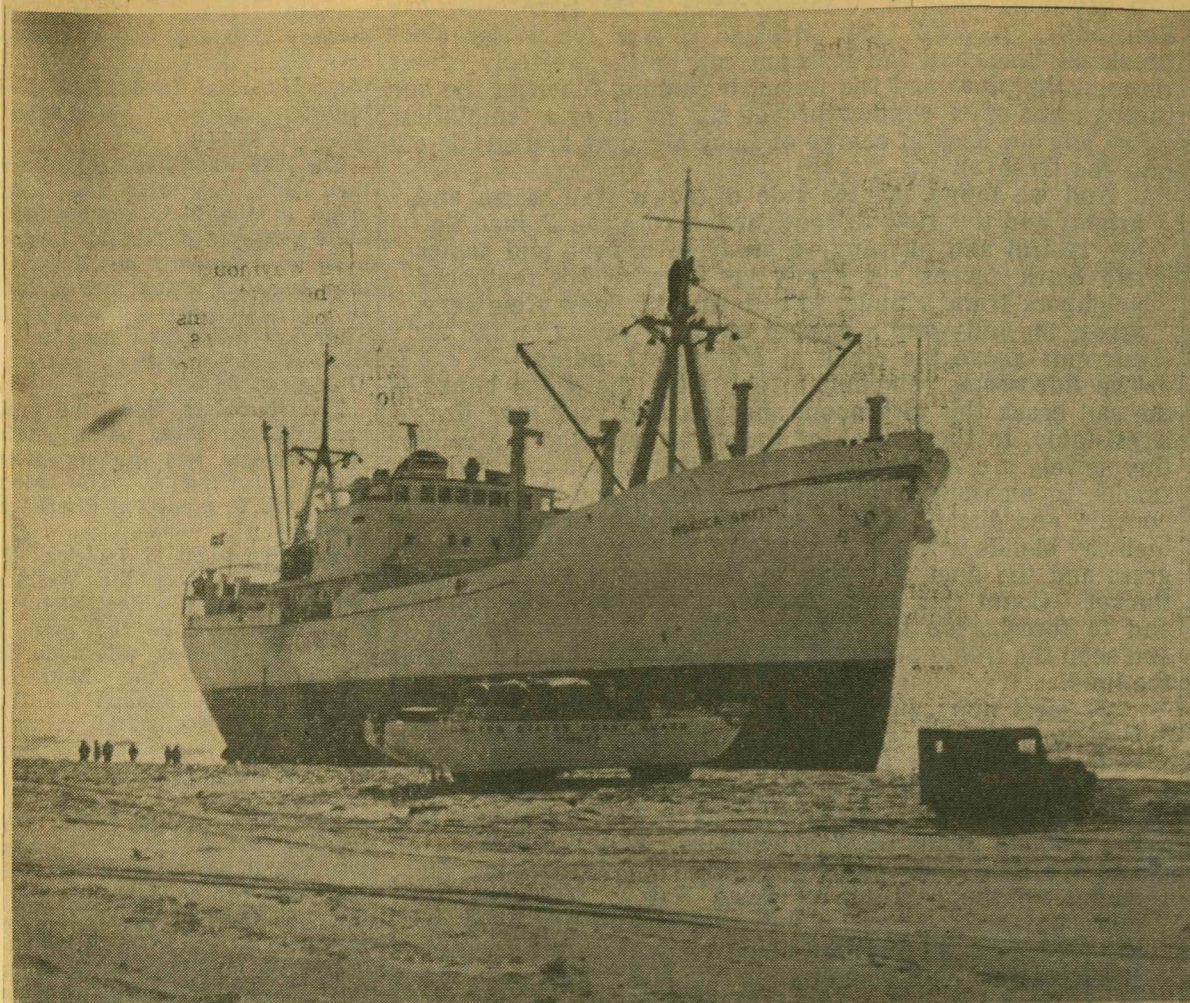


Photo by Dan Bernstein

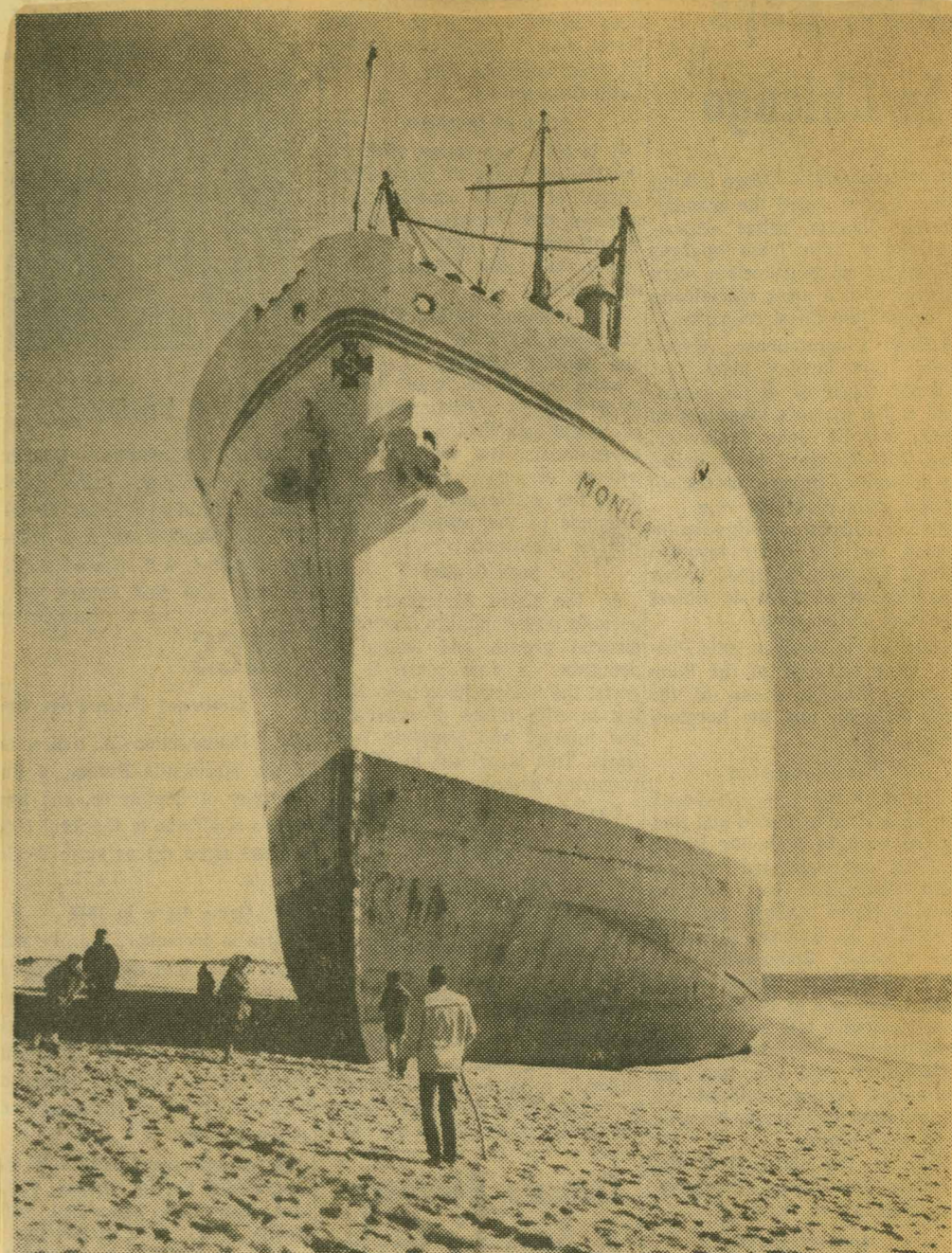
High and dry on the beach between Race Point Light and New Beach, the Swedish-Chicago Line freighter, Monica Smith, has resisted all efforts to put her back in the water since Sunday. The crowds have been able to walk around her and her propellor can be seen far out of water. Also shown is the Coast Guard DUKW which almost came to grief and one of the many beach buggies that make frequent trips.

ald White, who worked in relays in the cold water for 2½ hours. The two tugs left for Boston and it was learned shortly afterwards that the Merritt, Chapman and Scott Salvage Co. were taking over the towing operation. At the same time it was learned that a huge calvage ship, the 1,200 ton Curb with a crew of 40 was being dispatched from Key West, Fla., to arrive here on Friday to attempt to drag the freighter off the beach.

Traffic to and from the Cape on Monday was exceptionally heavy and extra State Police cruisers were detailed to patrol the highways. The Provincetown Rescue Squad ambulance stood by at New Beach all day should any emergency arise.

Tuesday was a quiet day. Restaurants restocked, shellfishermen went after sea clams for more clam chowder, gas stations filled their tanks and the Coast Guard Cutter Duane took over the stand-by duty as the Evergreen had left. The wind was brisk and the blue sea was capped with flecks of white. Matt Costa was hired to provide a beach taxi service for the ship. Yesterday and today his jeep station wagon brought in fresh supplies of food to the ship, the main items being a daily order of 100 quarts of milk and 30 dozen eggs. Even sailors on a beached ship have to eat and that food list speaks well of their appetites!

The Orion returned alone to the towing scene Wednesday morning and in company with the motor lifeboat from the Race Point station rigged another tow. The ship moved. Perhaps tonight or tomorrow it will tow her clear. If not, the 220-foot Curb is to arrive on Friday morning for the big pull. Until then we wait, and watch, and listen for the latest news.



HIGH AND DRY . . . ON THE BEACH AT PROVINCETOWN
The 258-foot Swedish freighter, Monica Smith, aground near Race Point Lighthouse (AP Wirephoto)

February 25, 1960

Freighter Moved Out This Morning Into Deep Water By Tug Orion

By Dan Bernstein

The waiting is over; the 6,000-ton freighter Monica Smith was pulled off the beach at 9:25 a.m. this Thursday morning by the tug, Orion. Assisting the tug was the motor lifeboat from the Race Point Coast Guard station.

A few minutes after the Monica Smith had been pulled off the beach, after sitting there for 104 hours, I drove out to the beach

to see what progress had been made in the towing. High tide today was at 10:06 A.M. reaching a height of 10.8 feet. I was caught off-guard as I thought if the freighter were pulled clear today, it would be after the high tide point was reached. I raced over the road to the Airport and found Bill Quinn was up in the Cub taking TV footage with his movie

camera. He came down in a few minutes and I went up with Tony Pereira at the controls. This time I had my eyeglasses strapped on!

From my vantage point, I could see the Monica Smith was a few hundred feet off shore being pulled by the Orion, stern first. The Coast Guard motor lifeboat hovered nearby the Orion. The Monica Smith was pouring smoke from her funnel and presumably was getting ready to use her engine.

Twenty minutes and 60 photographs later I was on the ground again. A few minutes after that I was calling New York and Boston to get the photos into print. I expect photographers and newsmen will swarm in all day today.

The Monica Smith assisted herself in coming off the beach as she

had two anchors out off shore attached to her winches. Her strain on the anchors, combining with the Orion's pull, took her off the beach. The freighter will be towed into Provincetown harbor this afternoon and anchor or moor for an undisclosed length of time.