

Swedish Freighter "Monica Smith", Cont.

and the wharf was made on the Provincetown fishing dragger, Queen Mary, Captain Anthony Russell. The tug Orion, which hauled the craft off, was released from duty and, after taking on water at the MacMillan Wharf, returned to Boston. She had accompanied the Monica Smith to Provincetown Harbor after the successful attempt at refloating the large craft.

Coast Guardsmen from the Race Point station left port early yesterday to be on hand to assist. The ship was hauled off the beach at 9:25 a.m. yesterday. Manning the station's motor lifeboat were Boatswain's Mate 2d Class Ralph O. Morris, Engineman 3d Class James Grimsley and Seaman Francis Magro.

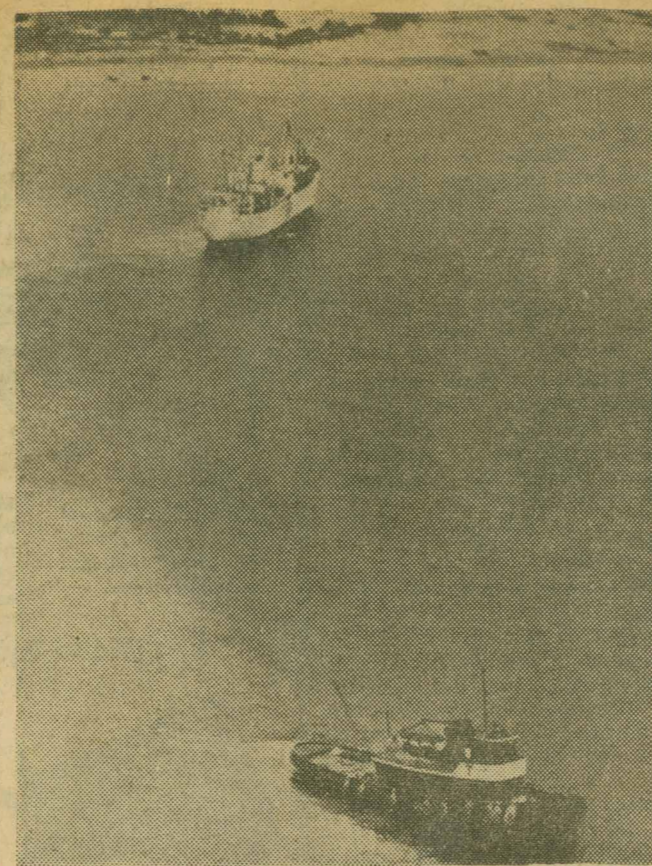
During the afternoon, Captain Gustrind and the chief engineer

returned to the wharf. The skipper paid bills for things it had been necessary to purchase in town and then returned to the ship. Captain Shepherd, who had made his headquarters aboard the Monica Smith, came ashore and was taken to Provincetown Airport and left for Boston at 4 p.m. on the first leg of a trip to New York City.

Ship Inspected

Captain Shepherd said the ship was inspected by a surveyor and was given a seaworthy certificate of no damage while it was on the sandy beach for nearly five days.

Unofficial estimates of between 5,000 and 10,000 spectators journeyed to Provincetown during the period to see the stranded vessel, and restaurants, filling stations and other places were taxed to the utmost with the unexpected influx of visitors.



(AP Wirephoto)

GROUNDING SWEDISH FREIGHTER FLOATED
Freed from Provincetown Beach

Cape Cod Standard Times—Feb. 26, 1960

Freeing Ship Called Routine

But Expert Knew How to Manage It

PROVINCETOWN, Feb. 26 — A "routine operation" was the description given to yesterday's successful refloating of the Swedish freighter Monica Smith by Captain Frank A. Shepherd, salvage master for Merritt, Chapman and Scott Salvage Company.

Interviewed at Provincetown Airport, just before taking the 4 p.m. flight to Boston, Captain Shepherd said the operation was a comparatively simple one, and the ship came off the beach on the second attempt since he took over.

Captain Shepherd, in salvage business 35 years, came to Provincetown Tuesday on the tug Orion, which had been released the day before after unsuccessfully attempting to dislodge the 285-foot craft with the tug Mars on Monday.

Went Aboard

He went right aboard the Monica Smith and stayed with it until it was off the beach and safely in Provincetown Harbor shortly after noon yesterday. He said he likes to stay with a job once he is on it.

The salvage captain's being on the job is unusual and probably wouldn't have happened had there been a salvage ship nearby. But the nearest one was the Curb in Florida, so he left the New York office of the salvage company to take over the job until the Curb could arrive.

He said he felt the refloating job in this instance would be com-



CAPTAIN SHEPHERD

paratively simple, and, according to him, it was, by using simply a "kedge anchor" and the pulling power of the Orion.

Contrary to belief here, the Monica Smith didn't use any of its power, as Captain Shepherd said the ship's motors were inoperable, because of the danger of sand getting into them. He explained a "kedge anchor" simply as an anchor other than the ship's anchor.

One Try Failed

Use of the tug and the kedge anchor was done first on Wednesday morning, but this was unsuccessful. Yesterday it was different. The ship came off slowly at first, then more rapidly until it was in deep water.

The Curb, enroute from Florida to Provincetown and bucking heavy stormy seas, was diverted to New York, Captain Shepherd said.

The salvage captain is no

stranger to Cape Cod, having lived in the Buzzards Bay-Sandwich area nearly a year in 1942-43 while supervising the salvage of the ship Exminster, rammed in fog during convoy days in Cape Cod Bay.

He made many friends while on the Cape, and, after he left the Cape, returned for two-weeks vacation nearly every year for some time. However, he observed, "despite the number of years a person lives on Cape Cod, unless he was born here, he never becomes a Cape Coddler."

When the craft was hauled off the beach yesterday, some difficulty was experienced in getting the kedge anchor up, but once that was accomplished, the tug Orion continued to tow the freighter into deeper water. Then the ship's power took over and the craft got under way for the journey into Provincetown, where it arrived about 1 p.m.

Wednesday, February 24 in Provincetown

Dear Friends: (Editor of "Advocate" - 1960

FAR BE IT FROM US to be a "mooncusser", wishing ill-fortune on things of the sea but the whale that insisted on meeting its end on our shore, lifted our Wintertime spirits for a few hours. And now the Swedish freighter, Monica Smith, has been bringing crowds of new faces to our streets and shops, giving us a taste of Summer in February. They will get the handsome white ship off without harm, the skipper and officers will get the devil when they get home. But in the meantime gasoline pumps are pumping, shops show life, Sammy Janopolis is again making pizzas at the Mayflower. We have been having ideal weather for visitors—and for ourselves. Today the slight breeze at 18 miles is from the west, northwest, and the temperature is nearly 40 at Race Point Coast Guard Station. So we see out-of-state cars again and they look good.

From the "Church Militant" (Episcopal) - April 1960

The Rev. James L. Babcock, Church of St. Mary of the Harbor writes: "I am sure that you have read about the freighter, the Monica Smith which was grounded in Provincetown. It so happened that this Swedish vessel came aground on Saturday, February 20, which was the same night that the Ladies of the above Church were putting on a supper. The type of supper? Well, Smorgasbord! What else? Could it have been that the crew was hungry for home cooked food?"



The Swedish Freighter, MONICA SMITH beached at Provincetown, Massachusetts during a storm February 20, 1960. Refloated by tugs and her own anchors with high tides February 25, 1960. No damage was done to the Freighter which was enroute from New Bedford to Nova Scotia.