

Breeches Buoy Used to Bring 13 to Shore

PROVINCETOWN, Sept. 8—Seventeen members of the crew of the 3,500-gross ton Eugenia, small freighter of Panamanian registry, left Cape Cod by bus last night after being taken from the ship which went aground early yesterday a mile east of the abandoned Peaked Hill Bar Coast Guard Station.

Taken from the freighter by Coast Guardsmen — 13 by breeches buoy and four by the Nauset Dukw — the busload headed for Boston's Seamen's Friends Society in a New England Transportation Company bus.

Stand By Ship

Seven of the crew, including the skipper, said to be Captain Elias Sharellis, an American, elected to stand by the ship, refusing to abandon it when the DUKW arrived alongside shortly after 5 p.m. yesterday.

The 17 who were brought ashore, 13 by breeches buoy and four by the DUKW, and four others, who elected to stay on the boat, were of Greek ancestry.

Only one of the men brought ashore could speak English. His name was Michael Moskouris, ship's cook, and was the first landed by breeches buoy. He had studied English and identified each of the next 12 who came ashore.

Coast Guardsmen from all Lower Cape stations took part in the rescue, from Chatham to Race Point; a special field telephone was installed by the Chatham telephone unit, headed by Raymond W. Nickerson, electricians mate 1st class, telephone.

The 13th man ashore by breeches buoy was Steve Evagelis, 43, a seaman, and this time the number 13 was unlucky. When he was half over the water, the hauser broke, plummeting him into the boiling surf.

Mr. Evagelis was caught in the surf and rolled headlong toward the beach, only to be swept backward. By constant flailing of arms, however, he made his way close enough to shore so he was caught by two Province Lands campers and a third person, a resident of Provincetown.

Rescuers Identified

Aiding in rescuing the wet victim were Thomas Somes of Provincetown and Robert Pani-

co, 19, of 88 Winthrop Street, Boston, and Alfred Fearing, 55, of 53 Taft Avenue, Winthrop, an insurance broker. Both the last two were campers.

The Eugenia, empty and on a run from St. John's, Nfld., to Baltimore, to pick up cargo, ran hard aground—leaping the outer bar and coming only 50 yards from the high bluffs—shortly after 4 a.m. and was first sighted by a camping couple, Mr. and Mrs. Gerald A. Hill of West Roxbury, who said they were first on the scene.

The vessel, 255 feet long, first

headed into the beach, but later turned completely around and was heading toward the open ocean, with only the insurmountable bar between it and freedom.

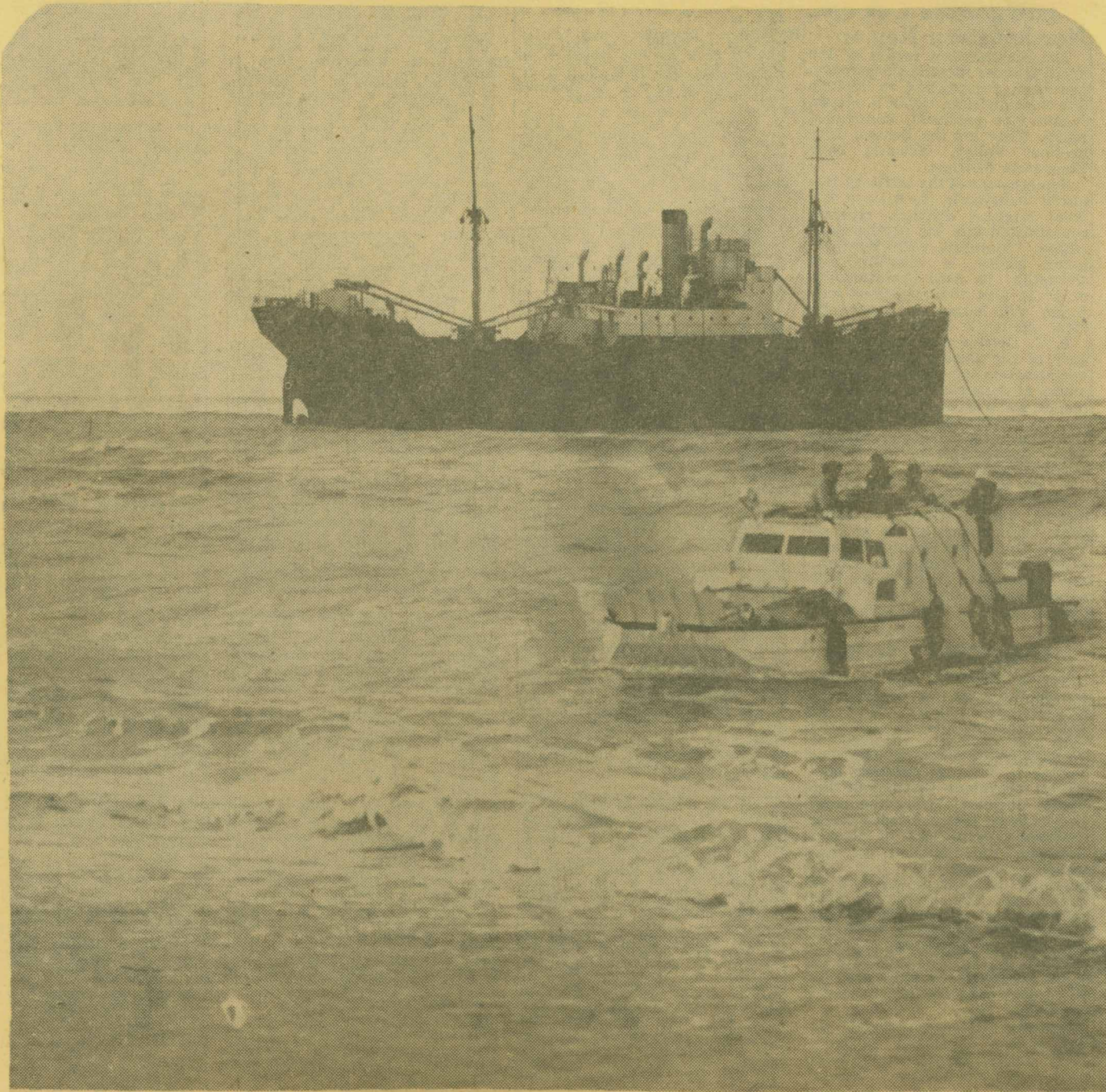
The Eugenia had been laid up a month at St. John's in drydock after an accident at sea in which it lost its propeller. Prior to that she had taken a cargo of salt from the Bahamas to St. John's.

The Provincetown Red Cross canteen set up its kitchen shortly after noon to supply coffee to the victims of the first major disaster at this spot in many years.

Known as the graveyard of the Atlantic, the Peaked Hill Bar section saw many wrecks in the days of sail, but few had been unfortunate of late to go ashore at this spot.

Many See Operations

Although the Eugenia is not large as freighters go, it was large to the people of Cape Cod, as sightseers trudged over the dunes from all parts of the Cape to see the foundered vessel and to watch the Coast Guardsmen in action as they brought them ashore.



AMPHIBIOUS "DUCK" PLIES THROUGH SURF FROM FREIGHTER EVGENIA

(All Photos by William J. Ennis, Globe Staff)

Most of the Greek crew members seemed to be in good spirits, although Mr. Evagelis, the one who received the prolonged dunking, suffered briefly from shock and couldn't be transported with the first lot to Nauset. He later was taken alone to join his companions after he recovered from shock.

The initial 12 were taken to Nauset soon after they arrived ashore. Later the rest were taken to that station for hot food and the trip to Boston.

When the earliest of sightseers and newspapermen arrived on the scene, the wind was howling at its peak and the water was threatening to come over the high bluffs.

With the driving fog and wind, all the difficulties of a rescue job in bad weather was envisaged, but there wasn't a hitch to the buoy job, until the hauser parted. Others were dunked briefly in the water, but seemed to suffer little from their experience.

On Duty Early

On duty early were many Race Point Coast Guardsmen—most of those not required for the night patrol duty around the harbor because of the expected high winds—as well as those from Chatham, Nauset and Cape Cod Stations.

Race Point men under the direction of Chief Boatswains Mate Edmond Silva, included Chief Engineman James Avila, Boatswains Mate 1st Class Edward Lombard; Boatswains Mate 2d Class Aubrey Griggs; Engineman 2d Class Richard E. Maddox; Boatswains Mate 3d Class William Bacewicz; Engineman 3d Class Paul Schlueter and Seaman William Kalusch.

Others from the Cape Cod station were under the direction of Chief Boatswains Mate Alfred Vieira; those from Nauset were under Chief Boatswains Mate Ralph Ormsby, including Engineman Silva, driver of the DUKW, and Seaman Ernest Borsso, Charles Blake and Jack Westin.

Coast Guardsmen from Cape Cod Light who aided rescue included Chief Vieira, in charge of the station; Engineman 2d Class Herman Gutzman and Seaman Ernest Schaper.

Other rescued crew members from the Eugenia by the buoy method were Costas Papadatos, 22, oiler; Panteles Karakozes, 45, steward; John Chilas, 20, deckman; Nicholas Koutsouras, 21, engineer; Louis Marneris, 48, fireman; Angelus Malatestas, 42, second engineer; three brothers, George Paxos, 30, an oiler, Pete Paxos, 39, steward's helper, and James Paxos, 40, seaman; Andreas Koutsouris, 28, fireman; Mike Chonas, 33 seaman.

Rescued by the Coast Guard DUKW from Nauset were Eleftherios Kavourias, 32, and his brother, George Kavourias, 41;