

November 4, 1937
**Wind Kicks Up
Harbor Trouble**

**Wood End Patrol Brings In
Dory With Two Men**

The small craft of gill netters had considerable difficulty Saturday morning during the strong west southwest breeze which kicked up some sea in the harbor.

The Wood End motor lifeboat with Chief Boatswain's Mate Joseph A. White in charge went on patrol at 8 o'clock.

Off Beach Point at 9:30, the Wood End rescue craft picked up a dory, which was attempting to make Sklaroff's Wharf with its load of fish. The two men were having great difficulty making headway against the breeze and Chief White put a line aboard and towed them to the dock. The lifeboat remained on duty all morning until the gill netters completed their work to prevent any sudden disaster.

The new policy of patrolling the harbor during rough weather was inaugurated by Boatswain Addison N. Ormsby, officer in charge at Wood End, shortly after his transfer here. Either the picket boat or the lifeboat is kept in readiness or sent on patrol when the weather appears to be rough enough to endanger small fishing craft around the tip of the Cape.

February 16, '39

Fishing Boats Are Safe

Considerable anxiety was felt last night for the safety of two power fishing dories which failed to put into the pier at the accustomed time. Because of the dense fog, high wind and heavy rain it was feared that the boats might have gone astray or met with more serious danger. The Wood End life boat with Captain Addison Ormsby and manned by Joseph White, Manuel Bent and John Corea put out at 7:30 and continued the search until after midnight. At one time it was thought that one of the missing boats was nearby but the fog was too thick to make certain.

One of the dories returned to the pier here a little after ten o'clock after lay-to off Peaked Hill until the fog lifted somewhat. This was manned by John Grade and Manuel Souza. The other dory with Joseph Tarvis and his son made its way to Plymouth where it sent word of its safety to Provincetown.

December 8, 1938

**Guardsmen Save
Fogbound Dory**

Wood End Coast Guards put out in the lifeboat Monday afternoon to rescue the power dory Veronica Mae flying distress signals that were barely visible in the fog settling off Long Point. The Veronica Mae, launched here this fall, was heading for the beach out of control when the Guardsmen got a line aboard.

The dory's plight was observed from the Wood End lookout tower about two o'clock in the afternoon. Boatswain L. Addison Ormsby, commander of the station, and a Coast Guard crew went to the Veronica Mae's aid at once in the motor lifeboat. But by the time they had rounded Long Point, the fog was so dense that visibility was almost zero. Boatswain Ormsby set a course by dead reckoning for the spot a mile off Wood End where the fishing boat had last been seen, and reached the craft before it was driven ashore.

After making fast to the Veronica Mae, the Coast Guardsmen towed it to safety in Provincetown harbor.

Sept. 23, 1937

Wood End Coast Guards early yesterday pulled off the Provincetown dragger Evangeline D. after she had grounded on the harbor shore off Long Point near the light-house.

With her nose in the sand the dragger, commanded by Captain Manuel Thomas, could not free herself and the Wood End lookout a mile away was signalled.

Warrant Boatswain Addison N. Ormsby with Motor Machinist Mate John Taves and Manuel Henriques and Surfman Edmund Silva put out in the station picket boat to the aid of the craft. With a line on her stern the Evangeline D. was floated free at 9:30 o'clock yesterday morning.

Wood End Life Saving Station, Provincetown, Mass.

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Cape Cod Standard-Times - March 27, 1940

**Clams Grapple With Seals
(Or So Provincetown Hears)**

PROVINCETOWN, March 27—All New England except Provincetown was impressed early today by a radio news broadcast from a Boston station describing a fight on a sand bar near Long Point between two trained sea clams and a pair of itinerant seals.

According to the account, Surfmen Edward Silva and Clifford Taylor from the Wood End Station were attracted to the scene last night by a terrific commotion. There they found Betty and Oswald, Lighthouse Keeper Douglas Shepherd's trained clams, with death locks on the flippers of the seals.

The homely brutes were being badly beaten by the pugnacious clams, according to the Coast Guards. Despite their sympathies, Silva and Taylor broke up the battle and pacified the clams with a tasty meal of monkey grass.

The seals were last seen trying to make Provincetown Harbor under their own power.

Informed of the tale this morning, Mr. Shepherd made no comment.

January 1927
**Wood End Finds
Serpent Skeleton**

**Eighteen Foot Spine Has
Everyone Guessing**

Considerable skepticism is being expressed around town regarding the sea skeleton discovered by Wood End Station Coast Guards.

The feeling seems to be that anything can happen at Wood End and that it usually does. Many factors give rise to this general doubt, not the least being the stories told by Douglas Shepherd about the giant sea clams, Betty and Oswald, and other strange denizens of the sea.

Some say that the 18-foot skeleton on the Wood End shore was fabricated by the Coast Guardsmen and Light Keeper Shepherd during the past few months. Others insist that it was brought in secretly from a South Sea Island.

However, the Wood End men have their skeleton and they also have everybody guessing. It bears no resemblance to whale, black fish, shark, sea cow or any other sea skeleton arrangement. The central section of the long spine is about eight inches in diameter and it tapers off at both ends. It contains 71 vertebrae and on each side are the remains of two growths that may have been flippers. The skull is flat and narrow with jaws but no teeth. A hole about three inches in diameter extends through the skull.

Captain Manuel Enos said that it was without any doubt in the world the skeleton of the sea serpent that used to appear on the surface at the Grand Banks to blow on its hands and warm them thirty years ago.

Experts are expected from Harvard to make a study of Wood End's skeleton.

(See preceding page)

New U. S. submarines still make their runs over the very spot off Wood End where the S-4 went down in 1927 with a loss of 40 lives.