

the service. Surfman Nelson was also a member of the crew of the Monomoy Station under the late Captain Eldredge, being transferred to the Race Point Station but a short time before. Captain Eldredge and all but one of his boat's crew lost their lives. Surfman Nelson came of a seafaring family and seems especially fitted for the hard life that he has chosen. He married Louise C. Smith, of Provincetown, and is the father of a boy.

The No. 7 surfman is Eugene R. Conwell. He was born in Provincetown in 1880, and is the youngest member of the crew of this station. Surfman Conwell entered the service in June, 1902, being stationed on the floating station at City Point during the summer season, coming to this station in December, 1902. Surfman Conwell, while a young man, is an experienced boatman and has the youth and vigor that will help to make him a valuable member of any life-saving crew to which he may become attached.

March 5, 1884: The mid-watch eastward from the Race Point Station sighted a schooner closehauled on the wind and nearly ashore. He instantly burned a flare, which she answered with a light, and at once went around on the other tack.

November 2, 1884: At 4 o'clock in the morning the schooner Mary Riley, of Bridgeton, N. J., carrying a crew of six men, bound from Baltimore, Maryland, to Danversport, Mass., with a load of coal, ran ashore on Race Point about a quarter of a mile to the westward of the station. She was soon discovered by the station patrol and the alarm given. When the lifeboat crew got aboard they carried out an anchor to heave her off by, and after heaving the hawser well taut, and while waiting for the tide to rise the pumps were manned and the schooner pumped dry; it being found that she was leaking. The steamer Longfellow, of Provincetown, hove in sight while they were thus engaged and a signal was hoisted, which soon brought her to their assistance. The lifesaving crew ran the steamer's hawser to the schooner with the surfboat, and in a short time she was hauled afloat. The Longfellow towed her in past Race Point, when, with the aid of the lifesavers, here sails were hoisted and she bore up for Provincetown Harbor apparently all right.

February 22, 1883:—At 8 a.m. the keeper of the Race Point Lifesaving Station discovered a schooner at anchor 2 miles northwest of the station with both masts gone. He went at once to Provincetown and telegraphed to Boston for a tugboat. At 4 p.m. the tug arrived and towed the vessel to Boston.

**U. S. LIFESAVING STATION
REPORT 1882**

September 14: The three-masted schooner City of Augusta, of Augusta, Maine, 580 tons register, with crew of eight men, bound from Gardiner, Maine, to Philadelphia with a cargo of ice, stranded during a thick fog about 1½ mile west of the Race Point Lifesaving Station at 4 o'clock in the morning. She was discovered half an hour later by the eastward patrolman and the news was at once conveyed to the station. The surf-boat was launched without delay, and by a little after 5 o'clock it was alongside of the schooner. She lay on the outer bar, four hundred yards from the beach, and the captain was very desirous of obtaining the services of a tug before she drove further in. The Keeper, therefore, landed and proceeded to Provincetown, several miles distant, and telegraphed to Boston for assistance. Upon returning to the vessel it was decided to make instant and vigorous effort to relieve her. The sails were trimmed aback and an anchor laid off-shore, and by hard heaving on the part of her own crew and that of the life-saving station she was floated from the bar before the tug could arrive, and proceeded on her voyage uninjured.

WRECK OF SCHOONER

A. F. AMES

At 9 a.m., during a thick snow-storm, the schooner A. F. Ames of Rockland, Maine, bound for Boston with a cargo of pig-iron and a crew of seven persons, stranded, during a particularly heavy squall five hundred yards east of the Race Point Lifesaving Station, and one mile and three-quarters west of the Peaked Hill Bars Lifesaving Station. The vessel was discovered by the day-patrol from the lifesaving station about the same time she grounded, and the crew from the

Race Point Station boarded her at 9:45 a.m. She was found to be leaking badly and pounding heavily. The pumps were manned to keep the water down, and as the vessel floated on the rising tide sail was made, and she was piloted into deep water. But, it was then found that she was leaking too rapidly for the full effort on her pumps. After consulting with the captain, it was decided to put the vessel on the beach, which was done. The personal effects of the captain and crew, together with the provisions on board, were saved. The vessel and cargo soon became a total loss. The shipwrecked sailors were cared for at the station for two days until passage was arranged by railroad to Boston.

November 29, 1884: At a quarter before 5 o'clock in the morning, during a heavy northwesterly gale, the west patrol of the Race Point Station discovered a schooner ashore on Race Point, about one and a half miles southwest of the station. Being a small vessel she had come well up on the beach and upon reaching the station with the alarm he reported that no lifeboat would be needed. The crew therefore started for her on the run, and upon getting abreast of her found the sailors, three in number, had already hoisted out their own boat and were waiting for assistance from the station crew. The lifesavers quickly threw them the end of a line, which was at once made fast to the boat, and in a few moments it was hauled safely to the beach and conducted to the station. The schooner proved to be the Amazon, of Camden, Maine, to which place she was bound from Boston in ballast. The Captain reported she had been driven ashore by stress of weather and loss of sails. The men were sheltered and fed at the station for three days. The vessel was subsequently hauled afloat by the revenue steamer Gallantin and towed to Provincetown for repairs.

MARINE ITEM

November 27, 1883: Just before 8 o'clock at night the patrolman on the western patrol towards Race Point Station, from the Peaked Hill Station saw a vessel signaling "Where Am I". The patrolman realized the vessel was standing in too close to the beach and immediately burned a red signal flare. The vessel tacked and put off shore, repeating the "Where Am I" signal. The patrolman signaled back, giving the location and watched the vessel's lights disappear.

December 11, 1882: Six men landed from a boat on Race Point and were soon found, wet, chilled through, and much exhausted, by the patrolman from the Race Point Station. He learned that they were the captain and crew of the British schooner, J. A. Hatfield, of Parrsborough, Nova Scotia, from Cornwallis, Nova Scotia, for New York, with a cargo of potatoes, which had been sunk in a collision with an unknown bark the night previous. The patrolman conducted them to the light-keeper's dwelling nearby, where they rested and were given a warm meal, after which all but the captain, who was too lame to walk, accompanied the patrolman to the lifesaving station where they were made comfortable for the night. On the following day the Keeper of the station conveyed the shipwrecked seamen and lame captain to Provincetown, procured railroad passage for them and put all hands on the train for Boston.

from our records, Feb. 15, 1894. "The blizzard which had been predicted by the weather bureau struck this place on Monday night last week with the wind northeast and a blinding snow-storm. At 7:45 P.M. word came to town over the telephone that a schooner was ashore near the Race Point Life Saving Station and immediately a gang of men went from town to render assistance if needed . . . The schooner proved to be the fisherman Fortuna of Gloucester, bound to Boston with a small trip of fish . . . in attempting to find shelter she had struck on the outer bar, about a fourth of a mile eastward from the Race Point Station. As soon as the vessel struck the anchor was let go and the sails taken in. Shortly after, the vessel began to pound heavily and was leaking badly, the crew then made preparations to leave in their dories and two men were lost in getting clear of the craft.

"During this time patrolman Burch of the Station had discovered through the blinding snow as was on the eastern route the vessel in distress, burning his Coston light he returned to the station and Capt. Fisher, who had already descried the flash of the signal light from the watch tower had got his boat in readiness, which was quickly launched through the boiling surf, and went to the rescue. In the meantime most of the boats from the wrecked vessel had landed at different points along the beach, but Capt. Greenlaw, one man and a boy were still on the wrecked vessel . . . On pulled the gallant lifesavers through the blinding snow and the heavy seas, the gale increasing in violence and the seas dashing over the boat. At last the wreck was reached and the men safely taken into the boat. Twice had the boy been washed overboard, but had been rescued by the captain before the boat had reached them. After taking in the three from the wreck, the life savers made a successful landing at the station, to which all hands that were saved were taken.

The names of the lost are James McLain of Gloucester, married, leaves a widow and seven children, the other, Abraham Brow, also of Gloucester, who was married just before going on this trip. The vessel had all broken up and will be a total loss, . . . The next day the crew came into town, most of them having only what they stood in and were in desperate condition."