

# **SHIPWRECKS OF NANTUCKET SOUND**

## **A Study of Shipwrecks in the waters around Horseshoe Shoal**

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*"The same quality that makes the waters off Barnstable suitable for a wind powered generation project was a factor that made this area a prime target for marine disasters in the 17th-19th century"*

Jim Jenney  
May 15, 2007

## EXECUTIVE SUMMARY

At the start of this project the estimate of the number of wrecks that lie in the immediate waters around Horseshoe Shoal (roughly from the west shore of Monomoy Island to Cotuit and offshore to Cross Rip Shoal) was eighty-one with high loss probability, seven with a good chance of inclusion, eighty-one others with a lesser degree of probability and twenty-one possible vessels. The primary goal of the study was the confirmation of losses with those of higher probability being the principal target. As the study progressed, discoveries were made which changed the number of wrecks - downward and upward – and the really exciting nature of this area became more readily apparent. The core of this report is the ninety-five wrecks which are known to have met with disaster in these waters. Each of these wrecks is detailed. Wrecks with a lesser probability of loss in the immediate area will be listed but not detailed. For better understanding of the potential of the area, there is an overview of the geography, trade, and severe weather over the past 350 years.

Of the ninety-five vessels detailed, there are:

- 66 schooners
- 4 three-masted (tern) schooners
- 4 sloops
- 4 of unknown rig
- 3 gas-powered, screw-driven vessels
- 3 sailing ships
- 3 brigs
- 2 four-masted schooners
- 2 boats
- 1 five-masted schooner
- 1 barge
- 1 bark
- 1 diesel-powered, screw-driven vessels

The losses were distributed as follows:

- 1701-1750 - 1 vessel
- 1751-1800 - 1 vessel
- 1801-1850 - 33 vessels
- 1851-1900 - 41 vessels
- 1901-1950 - 14 vessels
- 1951-present - 5 vessels

Losses of greatest interest due to historical significance or loss details:

- Unidentified sloop belonging to the first cousin of Benjamin Franklin - 10/30/1744
- Sloop Yacht **LUCILLE** lost at the entrance to Hyannis Harbor - 8/16/1887
- Schooner **CROSS RIP LIGHTSHIP (LV-6)** probable loss on Horseshoe Shoal - 2/1/1918
- Five-masted schooner **JENNIE FRENCH POTTER** lost on Half Moon Shoal - 5/18/1909
- Gas screw Yacht **TEMORANGERIE** lost off Hyannis - 7/31/1948

### The impact of historical research performed prior to this project

The starting point of this project was an electronic database created and managed by the researcher since 1968. The purpose of the database was and is to gather information relating to shipwrecks lost in American waters and it includes information relating to more than 25,000 named vessels which have been lost due to marine disaster in the coastal waters of the continental United States. Before undertaking this project, a comparison of this database to the information presented in a report generated by an independent group, the Public Archaeology Lab (PAL), brought some interesting statistics to light. In Appendix B of PAL Report 1485 (June 2003) entitled, "Reported Shipwrecks Within and in the Vicinity of the Cape Wind Energy Project Offshore Study Area", a list of shipwrecks was presented. This list consists of 45 vessels which appear to have come from only three sources:

- The Automated Wreck and Obstruction Information System (AWOIS)
- The Northern Shipwreck Database
- Massachusetts Bureau of Underwater Archaeological Resources (MBUAR)

A cursory review of this list brought to light a number of concerns:

- Of 45 "vessels" only thirty are identified
- Of the 15 unidentified (referred to as unknown) entries, only three are listed as being vessels; the remainder are listed as unknown vessel type, with unknown hull material, built and lost at unknown dates, and at least three of these appear to be cross-referenced to one another (items 39, 40 & 41)
- Of the 15 unidentified vessels, one carries a note that the vessel was not lost (why then on a list of vessels lost?)
- Of the 30 named vessels, two have an incorrect name
- Of the 30 named vessels, one has an incorrect date (by 40 years)
- Of the 30 named vessels, six are not lost in the area of concern according to my records
- Of the 30 named vessels, eight do not appear in my records (in fairness, they could exist but not have been picked up during my research) as lost in this state or at the time reported.

The result of this brief look was that only thirteen named vessels on the PAL list could be readily confirmed within my database while roughly seventy other vessels, not noted in Appendix B, were potential wreck sites in the area of interest. From this foundation, the project was planned and executed. The detailed results of this effort are found in this report.

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## INTRODUCTION

On the pages to follow you will find an archaeological impact assessment on the submerged lands which comprise the area proposed for development of a wind-powered offshore energy generation facility in the waters off the southern coast of Cape Cod. This study specifically addresses lost ships as that is the expertise of the reporter. The area of study consists of the 24 square mile tract of sea floor where Cape Wind Associates, LLC plans to establish a "wind park". Included in the study are the surrounding submerged lands to a minimum distance of one to two miles in each direction which includes historic data relative to all shipwrecks which may have been reported as taking place in the immediate surrounding waters. The purpose of adding this additional scope is that historical records are often less than 100% reliable in terms of vessel loss locations. Also, the additional scope allows for the movement of shipwrecks on the sea floor after the initial event. This is particularly true of wooden vessels before they become waterlogged and buried in the sea floor and is a recurring factor in areas subject to extreme currents and shoaling. This area is well known to demonstrate the effect of these influences. This phenomenon will be discussed further in the report. Additionally, the area planned for the placement of buried submarine electrical transmission cables is included with attendant surrounding area. It is important to keep in mind that these cable areas include the transition from sea to shore which is a key area for the location of many shipwrecks thus making them of equal or even greater importance than the offshore shoals themselves.

The goal of this study is to review existing data previously collected from all available sources which includes the original report created by the Public Archaeology Lab (PAL), existing database records, government sources such as the Automated Wreck and Obstruction Information System (AWOIS) prepared by the Office of Coast Survey, and local sources of information such as newspaper and family genealogical records. Some secondary source material is used for detail or as a starting point but emphasis is on primary source material wherever possible for confirmation of loss. It was noted that although the PAL study exhibited some strengths, its principal weakness in this area is in the complete study of applicable historical records. The current study is also subject to that shortcoming. A thorough study of historical records is a very labor intensive task that to be completed correctly would require a much greater period of time than was available at this time. I believe such a study is essential for a complete understanding of the total impact on submerged archaeological resources in the target area. It is important to note that, historically, the work of salvagers plays a major role in the saga of each and every wreck. Unless performed by professional companies whose livelihood depends on that work and who keep appropriate business records, salvage often goes unreported. This is an important consideration for the condition or even the existence of a wreck site is often compromised by the action of salvage operations.

## **PROJECT OVERVIEW**

The following steps were taken in the performance of this project:

- Establish the boundaries of the area being searched
- Perform a general study of the coast in the immediate area – identify the centers of population, generate a timeline of the movement of population in the area, look at local economic factors in the area to determine the role of merchant shipping trade, and look at the physical features of the coast (promontories, capes, narrow inlets, etc) to determine the best possible sites for disasters.
- Expand on that search of the coast to determine how the local area fit into larger trade patterns, i. e., proximity to larger ports, knowledge of routinely traveled routes in the area, etc.
- Within the search area, study local nautical charts to locate partially or completely submerged obstructions (shoals, reefs, independent rocks and known wreck sites which in themselves can pose navigational hazards. Included in this part is a study of local currents and the important manmade features which have been constructed and may play a role (lighthouses, breakwaters).
- Perform a regional study of weather patterns and, where possible, prepare a history of storms which have struck the area and may have impacted vessels or shipping in transit.
- Establish a working list of possible wrecks in the study area.
- Determine the best source of appropriate records to search; this could be major libraries, local historical societies or associations, or other organizations where appropriate records can be found. Appropriate records include but are not limited to newspapers of the time; government records pertaining to related activities (US Life Saving Service, US Coast Guard records, vessel registries, etc.); legal documents relating to vessel losses (protests); personal records relating to lost vessels (ship logs); records of the shipping companies that built and operated the vessels; and records relating to professional salvagers and their operations.

The goal is the generation of detailed wreck data sheets for each of vessels reported as lost in the area to include a photo or facsimile of the vessel type, an area chart or chart section showing the area where records indicate that the wreck should be found, details about the vessel history, details of the final voyage (key elements in the locating of each wreck), a narrative to contain either the account of loss of the vessel or to discuss an aspect of the vessel or vessels of its type or provide other details pertinent to the loss of the vessel or similar vessels, and a list of sources of data. A separate data sheet for each vessel in the target area will be found in the Appendix. With the exception of the most modern wrecks (found at the end of the appendix) the wreck data sheets are filed alphabetically.

## **SITE CONSIDERATIONS**

A key part of this study is the consideration of the geographical and socio-economic makeup of the area of study. In order to understand what to look for it is essential to have an understanding of what factors caused vessels to travel through the area. This is best done by considering each of the following elements separately:

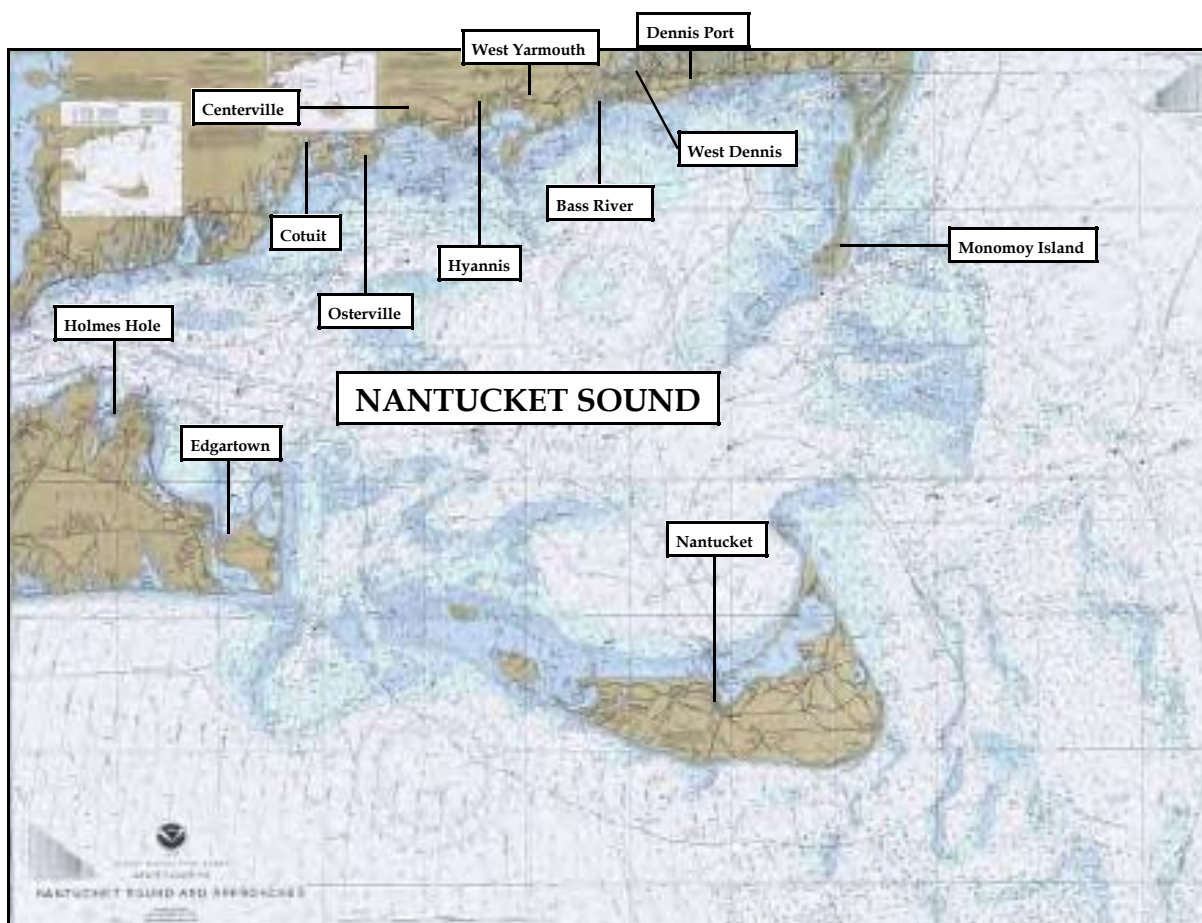
- Cape Cod & The Islands
- Nantucket Sound - Geography
- The Historic Role of Nantucket Sound
- Storms in the Sound

### **Cape Cod & The Islands**

The earliest residents of Cape Cod were Native Americans. Trade by sea prior during this period was limited to small, local craft of which no written records remain. Predominantly for that reason, this study of Cape Cod begins with the earliest permanent white residents on Cape Cod who began to settle on the cape less than two decades after the arrival of the Mayflower. In fact, settlement on the cape was driven by the main reason that brought the Pilgrims to Plymouth in 1620 - religious freedom. The first four townships established on Cape Cod were at Sandwich (1639), Barnstable (1639), Yarmouth (1639) and Nawssett (1640). Sandwich, on the north shore of the cape, and Nawssett, beyond the "elbow" of the cape, do not touch Nantucket Sound and are not relevant to this study other than by their effect on trade in the region. Yarmouth (except South Yarmouth) is also not one of the primary areas of importance to this study. The shoreline in Barnstable makes up the northern boundary of Nantucket Sound in the area of interest. Over the years, Barnstable was made up of seven small townships. Of key interest for this study are Hyannis, Osterville, Cotuit, Dennis, South Yarmouth and West Yarmouth. The southern boundary of Nantucket Sound is made up of the two major islands to be found south of the cape, namely, Nantucket Island and Martha's Vineyard. These offshore islands are key as they help define the area and by their presence helped to shape the normal shipping routes here. Additional ports of interest to this study are Boston, MA and Portland, ME (to the north) and Providence, RI, New York City, and other mid and southern Atlantic coast ports (to the south). A discussion of the latter major ports is of only important to this study as relates to the nature of their trade which will be discussed later. A good starting point is a brief look at the ports along the coast of Barnstable and on the islands to determine the role that they played by their location.

Starting at Monomoy Island and moving westward we find South Chatham, South Harwich and Harwich Port all of which are a bit outside the area of interest. Generally these small townships were subsets of larger towns and came into existence as a result of the distance between the rural populace and their principal church. As the population increased, the number of churches followed and as time passed these new clusters of population gained their own identity (although there seemed to be a propensity to adopt a derivation of the name of the original town as the name of the new town rather than create an entirely separate identity). The first township of interest is Dennis Port, on the Herring River. About two miles to the west is West Dennis, sometimes referred to as Bass River for the river that runs into Nantucket Sound at that location. On the west bank of Bass River is South Yarmouth and just another couple of miles to the west is West Yarmouth which is situated on the north shore of Lewis Bay. Continuing west, we come to Hyannis on the western shore of Lewis Bay. South from Hyannis we find Hyannis Harbor and Hyannis Port. Continuing along the shore the next township is Centerville. Southwest another mile or so we find Osterville and just a bit to the west from there is Cotuit. A brief history of each of these townships follows.





Dennis Port - Dennis was first settled in 1639 as part of Yarmouth. Nearly a century passed before the area where the town of Dennis is located today became known as the East Parish (of Yarmouth). The villages in the East Parish combined and incorporated as the township of Dennis in 1793. As early as 1810 fishing was a prominent interest of those in the area of Dennis Port and by the middle of the nineteenth century, a wharf was constructed for the purpose of supporting the growing fishing business. Dennis was also the location of the first salt works on Cape Cod; this was very important to the fishing industry in days when refrigeration was unknown.

Bass River— Westward from Dennis Port there was what was described as a large stream, perhaps the most important on the entire Cape. The stream is called Bass River and provided safe anchorage for vessels who followed the fishing trade. The townships of West Dennis and South Yarmouth were settled on opposite sides of Bass River roughly at the termination of travel by local vessels from where it entered the sea. Early on this was a popular settlement for fishermen and those who learned the art of making salt from sea water. There was also a certain amount of local agriculture but except for the cranberry, farming was not a major economic factor.

West Yarmouth— Continuing west from Bass River and South Yarmouth is a small, fairly sheltered bay known as Lewis Bay. West Yarmouth was first settled around 1643 along the northern shore of Lewis Bay and perhaps would have grown larger except for the settlement of Hyannis not too far to the west on the northern and western shore of the same bay. As with most of the small townships on the Cape, life focused on local resources; limited agriculture and abundant supplies of fish dictated the day-to-day life of the early settlers. As years passed, the factors that isolated those living on Cape Cod became the attraction and tourism has grown in many of the small townships.

Hyannis - Barnstable was incorporated in 1639 as one of the earliest counties on the Cape. The village of Barnstable was the earliest settled but, like the other early counties, was soon joined by several other small villages. What was somewhat unique here was the movement of the center of business of the county and later even the center of government of the county southward to Hyannis. The early economy followed a similar pattern to most of the southern Cape towns with farming and fishing being the most commonly pursued businesses. Somewhat later, shore whaling became an important aspect of Barnstable life but that activity was more of a north shore activity than along the southern shore. Whaling, however, had a major impact on the growth and development of Hyannis due to the key economic factor that affects any business-profit. As growth in the whaling trade out of Nantucket became an industry and the demand for their products (oil and whale bone) grew, those on the island knew that they had to work out the best possible "way to market" for their goods to maximize their profits. After some thought, the whaling interests began to lobby the government of Massachusetts for a railroad line which was, after all, much faster and more reliable than shipping their goods around the Cape. As luck would have it, Hyannis was the closest good port to Nantucket and became the terminus of the Old Colony railroad on the Cape. Obviously, this did wonders for the local economy of the town and fed its growth into the most influential town in the county. But, as whaling industry diminished, so did the economy of those who most directly benefited from that. Hyannis being on the mainland survived much better than Nantucket by turning to other options.

Hyannis Port - As is the case with several of the villages on the cape, the addition of the word port to the name of the town generally refers to that section of the town where shipping was the predominant activity. Although I could not find the exact date of the establishment of Hyannis Port, I learned that by 1840 there were more than 200 shipmasters living either in Hyannis or "the Port" and that in 1872 the Hyannis Land Company bought 1,000 acres of land extending from Lewis Bay to Craigville and that sale included most of Hyannis Port. The township and the harbor lies south and southwest from Hyannis and generally lies between two prominent points (the more southerly one being Hyannis Point). With the building of a breakwater in 1827 to help protect vessels using Hyannis Harbor as an anchorage, the importance of this village and its popularity as an overnight port of shelter increased greatly. This is a key element in this study given the proximity of the port to the shoals being studied.

Centerville - Three miles west from Hyannis by road you will find Centerville. Although not a port village, the town was the home of many ship captains from other villages in the county and nearby counties who had made profitable voyages to far away places and came here to settle. Many homes in this village date back to the early 1800's. Local beaches were and are a major part of the allure of the area.

Osterville - Southwest from Centerville is the village of Osterville. This small hamlet is most well known for the boat building enterprises of the Crosby family. One of the earliest members of that family built boats in the late 1700's in Centerville. His sons Jesse and Daniel learned the trade and relocated to Osterville and continued the family tradition. Of early fame was the Crosby Catboat introduced just prior to the turn of the century. Other members of the family continued the tradition and eventually all combined into the Crosby Yacht Yard which remains in business to this day.

Cotuit - The town of Cotuit is situated on the west shore of Cotuit Bay, about halfway between Hyannis and Falmouth. Early history here, like other small villages on the south shore of Cape Cod, centered around fishing and boat building. The primary fishing interest for local residents was shellfish, particularly oysters and clams for which the region was well known.

Nantucket - The town of Nantucket is situated on the north shore of the island of the same name. The island forms the southeastern corner of Nantucket Sound. As is the case throughout the New England region, the earliest inhabitants of Nantucket were Native Americans. In the mid 1630's the influence of white settlers was first felt there and it wasn't too long after that when the newcomers started to take over. In 1659 a group of businessmen bought the island for 30 British pounds and two beaver hats. Little more than a decade later, those living on the isolated island recruited whaling men to settle there as the number of whales around the island was significant. At this time shore whaling became a lucrative business. About 50 years later, with the discovery of the sperm whale, the business of whaling became the predominant interest of almost all on the island. So profitable was the trade that ships sailed from this port throughout the world in search of their fare and during most of the first half of the nineteenth century Nantucket was labeled, "The Whaling Capital of the World". Business pressure led to the lobbying of the Massachusetts government for a faster means to transport their highly desired products to market, hence the laying of railroad track onto Cape Cod for the first time. The nearest suitable Cape port found was Hyannis which grew rapidly during this period of whale oil dominance. In later years, the whaling industry was replaced and Nantucket returned to being an isolated locale which was most desirable to those who could afford the peace and quiet of establishing a home, often just a summer home, there.

Martha's Vineyard - Martha's Vineyard carried several different names before the one by which the island is known today. In 1524, long before the Pilgrims even thought of sailing to America, the early explorer Verrazano sighted the island and named it either Louisa or Claudia (sources vary). The Native Americans who lived on the island called it Noepe. But in 1602 Bartholomew Gosnold sailed past and decided that it should be named Martha's Vineyard after one of his daughters.

Martha's Vineyard – Edgartown - In 1642 the area then known as Great Harbor became the site of the first white settlement on Martha's Vineyard. Great Harbor later became Edgartown, making that the oldest township on the island. The economy centered around fishing and agriculture. This included the business of shore whaling as practiced on Nantucket. Apparently agriculture was a successful business as it was reported that as early as 1720 cheese and butter were being routinely exported from the island. Shipbuilding was a local enterprise during the years prior to the Revolutionary War and once more starting about 1820 and ending with the Civil War.

Martha's Vineyard – Vineyard Haven (Holmes Hole) - The harbor at Vineyard Haven was noted as being a favorable port as early as 1645 but it is unclear when the area was permanently settled. The large, natural harbor protected vessels from all winds except northeast. The opening between East Chop and West Chop was both protection and danger to vessels if a storm struck, protection for those already in the harbor but danger for those running in as the opening between the two points is narrow. In 1871 Holmes Hole was renamed Vineyard Haven.

This brief look at the ports and villages in the area of interest for this study yields some important facts to consider. First, for most of the early years of settlement, populations were very small and their economies limited to local needs. With the exception of the reference to early exportation of items from Martha's Vineyard, most were not involved in trade based on a need to export their wares, with the exception of fish. Second, being isolated areas and there being little or no industry, there would have been items which had to be supplied from outside sources - manufactured goods, clothing, fuel (coal) and the like. This means there was some established need for trade into the area. Third, travel to cities such as Boston, Providence and others would necessitate the need for some ships. That is a small factor and it is likely that most travelers would book passage on the packets who would routinely call at port. Taken together this means that the amount of traffic to and from local ports for trade was probably not significant at least prior to the mid nineteenth century.

## **Nantucket Sound - Geography**

The following descriptive information is excerpted from the US Coast Pilot, Vol. 2 and offers a clear description of many of the dangers to be encountered:

Nantucket Sound is between the south coast of Cape Cod on the north, Nantucket Island and part of Martha's Vineyard on the south and joins Vineyard Sound on the west to provide an inside passage. Nantucket Sound has a length of about 23 miles in an east-west direction and a width of 6 to 22 miles. At the eastern entrance and within the sound are numerous shoals. Between these shoals are marked channels making the navigation of these waters comparatively easy for power vessels and also sailing vessels with a fair wind. The shoals at the eastern entrance are subject to considerable shifting while those inside are somewhat stable. Boulders can be found along the shores.

Monomoy and Nantucket Shoals are situated eastward and southeastward of the eastern entrance to Nantucket Sound. Owing to the great extent and distance offshore of some parts of these shoals, and the strong and baffling tidal currents which set over them, their navigation in thick or foggy weather is hazardous. In clear weather the lights and buoys render navigation of the two principal channels, Pollock Rip and Great Round Shoal, comparatively easy. For the purpose of description Great Round Shoal Channel will be considered as the dividing line between Monomoy and Nantucket Shoals.

Monomoy Shoals consist of numerous detached shoals extending 5.5 miles in an easterly direction and 9.5 miles in a southeasterly direction from Monomoy Point, the northeast entrance point into Nantucket Sound. Narrow sloughs separate the many parts of the shoals.

Bearse Shoal and Pollock Rip, extending about 5 miles eastward of Monomoy Point, are a series of sand shoals and ridges with little water over them in places. Pollock Rip Channel is between the shoals.

Broken Part of Pollock Rip, covered 10 to 18 feet, is eastward of Pollock Rip.

Stone Horse Shoal, Little Round Shoal, and Great Round Shoal are portions of a continuous series of sand shoals and ridges covered 4 to 18 feet. These shoals are directly eastward of the entrance to Nantucket Sound and between the two main channels. Southward and eastward of these shoals are numerous shoal spots, including Orion Shoal, covered 16 to 19 feet.

Handkerchief Shoal, extending for 5 miles southwestward from Monomoy Point, is covered 2 to 18 feet. A spot that uncovers 2 feet is about 2.7 miles southwest of the point. On the northwest side the water shoals gradually, but on the southeast side the shoal rises abruptly from the deeper water. Handkerchief Shoal is uneven and shifting in character.

Halfmoon Shoal, near the center of Nantucket Sound, is covered 9 feet. Its southern end is marked by a lighted bell buoy. Depths of 17 and 22 feet are 2.5 and 1.5 miles, respectively, southeastward of the shoal.

Cross Rip Shoal, about 2.5 miles west-southwestward of Halfmoon Shoal, has a least depth of 11 feet. A shoal, covered 26 feet, extends 1.2 miles eastward of the buoy. Extreme caution must be exercised in passing between this shoal and the shoal making out southwestward from Halfmoon Shoal.

Horseshoe Shoal, about 7.5 miles long, bares in places at extreme low water. Its western side is marked by two buoys and its northern and southeastern sides by lighted buoys. The main ship channel passes between the southeastern lighted buoy and the lighted gong buoy marking Cross Rip Shoal.

The Main Channel of Nantucket Sound leads south of Halfmoon Shoal, through Cross Rip Channel, southward of Horseshoe Shoal, through the fairway between Hedge Fence and Squash Meadow, and thence into the eastern end of Vineyard Sound. The channel is used by most of the vessels bound through Nantucket Sound.

North Channel leads along the north side of Nantucket Sound, on either side of Bishop and Clerks, northward of Horseshoe Shoal, between Wreck Shoal and Eldridge Shoal, northward of L'Hommedieu Shoal, and through one of the openings in the shoals westward of L'Hommedieu Shoal into Vineyard Sound. This channel is used mostly by craft bound to points on the north shore of Nantucket Sound and by vessels bound through the sound during northerly winds or in winter when the prevailing northerly winds keep the north shore of the sound free from drift ice. The least depth in the channel is about 16 feet. Lighted and unlighted buoys mark the channel. The North Channel through Nantucket Sound has broken ground with depths of 16 to 17 feet in some places. Strangers should not attempt this channel at night.

#### Anchorage & Weather Concerns

Sailing vessels working through the sound against a head wind usually anchor during the night, or if becalmed and drifting toward the shoals it is best to anchor and wait for a favorable current or change of wind. The only anchorages for vessels of over 10-foot draft that afford shelter from all winds are those of Nantucket Harbor, Hyannis Harbor, and Edgartown inner harbor. Vineyard Haven, the anchorage most used by coasters, is exposed to northeasterly winds. In northerly winds the best anchorages are off Dennis Port, Hyannis Port, and along the north shore. In easterly winds vessels sometimes anchor in smooth water westward of Handkerchief Shoal or inside Great Point. Good shelter from easterly winds can also be found in Chatham Roads and Edgartown outer harbor. When southerly and westerly winds are encountered, Edgartown Harbor and Vineyard Haven are the best anchorages.

Because of the numerous shoals, strong tidal currents, thick fog at certain seasons, and vessels which may be encountered in the narrow parts of the channel through Nantucket Sound, the navigator must use more than ordinary care when in these waters.

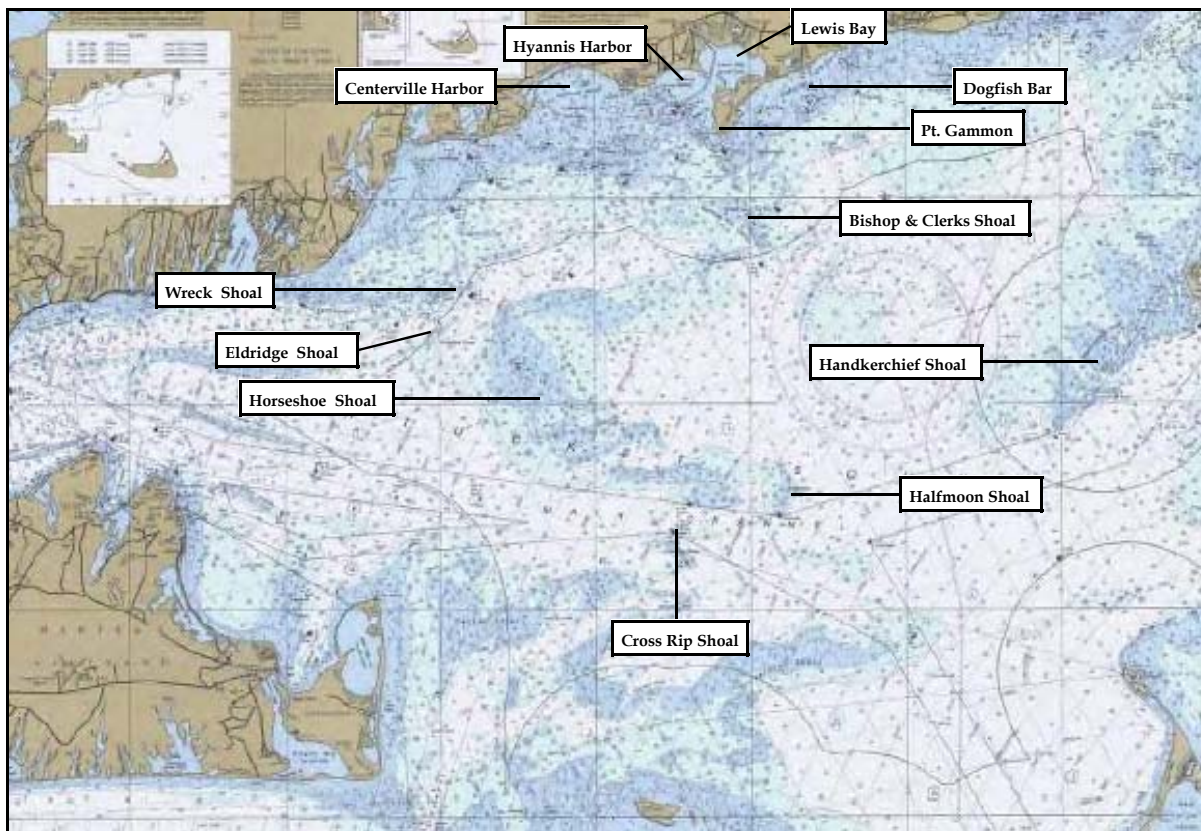
Winter winds and waves along with spring and early summer fogs provide weather hazards in these waters. From October through March gales can be expected about 3 to 6 percent of the time and are most frequently out of the west and northwest. Some wind and current interactions are also capable of creating problems.

In general, over open waters, waves of 12 feet (3.7 m) or more can be expected 5 to 15 percent of the time from November through February. In the shallow portions of Nantucket Sound these frequencies drop, but waves may break before reaching these heights.

The characteristic advection fog, formed by warm air over cool water, is most frequent from April through August. At this time visibilities drop below 2 miles 10 to 18 percent of the time; May, June and July are the worst and caution is advised, particularly near the numerous shoal areas in these waters.



## The Historic Role of Nantucket Sound



In the years prior to the opening of the Cape Cod Canal ships traveling north to the ports of Boston and Portland and south toward New York City and southern ports had two options when passing Cape Cod. They could sail on the outer route which lay outside the extensive shoals off the southern coast of Nantucket Island or they could sail the inside route, through the shoals of Nantucket Sound, turn south into Vineyard Sound and exit relatively near to shore just off the coast of Rhode Island. Often the outer route was more favorable when the weather was good but in the winter months, when difficulty with stormy seas and ice became an issue, the inner route was often chosen.

A few statistics are interesting and point out the historic role played by Nantucket Sound.

Looking at the traffic in the Sound, there are several statistics that prove the usefulness of this route.

- In 1884, the Handkerchief Shoal Lightship recorded 21,109 vessels passing that station over the period of a year (that's an average of 58 vessels per day)
- In 1902, it was reported that on one day, 500 vessels passed the Nantucket Sound lightships (that must have been a truly busy day as that figure annualized would equal 182,500 vessels)
- In 1902, the Pollock Rip Lightship estimated 50,000 vessels passed the station during the year
- In 1952, however, the numbers had turned the other way as a mere 6,060 vessels were reported to pass the station between September 2nd and December (that would annualize at under 25,000 vessels)
- By 1968, it was reported that the average number of vessels passing Pollock Rip in a month was just 10 vessels, an indicator of how transportation has changed over the years.

To protect the large number of vessels traveling through Nantucket Sound, a number of lightships were stationed at strategic locations in an effort to direct traffic past the most dangerous shoals. So numerous were lightships in this area that the route from Nantucket Sound to Vineyard Sound was nicknamed "Lightship Alley" and for its length had the greatest number of lightships in the world. Here are a number of facts regarding lightships in Nantucket Sound

- The first lightship assigned in the United States was in the year 1820
- Less than eight years following the first lightship ever assigned in US waters, Cross Rip Shoal became the first lightship in Nantucket Sound to be established in 1828 (This was first named the Tuckernuck Shoal Lightship and was at that shoal but was moved to Cross Rip in 1852).
- Over the years there were no less than eight unique lightship stations within the Nantucket Sound and approaches. Following the station name is the date when a lightship was first moored at that location - Pollock Rip (1849), Pollock Rip Shoals (1902), Shovelful Shoal (1852), Handkerchief Shoal (1858), Bishop & Clerks (1856), Cross Rip (1828), Succonessett (1854) and Hedge Fence Shoal (1908)
- To further protect mariners, the lightships in Nantucket Sound were painted with different color schemes. The obvious conclusion to that action is that there was as much danger in these waters during daylight hours (the only time when color scheme would make a difference) as there could be at night.
- Of all lightships assigned, the Handkerchief Shoal Lightship held the distinction of being struck most frequently by other vessels. Over the years she was struck fifteen times. An interesting aside to that statistic is that all but three of those collisions involved a schooner and the lightship; the latter three by barges.

Of all of the aids to navigation in Nantucket Sound, the Cross Rip Lightship was, without question, one of the most important. Her name tells the reason why. Situated at the crossroads where the east-west flow of Nantucket Sound meets the north-south flow of Muskegat Channel, the waters here can be a veritable boiling pot of swirling currents and tide, a fitting challenge to the most seasoned veteran ship master. Situated as it is off the southern extremity of Horseshoe Shoal, it is easily seen why disaster was no stranger to that area. A simple miscalculation of wind, tide or identity of station often put a vessel on the wrong side of the lightship and resulted in disaster. Added to that was the potential for collision in what was the narrowest part of the entire channel through Nantucket Sound.

## STORMS IN THE SOUND

It is clear that the route through Nantucket Sound was heavily traveled by coasting vessels and was also frequented by fishing vessels either working the local grounds or transiting to or from offshore shoals such as the South Shoals of Nantucket and Georges Bank. Add to that the dangers of the shoals throughout the area and the potential for disaster is great. A final element added to the mix has made this area treacherous at times - that element is weather. The Atlantic Ocean off the coast of New England is not known for being peaceful and calm except on rare occasion. It is known for times of extreme weather, storms that have brought destruction to mariners since the earliest vessel sailed these waters. A major part of this study, therefore, had to be devoted to that part of the overall equation. What follows is a history of the most significant storms to affect the immediate area of the central part of Nantucket Sound.

The following storms of some notoriety were considered to be likely possibilities for shipwreck and disaster in this area and were selected for inclusion in the research phase of this project:

- 1635 - "The Colonial Storm"
- 11/1/1778 - "The French Storm"
- 9/23/1815 - "The Great New England Storm"
- 9/3/1821
- 10/3/1841 - "The Great October Gale"
- 10/6/1849
- 8/21/1856
- 11/2/1861
- 10/9/1878
- 8/18/1879

As it turned out only two of the storms on the list above were noted as having any great effect on vessels in the target area. One of them, however, proved to be the most intense storm ever recorded in this vicinity - The Great October Gale of 1841. And where the initial list was not forthcoming in results, research resulted in details on numerous disasters in this area during the following storms:

- 10/3/1841 - 20 vessels lost
- 9/29/1844 - 8 vessels lost
- 11/19/1848 - 3 vessels in distress, 1 lost
- 12/29/1853 - 4 vessels in distress, 1 lost
- 1/19/1857 - 3 vessels lost
- 10/9/1878 - 2 vessels lost
- 1/9/1886 - 2 vessels lost
- 4/2/1887 - 2 vessels lost

Nearly forty vessels lost here in eight storms supports the finding that there is considerable potential for shipwreck in this area, just from this one type of loss alone. A few brief notes relative to each of these storms follows.



#### October 3d-4th, 1841

The intensity and damage caused by this storm can best be described by local newspaper reports on the time. These comments were taken from the Boston Daily Advertiser or the Barnstable Patriot.

- Yarmouth Port (Register Office), Monday eve., Oct. 4 - The gale has been very severe. Our local correspondent at West Harwich writes, this date, "Of 34 vessels, mostly fishermen, that were at anchor here last evening, but 16 remain this morning – some have gone to sea with persons on board and some without – some of the vessels had a large part of their fish on board", he further writes, "from what I can learn, there has been a great loss of property and I fear some loss of life"
- "Twenty or thirty vessels at anchor along the coast between Chatham and Bass River were driven to sea"
- "Six or eight vessels arrived [at Holmes Hole on 10/5] in pursuit of a number of vessels which drifted from Hyannis and other parts of the Cape. The captain of one saw on his passage up two schooners sunk and one [sch] with her foremast gone, loaded with flour, off the Bishop & Clerks; several vessels have been seen bottom up on the shoals and one went out through Muskeget in the same situation"
- "Schooner Lydia arrived at Nantucket, from Dennis, reports 14 sail broken from their moorings and driven to sea; passed a schooner on Bishop & Clerks; persons stripping her"
- "Eleven sail of vessels drove out of Herring River, West Harwich"
- "We learn from a New York and Boston pilot that the life boat on the Cross Rip, off Nantucket, had dragged nearly 3/4 of a mile southwest of her moorings". The significance of this comment about lightships dragging is important with regard to locating any vessels lost in storms where their position is stated relative to the location of the lightship. Lightships are not supposed to move but that was not always a certainty and starting a search based on the "normal" position of these vessels can lead to inaccurate and unsuccessful searches.

There were countless vessels in distress during this storm. The majority were either injured or blown or dragged off only to be found on Nantucket or Martha's Vineyard or even adrift at sea. Twenty of these vessels all of which were clearly identified as schooners and one of which the rig was uncertain were lost during this two day storm. They were as follows: **ASIA, COLMA, FOUR O'CLOCK, GOVERNMENT, HORACE, HYANNIS, IDA, LIBERTY, LION, MALDEN, MUNROE, NANCY, OLIVE, PAGE, PHOEBE ANN, SUSAN, UNION, Unknown** (one a schooner and one rig unknown) and **VAN BUREN**.

#### September 29, 1844

Less than three years after the Great October Gale of 1841, a storm struck Hyannis and when it had departed, eight fishing vessels from the port were lost. This was a typical New England Noreaster and struck quickly and with intensity. All of the vessels lost were reported at Hyannis and although not stated, it is possible that the breakwater, which had been built 16 years earlier for protection of vessels here, may have been involved in their loss. The vessels lost were all local fishing schooners as follows: **ABIGAIL, GALAXY, JOSEPH RANDOLPH, MARTHA, ORUM, PANTHER, PEARL** and **RESOLVE**.

#### November 19th-20th, 1848

As with all of the other storms listed, none compared in intensity to the October gale of 1841. This was a small local storm which caused damage to two vessels and the loss of the fishing schooner **GLOBE**, in the vicinity of Handkerchief Shoal.

#### December 29, 1853

A snowstorm at sea adds greatly to the difficulty of any vessel caught in the situation. Not only is visibility reduced to an even greater extent due to the snow, but the temperature being near freezing causes additional concerns as a vessel's weight is increased by ice and snow. The late December storm of 1853 was a severe storm but also a broad one. Damage from this storm was even greater outside the target area, specifically near the outer part of the Cape. Nonetheless, four vessels were put in distress here and one was lost off Dennis. Although the identity of the lost vessel remained **Unknown**, due to the loss of the crew as well, a portion of the masts were visible above water which allowed the vessel to be identified as a schooner.

#### January 19, 1857

Three vessels met with disaster and were lost in the mid-January storm of 1857. From the accounts and the locations where the vessels met their end, this must have been a storm from the southeast which pushed the vessels in a northwesterly direction. Two were Cape schooners and probably used for fishing: **CINDERELLA** and **ESTELLA**. The third was a full rigged ship, **HOMER**, which dragged from an anchorage off Monomoy onto the shoals.

#### October 9, 1878

An October storm in 1878 struck in the vicinity of Horseshoe Shoal and affected two vessels which were both lost. One, reported only as an **Unknown** schooner, was seen to be sunk west of the Cross Rip Lightship. The other, the merchant schooner **E.S. NASH**, was northbound from Connecticut and ran ashore and was lost along with her cargo of lumber.

#### January 9, 1886

Probably the wreck took place in the Winter and the vessel carried a cargo of coal, the schooner **CONGRESS**, which ran ashore at Osterville, was probably quite a popular site for local residents. In similar fashion, the schooner **WHITE FOAM** was driven ashore and went to pieces in the vicinity of Bass River and was reported to have drawn the attention of "wreckers and others [who] lined the beach for a mile or two". They were there, no doubt, to rescue whatever or whomever came ashore from the wreck. The crews of both vessels were saved.

#### April 2, 1887

Less than three months after the storm which claimed the schooners Congress and White Foam a Spring freshet blew in and caused the loss of a further two vessels. Once again, at least one could not be readily identified and was simply referred to as a large **Unknown** two-masted schooner which ran ashore on the shoals and sunk several miles off Cotuit and between Hyannis and Nantucket [where Horseshoe Shoal is found] and the schooner **ANNIE LOUISE** which was at anchor at Bass River when the storm arrived, parted her moorings and drifted to sea and disappeared.

## FINDINGS

An overview has been presented relative to the Cape and its early history, the townships that could have or did affect shipping interests and trade in the area, details relative to the unique geography of Nantucket Sound with its numerous shoals, fast moving currents and tides, and the affect of weather on vessels traveling along that route. Also detailed to a lesser degree was the effect of trade passing by but not to the local ports here. Cape Cod's strategic location between the major ports of Boston and New York, and with its unique shape that juts out into the Atlantic Ocean for more than 100 miles from the mainland, made it one of the primary targets for vessels to meet with disaster in days when moving goods by sea was commonplace. And, in fact, numbers can be found in the range of 2,000 to 3,000 shipwrecks that have occurred in the waters all along the entire length of the Cape. For this study, however, the focus is on that area off the southern coast of the Cape and roughly between Monomoy Island to the east and Cotuit to the west and offshore roughly to Cross Rip.

There are ninety-five vessels lost or believed lost in this area ranging from the 1,993 ton five-masted schooner **JENNIE FRENCH POTTER** to the diminutive 5 ton gas screw launch **COLUMBIA**. Some statistics relative to these losses are as follows:

### Vessel Type:

66 schooners	2 four-masted schooners
4 three-masted (tern) schooners	2 boats
4 sloops	1 five-masted schooner
4 of unknown rig	1 barge
3 gas-powered, screw driven vessels	1 bark
3 sailing ships	1 diesel-powered, screw driven vessel
3 brigs	

### Period Lost:

1701-1750 - 1 vessel	1851-1900 - 41 vessels
1751-1800 - 1 vessel	1901-1950 - 14 vessels
1801-1850 - 33 vessels	1951-2000 - 5 vessels

### Disaster Type:

35 - Stranding	3 - Burned & Sunk
12 - Sunk by Collision	2 - Ashore & Burned
12 - Sunk in Storm	1 - Sunk in Snowstorm
10 - Ashore & Sunk	1 - Stranding in Fog
9 - Sunk	1 - Sunk by Ice
9 - Disappeared	

Of all of the vessels lost in the target area, five prove to be of particular significance. This group is as different in type of vessel as it is in period lost. Although each will have a wreck data sheet in the appendix, each deserves extra attention at this point.

#### **Unidentified - Sloop - 10/31/1744**

Although this vessel is not identified by name or specific location, the wreck of this early sloop will be of primary interest to archaeologists and historians alike. During the mid 1630's a group of men from Martha's Vineyard took it upon themselves to relocate to the isolated island of Nantucket. Among them was one Peter Folger, a European immigrant who was, among his other skills, a teacher and who desired to help the Native American population wherever he resided. Three generations later, the Folgers were a prominent family on Nantucket and, in fact, counted in their number the mother of Benjamin Franklin, one of the most prominent personages in US history. The unidentified sloop which was lost belonged to Daniel Folger, 1st cousin to Franklin. At the time of the loss, Daniel and his son were ferrying a small group from Nantucket to the mainland when they were lost on Horseshoe Shoal. Although an exact location has not been discovered, to risk destruction of this most historic vessel would at best represent poor judgment.

#### **LUCILLE - Sloop/Yacht - 8/16/18874**

Almost a century and a half after the loss of Folger's sloop, another sloop, this one very different from the earlier vessel, came to grief in an area quite likely to be impacted by the proposed project. Lucille was a 47 foot luxury yacht built just after the end of the Civil War and lost in just five minutes at the entrance to Hyannis Harbor, near Great Rock. All aboard the yacht were saved and for a time it was thought the vessel might be raised but within five days of her sinking she was reported to be fast breaking up. Information concerning the design of a personal yacht in this era is essentially not to be found in records. The remains of this vessel would go far in adding to our knowledge of this most interesting type of vessel.

#### **CROSS RIP (LV-6) - Schooner rigged lightship - 2/1/1918**

The loss of the Cross Rip lightship has been and will continue to be a controversial until the center of wreckage has been located. The vessel itself was built in 1855 and was 63 years old at the time of her loss. Any resemblance to a schooner had long since been modified away as the vessel lived through an age where improvements to these aids to navigation were continually coming and being tested on various members of the lightship fleet. As to the specifics of the loss of this vessel, she was trapped in an ice floe in the winter of 1918 at a time when Winter travel through the Sound was so minimal that the ice often gained the upper hand. She was reported by the keeper of the lighthouse on Great Point (Nantucket) to be traveling east, out to sea in the ice pack. Although rescue efforts were begun, that was the last ever seen of the vessel or her crew. For many years she was as lost as the giant six-masted schooner WYOMING and many believed that they had come to rest in similar waters. Then, in 1933, fifteen years after the lightship had disappeared, a government dredge, W.L. MARSHALL working on Half Moon Shoal, just off the outer extremity of Horseshoe Shoal found parts of frame, planking and windlass believed to be from LV 6. Nearly a quarter century later, in 1957, wreckage and artifacts were found on West Dennis beach and these were also thought to be from the lightship. Although the exact location has eluded researchers and divers to this time, the clues indicate a good possibility that the historic lightship ended her days much closer to her station than was previously believed. Consider that an ice floe moves with the force of wind and tide and at their whim. Maybe the keeper at Great Point was right when he saw her drifting eastward; perhaps he wasn't looking when she drifted back to the westward.

### **JENNIE FRENCH POTTER - Five-Masted Schooner - 5/18/1909**

During the period of transition from sailing vessels as masters of the sea to steam powered vessels which were more dependable, faster, and could generally carry much larger loads than their wind-driven counterparts, sailing vessels grew in size rapidly before fading into history. One thing is quickly learned about multi-masted schooners...the greater the number of masts in them, the fewer the number of vessels can be found that were so rigged. The number of seven-masted schooners ever built can be counted on one hand; the number of six masters was also a small number. The five-masted schooner **JENNIE FRENCH POTTER** was one of only fifty-eight vessels of that rig ever built and that, alone, makes her historic. The Potter was built for the bulk cargo trade and carried coal northward for a number of years before her loss. However, like many of her breed, she was not very old at the end of her career. The cause of her loss could be said to be the elements of Nantucket Sound, wind and tide, but officially the cause was pilot error. She was simply trying to sail in the wrong place at the wrong time and ran aground on Half Moon Shoal and sunk. The water was quite shallow where she left her bones as can be seen from the picture of her as she lay on the bottom (see appendix). Though not so very old when lost, the remains of this example of the largest schooners ever built should be allowed an undisturbed grave.

### **TEMORANGERIE - GS/Yacht - 7/31/1948**

On occasion a research project will turn up an unexpected prize. Such is the case of the gas-powered, screw driven vessel **TEMORANGERIE**. When first noted on the master list of vessels lost in the area, the assumption was made that this was probably little more than another auxiliary powered fishing schooner. What turned out was as far away from a fishing schooner as you can get and has proven to be a most interesting lost vessel in the target area. This vessel turns out to be one of the early boats built by the Electric Launch Company (Elco) who went into business in 1893. Although notable for a number of different types of boats built over the years, particularly the famous PT boats of World War II fame, early Elco boats are most desired by owners of historic watercraft even to this day. Teemorangerie was built in 1923 for a doctor who had been in service during the Civil War. Just a quarter century later, the yacht found herself in trouble, foundered and sunk off Hyannis. There's the rub, her exact location has so far been elusive but that is also the point, the fact that she is lost off Hyannis gives strength to an argument that her remains could lie on Horseshoe Shoal and, as was mentioned in terms of the Unidentified sloop of Daniel Folger, lost 200 years before this yacht, to run the risk of disturbing the remains of such an historic craft as this would be unacceptable.

### A Chronological List of Shipwrecks in the Target Area

1. 10/30/1744 - **Unidentified** - Sloop - Stranded/Lost on Horseshoe Shoal
2. 11/00/1793 - **FARMER** - Sloop - Stranded/Wrecked on Bishop & Clerks Shoal
3. 08/15/1832 - **EMILY MORGAN** - Ship - Ashore & Sunk on Bishop & Clerks Shoal
4. 12/17/1833 - **SOCRATES** - Schooner - Stranded at Hyannis
5. 10/04/1841 - **ASIA** - Schooner - Disappeared - may be lost on Horseshoe Shoal
6. 10/03/1841 - **COLMA** - Schooner - Stranded/Went to pieces on Horseshoe Shoal
7. 10/04/1841 - **FOUR O'CLOCK** - Schooner - Disappeared - may be lost on Horseshoe Shoal
8. 10/04/1841 - **GOVERNMENT** - Schooner - Disappeared - may be lost on Horseshoe Shoal
9. 10/04/1841 - **HORACE** - Schooner - Disappeared - may be lost on Horseshoe Shoal
10. 10/04/1841 - **HYANNIS** - Schooner - Disappeared - may be lost on Horseshoe Shoal
11. 10/03/1841 - **IDA** - Schooner - Disappeared - may be lost on Horseshoe Shoal
12. 10/04/1841 - **LIBERTY** - Schooner - Sunk/Lost on Bishop & Clerks Shoal
13. 10/04/1841 - **LION** - Schooner - Stranded/Lost on Bass River bar
14. 10/04/1841 - **MALDEN** - Schooner - Disappeared - may be lost on Horseshoe Shoal
15. 10/04/1841 - **MUNROE** - Schooner - Stranded/Went to pieces on Point Gammon
16. 10/03/1841 - **NANCY** - Schooner - Sunk at or near the breakwater at Hyannis
17. 10/04/1841 - **OLIVE** - Schooner - Disappeared - may be lost on Horseshoe Shoal
18. 10/04/1841 - **PAGE** - Schooner - Disappeared - may be lost on Horseshoe Shoal
19. 10/04/1841 - **PHOEBE ANN** - Schooner - Disappeared - may be lost on Horseshoe Shoal
20. 10/04/1841 - **SUSAN** - Schooner - Ashore & Sunk/Lost near Great Island
21. 10/04/1841 - **Unidentified** - Schooner - Sunk/Lost 2 miles WxS from Bishop & Clerks Shoal
22. 10/04/1841 - **Unidentified** - Schooner - Disappeared - may be lost on Horseshoe Shoal
23. 10/04/1841 - **UNION** - Schooner - Disappeared - may be lost on Horseshoe Shoal
24. 10/04/1841 - **VAN BUREN** - Schooner - Stranding/Lost near Parker's River
25. 09/29/1844 - **ABIGAIL** - Schooner - Stranded at Hyannis
26. 09/29/1844 - **GALAXY** - Schooner - Stranded at Hyannis
27. 09/29/1844 - **JOSEPH RANDOLPH** - Schooner - Stranded at Hyannis
28. 09/29/1844 - **MARTHA** - Schooner - Stranded at Hyannis
29. 09/29/1844 - **ORUM** - Schooner - Stranded at Hyannis
30. 09/29/1844 - **PANTHER** - Schooner - Stranded at Hyannis
31. 09/29/1844 - **PEARL** - Schooner - Stranded at Hyannis
32. 09/29/1844 - **RESOLVE** - Schooner - Stranded at Hyannis
33. 03/21/1845 - **MARY JANE** - Unknown rig - Burned/Sunk in Western Nantucket Sound
34. 11/19/1848 - **GLOBE** - Schooner - Sunk/Lost at or near Bishop & Clerks Shoal
35. 11/20/1848 - **MARIA** - Schooner - Sunk about 2 miles from shore near Bass River
36. 04/15/1851 - **COLUMBUS** - Ship - Stranded on a beach near Cotuit
37. 07/27/1851 - **VENUS** - Brig - Stranded on Horseshoe Shoal
38. 09/25/1852 - **CLEOPATRA'S BARGE** - Schooner - Stranded at Hyannisport Harbor
39. 04/24/1853 - **BENJAMIN H. FIELD** - Schooner - Stranded off Bishop & Clerks Shoal
40. 12/29/1853 - **Unidentified** - Schooner - Sunk/Lost in the waters off Dennis
41. 01/19/1857 - **CINDERELLA** - Schooner - Stranded/Total Loss at Point Gammon
42. 01/19/1857 - **HOMER** - Ship - Stranded/Lost on the shoals (dragged from Monomoy)
43. 09/16/1858 - **J.C. CALHOUN** - Schooner - Stranded at Centerville
44. 11/07/1862 - **PANAMA** - Schooner - Stranded at Popponesset Bar
45. 03/17/1864 - **TRIUMPH** - Schooner - Sunk after collision near Cross Rip Lightship
46. 07/19/1865 - **JOHN C. BAXTER** - Schooner - Sunk after collision on eastern edge of Horseshoe Shoal
47. 10/02/1865 - **HIGHLANDER** - Schooner - Sunk after collision off Cross Rip

48. 10/19/1865 - **W.R. GENN** - Schooner - Stranded/Lost 2 miles from Hyannis
49. 10/25/1865 - **OCEAN HOME** - Schooner - Sunk on Horseshoe Shoal
50. 01/07/1867 - **FLORENCE E. MATHERSON** - Brig - Ashore & Sunk on Bishop & Clerks Shoal
51. 08/02/1867 - **HANNAH MARTIN** - Schooner - Sunk in "Deep Hole", outside Cotuit Harbor
52. 07/07/1873 - **SENATOR** - Schooner - Stranded/Lost near Bishop & Clerks Shoal
53. 04/03/1877 - **ADRIAN** - Schooner - Ashore & Sunk/Lost on Bishop & Clerks Shoal
54. 05/16/1877 - **MARIETTA TILTON** - Schooner - Sunk after collision in the vicinity of the Cross Rip Lightboat
55. 07/13/1880 - **DAVID AMES** - 3-masted Schooner - Sunk after collision 2 miles west from the Handkerchief Shoal Lightship
56. 01/04/1881 - **HAPPY HOME** - Bark - Stranded/Lost in the vicinity of Hyannis
57. 04/02/1887 - **ANN ELIZABETH** - 3-masted Schooner - Stranded/Lost 1.5 miles from Osterville
58. 04/02/1887 - **Unidentified** - Schooner - Sunk on the shoals several miles off Cotuit
59. 10/12/1878 - **CLARA SMITH** - Schooner - Sunk at or near Horseshoe Shoal
60. 10/12/1878 - **E.S. NASH** - Schooner - Stranded/Lost in the vicinity of Hyannis
61. 10/12/1878 - **Unidentified** - Schooner - Sunk just west of Cross Rip Lightship
62. 07/13/1880 - **SEA LION** - Schooner - Sunk after collision near Bishop & Clerks Light
63. 01/04/1881 - **WASHINGTON FREEMAN** - Schooner - Sunk at Bishop & Clerks Shoal
64. 10/02/1883 - **TALLY HO** - Brig - Sunk after collision near Cross Rip Lightship
65. 01/09/1886 - **CONGRESS** - Schooner - Ashore & Sunk at Osterville
66. 01/09/1886 - **WHITE FOAM** - Schooner - Stranded/Lost on Dogfish Bar, off Bass River
67. 08/16/1887 - **LUCILLE** - Sloop Yacht - Ashore & Sunk on a rock near Great Rock, at entrance to Hyannis Harbor
68. 10/05/1889 - **BENJAMIN GARTSIDE** - 3-masted Schooner - Sunk after collision 2.5 miles NW from Handkerchief Shoal
69. 10/00/1889 - **Unidentified** - Unknown rig - Sunk 1,160 yards N, 2 degrees W, from the Cross Rip Light Vessel
70. 10/20/1890 - **S.S. BICKMORE** - Schooner - Burned & Sunk off Hyannis
71. 04/22/1891 - **HELEN THOMPSON** - Schooner - Stranded/Lost on the E end of Horseshoe Shoal
72. 08/17/1891 - **ALICE OAKES** - Schooner - Lost at Hyannis
73. 02/00/1892 - **LUCY JONES** - Schooner - Stranded/Lost on Cross Rip Shoal
74. 11/00/1893 - **STEPHEN RAYMOND** - Sloop - Stranded/Lost in Hyannis Harbor
75. 00/00/1894 - **MELINDA WOOD** - Schooner - Stranded/Lost on Hyannis bar
76. 05/15/1898 - **ANGOLA** - Schooner - Sunk after collision near Cross Rip Lightship
77. 12/00/1901 - **RINGLEADER** - Schooner - Stranded/Lost on Hyannis Harbor flats
78. 04/10/1902 - **THOMAS BORDEN** - Schooner - Ashore & Burned in Hyannis Harbor
79. 06/00/1903 - **ADDIE** - Schooner - Stranded on the west part of Hyannis Harbor
80. 05/18/1909 - **JENNIE FRENCH POTTER** - 5-masted Schooner - Ashore & Sunk/Lost on Half Moon Shoal
81. 01/04/1913 - **BOMBAY** - Barge - Sunk 5 miles NW from Handkerchief Shoal Lightship
82. 01/15/1914 - **GRETA** - Schooner - Sunk in the western part of Nantucket Sound
83. 01/15/1914 - **JOHN PAUL** - 3-masted Schooner - Ashore & Sunk 4.5 miles W from Cross Rip Lightship at 41-27-00N 70-23-20W
84. 09/24/1915 - **MINNIE SLAUSON** - Schooner - Sunk in the vicinity of Bishop & Clerks Ledge after collision with the Handkerchief Shoal Lightship
85. 12/13/1915 - **DORA** - Gas Screw - Stranded at Hyannis
86. 02/01/1918 - **CROSS RIP (LV-6)** - Lightship - Sunk at or near the edge of Half Moon Shoal or on Horseshoe Shoal
87. 09/11/1918 - **GOVERNOR POWERS** - 4-masted Schooner - Sunk after collision in the western part of Nantucket Sound

88. 02/27/1932 - **GEORGE W. ELZEY, JR.** - 4-masted Schooner - Sunk after collision near Cross Rip Lightship
89. 09/21/1938 - **COLUMBIA** - Gas Screw - Stranded/Lost at West Yarmouth
90. 07/31/1948 - **TEMORANGERIE** - Gas Screw Yacht - Foundered/Sunk off Hyannis
91. 07/18/1963 - **USS PC-1203** - Diesel Screw - Sunk at the center of Horseshoe Shoal at 41-30-55N 70-22-20W
92. 04/00/1976 - **Unidentified** - Cabin Cruiser - Sunk off Hyannis at 41-34-35N 70-20-19W
93. 05/00/1985 - **CHERYL RAY** - Fishing Boat - Sunk at 41-34-17N 70-14-34W
94. 10/04/1989 - **Unidentified** - Fishing Boat - Sunk in Hyannis Harbor at 41-37-50N 70-17-27.14W
95. 09/00/1990 - **Unidentified** - Pleasure Boat - Sunk near Hallets Rk. at 41-35-22.37N 70-16-05.11W



## **OTHER POSSIBLE SHIPWRECKS OF INTEREST**

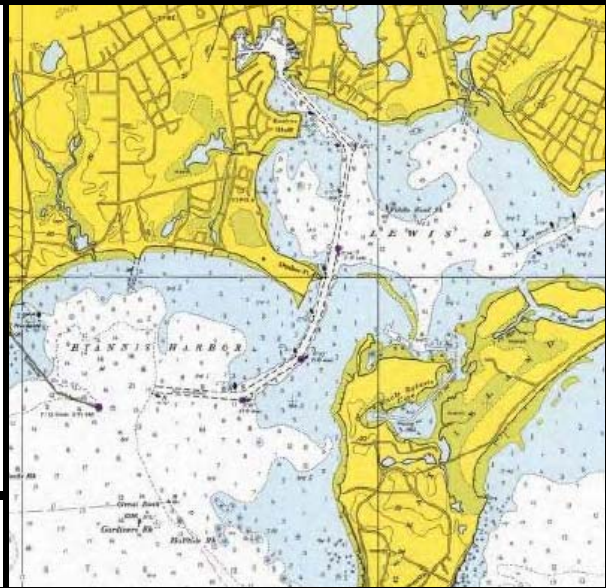
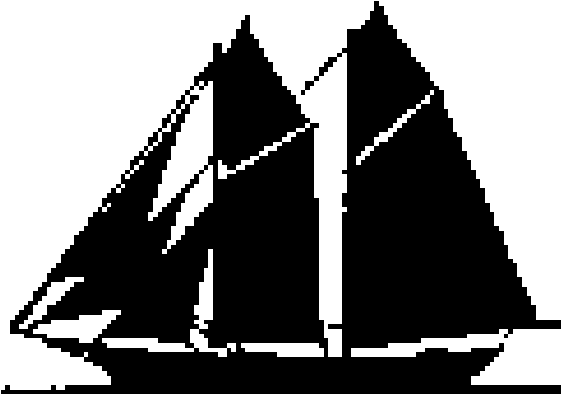
In the collection of data concerning wrecks throughout Massachusetts many, particularly early losses, are found with only a reference as being lost on Cape Cod. The short list of vessels to follow is a few of those vessels which *could* be found in the target area. It would require a considerable amount of time to research these losses mainly due to the vague nature of their loss dates and the minimal amount of source material available for that period. The list is offered as further evidence that the number of shipwrecks lost in the target area is potentially much larger than current research offers.

### **A Chronological list of ships lost at unspecified locations on Cape Cod**

1. 1760 - **CLAREMONT** - British Ship sailing to Jamaica
2. 1763 - **ERFPRINZ** - Dutch Warship reported lost with 300 persons off Cape Cod
3. 1784 - **JULIUS CAESAR** - Spanish Ship arriving from Cadiz, Spain
4. 1784 - **PEACE & PLENTY** - American Ship where from or bound not stated
5. 1792 - **MARRETTA** - American Ship where from or bound not stated
6. 1792 - **RODNEY** - British Ship sailing from Boston to the West Indies
7. 1797 - **THREE SISTERS** - British Ship arriving from Liverpool, England
8. 1798 - **DELIGHT** - British Ship from Virginia for London, England
9. 01/11/1802 - **MINERVA** - British Ship arriving from Madeira Island
10. 1802 - **ASTREA** - American Ship sailing from Boston to the West Indies
11. 1802 - **BRUTUS** - Ship sailing from Salem for an unspecified port in Europe
12. 1804 - **PROTECTO** - Spanish Ship sailing from Boston for Lima, Peru
13. 1811 - **ABEONA** - French Ship sailing from Boston for Portsmouth (England?)
14. 1811 - **FLORENZA** - Ship arriving from London, England
15. 1811 - **FOUR BROTHERS** - American Ship arriving from Russia
16. 1811 - **NEUTRALITY** - British Ship arriving from Liverpool, England

# APPENDIX

## ABIGAIL



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American  
Home Port: Hyannis, MA

### Final Voyage

Date of Loss: September 29, 1844  
Disaster Type: Stranding  
Cause: Storm  
Location: Hyannis

### Narrative

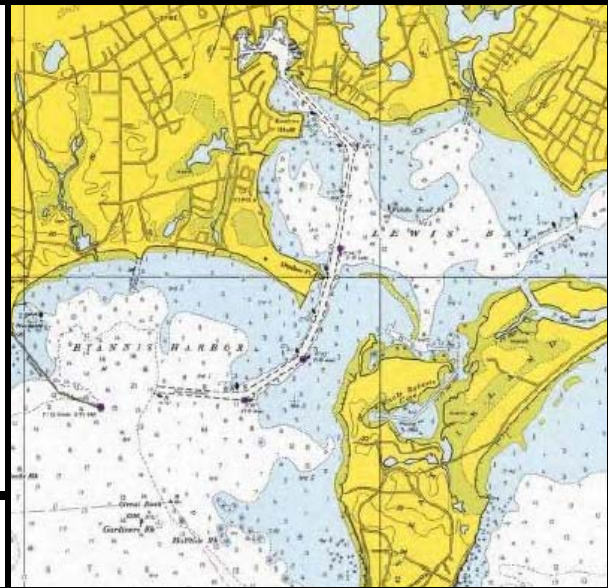
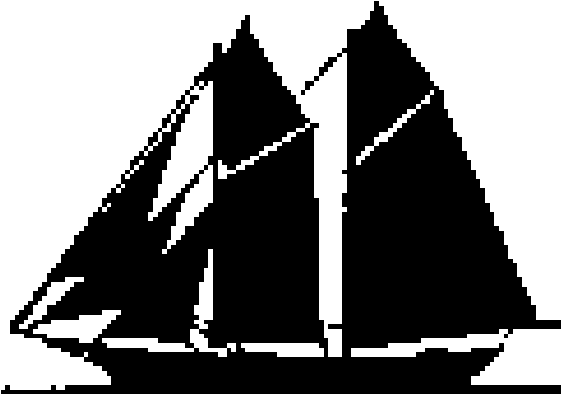
On the next to the last day of September, 1844 a very localized storm struck the vicinity of the ports of the southern cape including Hyannis, Bass River and Dennis. As was often the case in times when the science of weather forecasting did not exist, the gale caught many vessels of the local fishing fleet unaware and unprepared. A number of vessels were either blown off the coast or dragged ashore in or near their harbors, in most cases without crews aboard. The schooner **ABIGAIL** ran ashore at an unspecified location in Hyannis Harbor. No word of any recovery was forthcoming after the storm passed.

### RESEARCH SOURCES

1. Boston Daily Advertiser, October 2, 1844
2. Providence Daily Journal, October, 1844

Historical Significance: Early 19th century fishing vessel

## ADDIE



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Not stated but probably fishing  
Nationality: American  
Home Port: Hyannis, MA

### Final Voyage

Date of Loss: June, 1903  
Disaster Type: Stranding  
Cause: Storm  
Location: Western part of Hyannis Harbor

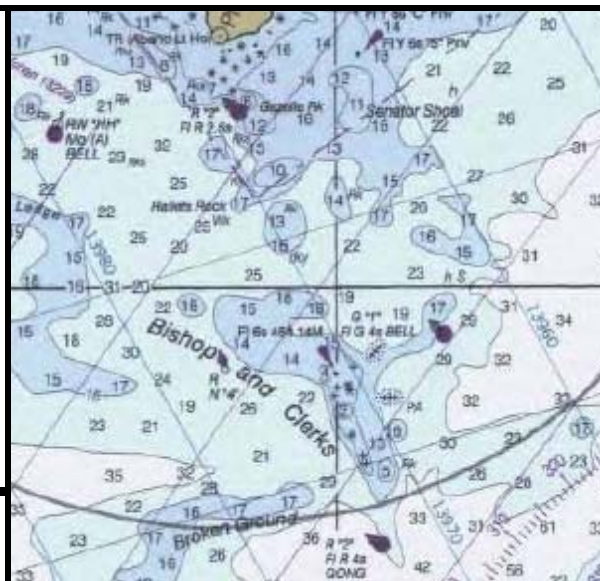
### Narrative

Generally speaking, June is not a month of great losses to vessels, even in New England. Details of the loss of the **ADDIE** are incomplete but there are two sources for the confirmation of it. This vessel was most likely engaged as a fisherman and lost due to the stress of weather than from other causes. Her loss on the western part of the harbor at Hyannis indicates bad weather from an eastern quarter. No record or salvage was found relative to this maritime incident.

### RESEARCH SOURCES

1. "Storms and Shipwrecks of New England" by E.R. Snow
2. "Encyclopedia of American Shipwrecks" by Bruce Bermen

## ADRIAN



### The Vessel

Type: Schooner  
Construction: Wood  
Tonnage: 93  
Use: Merchant  
Launched: Thomaston, ME in 1835  
Nationality: American  
Official No. 1220  
Home Port: Rockland, ME

### Final Voyage

Port of Departure: South Amboy, NJ  
Port of Destination: Portland, ME  
Owner: England & Everett  
Master: Maddox  
Cargo: coal  
Date of Loss: April 3, 1877  
Disaster Type: Ashore & Sunk  
Cause of Disaster: Fog  
Final Status: Total Loss  
Location: Bishop & Clerks Shoal

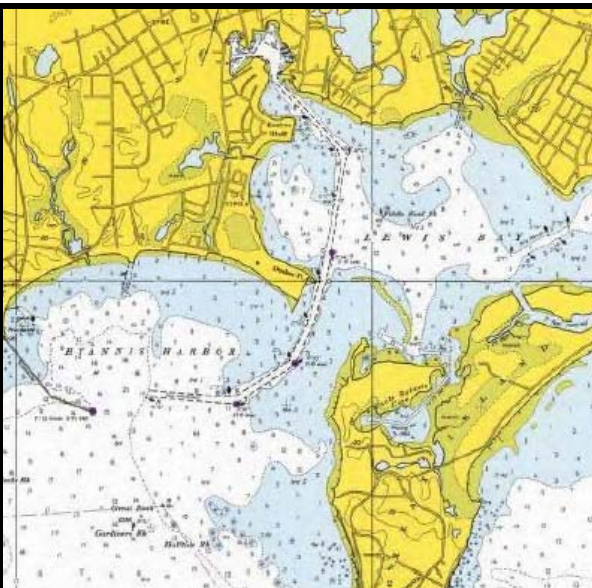
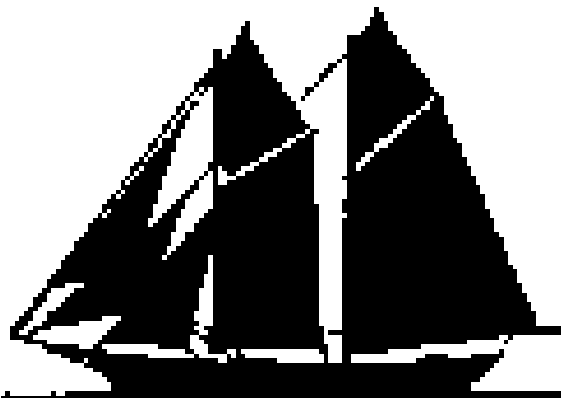
### Narrative

One of the most common weather causes of disaster in New England is fog and the waters of Nantucket Sound are notorious for thick fog on a more regular basis than almost any other area in the region. Although not stated, the vessel was probably inbound to Hyannis for an over-night stay or to make repairs at the time of the disaster. In this case, as with many others of its type, the crew were saved but the vessel became a total loss likely being stripped of whatever items could be saved before going to pieces.

### RESEARCH SOURCES

1. Boston Daily Advertiser, April 4, 1877
2. Providence Daily Journal, April, 1877

## ALICE OAKES



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 95' x 25' x 8'  
Tonnage: 146  
Launched: Pittston, ME in 1868  
Nationality: American  
Home Port: Rockland, ME

### Final Voyage

Port of Departure: Rockland, ME  
Cargo: lime  
Date of Loss: August 14, 1891  
Disaster Type: Burned & Sunk  
Cause of Disaster: Cargo got wet  
Final Status: Total Loss  
Location: Hyannis Harbor

### Narrative

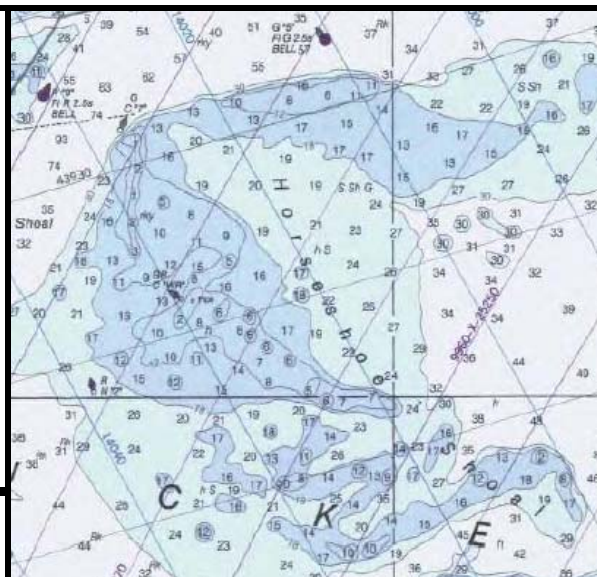
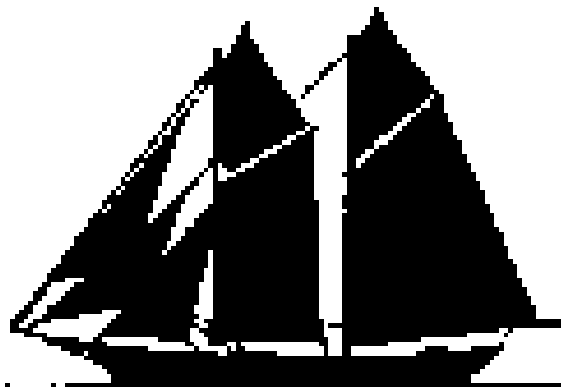
Of all of the difficult cargos transported by vessels at sea one of the most dangerous was lime due to the potential for it to catch fire when wet. However, as it was a popular commodity in the building industry, even in the nineteenth century, numerous vessels carried the volatile cargo from ports in Maine southward. The schooner **ALICE OAKES** was not one of the lucky vessels whose masters could seal the burning cargo in the hold and choke the fire by denying it oxygen. She was fully involved before sealing of the cargo could take place and was burned to the waters edge and sunk in the harbor.

### RESEARCH SOURCES

1. Boston Daily Advertiser, August 17, 1891, Marine Journal
2. "Storms and Shipwrecks of New England" by E.R. Snow
3. "Encyclopedia of American Shipwrecks" by Bruce Bermen



## ANGOLA



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 85' x 24' x 7'  
Tonnage: 98  
Launched: Sullivan, ME in 1871  
Nationality: American  
Home Port: Franklin, ME

### Final Voyage

Port of Departure: New York City, NY  
Port of Destination: South Gardiner, ME  
Cargo: brimstone  
Date of Loss: May 15, 1898  
Disaster Type: Sunk  
Cause of Disaster: Collision with S.J. LINSEY  
Final Status: Total Loss  
Location: 1 to 1.25 miles west of Cross Rip Lightship

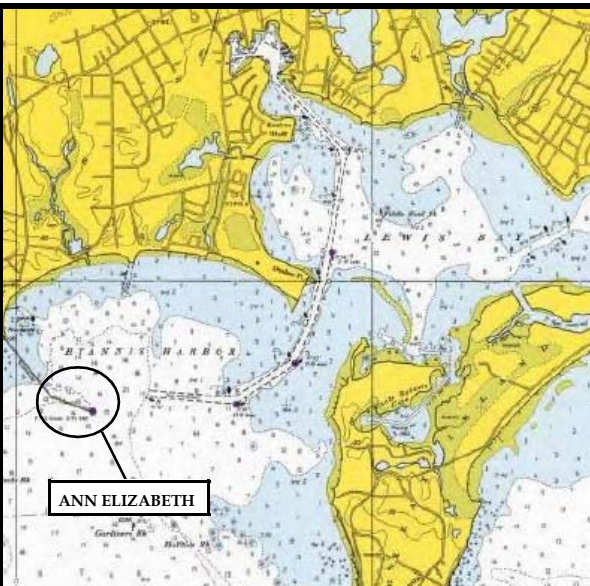
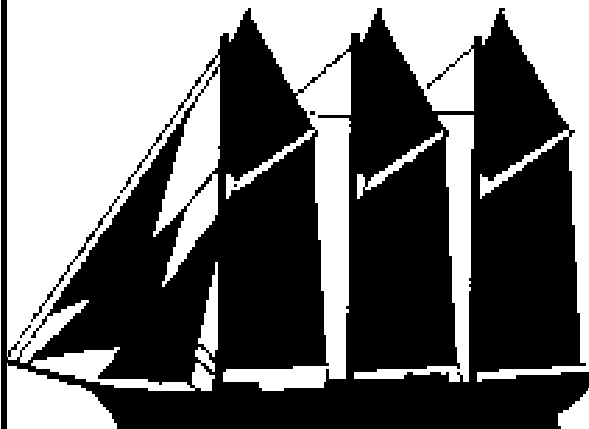
### Narrative

Collision at sea was an ever present threat in the days before the era of satellite communication, global positioning and similar aids to navigation. Masters routinely carried lights when sailing at night but the reliability of these was subject to the reliability of the seaman assigned the task of keeping the lights lit and in proper order; and all collisions did not take place at night. When visibility was reduced in fog and storms, vessels came into collision with the potential threat of one or even both sinking as a result. The schooner **ANGOLA** met with a disaster of this type and one where she was struck without warning as it was reported that the crew barely escaped.

### RESEARCH SOURCES

1. Boston Daily Advertiser, May 16, 1898, Marine Journal
2. "Wrecks Around Nantucket" by Arthur H. Gardner
3. "Encyclopedia of American Shipwrecks" by Bruce Berman

## ANN ELIZABETH



### The Vessel

Type: Three-masted Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 91' x 26' x 8'  
Tonnage: 152  
Launched: Hampden, ME in 1853  
Nationality: American  
Home Port: Bangor, ME

### Final Voyage

Port of Departure: Harwich, MA  
Port of Destination: New York City, NY  
Master: Kelley  
Date of Loss: April 2, 1887  
Disaster Type: Stranding  
Cause of Disaster: Storm—ran against the breakwater at Hyannis  
Final Status: Total Loss  
Location: 1.5 miles from Osterville



### Narrative

The breakwater at Hyannis was built in sections and not from the shore outward. The initial section was constructed well offshore and acting as a buffer for heavy seas from the southwest that made their way toward Hyannis Harbor, it also became an obstruction for vessels bound inward in heavy weather or those anchored inside if they broke free of moorings in heavy weather. The latter was the case with the loss of the ANN ELIZABETH but there was a benefit to the breakwater in this instance in that after striking the breakwater, the crew were enabled to get off the schooner before she became a total loss in the vicinity.

### RESEARCH SOURCES

1. Boston Daily Advertiser, April 4, 1887, Marine Journal
2. Providence Daily Journal, April, 1887



ASIA	
	
<p><u><i>The Vessel</i></u></p> <p>Type: Schooner Construction: Wood Use: Fishing Nationality: American Home Port: Herring River, MA</p>	<p><u><i>Final Voyage</i></u></p> <p>Date of Loss: October 4, 1841 Disaster Type: Disappeared Cause: Storm Final Status: Total Loss Location: Drifted out of Herring River and never heard from again</p>
<p><u><i>Narrative</i></u></p> <p>There have been a number of severe storms in the vicinity of Horse Shoe Shoal over the years but none that would compare with the October storm of 1841. All along the coast from Cape Ann to Rhode Island vessels met with disaster from the two-day event but nowhere was the damage more severe than in western Nantucket Sound. The schooner <b>ASIA</b>, like countless other fishing vessels, dragged from her mooring and disappeared. Although her exact location was not learned, the presence of Horse Shoe Shoal in the immediate vicinity makes it one of the more likely areas where her remains may be found. Although more than one hundred vessels along the cape and outer islands met with disaster of varying degrees during the storm, the loss of life was remarkably low due to many vessels dragging off with no one on board.</p>	
<p><u><i>RESEARCH SOURCES</i></u></p> <p>2. 1. Boston Daily Advertiser, October 6th thru 25th, 1841</p>	
<p>Historical Significance: Early 19th century fishing vessel</p>	

## BENJAMIN GARTSIDE



### The Vessel

Type: Three-masted Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 130' x 29' x 13'  
Tonnage: 343  
Launched: Chester, PA in 1839  
Nationality: American  
Official No. 2694  
Home Port: Philadelphia, PA

### Final Voyage

Port of Departure: Hoboken, NJ  
Port of Destination: East Cambridge, MA  
Owner: F. Van Gilder  
Date of Loss: October 5, 1889  
Disaster Type: Sunk  
Cause of Disaster: Collision with MARY B. WELLINGTON  
Final Status: Total Loss  
Location: 4 miles NW from Handkerchief Shoal

### Narrative

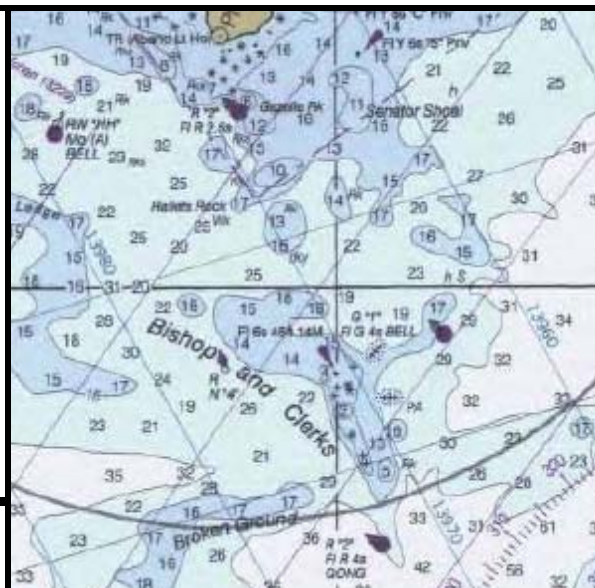
A victim of collision with another sailing vessel, the **BENJAMIN GARTSIDE** was northbound at the time of the disaster. Although it is not clear in the accounts, this schooner must have been in or very close to the main shipping channel at the time of her loss and once struck, headed for the nearest port of safe haven, Hyannis. The crew were removed from the wreck by the crew of the colliding vessel. The vessel was reported sunk in 5 fathoms of water.

### RESEARCH SOURCES

1. Boston Daily Advertiser, October 7, 1889, Marine Journal
2. "Storms and Shipwrecks of New England" by E.R. Snow
3. "Encyclopedia of American Shipwrecks" by Bruce Bermen

Historical Significance: One of only 18 three-masted schooners built before 1850

## BENJAMIN H. FIELD



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Nationality: American  
Home Port: Cotuit, MA

### Final Voyage

Port of Departure: Boston, MA  
Port of Destination: Albany, NY  
Master: Nickerson  
Cargo: plaster  
Date of Loss: April 24, 1853  
Disaster Type: Ashore & Sunk  
Final Status: Some salvage of sails & rigging  
Location: On ledge off Bishop & Clerks Shoal

### Narrative

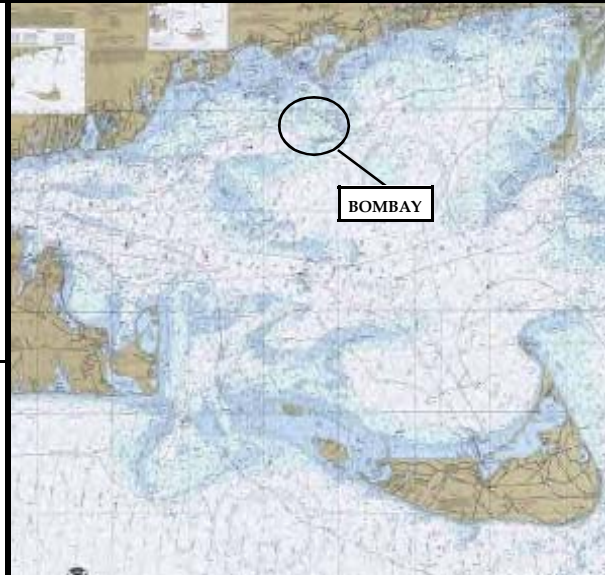
Although not clear in the narrative of the disaster, the **BENJAMIN H. FIELD** was most likely headed inbound to Hyannis for an overnight stay when she ran aground on the rocks off the Bishop & Clerks shoal. This area, noted on the chart as "Broken Ground" to the southwest of the shoal itself, has caught more than one vessel over the years and its proximity to the northern part of Horse Shoe Shoal almost assures remains will be found on the latter. The crew of the schooner was rescued.

### RESEARCH SOURCES

1. Boston Daily Advertiser, April 27, 1853, Marine Journal
2. Providence Daily Journal, April, 1853

Historical Significance: Early 19th century vessel

## BOMBAY



### The Vessel

Type: Whaleback Barge  
Construction: Steel  
Use: Barge  
Tonnage: 1,295  
Launched: Superior, WI in 1891  
Built as: No. 107  
Builder: American Steel Barge Company  
Owner: White Oak Transportation Company  
Master: J. Leeshman  
Nationality: American  
Home Port: Belfast, ME

### Final Voyage

Date of Loss: January 4, 1913  
Disaster Type: Sunk  
Cause: Storm  
Location: 4 or 5 miles northwest from the  
Handkerchief Shoal

### Narrative

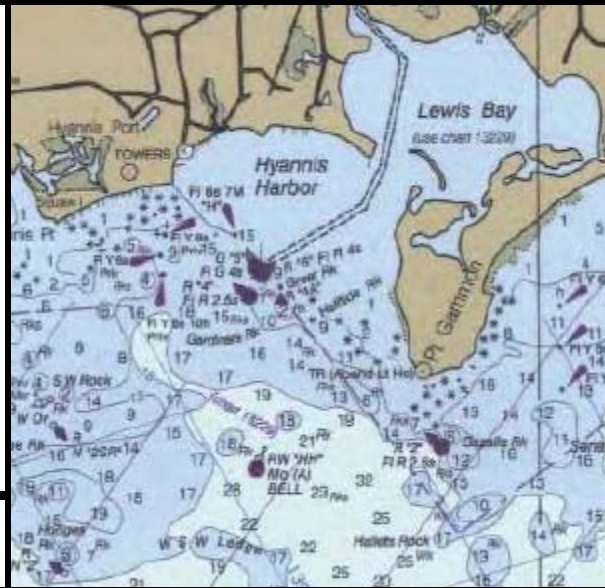
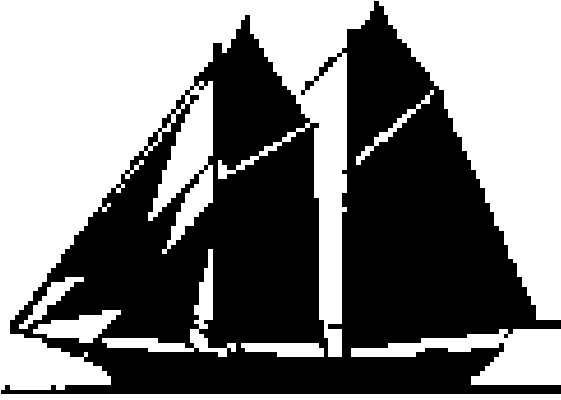
In many aspects, the loss of the whaleback barge **BOMBAY** is quite unique for shipwrecks in New England. First, and most obviously, she was not built for service on an ocean; she was built for use on the Great Lakes. Second, her design was not one which ever became popular for barge owners and operators. The whaleback design is readily identifiable by its rounded deck that is meant to be awash in normal use. These make her quite unique on the roll of shipwrecks found here. The possible downside to this wreck is that it may have been removed. The well known wrecking company T.A. Scott took contract to remove the barge but had to abandon the effort. It was stated that the Army Corps of Engineers might get involved in removal or to blow up the wreck to prevent its being a menace to navigation. Records of that have not been located.

### RESEARCH SOURCES

1. Boston Daily Advertiser, January 6, 1913, P1C7
2. Records of the T.A. Scott Company, Inc.

Historical Significance: Uniquely designed vessel

## CINDERELLA



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Tonnage: 60  
Launched: Essex, MA  
Nationality: American

### Final Voyage

Date of Loss: January 19, 1857  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Total Loss  
Location: Point Gammon, near Hyannis

### Narrative

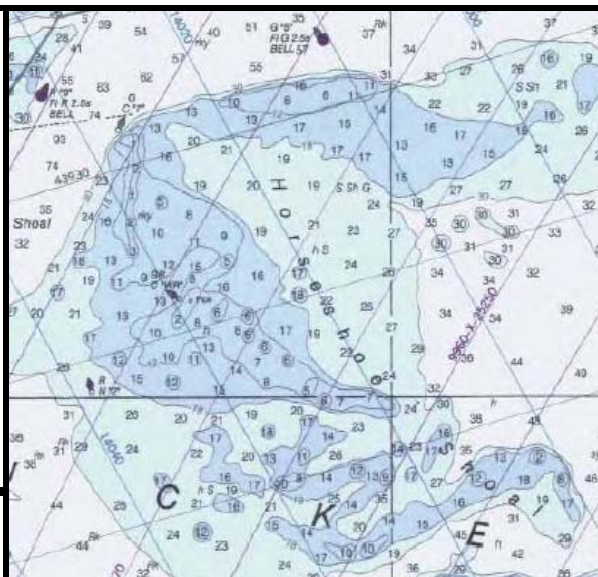
January is generally not a month for much activity at sea from the fishing fleet. Routine vessel maintenance is the preferred task when wind and seas are uncooperative. There were, however, always captains to be found that would ply their trade throughout the year and as refrigeration, as we know it, did not exist, it was not possible to easily store perishable food for any length of time. The storm of January 19th affected about a half dozen vessels, mostly fishermen and the Cape Ann fisherman **CINDERELLA** was among those lost.

### RESEARCH SOURCES

1. Boston Daily Advertiser, January 21, 1857, P1C6
2. Boston Daily Advertiser, January 26, 1857, Marine Journal
3. Providence Daily Journal, January, 1857



## CLARA SMITH



### The Vessel

Type: Schooner  
Construction: Wood  
Dimensions: 116' x 28' x 11'  
Tonnage: 259  
Launched: Rockland, ME in 1867  
Owner: D.N. Bird & Company  
Nationality: American  
Official No. 5240  
Home Port: Rockland, ME

### Final Voyage

Port of Departure: Probably Rockland, ME  
Port of Destination: Unknown  
Master: Green  
Date of Loss: October 12, 1878  
Disaster Type: Sunk  
Cause: Storm  
Final Status: Total Loss  
Location: At or near Horseshoe Shoal

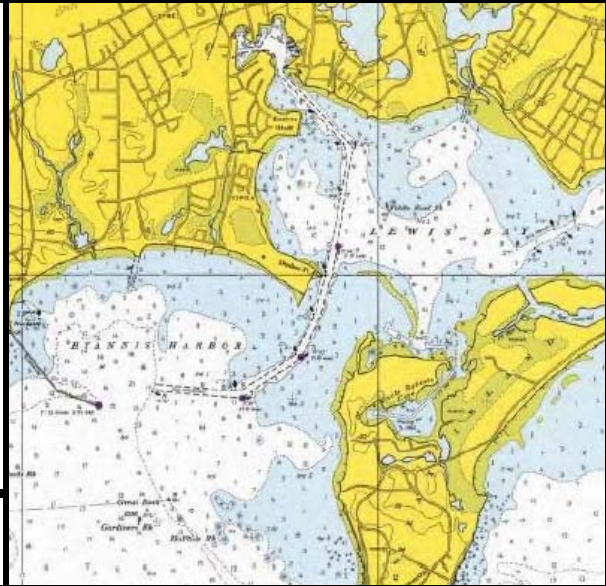
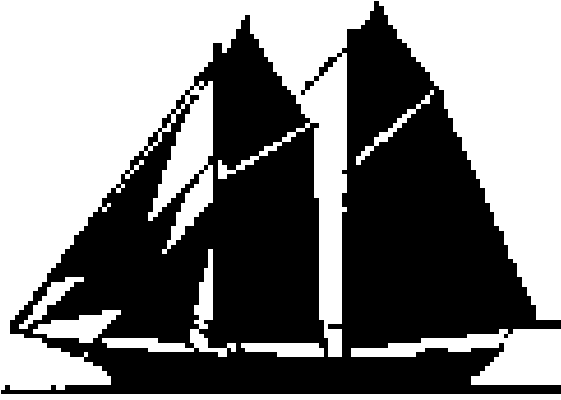
### Narrative

Although not clear in the narrative of the loss of the **CLARA SMITH**, there is a possibility that she was employed in the lucrative lime trade though she was larger than most vessels found in that trade. Southbound at the time of her loss, she was caught in a Fall storm and as was often true of vessels in her predicament, was lost due to the elements with the loss of one member of the crew. Her remains were reported as being sunk in 7 fathoms (42') on or near Horseshoe Shoal but which side of the shoal was not stated.

### RESEARCH SOURCES

1. Boston Daily Advertiser, October 15 & 16, 1878, Marine Journal
2. New York Times, October 15, 1878
3. "Wrecks Around Nantucket" by Arthur H. Gardner

## CLEOPATRA'S BARGE



### The Vessel

Type: Schooner  
Construction: Wood  
Dimensions: 69' x 26' x 7'  
Tonnage: 92  
Launched: North Hampton, VA in 1830  
Owner: Barnabas Baker, Jr.  
Nationality: American  
Home Port: Dennis, MA

### Final Voyage

Port of Departure: Unknown  
Port of Destination: Unknown  
Master: Orin Lewis  
Date of Loss: September 25, 1852  
Disaster Type: Stranding  
Location: Hyannisport Harbor

### Narrative

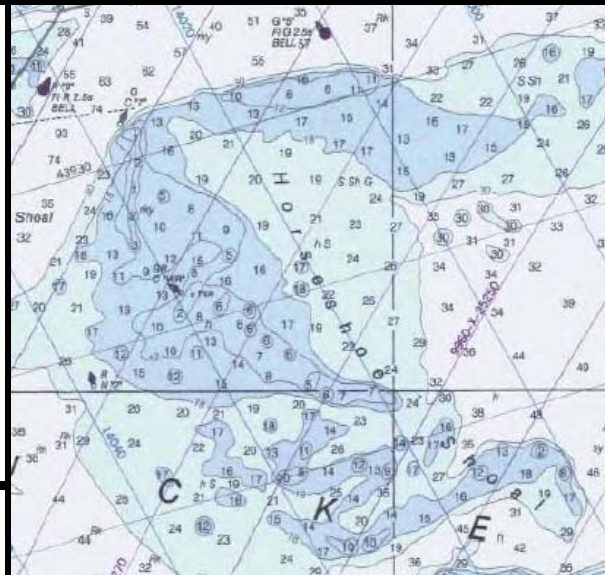
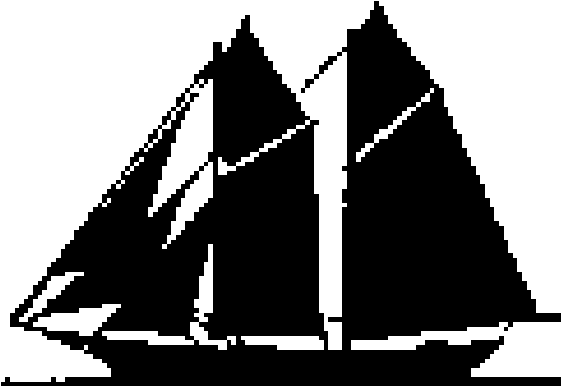
The subject of naming vessels is, in itself, an interesting study. Traditionally, ships are referred to in the feminine gender and some, particularly fishing vessels, often carried the name of the captain's wife or daughter. Other vessels carry more stately names, frequently after the person who financed or sponsored the building of the vessel. Still others, like **CLEOPATRA'S BARGE** seem to have no particular reason (other than the obvious historical reference) that we can see. Whatever the name, however, no vessel was immune to loss, even this one.

### RESEARCH SOURCES

1. Providence Daily Journal, September, 1852
2. Information from original bill of sale of **CLEOPATRA'S BARGE** to Barnabas Baker, Jr.

Historical Significance: Early 19th century sailing vessel

## COLMA



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Master: D.H. Cole  
Nationality: American  
Home Port: Salem, MA

### Final Voyage

Port of Departure: Philadelphia, PA  
Port of Destination: Salem, MA  
Cargo: coal  
Date of Loss: October 3, 1841  
Disaster Type: Stranding  
Cause: Northeast gale  
Final Status: Went to pieces  
Location: Horse Shoe Shoal

### Narrative

The most common commodity that was shipped north during most of the nineteenth century was coal. Easy to load in bulk, able to be shipped in vessels of almost any size (although later this specific commodity was largely responsible for the building of increasingly larger bulk cargo sailing vessels) and of a non-perishable nature, it is sometimes said that coal was king of this era. The schooner **COLMA**, as others before her and particularly in this most devastating storm, drove ashore and was abandoned by her crew before continuing her voyage with no one aboard. She met her fate when she drifted onto Horse Shoe Shoal and quickly went to pieces. As she drifted out of Hyannis, her remains will likely be found on the northern part of the shoal.

### RESEARCH SOURCES

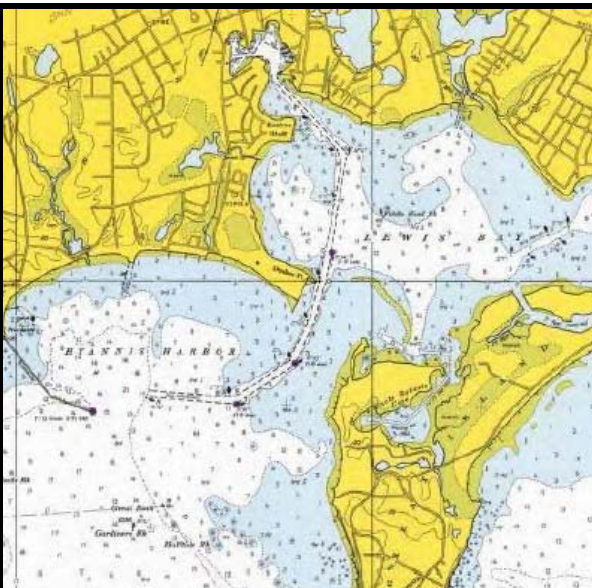
1. Boston Daily Advertiser, October 6th thru 25th, 1841
2. Providence Daily Journal, October, 1841



## COLUMBIA



Although not a picture of the actual vessel, this is of a vintage fishing vessel of the same era



### The Vessel

Type: Gas Screw  
Tonnage: 5  
Launched: 1893  
Nationality: American  
Official No. 127027

### Final Voyage

Date of Loss: September 21, 1938  
Disaster Type: Stranding  
Cause: Hurricane  
Final Status: Total Loss  
Location: West Yarmouth

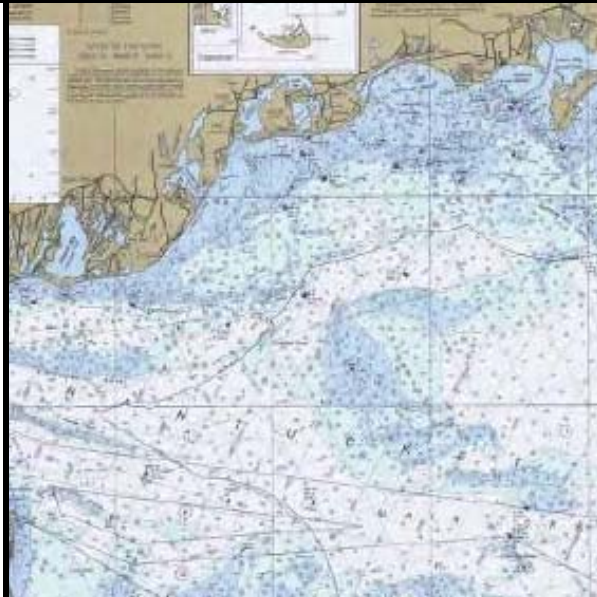
### Narrative

The gas powered, screw driven boat **COLUMBIA** was lost during the memorable September hurricane of 1938. Although this area was not at all the hardest hit in New England, the age of the vessel at the time was certainly a factor in her loss. Built in 1893, she was forty-five years old at the time of loss and in boat terms that is almost ancient. Specific interest in this vessel is due to her age as the design of small vessels of that era was not well documented. No one was aboard the vessel at the time of her loss indicating she was likely lying at her mooring. Record of the loss comes from the Loss List found in the annual publication of Merchant Vessels of the United States. Interestingly, it often took some period of time before a lost vessel made it to the list as in this case, it was three years after her loss that she appeared in the publication.

### RESEARCH SOURCES

1. Merchant Vessels of the United States - 1941

## COLUMBUS



### The Vessel

Type: Ship  
Construction: Wood  
Tonnage: 600  
Launched: 1836  
Nationality: American  
Home Port: Newburyport, MA  
Vessel valued at \$20,000

### Final Voyage

Port of Departure: Cadiz, Spain  
Port of Destination: Boston, MA  
Cargo: salt, jars, olives & wine  
Date of Loss: April 15, 1851  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Some salvage of ship materials  
Location: Near Cochuuate; on a beach near Cotuit

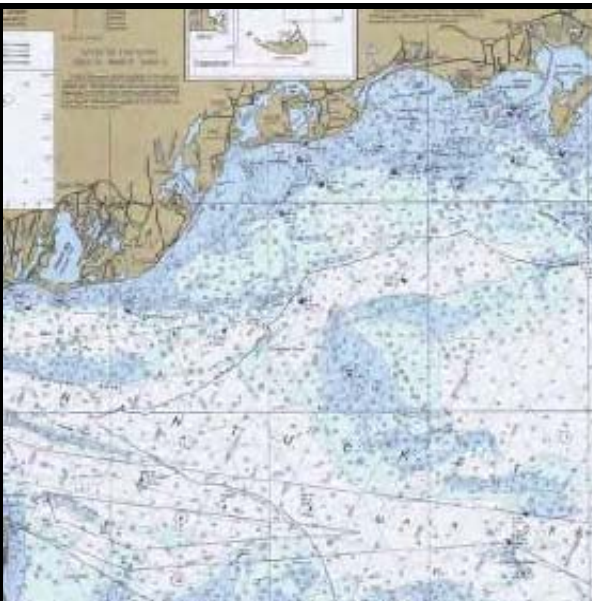
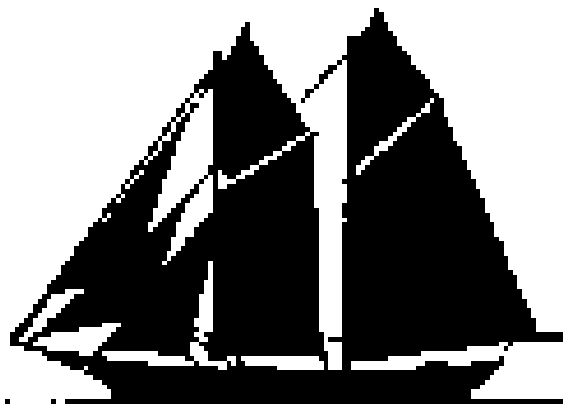
### Narrative

Generally vessels lost in this area were of a coastal trade or fishing nature. However, when the trading ship **COLUMBUS** ran ashore near Cotuit, she represented the transatlantic shipping fleet whose masters were no less subject to the elements than the former. The fact that the vessel was inbound to Boston, north of the cape and was lost on the south side of the cape may seem like a gross error but suggests two possibilities, poor navigation (which was surely part of the issue) and fog. The presence of fog on a regular basis in Nantucket Sound was surely a factor in her loss.

### RESEARCH SOURCES

1. Boston Daily Advertiser, April 21, 1851, Marine Journal
2. Baltimore Sun, April 21, 1851
3. Providence Daily Journal, April, 1851

## CONGRESS



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Master: Willard  
Nationality: American

### Final Voyage

Port of Departure: Hoboken, NJ  
Port of Destination: Portland, ME  
Cargo: coal  
Date of Loss: January 9, 1886  
Disaster Type: Ashore & Sunk  
Cause: Storm  
Location: Osterville, MA

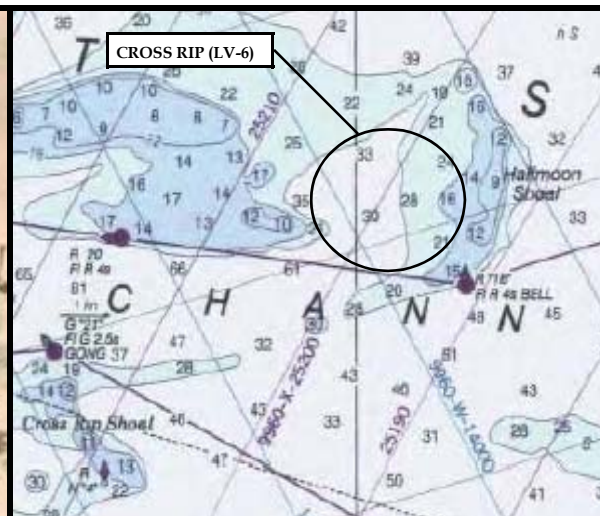
### Narrative

January is often a boisterous month in New England. In 1886, that was the case with an ocean storm arriving which caused the loss of at least two vessels and damage to several others. The schooner **CONGRESS** was at anchor near Hyannis when bad weather arrived. So severe was the storm that she broke her chains and went adrift. She ran ashore near Osterville and almost immediately bilged. Her crew were rescued from the distressed schooner but her fate was sealed. Depending on how close to shore she was sunk, the cargo of coal no doubt proved a valuable "gift" for local residents.

### RESEARCH SOURCES

1. Boston Daily Advertiser, January 12, 1886

## CROSS RIP (LV-6)



### The Vessel

Type: Schooner  
Construction: Wood  
Dimensions: 80' x 24' x 10'  
Tonnage: 140  
Launched: Somerset, MA in 1855  
Nationality: American

### Final Voyage

Owner: US Government  
Date of Loss: February 1, 1918  
Disaster Type: Sunk  
Cause: Severe Ice  
Final Status: Total Loss  
Location: On the edge of Halfmoon Shoal,  
about 2.3 miles from Cross Rip Shoal

### Narrative

One of the most interesting of all of the vessels ever lost in Nantucket Sound is the **CROSS RIP LIGHTSHIP (LV-6)** in the winter of 1918. When first established in 1828, the location of the lightship station was off the northeastern end of Tuckernuck Shoal, south of the Main Channel. Due to the narrowness of the channel at this point, this was one of the most critical lights on the entire coast. **LV-6** was the fourth vessel assigned to this station and served there from 1915 until her loss in 1918. On February 1, 1918 as the ice in the Nantucket Sound began to break up, she was torn from her moorings and started adrift with her crew of six men aboard. History tells us that she was spotted by the keeper of Great Point Light, Nantucket drifting to the east; despite a search of the area she was never seen again. The story would end here and the loss remain a mystery but in 1933, some 15 years after the lightship went missing, men working from the dredge W.L. MARSHALL discovered some frame material, planking and a windlass while working in the vicinity of Halfmoon Shoal. Although not confirmed, these were identified as being pieces of the lost lightship. Years later, in 1957, artifacts located on a beach in West Dennis provide further clues to the location of her loss which may well be on Horseshoe Shoal.

### RESEARCH SOURCES

1. "Wrecks Around Nantucket" by Arthur H. Gardner
2. Cross Rip Lightship Station History - US Coast Guard Internet Source



## DAVID AMES



### The Vessel

Type: Three-masted Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 119' x 29' x 14'  
Tonnage: 336  
Launched: Rockland, ME in 1869  
Owner: A.F. Ames  
Nationality: American  
Official No. 6644  
Home Port: Rockland, ME

### Final Voyage

Port of Departure: New York City, NY  
Port of Destination: Boston, MA  
Master: Green  
Cargo: plaster  
Date of Loss: July 13, 1880  
Disaster Type: Sunk  
Cause of Disaster: Collision with SEA LION  
Final Status: Total Loss  
Location: 2 miles west from Handkerchief  
Shoal Lightship

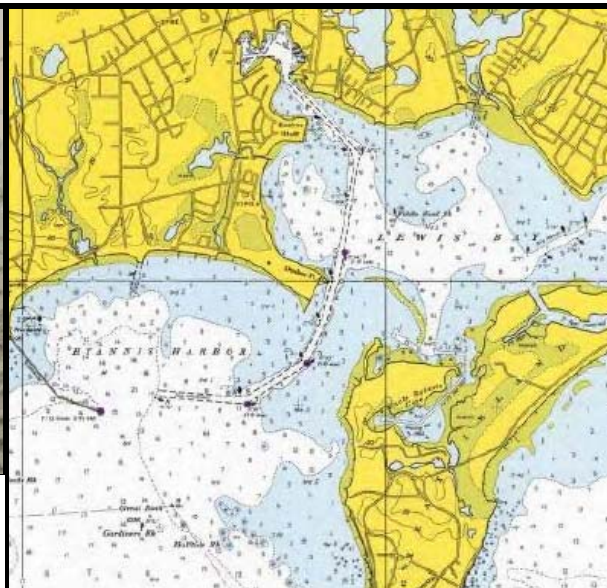
### Narrative

If there were to be a preferred month for sailing through Nantucket Sound in terms of general safe travel, June or July would certainly meet the requirement. Weather and sea conditions are at their most favorable and winds are stable yet not boisterous. That being said, the possibility of ships colliding, particularly in an area where maneuvering room is limited, is ever present despite the favorable season. The collier **DAVID AMES** was a victim of such an accident when a few miles west from the Handkerchief Shoal lightship and despite the rescue of her crew, she was lost in that vicinity with a likelihood of her drifting on the east side of Horse Shoe Shoal.

### RESEARCH SOURCES

1. Boston Daily Advertiser, July 14th and 15th, 1880
2. New York Times, July 14, 1880
3. "Wrecks Around Nantucket" by Arthur H. Gardner

## DORA



Although steam powered, this vessel is of the same size and design of small vessels of this era

### The Vessel

Type: Gas Screw  
Tonnage: 6  
Launched: 1885  
Nationality: American  
Official No. 157242

### Final Voyage

Date of Loss: December 13, 1915  
Disaster Type: Stranding  
Cause: Unknown but probably weather  
Final Status: Total Loss  
Location: Hyannis

### Narrative

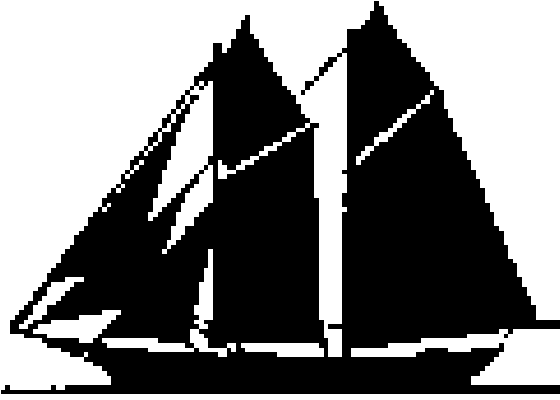
Researching lost vessels is a fascinating pastime and, as is true of many studies, relies very much on attention to detail. For example, this is the record of the loss of the gas powered, screw driven boat **DORA** which ran aground and was lost on December 13, 1915. In delving into the records of American registered vessels, one quickly finds the schooner DORA, with a similar official number of 157468 which was lost on October 1, 1915. Aside from the difference in location (an obvious difference as the latter was lost in Maryland) the major difference is in size and rig with the October wreck being of a vessel of significantly greater size, 825 tons. Record of the loss comes from the Loss List found in the annual publication of Merchant Vessels of the United States for fiscal year 1916.

### RESEARCH SOURCES

1. Merchant Vessels of the United States - 1916

Historical Significance: Small late 19th century boat with possible unique design

## E.H. NASH



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Tonnage: 103  
Launched: Harrington, ME in 1848 (reblt 1870)  
Owner: J.W. Nash  
Nationality: American  
Official No. 7407  
Home Port: Calais, ME

### Final Voyage

Port of Departure: Norwich, CT  
Master: Perry  
Cargo: lumber  
Date of Loss: October 12, 1878  
Disaster Type: Stranding  
Cause of Disaster: Storm  
Final Status: Total Loss  
Location: In the vicinity of Hyannis but exact location not stated

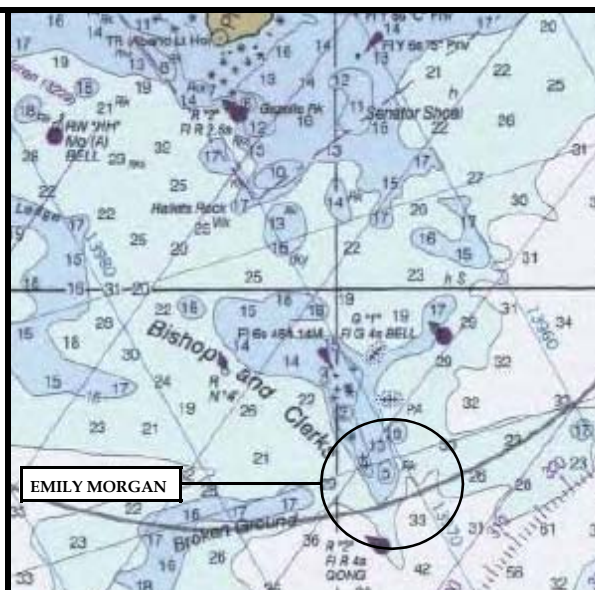
### Narrative

In today's age most vessels are "purpose built" which means they are built for a specific use or trade. That concept is not new and the **E.H. NASH** was an example of a vessel built specifically for the lumber trade having in its design bow ports to facilitate the loading of long lengths of lumber such as for masts or other spars where segments or joints to achieve the desired length necessary were undesirable. This schooner achieved the old age of thirty when lost but having been rebuilt in 1870 was probably in good condition when lost. When she drove ashore she lost mainmast, sails and her deck load. No record of salvage has been found.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1878

## EMILY MORGAN



### The Vessel

Type: Ship  
Construction: Wood  
Use: Merchant  
Dimensions:  
Tonnage: 367  
Owner: C. W. Morgan & others  
Nationality: American  
Home Port: New Bedford, MA

### Final Voyage

Port of Departure: Portland, ME  
Port of Destination: New Bedford, MA  
Master: Merrill  
Cargo: 60,000 bricks and hay  
Date of Loss: August 15, 1832  
Disaster Type: Ashore & Sunk  
Final Status: Total Loss  
Location: Bishop & Clerks Shoal, about 8 miles east southeast from Hyannis, MA

### Narrative

**Providence Daily Journal - August 20, 1832 - Marine List**

*The new ship EMILY MORGAN, (367 tons) Merrill, from Portland, 10th inst., with 60,000 bricks and a quantity of hay, for New Bedford, went on a ledge of rocks, called Bishop & Clerks, about eight miles east southeast of Hyannis, on the night of the 15th, bilged and will be lost. She was owned at New Bedford by C. W. Morgan and other and insured at that place for \$10,000.*

### RESEARCH SOURCES

1. Providence Daily Journal, Marine List - 8/20/1832
2. Boston Daily Advertiser - October 18th & 25th, 1832
3. Boston Daily Advocate - October 21st, 23rd & 25th, 1832



## FARMER



### The Vessel

Type: Sloop  
Construction: Wood  
Nationality: American

### Final Voyage

Master: Abijah Hawley  
Date of Loss: November, 1793  
Disaster Type: Stranding  
Final Status: Wrecked  
Location: Bishop & Clerks Shoal

### Narrative

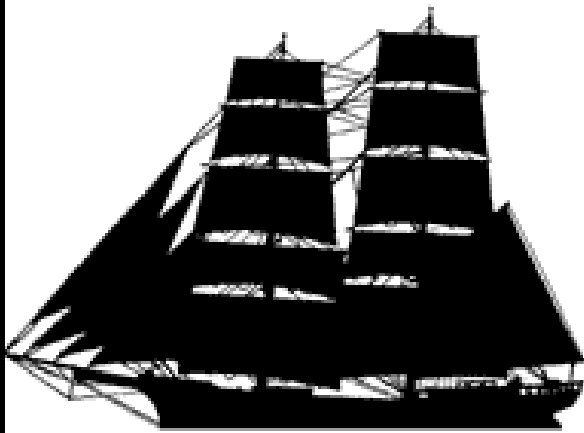
Little is known about the sloop **FARMER** and her loss other than an approximate date and the location of the disaster. Records of vessels built and lost in the Eighteenth Century are nearly impossible to locate and if found tend to be very scant in detail. This sloop was likely a local vessel either transporting goods from one coastal port to another or possibly serving as a ferry. The site of the disaster, Bishop & Clerks Shoal, is one of the most dangerous inshore shoals in this area and that combined with the wreck occurring in November suggests a there was very little likelihood of any salvage effort on remains.

### RESEARCH SOURCES

1. "Life Saving Nantucket" by Edouard Stackpole

Historical Significance: 18th century vessel

## FLORENCE E. MATHERSON



### The Vessel

Type: Brig  
Construction: Wood  
Use: Merchant  
Dimensions: 80' x 22' x 10'  
Tonnage: 104  
Launched: Cape Breton, Nova Scotia in 1865  
Owner: F.A. Matherson  
Nationality: British  
Home Port: Arichat, Nova Scotia



### Final Voyage

Port of Departure: New York City, NY  
Port of Destination: Halifax, Nova Scotia  
Cargo: In Ballast  
Date of Loss: January 7, 1867  
Disaster Type: Ashore & Sunk  
Final Status: Total Loss  
Location: Bishop & Clerks Ledge

### Narrative

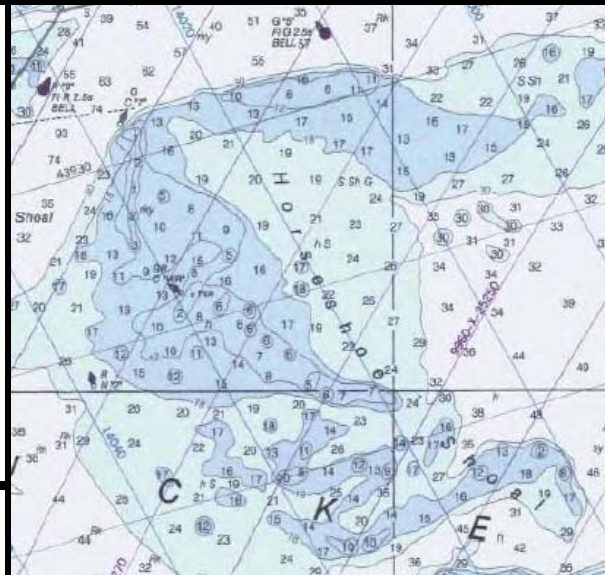
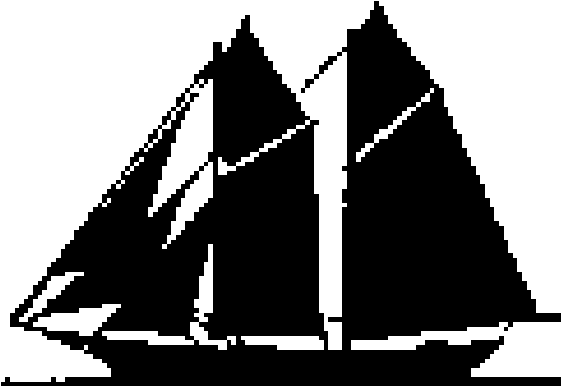
Although the largest percentage of vessels traveling through the waters of Nantucket were American registered vessels, there was also a substantial amount of trade with eastern Canada using both American and British vessels. The brig **FLORENCE E. MATHERSON** was built and registered in Canada but was no stranger to these waters. On her final voyage, she was without cargo and northbound at the time. She ran aground on Bishop & Clerks Ledge but whether she was inbound or outbound from one of the local ports or simply sailing off course was not stated. When last reported it was said that she would be stripped of sails, rigging & anything of value.

### RESEARCH SOURCES

1. Boston Daily Advertiser - January 10th & 11th, 1867, Marine Journal
2. Providence Daily Journal - January, 1867

Historical Significance: 19th century British brig

## FOUR O'CLOCK



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing?  
Nationality: American  
Home Port: Dennis, MA

### Final Voyage

Date of Loss: October 3, 1841  
Disaster Type: Disappeared  
Cause: Northeast gale  
Final Status: Total Loss  
Location: Dragged, drifted or sailed off the cape and never heard from again - possibly lost on Horse Shoe Shoal

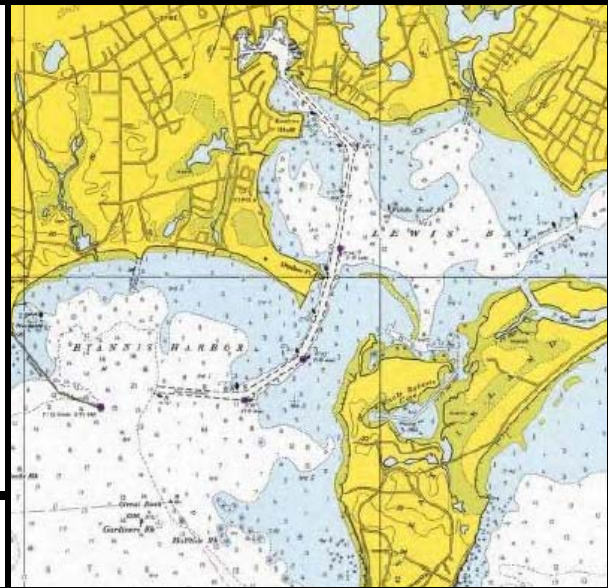
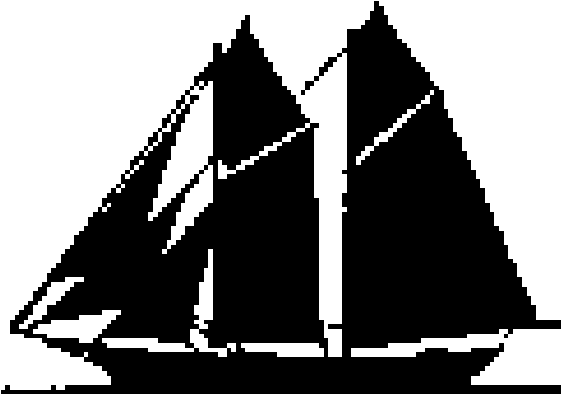
### Narrative

Numerous vessels were damaged or destroyed in the severe gale of early October, 1841. By far, the majority of these vessels were local in ownership and trade and were fishing vessels whose normal duty was to work in the waters where they were lost. Details relating to the loss of the schooner **FOUR O'CLOCK** are lacking but what is known is that before the storm she could be found safe in port and afterwards was no longer heard from. The proximity of Horseshoe Shoal to the port of Dennis clearly implies a likelihood that this vessel, along with a long list of others, ended her days on the shifting sands of the local shoal.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841
2. Barnstable Patriot - October, 1841

## GALAXY



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American  
Home Port: Hyannis, MA

### Final Voyage

Date of Loss: September 29, 1844  
Disaster Type: Stranding  
Cause: Storm  
Final Status: No record of recovery  
Location: Hyannis

### Narrative

Late September was normally a busy time for seasonal fishermen who were preparing to pull their boats from the water. Some years, when the weather remained favorable, the captains would opt to remain in the water and fish as late in the season as they deemed prudent. It was, however, a risk particularly in days when the best weather forecast was the captain's attention to the barometric pressure and his experience at sea. September 29, 1844 brought a localized storm to the ports of the southern cape. The schooner **GALAXY**, among others, found herself at the mercy of wind and wave and ran ashore in Hyannis Harbor. No report of recovery or salvage of this vessel has been found.

### RESEARCH SOURCES

1. Boston Daily Advertiser, October 2, 1844
2. Providence Daily Journal, October, 1844

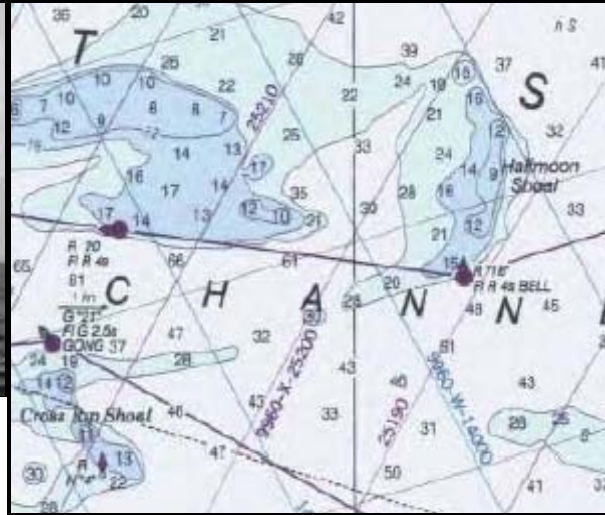
Historical Significance: Early 19th century fishing vessel



## GEORGE W. ELZEY, JR



A typical four-masted schooner as built during the late 19th and early 20th century



### The Vessel

Type: Four-masted Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 182' x 37' x 13'  
Tonnage: 696  
Launched: Bath, ME in 1902 (as 4-master)  
Nationality: Canadian  
Official No. 86679  
Home Port: LeHavre, Nova Scotia

### Final Voyage

Owner: Captain Kroeger  
Master: Captain Kroeger  
Cargo: None  
Date of Loss: February 27, 1932  
Disaster Type: Sunk  
Cause: Collision with USCG Cutter Acushnet  
Final Status: Total Loss  
Location: Near Cross Rip Lightship; one account states was anchored 3/4 miles from the lightship

### Narrative

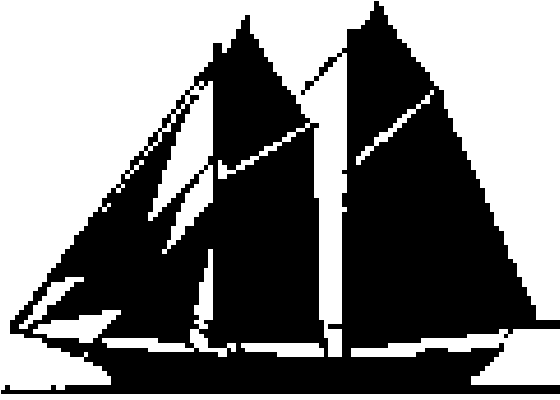
The immediate cause of the loss of the four-masted schooner **GEORGE W. ELZEY, JR.** was by collision with the US Coast Guard cutter Acushnet. As is the case in most collisions, both parties had opposite stories to tell. Captain Kroeger insisted that the anchored vessel was properly lit but the Coast Guardsmen insisted they saw no lights and that lacking was the cause of the nighttime collision. The schooner became a total loss where she sunk near Horseshoe Shoal.

### RESEARCH SOURCES

1. Nantucket Inquirer & Mirror, March 5, 1932
2. Merchant Vessels of the United States - 1932
3. "Four Masted Schooners of the East Coast" by Paul C. Morris
4. "Wrecks Around Nantucket" by Arthur H. Gardner
5. "Life Saving Nantucket" by Edouard Stackpole

Historical Significance: Early 20th century multi-masted schooner

## GLOBE



### *The Vessel*

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American  
Home Port: Yarmouth, MA

### *Final Voyage*

Cargo: 100 barrels of mackerel  
Date of Loss: November 19, 1848  
Disaster Type: Sunk  
Cause: Storm  
Final Status: Total Loss  
Location: Near Bishop & Clerks Shoal

### *Narrative*

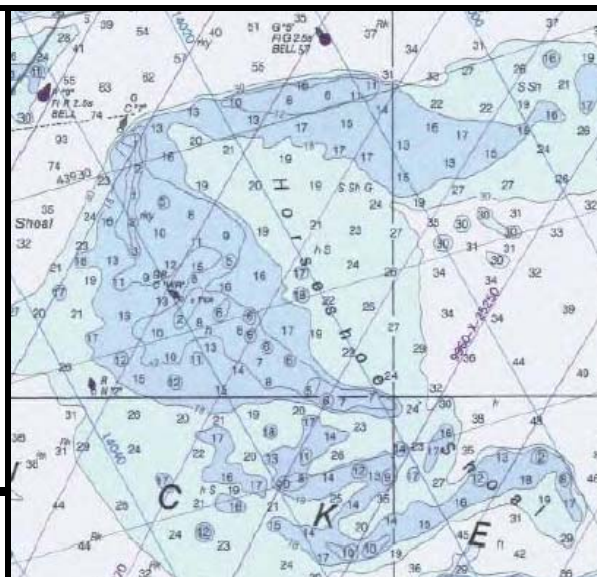
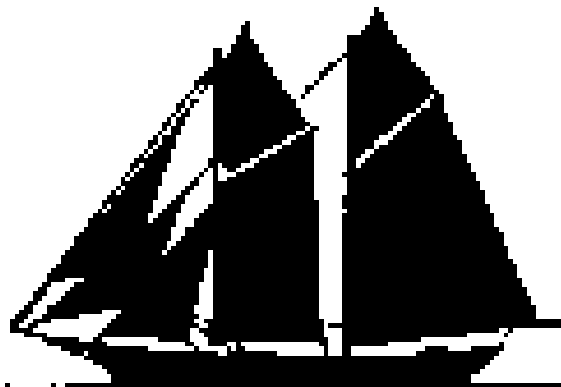
Often when researching early wrecks information is found to be misleading or contradictory in nature. Sometimes this is due to the enormity of the event particularly if accounts are dealing with a storm affecting many vessels. Other times this is simply due to confusion on the part of the reporting party. The fishing schooner **GLOBE** was reported on November 23rd as being sunk near Handkerchief Shoal; two days later that report was changed to Bishop & Clerks Shoal. Whether the vessel was sunken near Handkerchief Shoal and then drifted to the latter location or the initial report was in error is uncertain. This poses one of many challenges to those trying to learn the true final location of a wrecked vessel.

### *RESEARCH SOURCES*

1. Boston Daily Advertiser, November 21st, 23rd & 25th, 1848
2. Providence Daily Journal, November, 1848

Historical Significance: Early 19th century fishing vessel

## GOVERNMENT



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American  
Home Port: Dennis, MA

### Final Voyage

Cargo: 150 qtls of fish  
Date of Loss: October 4, 1841  
Disaster Type: Disappeared  
Cause: Northeast gale  
Final Status: Total Loss  
Location: Dragged off from Hyannis or Bass River - possibly lost on Horse Shoe Shoal

### Narrative

Research for vessels lost in early 19th century storms is an arduous and difficult task which is not usually attractive if the incentive of a lost treasure is not part of the goal. It becomes a task of studying family records, information on weather and storms, and an enormous amount of luck. In fact, most often, the inverse is easier; that is, tracking the history of the wrecked vessel from the site information backwards to determine the wreck's identity. During the severe storm of October, 1841 a large number of vessels simply disappeared. The schooner **GOVERNMENT**, like many others, is likely not to have traveled far from its home port before being lost.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841
2. Barnstable Patriot - October, 1841

## GOVERNOR POWERS



The 4 masted schooner shown above illustrates the configuration and rig of the GOVERNOR POWERS reported lost in Western Nantucket Sound.



### The Vessel

Type: Four-masted Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 237' x 44' x 20'  
Tonnage: 1,962  
Launched: Rockland, ME in 1905  
Nationality: American  
Official No. 201735  
Home Port: Boston, MA

### Final Voyage

Owner: Crowell & Thurlow  
Master: Anderson  
Date of Loss: September 11, 1918  
Disaster Type: Sunk  
Cause: Collision with Steamship San Jose  
Final Status: Total Loss  
Location: Western Nantucket Sound

### Narrative

When a collision occurs between two ships, the larger vessel usually stands a greater chance of survival than the smaller vessel. That was the case with the four-masted schooner **GOVERNOR POWERS** which at 1,962 tons was among the longest vessels of that rig. The steamship *San Jose* met with this grand schooner for the first and last time on September 11, 1918; it was a meeting that left the schooner a derelict, adrift in the sound, while her crew were rescued by the steamer. Exactly where the schooner sunk remains a mystery but the shoals on the northern side of the channel are as likely a resting place as any.

### RESEARCH SOURCES

1. Boston Daily Advertiser - September 12, 1918
2. Merchant Vessels of the United States - 1919
3. "Four Masted Schooners of the East Coast" by Paul C. Morris



## GRETA



### *The Vessel*

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 93' x 26' x 7'  
Tonnage: 135  
Launched: Portland, New Brunswick in 1889  
Nationality: British  
Official No. 94755  
Home Port: St. John, New Brunswick

### *Final Voyage*

Master: C.A. Berriman  
Date of Loss: January 15, 1914  
Disaster Type: Sunk  
Cause: Weather (presumed)  
Final Status: Total Loss  
Location: Somewhere in western Nantucket Sound near Vineyard Haven

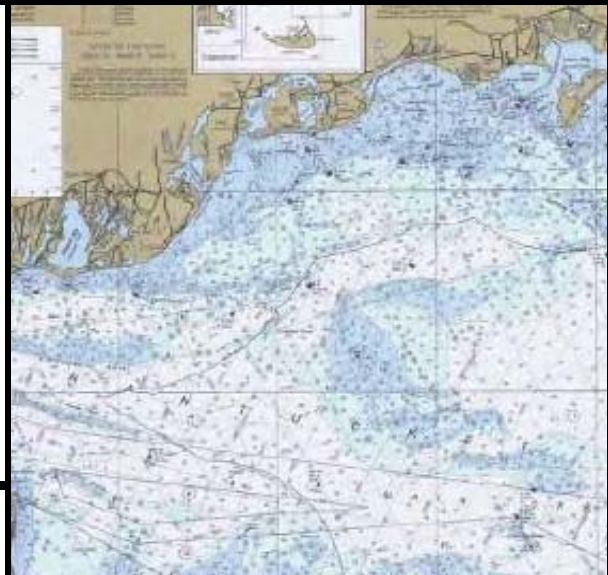
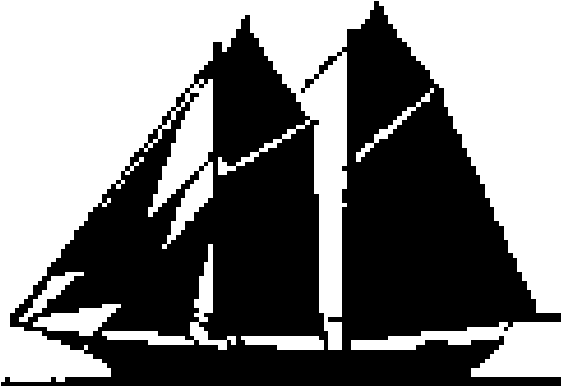
### *Narrative*

*Captain C.A. Berriman, of St. John, N.B., and all of the members of the crew of the schooner GRETA were brought to this port [Vineyard Haven] today on board the tug Nemasket which took them off the dismantled vessel. The GRETA is supposed to have sunk. Accounts such as this are common in an era where ship travel was routine. The emphasis of the news was on the crew and rescue efforts rather than on the details of location of the loss if that information was even available.*

### *RESEARCH SOURCES*

1. Nantucket Inquirer & Mirror, January, 1914

## HANNAH MARTIN



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Tonnage: 317  
Launched: Westerly, RI in 1853  
Nationality: American  
Home Port: Barnstable, MA

### Final Voyage

Port of Departure: Rondout, NJ  
Port of Destination: Boston, MA  
Master: J.W. Linnett  
Cargo: coal  
Date of Loss: July 31, 1867  
Disaster Type: Sunk  
Cause: Gale  
Final Status: Total Loss  
Location: "Deep Hole", outside Cotuit

### Narrative

The schooner **HANNAH MARTIN**, northbound at the time of the disaster was headed for a safe haven, most likely toward Hyannis, at the time of her loss in the gale. I suspect since this took place in late July, the storm might have been of the tropical variety though not of sufficient size to warrant calling it a hurricane. Fortunately, the crew were saved from the vessel before she sunk. As the location of her loss was named "Deep Hole", the likelihood of significant salvage is small.

### RESEARCH SOURCES

1. Boston Daily Advertiser - August 5, 1867, Marine Journal
2. Boston Daily Advertiser - August 7, 1867, Marine Journal
3. Providence Daily Journal - August, 1867

## HAPPY HOME



### The Vessel

Type: Bark  
Construction: Wood  
Dimensions: 172' x 35' x 21'  
Tonnage: 884  
Launched: Hantsport, Nova Scotia in 1873  
Nationality: British  
Owner: E. Churchill & Sons  
Home Port: Windsor, Nova Scotia



### Final Voyage

Date of Loss: January 4, 1881  
Disaster Type: Stranding  
Final Status: Total Loss  
Location: On a shoal in the vicinity of Hyannis

### Narrative

The British Bark **HAPPY HOME** was a trading ship of moderate size at a time of her loss. The details of how she came to run ashore are not found but in the winter months off Cape Cod, wind and wave have often combined to bring even large cargo carriers to their knees.

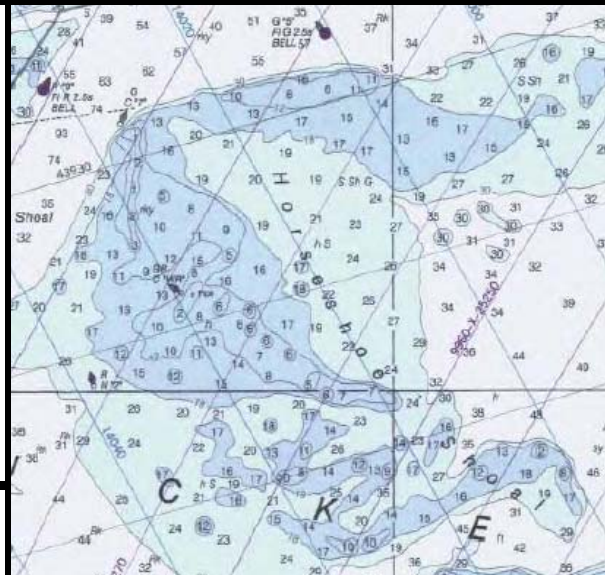
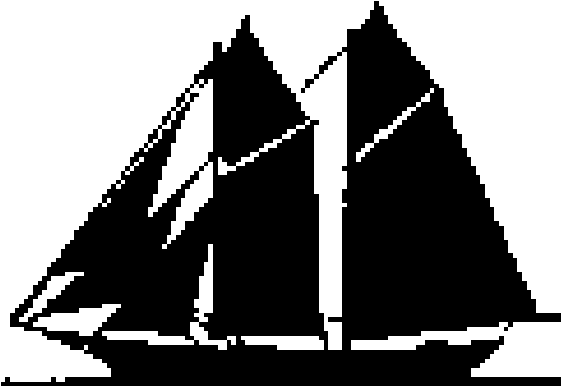
**Boston Daily Advertiser - January 6, 1881**

*Steamers Alpha and Alida are coming in from the scene of the wreck **HAPPY HOME**. They had hold of her but failed to move her. She will probably break up as soon as the wind rises as her position is most exposed.*

### RESEARCH SOURCES

1. Boston Daily Advertiser, January 6, 1881

## HELEN THOMPSON



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 85' x 24' x 8'  
Tonnage: 125  
Launched: Friendship, ME in 1872  
Owner: J.A. Creighton & Co.  
Nationality: American  
Official No. 95170  
Home Port: Thomaston, ME

### Final Voyage

Port of Departure: Thomaston, ME  
Port of Destination: New York City, NY  
Master: Averill  
Cargo: 1,800 barrels of lime  
Date of Loss: April 22, 1891  
Disaster Type: Ashore & Burned  
Cause: Southwest gale - cargo got wet  
Final Status: Total Loss  
Location: On the eastern end of Horseshoe Shoal

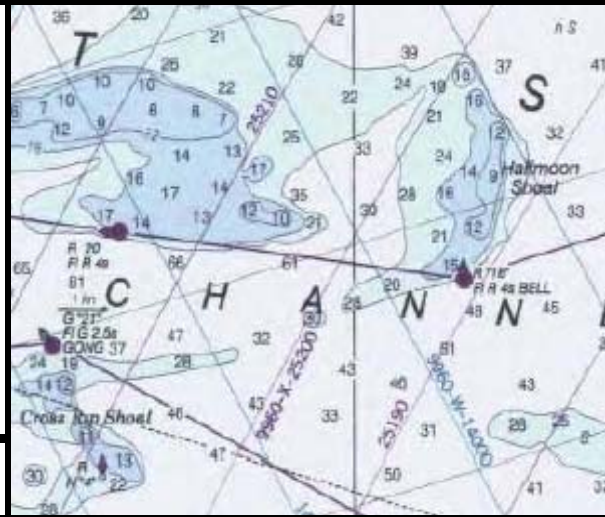
### Narrative

Lime was transported from quarries in Rockland and other Penobscot Bay ports southward for a great number of years. Ships afforded the advantage of easy shipment in large quantities but ran the risk that should the cargo get wet it was subject to spontaneous combustion. Many a vessel ended her days on the bottom as a burned out hulk or was intentionally scuttled to put out a lime fire. The **HELEN THOMPSON** suffered this fate in late April of 1891.

### RESEARCH SOURCES

1. Boston Daily Advertiser - April 23, 1891, Marine Journal
2. "Encyclopedia of American Shipwrecks" by Bruce Bermen

## HIGHLANDER



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Tonnage: 90  
Launched: Springfield, NJ in 1856  
Owner: A. McLain  
Nationality: British  
Home Port: St. John, New Brunswick

### Final Voyage

Port of Departure: Providence, RI  
Port of Destination: St. John, New Brunswick  
Master: Haley  
Date of Loss: October 2, 1865  
Disaster Type: Sunk  
Cause: Collision with Steamer Saxon  
Final Status: Some salvage  
Location: Off Cross Rip

### Narrative

#### **Nantucket Inquirer & Mirror - October 7, 1865**

*Steamer Saxon, Matthews, from Boston for Philadelphia, when off Cross Rip at 3 o'clock on Monday morning [10/2] ran into schooner **HIGHLANDER**, Haley, from Providence, of and for St. John, New Brunswick, striking her amidships, and cutting her down below the water line, when she immediately filled and rolled over on her side. The crew were taken off by the Saxon, and landed at Holmes Hole. Captain Haley returned to the wreck on Monday in the schooner Moselle, with the Underwriters agent. She was stripped of spars, sails, rigging, anchors and chains, which were carried back to Holmes Hole.*

### RESEARCH SOURCES

1. Nantucket Inquirer & Mirror - October 7, 1865



## HOMER



### The Vessel

Type: Ship  
Construction: Wood  
Nationality: American  
Master: Parker

### Final Voyage

Date of Loss: January 19, 1857  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Total Loss  
Location: Dragged into the shoals (which shoals not stated)

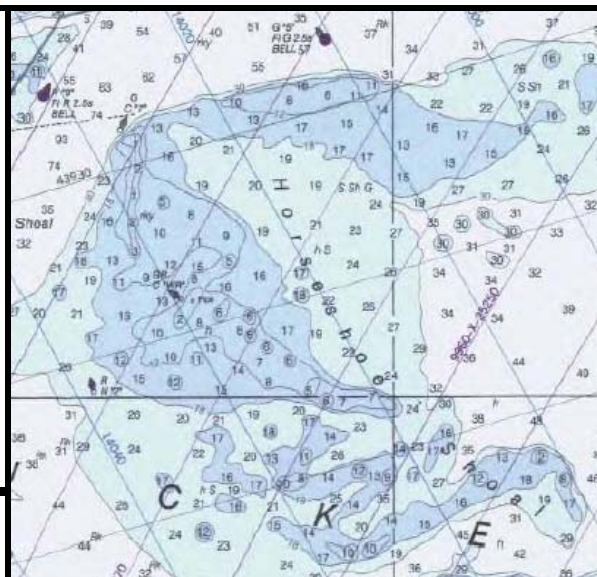
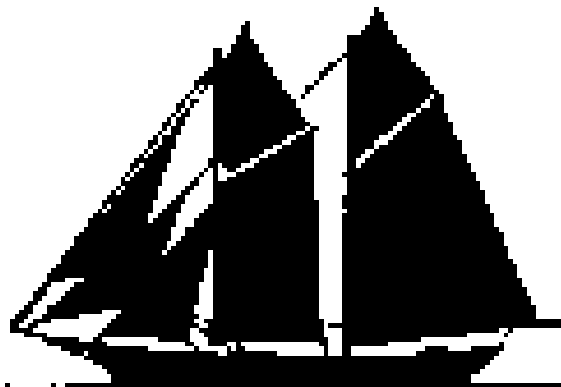
### Narrative

The winter storm of 1857 was one of the most severe to strike the coast in the immediate vicinity of Hyannis. Little is known about the ship **HOMER**. It is not clear at this time whether she was northbound or southbound at the time of her loss. She was at anchor near Monomoy Island and from there parted her chains and dragged into "the shoals". Captain Parker and her crew soon abandoned their ship and went on the lightship. Depending on where she was at anchor, vessel remains could be on Handkerchief Shoal or Horseshoe Shoal or one of the other smaller shoals in the area.

### RESEARCH SOURCES

1. Boston Daily Advertiser - January, 1857
2. Providence Daily Journal - January, 1857

## HORACE



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American  
Home Port: Harwich, MA

### Final Voyage

Cargo: 400 qtls of green fish  
Date of Loss: October 4, 1841  
Disaster Type: Disappeared  
Cause: Northeast gale  
Final Status: Total Loss  
Location: Dragged off from West Harwich - possibly lost on Horse Shoe Shoal

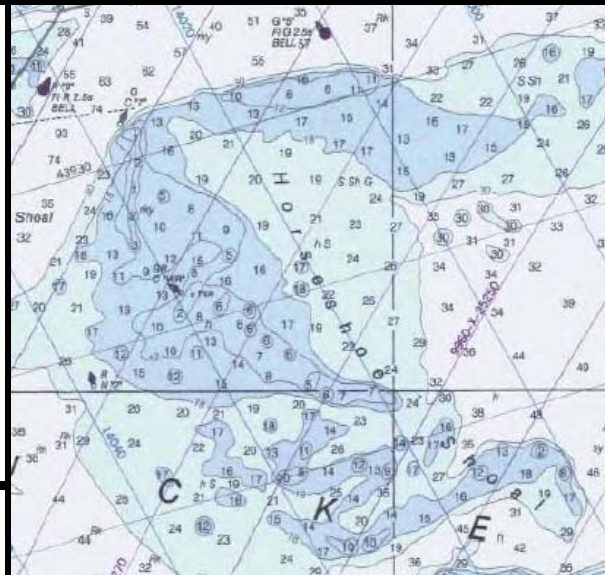
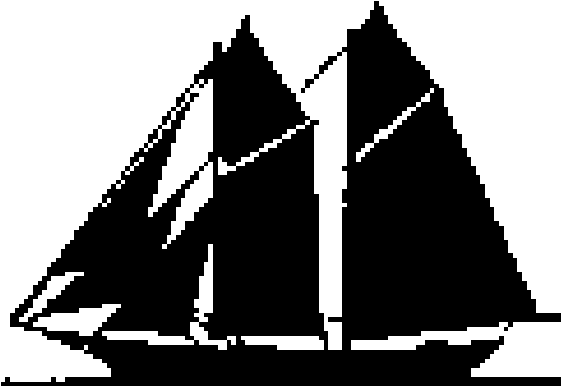
### Narrative

A storm of major magnitude can be a very destructive thing. When the storm arrives at night, the effect is generally much, much worse to shipping but is generally not as severe in terms of human life lost. The October storm of 1841 began as a night storm and that fact alone was the one aspect of this gale that lessened its overall affect. Most of the vessels lost during the storm, including the fishing schooner **HORACE**, simply dragged off or parted their moorings and drifted out to the shoals to be destroyed by wind and wave.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841
2. Barnstable Patriot - October, 1841

## HYANNIS



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing?  
Nationality: American  
Home Port: Harwich, MA

### Final Voyage

Date of Loss: October 4, 1841  
Disaster Type: Disappeared  
Cause: Northeast gale  
Final Status: Total Loss  
Location: Dragged off from West Harwich - possibly lost on Horse Shoe Shoal

### Narrative

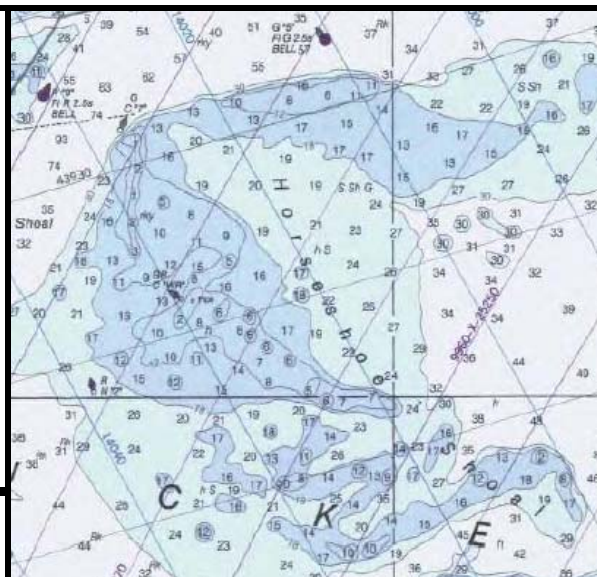
When searching for shipwrecks all of the clues presented must be considered. The schooner **HYANNIS** dragged off from an unspecified port, probably Hyannis but possibly Bass River or even West Harwich in the October storm of 1841. She was never heard from again and believed lost on the nearby Horseshoe Shoal. But why is that the likely location. Consider that the storm was from the northeastern quadrant. Vessels adrift or dragging would move to the southwest. And what lies to the southwest from Hyannis and Bass River - Horseshoe Shoals.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 6, 1841
2. Barnstable Patriot - October, 1841



## IDA



### The Vessel

Type: Schooner  
Construction: Wood  
Nationality: American  
Home Port: Hingham, MA

### Final Voyage

Date of Loss: October 3, 1841  
Disaster Type: Stranding  
Cause: Northeast gale  
Final Status: Total Loss  
Location: Drifted out of Hyannis Harbor and ran ashore - possibly on Horse Shoe Shoal

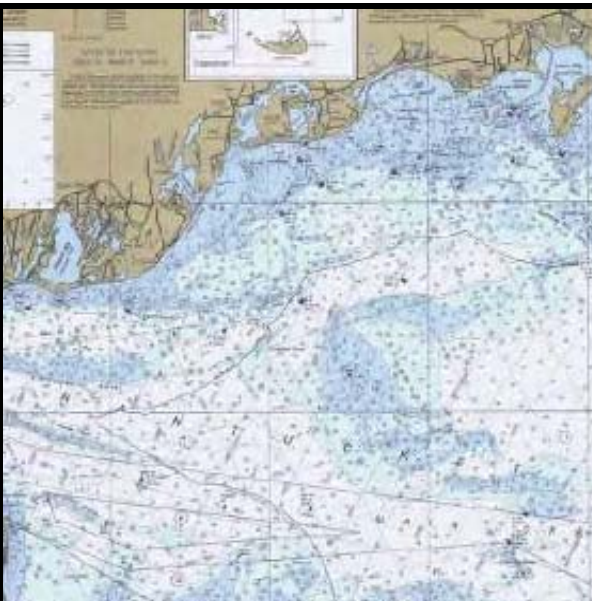
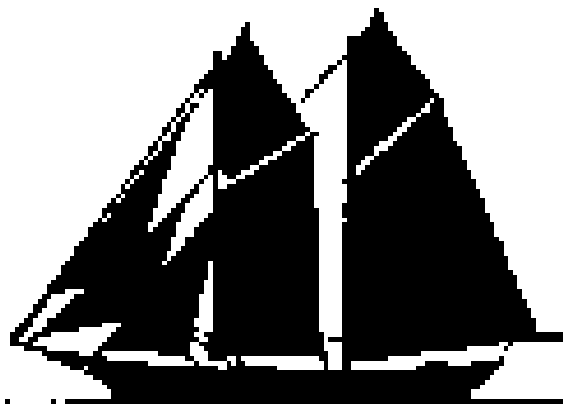
### Narrative

The storm which struck the southern coast of Cape Cod near Hyannis on October 3, 1841 is most noted for the damage done to the fishing fleet which sailed from the nearby ports of Bass River, West Harwich and Monomoy. Fishing vessels were not the only victims of this storm. The schooner **IDA**, of Hingham, had pulled into the harbor at Hyannis to wait out the weather. She was not lucky and drifted ashore and was reported "in a dangerous situation". Later, she could not be found and was believed to have drifted off the rocks and headed toward the shoals. No further word of her final fate was forthcoming.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 6, 1841
2. Providence Daily Journal - October, 1841

## J.C. CALHOUN



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Tonnage: 99  
Launched: Brewer, ME in 1845  
Owner: Tenny & Co.  
Nationality: American  
Home Port: Barnstable, MA

### Final Voyage

Port of Departure: Baltimore, MD  
Port of Destination: Plymouth, MA  
Master: Hinckley  
Cargo: corn & flour  
Date of Loss: September 16, 1858  
Disaster Type: Stranding  
Cause: Storm  
Location: Centerville, MA

### Narrative

Storms are common in the month of September and in the waters of Nantucket Sound, many a vessel has left her bones afterward. The schooner **J.C. CALHOUN** was not a giant, by any means, just a workaday coastal vessel which sailed back and forth between New England ports carrying whatever cargo she could pick up. On her final voyage, the schooner was carrying a cargo of corn and flour, from Chesapeake Bay for Plymouth, MA when disaster struck. Forced ashore near Centerville, reports indicated that she might be saved but no further reports indicate that as having taken place.

### RESEARCH SOURCES

1. Boston Daily Advertiser - September 20th, 1858
2. Providence Daily Journal - September, 1858

## JENNIE FRENCH POTTER



The wreck of the five masted schooner JENNIE FRENCH POTTER as she lay on the bottom just a short distance to the west of Halfmoon Shoal. She was lost due to pilot error.



### The Vessel

Type: Five-masted Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 257' x 44' x 21'  
Tonnage: 1,993  
Launched: Camden, ME in 1899  
Nationality: American  
Official No. 77392  
Home Port: New York City, NY

### Final Voyage

Port of Departure: Newport News, VA  
Port of Destination: Boston, MA  
Owner: Captain Potter & others  
Master: Potter?  
Cargo: coal  
Date of Loss: May 18, 1909  
Disaster Type: Ashore & Sunk  
Final Status: Total Loss  
Location: 41-28-28N 70-16-38W; on Halfmoon Shoal (probably on the tail of the shoal)

### Narrative

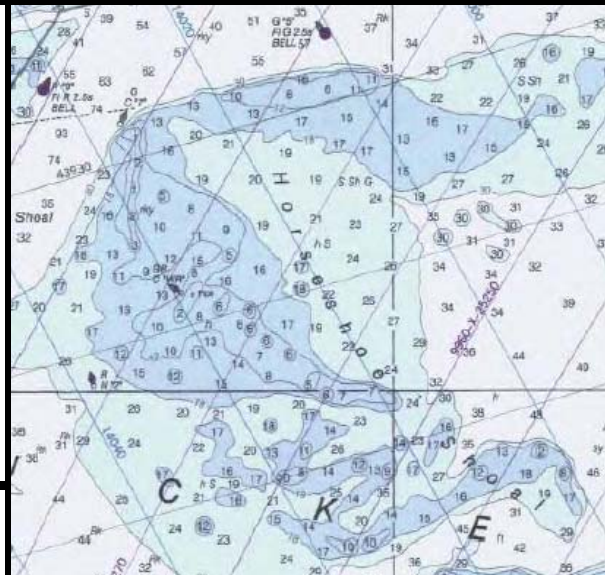
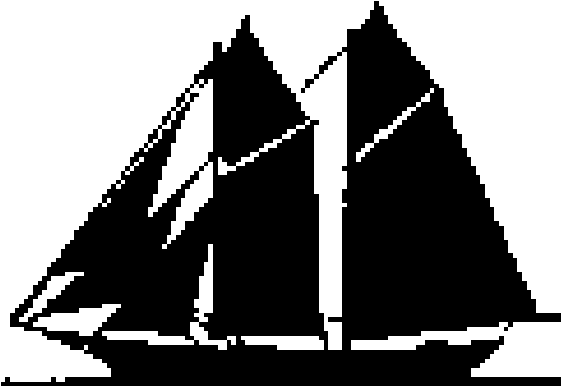
Just ten years old at the time of her loss, the five-masted schooner **JENNIE FRENCH POTTER** ran aground due to pilot error when navigating through the dangerous shoals of Nantucket Sound. The vessel was valued at \$72,000 when lost

### RESEARCH SOURCES

1. Boston Daily Advertiser - May 19th, 21st & 24th, 1909
2. Merchant Vessels of the United States - 1909
3. "Along the Coast" Volume 1, Number 4 (June, 1909)
4. "American Sailing Coasters of the North Atlantic" by Paul C. Morris
5. "The Vanishing Fleet" by Brad Luther

Historical Significance: One of only 58 vessels of this rig ever built

## JOHN C. BAXTER



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Tonnage: 201  
Launched: Unionville, NJ in 1858  
Owner: D.S. Blackman  
Nationality: American  
Home Port: Unionville, NJ

### Final Voyage

Port of Departure: Philadelphia, PA  
Port of Destination: Boston, MA  
Master: Wm. Price  
Cargo: 246 tons of coal  
Date of Loss: July 19, 1865  
Disaster Type: Sunk  
Cause: Collision with an unidentified barque  
Final Status: Total Loss  
Location: Eastern edge of Horseshoe Shoal

### Narrative

**Boston Daily Advertiser - July 22, 1865**

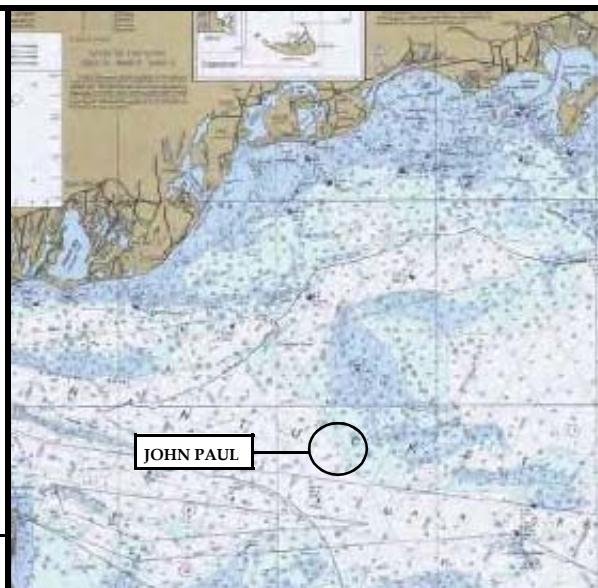
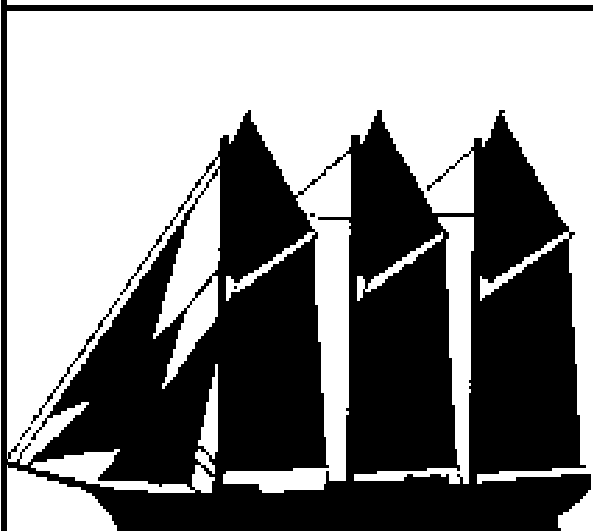
*The US Steamer Huntsville at this port [Boston] from New York reports at 7am on the 19th, fell in with the schooner JOHN C. BAXTER, of Unionville, NJ, Capt. Price, from Philadelphia, the 15th inst., bound to Boston with 246 tons of coal, sunk on the eastern edge of the Horse Shoe Shoal in 5 fathoms of water. The captain and all hands were lashed in the fore rigging, the wind blowing fresh from south southwest and the sea breaking over the vessel fore and aft. Nothing but her masts were above the water. The captain of the schooner reports that in the previous night at 9:30pm he was run into by an unknown barque and sunk six hours after the collision.*

### RESEARCH SOURCES

1. Boston Daily Advertiser - July 22nd & 24th, 1865
2. Providence Daily Journal - July, 1865



## JOHN PAUL



### The Vessel

Type: Three-masted Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 138' x 32' x 12'  
Tonnage: 411  
Launched: Franklin, ME in 1891  
Nationality: American  
Official No. 76958  
Home Port: Franklin, ME (1900)

### Final Voyage

Port of Departure: Stonington, ME  
Port of Destination: New York City, NY  
Master: E.J. Hutchinson  
Date of Loss: January 13, 1914  
Disaster Type: Ashore & Sunk  
Cause: Foundered  
Location: 41-27-00N 70-23-20W; 4 1/2 miles west of Cross Rip Lightship

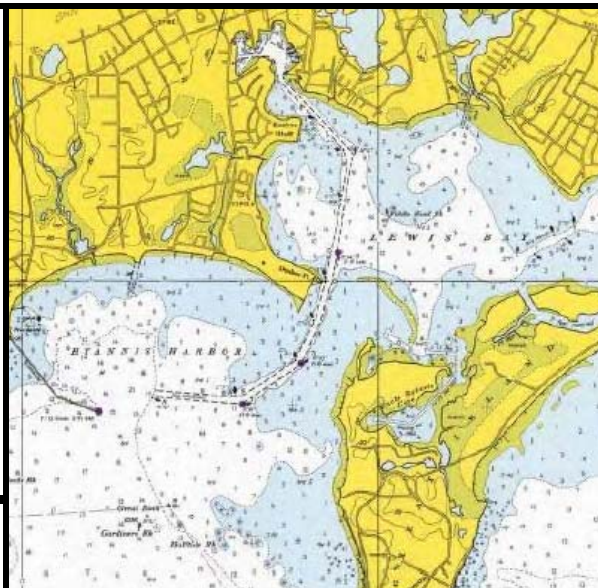
### Narrative

Foundering as a type of disaster usually implies a storm but that may or may not be the case with the loss of the tern schooner **JOHN PAUL**. Southbound at the time of the disaster, she had passed the danger of the shoals at the eastern end of Nantucket Sound and sailed beyond the crossroad of Cross Rip Lightship into what should have been calmer waters when she met her fate. There is little doubt that the incident was severe as one man was lost. An effort was made to run the vessel ashore but the detailed location given does not indicate success in that. No record of subsequent salvage has been found.

### RESEARCH SOURCES

1. Boston Daily Advertiser - January 15, 1914
2. "The Vanishing Fleet" by Brad Luther
3. Merchant Vessels of the United States - 1913

## JOSEPH RANDOLPH



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American

### Final Voyage

Date of Loss: September 29, 1844  
Disaster Type: Stranding  
Cause: Storm  
Final Status: No record of recovery  
Location: Hyannis

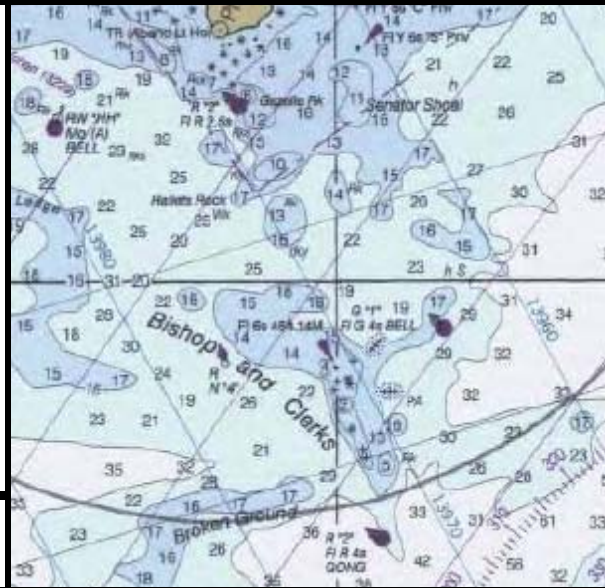
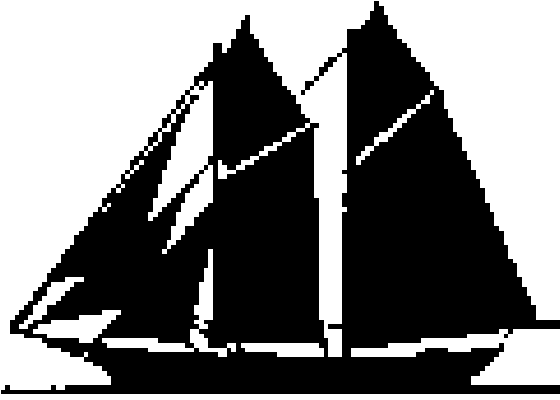
### Narrative

Cape Cod in the early 19th century was a rather remote place to live. Local inhabitants at that time were somewhat limited in their choice of work, either become a farmer and tend the soil or become a fisherman and catch fish. There were many fishermen to be found along the Cape and most of them used relatively small craft to ply their trade. The schooner **JOSEPH RANDOLPH** was one of these. The early Fall gale of 1844 caught numerous vessels by surprise and after it was over a number of them were ashore or lost.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 2, 1844
2. Providence Daily Journal - October, 1844

## LIBERTY



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Master: Fairfield  
Nationality: American  
Home Port: Newport, RI

### Final Voyage

Port of Departure: Newport, RI  
Port of Destination: Bangor, ME  
Cargo: 246 tons of coal  
Date of Loss: October 4, 1841  
Disaster Type: Sunk  
Cause: Storm  
Final Status: Total Loss  
Location: Near Bishop & Clerks Shoal

### Narrative

Anyone who reads a newspaper knows that from time to time the news gets a bit confusing and errors are made. In the case of the loss of the schooner **LIBERTY** this may have happened twice. In one report, the vessel is reported lost on the inside of the cape, near Orleans. That error was frequent when most news was gathered by word of mouth as travelers came to the cities where newspapers were published. The other error is not confirmed but the port of departure and the port of destination seem to be reversed as lumber was a southbound cargo rather than a northbound one. This may seem a minor point but when looking for a lost vessel it is important to know which way it was traveling.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841
2. Barnstable Patriot - October, 1841
3. Providence Daily Journal - October 9, 1841

## LION



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Nationality: American  
Home Port: Scituate, MA

### Final Voyage

Date of Loss: October 3, 1841  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Total Loss  
Location: Bass River Bar

### Narrative

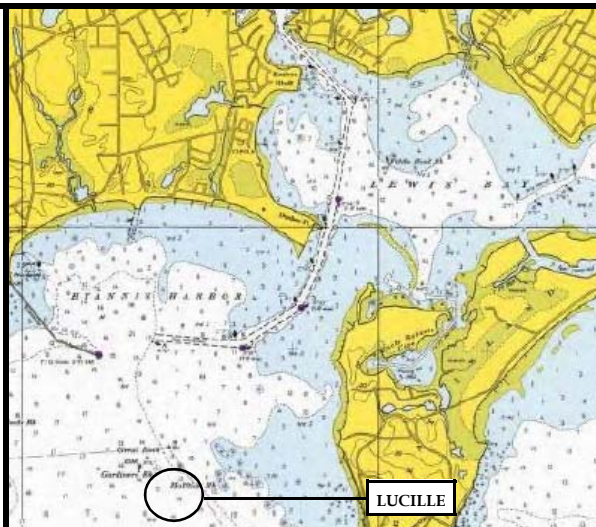
After the great storm of October, 1841 had passed, remnants of vessels could be seen all along the shore from Monomoy to Falmouth. Most of these were badly damaged but were pulled off to sail another day. Others were simply missing, having drifted or dragged from their moorings and headed to sea with or without crew. A few, like the schooner **LION**, drove onto the shoals immediately off shore where they were lost. The bar referred to as Bass River bar is known to mariners today as Dogfish Bar and lies to the eastward but close to Point Gammon.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841



## LUCILLE



### The Vessel

Type: Sloop  
Construction: Wood  
Use: Yacht  
Dimensions: 47' x 17' x 5'  
Tonnage: 27  
Launched: Brooklyn, Long Island, NY in 1867  
Nationality: American  
Home Port: Providence, RI

### Final Voyage

Port of Departure: Marblehead, MA  
Port of Destination: Vineyard Haven, MA  
Owner: Wm. M. Green of Providence, RI  
Date of Loss: August 14, 1887  
Disaster Type: Ashore & Sunk  
Final Status: Total Loss  
Location: Struck a rock near Great Rock and sunk in five minutes

### Narrative

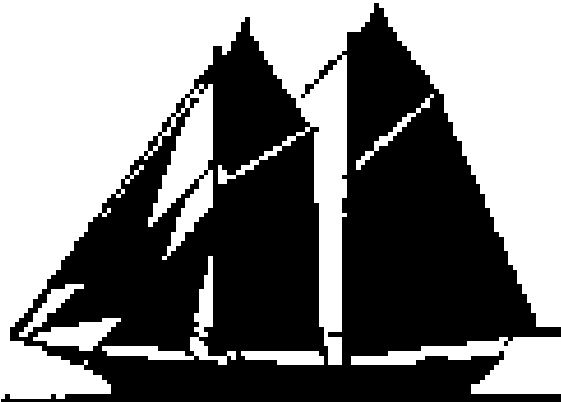
The demise of a vessel can be quick or slow depending on circumstances. Usually a vessel that meets with distress in August (unless in a hurricane) is given a good prospect of being saved. The yacht **LUCILLE**, certainly a fine vessel to be used as a pleasure craft in years predating the Industrial Revolution, sunk on the 14th, was reported that she would be raised on the 16th, was sold to salvagers for that purpose on the 17th, but on the 19th was reported fast breaking up. Such was the risk of the salvager who would always seek to buy at low cost lest his plan to make a good profit should go awry as in the case of this sloop. I would think it would be interesting to learn about the yacht's owner, Mr. Wm. M. Green.

### RESEARCH SOURCES

1. Boston Daily Advertiser - August 16th – 19th, 1887
2. Providence Daily Journal - August, 1887

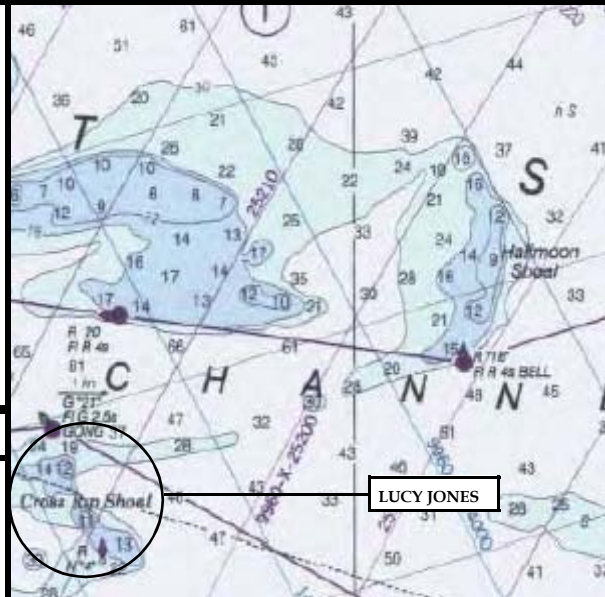
Historical Significance: Late 19th Century yacht - likely a unique design

## LUCY JONES



### The Vessel

Type: Schooner  
Construction: Wood  
Dimensions: 108' x 23' x 7'  
Tonnage: 117  
Owner: G.A. Ames  
Launched: Wilmington, DE in 1865  
Nationality: American  
Official No. 76958  
Home Port: Rockland, ME



### Final Voyage

Date of Loss: February, 1892  
Disaster Type: Sunk  
Final Status: Total Loss  
Location: Cross Rip Shoal

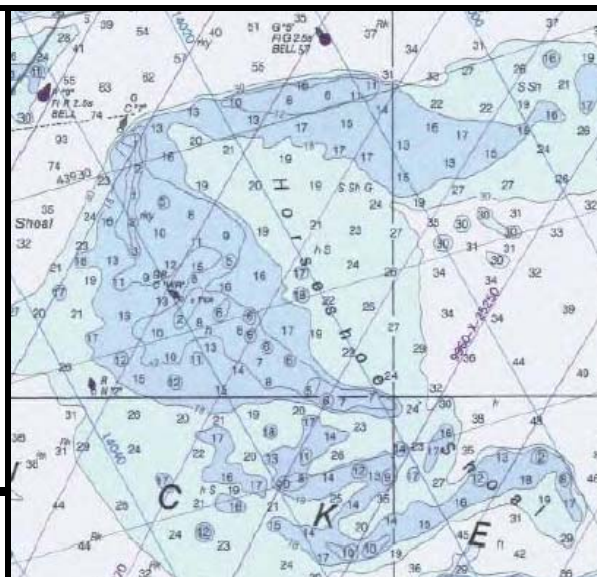
### Narrative

The schooner **LUCY JONES** being a Rockland, ME vessel may have been carrying a cargo of lime at the time of her loss. The accounts did not note her cargo nor where she was from or bound. In an era where communication often took weeks instead of minutes, this was not an unusual occurrence. The first account of the disaster spoke of a tug from New Bedford which had been dispatched to the scene with a diver. One mast was broken free of the wreck (likely an indicator that the vessel was being abandoned) when the sea turned rough and the tug had to leave. The plan was to return to the wreck so a diver could lash on to the remaining mast to pull it free of the hull.

### RESEARCH SOURCES

1. Boston Daily Advertiser - February 23, 1892
2. "Storms and Shipwrecks of New England" by E.R. Snow

## MALDEN



### The Vessel

Type: Schooner  
Construction: Wood  
Nationality: American

### Final Voyage

Date of Loss: October 3, 1841  
Disaster Type: Stranding  
Cause: Northeast gale  
Location: Drifted out of Hyannis Harbor and ran ashore - possibly on Horse Shoe Shoal

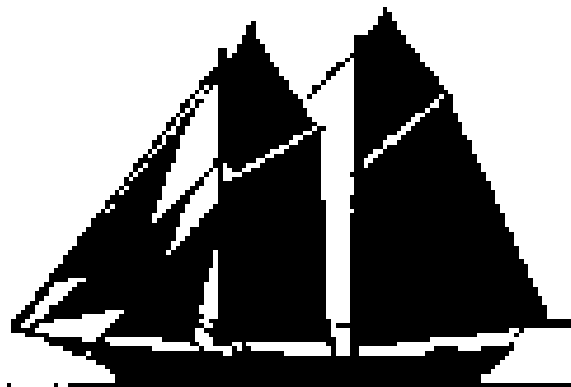
### Narrative

Three factors would determine whether the loss of a vessel was important enough to become a news item: the notoriety of the vessel, the size and impact of the storm (if applicable to the loss), and the amount of other news determined to be important at the time. In the case of the October storm of 1841, the size and impact of the storm was sufficient to warrant detailed coverage in newspapers throughout the region. The schooner **MALDEN** was just one of many vessels in distress during the gale. Like others, she drifted out of Hyannis Harbor and disappeared, never to be heard from again.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 6, 1841
2. Providence Daily Journal - October, 1841

## MARIA



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Owner: Captain Chase & others  
Master: Captain Chase  
Nationality: American  
Home Port: Dennis, MA

### Final Voyage

Port of Departure: Albany, NY  
Port of Destination: Boston, MA  
Date of Loss: November 20, 1848  
Disaster Type: Sunk in 5-6 fathoms  
Cause: Storm  
Location: About 2 miles from shore, near Bass River

### Narrative

Seven years after the great storm of 1841, there was a similar storm in the month of November. In the latter storm vessels were, once again, driven from their moorings and went to sea. At least one of them, the schooner ATLAS, was picked up 23 miles beyond Nantucket and partially stripped and left to the elements. The subject of this narrative is the schooner **MARIA** which sunk about 2 miles from shore, near Bass River. One person, a boy, may have been drowned in the disaster although at least one account has him swimming to another vessel where he was rescued.

### RESEARCH SOURCES

1. Boston Daily Advertiser - November 22nd – 25th, 1848
2. Providence Daily Journal - November, 1848

## MARIETTA TILTON



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 125' x 29' x 10'  
Tonnage: 298  
Launched: Greenport, Long Island, NY in 1856  
Owner: Express Tilton  
Nationality: American  
Official No. 17162  
Home Port: Philadelphia, PA

### Final Voyage

Port of Departure: Hoboken, NJ  
Port of Destination: Boston, MA  
Cargo: coal  
Date of Loss: May 16, 1877  
Disaster Type: Sunk in 7 fathoms  
Cause: Collision with Str. Harrisburg  
Location: In the vicinity of the Cross Rip Lightboat (collision took place out of the channel and about 200 yards off lightboat)

### Narrative

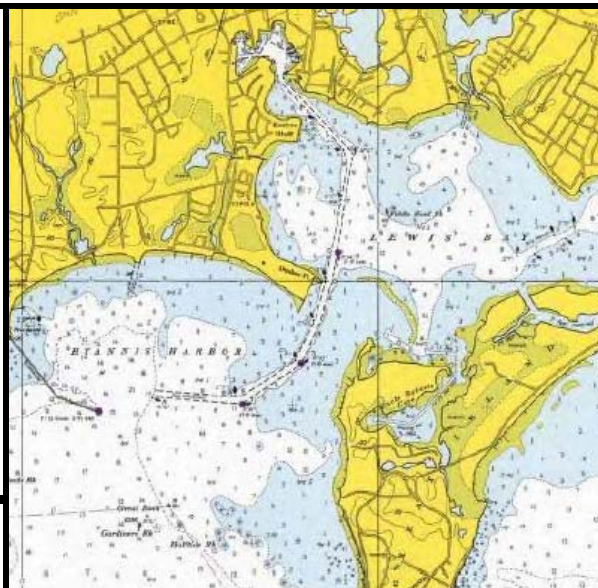
Loss of life on a vessel at sea was a fairly common event two hundred years ago. It would be unfair to suggest that it was an expected fate for one who made his living by the sea, yet it was no surprise either. It is interesting that the case of the collision between the schooner **MARIETTA TILTON** and the Steamer Harrisburg went all the way to the Supreme Court of the United States on this issue of who was to blame when one died in such a manner. The first officer of the steamer died as a direct result of the collision and five years later the court rendered a decision. Confronted with the issue of whether the general maritime law recognized such an action, the United States Supreme Court held that admiralty law afforded no remedy for wrongful death in the absence of an applicable state or federal statute. No report of salvage subsequent to the sinking has been located.

### RESEARCH SOURCES

1. Boston Daily Advertiser - May 18, 1877
2. "Wrecks Around Nantucket" by Arthur H. Gardner



## MARTHA



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American

### Final Voyage

Date of Loss: September 29, 1844  
Disaster Type: Stranding  
Cause: Storm  
Final Status: No record of recovery  
Location: Hyannis


### Narrative

Prevailing wind in New England is from the southwest. The western part of Nantucket Sound is protected from southwest winds by Martha's Vineyard, the larger of the two islands found immediately south from Cape Cod. However, when the wind blew from the northeast, a storm referred to as a Nor'easter was the result and such a storm was feared by anyone who had the misfortune to have experienced one. The gale of September 29, 1844 was such a storm and when the wind diminished and the waves subsided, several vessels like the schooner **MARTHA** had been tossed ashore or driven to sea. This vessel ran ashore at Hyannis and no record of salvage has been discovered.

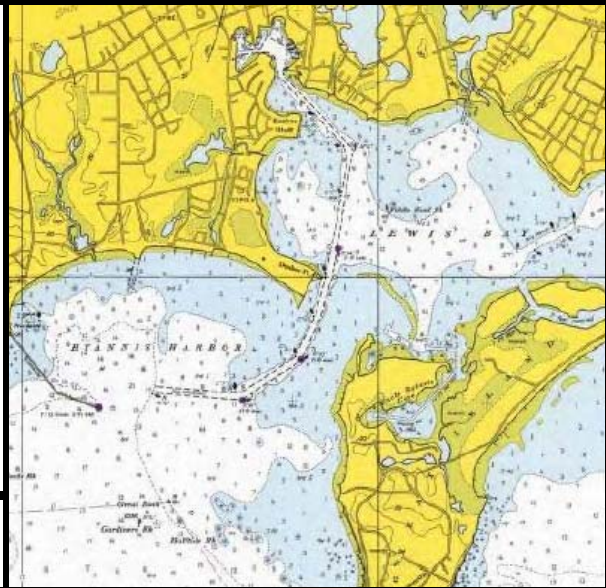
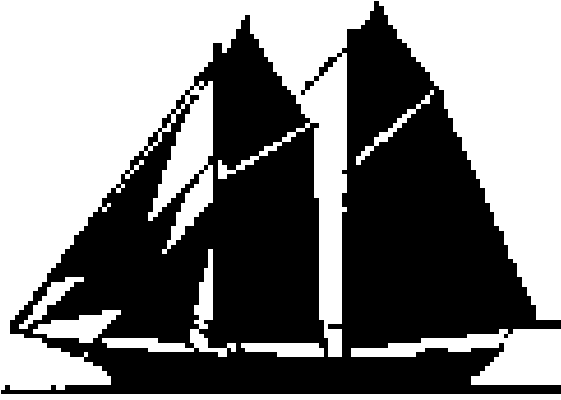
### RESEARCH SOURCES

1. Boston Daily Advertiser - October 2, 1844, Marine Journal
2. Providence Daily Journal - October, 1844



MARY JANE	
<p>UNKNOWN</p> <p>RIG</p>	
<p><u><i>The Vessel</i></u></p> <p>Construction: Wood  Use: Merchant  Master: Hutchinson  Nationality: American  Home Port: Portland, ME</p>	<p><u><i>Final Voyage</i></u></p> <p>Port of Departure: Portland, ME  Port of Destination: New Bedford, MA  Cargo: 60 tons of hay  Date of Loss: March 21, 1845  Disaster Type: Burned&amp; Sunk  Cause: Fire  Final Status: Total Loss  Location: Western Nantucket Sound</p>
<p><u><i>Narrative</i></u></p> <p>Of all of the possible ways to lose a ship or be lost on a ship – collision, foundering, war, ice, stranding - fire was, by far, the most feared cause. This was particularly true in the cold waters of the North Atlantic off the New England coast. Imagine being faced with the prospect of being burned to death or being frozen to death; not a very appealing choice. The <b>MARY JANE</b> was found to be on fire when off the north shore of Nantucket Island. She was boarded off Great Point and an anchor, some sails and rigging were removed. No mention was made of her crew. Her burning remains drifted away to the northwestward and later sunk.</p>	
<p><u><i>RESEARCH SOURCES</i></u></p> <ol style="list-style-type: none"> <li>1. Boston Daily Advertiser - March 25, 1845, Marine Journal</li> <li>2. Providence Daily Journal - March, 1845</li> </ol>	

## MELINDA WOOD



### The Vessel

Type: Schooner  
Construction: Wood

### Final Voyage

Date of Loss: 1894  
Disaster Type: Stranding  
Final Status: Total Loss  
Location: Hyannis Bar

### Narrative

Some wrecks are more obstinate than others when it comes to background research and the schooner **MELINDA WOOD** is a prime example of that. Generally, a shipwreck based on only a single reference is discarded as being a mistake and, in fact, that could be the case with this vessel as it is not found by this name in the vessel registries. Also, there is a vessel of the same name listed as lost years later, possibly in this same area, and with multiple sources of data. For now the vessel will remain on the list of likely wrecks in this area.

### RESEARCH SOURCES

1. "Storms and Shipwrecks of New England" by E.R. Snow

## MINNIE SLAUSON



### The Vessel

Type: Three-masted Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 154' x 29' x 14'  
Tonnage: 317  
Launched: Green Bay, WI in 1867  
Owner: Stetson, Cutter & Co.  
Nationality: American  
Official No. 16651  
Home Port: New York City, NY



### Final Voyage

Port of Departure: Elizabethport, NJ  
Port of Destination: St. John, New Brunswick  
Cargo: 506 tons of coal  
Date of Loss: September 24, 1915  
Disaster Type: Sunk  
Cause: Collision with Handkerchief Shoal Lightship  
Location: In the vicinity of Bishop & Clerks Ledge

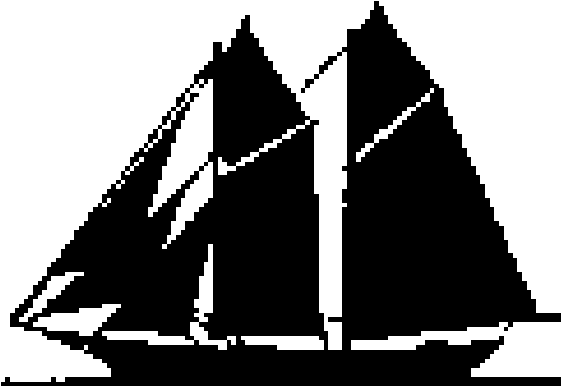
### Narrative

Lightships and lighthouses are supposed to be aids to navigation. As such, prudent mariners plot their courses in accordance with the location of these aids. Once in awhile, the mariner plots his course too well and that accompanied with failing visibility leads to the vessel coming to grief by collision with the very object that is supposed to keep them safe. The tern schooner **MINNIE SLAUSON** slammed into the Handkerchief Shoal lightship no doubt causing much alarm to the crew of the latter. She then managed to sail off toward Hyannis for repairs but sunk in the vicinity of Bishop & Clerks shoal before she could reach port.

### RESEARCH SOURCES

1. Boston Daily Advertiser - September 25, 1915
2. Merchant Vessels of the United States - 1916
3. "The Vanishing Fleet" by Brad Luther

## MUNROE



### The Vessel

Type: Schooner  
Construction: Wood  
Nationality: American

### Final Voyage

Date of Loss: October 3, 1841  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Went to pieces  
Location: Point Gammon

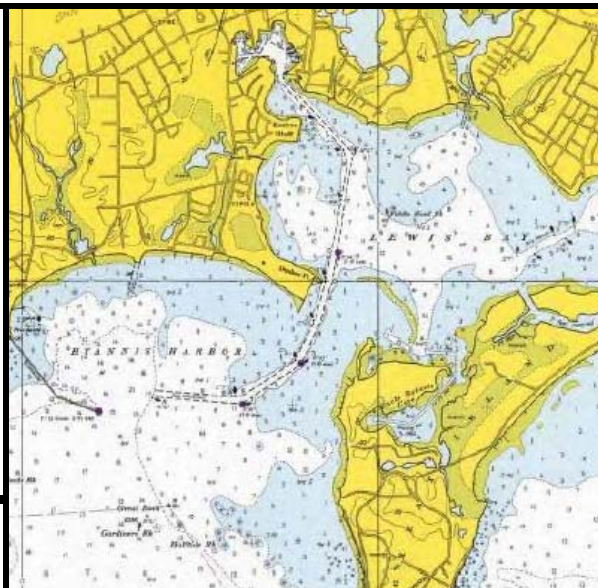
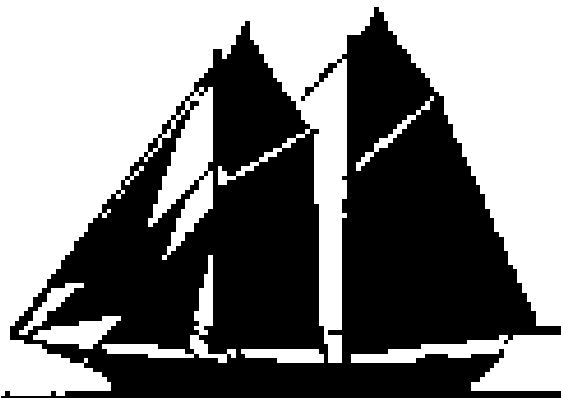
### Narrative

Point Gammon, on the tip of Great Island, forms the southeastern barrier between Lewis Bay and Nantucket Sound. As an example of the traffic passing by this point, in 1855, John Peak, the lighthouse keeper, counted 4,969 schooners, 1,455 sloops, 216 brigs and four steamboats passing his station. As traffic increased, the lighthouse was considered inadequate, and a lightship was stationed close to the Bishops and Clerks ledges. By 1858, the lightship was in need of replacement leading to the decision to build the Bishops and Clerks Lighthouse. The schooner **MUNROE** met with disaster in the great October gale of 1841 probably on the west side of the point. This single storm went far toward convincing local residents that there was a need to improve their aids to navigation. Its existence at the earlier date, however, would probably have made little or no difference in the outcome at that time.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841
2. Barnstable Patriot - October, 1841

## NANCY



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant

### Final Voyage

Cargo: lumber  
Date of Loss: October 3, 1841  
Disaster Type: Sunk  
Cause: Storm  
Location: At or near the breakwater in Hyannis

### Narrative

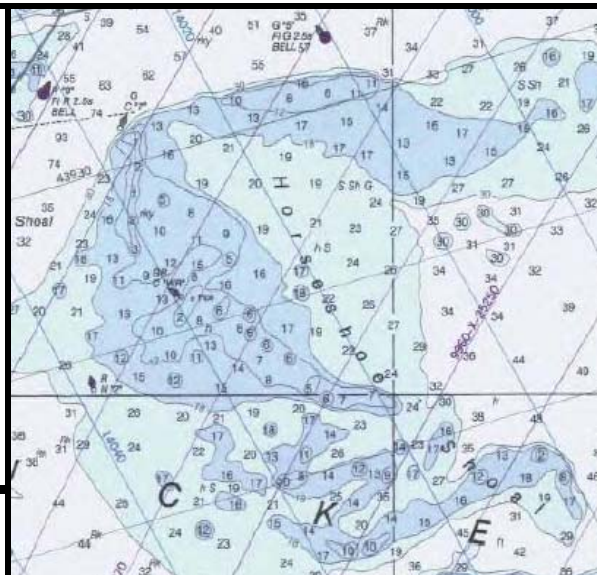
In 1827 construction was begun on a breakwater to protect vessels in Hyannis Harbor. At first, the stone block structure was built well offshore and not attached to land at any point. Presumably this was to allow vessels to pass inbound on either side and anchor behind the structure for safety from the wave action from the sound. In later years the structure was added to and eventually attached to the shore to the west of the harbor. As with any structure placed in the middle of a harbor, the breakwater became a target and on at least two occasions was run into by vessels which were then sunk. The schooner **NANCY** was one of the vessels in trouble during the great gale of 1841. She drifted afoul of the breakwater and subsequently sunk in the vicinity. No record of recovery of the vessel has been found.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 6th- 25th, 1841, Marine Journal
2. Providence Daily Journal - October, 1841



## OCEAN HOME



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Nationality: American  
Home Port: Cape Elizabeth, ME

### Final Voyage

Port of Departure: Philadelphia, PA  
Port of Destination: Hallowell, ME  
Cargo: coal  
Date of Loss: October 25, 1865  
Disaster Type: Sunk  
Location: Horseshoe Shoal

### Narrative

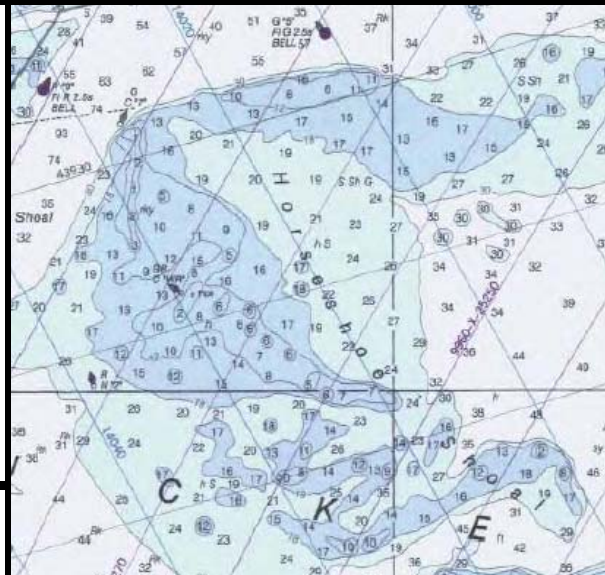
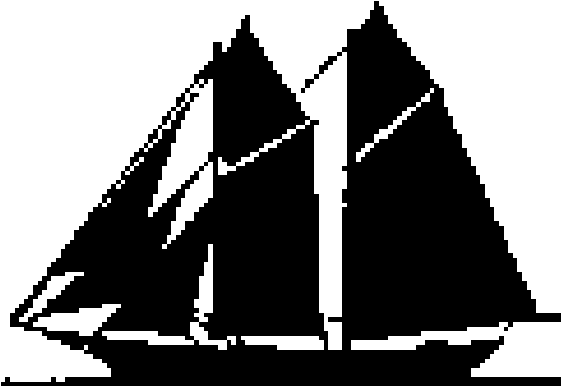
Generally speaking, the wrecked remains of a coal schooner are easy to identify by the large pile of coal to be found at the site. Sometimes, however, that is not true as if the vessel is lost in the immediate proximity of the shore, local residents will go to extreme lengths to salvage the valuable cargo. In one case (not this one), an enterprising man built a pier from the shore to the wrecked vessel, a distance of more than a quarter mile, just to make retrieval of the coal easier. In the case of the schooner **OCEAN HOME**, lost in the sands of Horseshoe Shoal, such an intrepid act of salvage was not to be.

### RESEARCH SOURCES

1. Providence Daily Journal - October, 1865



## OLIVE



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American

### Final Voyage

Date of Loss: October 4, 1841  
Disaster Type: Disappeared  
Cause: Northeast gale  
Location: Dragged off from Herring River and not seen again – possibly ashore on Horse Shoe Shoal

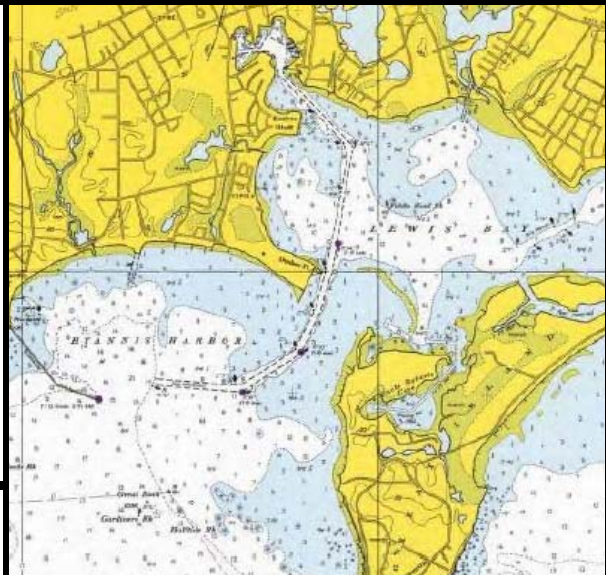
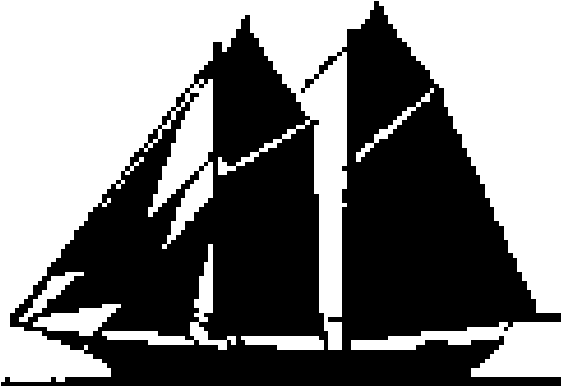
### Narrative

The great October storm of 1841 actually formed off the coast of North Carolina and could best be termed a hurricane. The storm was described as an extratropical or mid latitude storm, but was nonetheless as powerful as a storm which forms in the tropics. Based on where and when it made landfall, the storm must have stayed well out to sea and then turned toward the west for after striking Cape Cod, its effects were felt in the state of Connecticut where it arrived in the form of snow and sleet. The schooner **OLIVE** was an typical example of New England fishing vessels which sailed from ports all along the coast.

### RESEARCH SOURCES

1. Barnstable Patriot - October, 1841

## ORUM



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American

### Final Voyage

Date of Loss: September 29, 1844  
Disaster Type: Stranding  
Cause: Storm  
Final Status: No record of recovery  
Location: Hyannis

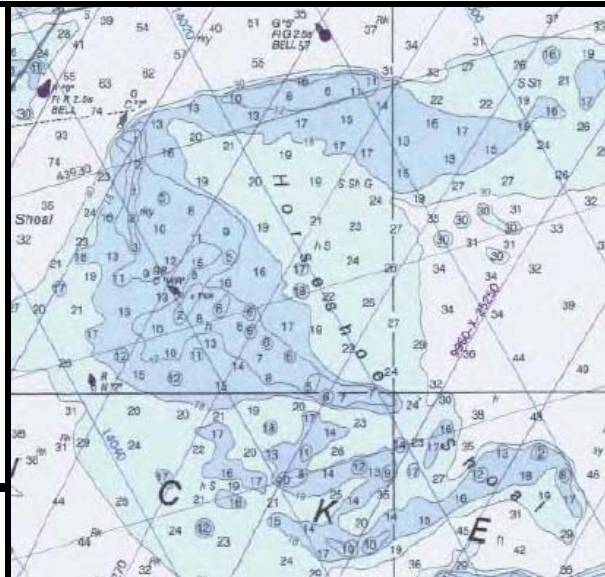
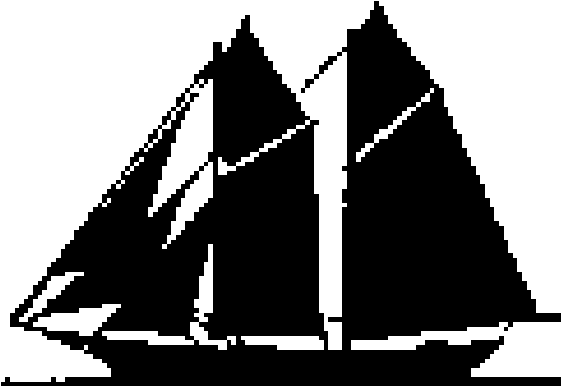
### Narrative

At least eight vessels are known or believed to have been lost during the storm of September 29, 1844. Only one other single storm researched has caused a greater loss to the local Cape Cod communities. And not surprisingly the more severe storm occurred on almost the same calendar date. Early Fall was not the most favorable time to be a commercial fisherman in this region. By contrast, today commercial fisherman ply their trade year round limited more by catch quotas than by the variables of bad weather.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 2, 1844, Marine Journal
2. Providence Daily Journal - October, 1844

## PAGE



### The Vessel

Type: Schooner  
Construction: Wood  
Nationality: American

### Final Voyage

Date of Loss: October 3, 1841  
Disaster Type: Disappeared  
Cause: Northeast gale  
Location: Dragged off from Herring River and not seen again – possibly ashore on Horse Shoe Shoal

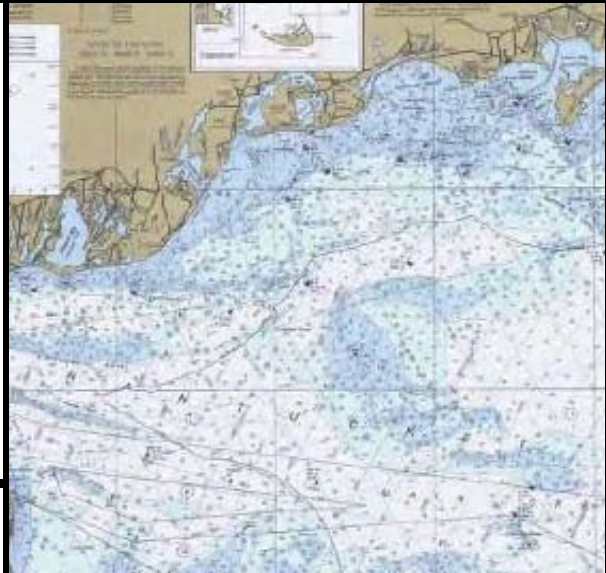
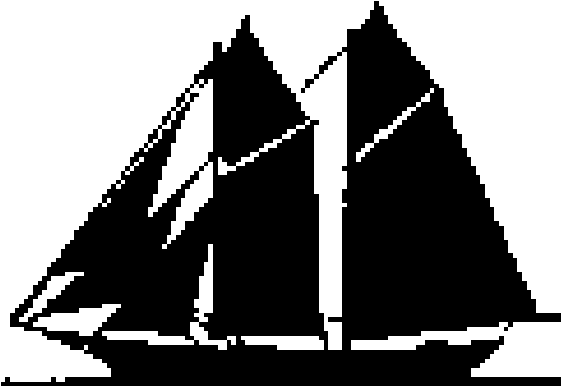
### Narrative

There were two main types of commercial fishing off Cape Cod during the early part of the 19th century. One was the onshore fishery where mackerel and herring were the sought after catch. The other was the offshore fishery, noted for vessels sailing to George's Bank and other distant fishing grounds. This fishery was noted more for catches of cod, pollock, hake and bottom fish. The schooner **PAGE**, like most of the vessels caught in the storm of October, 1841 was probably engaged in the onshore fishery but that is not confirmed.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841

## PANAMA



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Master: Clayton  
Nationality: American

### Final Voyage

Port of Departure: Boston, MA  
Port of Destination: New York City, NY  
Cargo: assorted items  
Date of Loss: November 7, 1862  
Disaster Type: Stranding  
Cause: Storm  
Location: Popponesset Bar

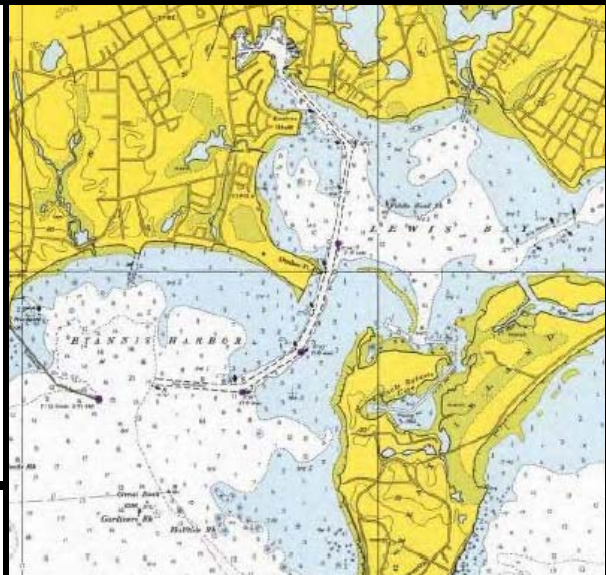
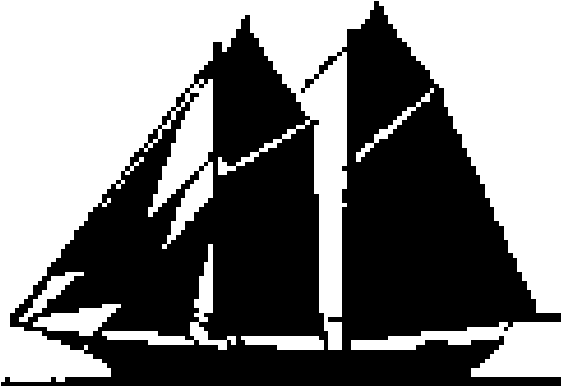
### Narrative

The merchant schooner **PANAMA** was southbound at the time of her loss carrying a cargo of assorted goods and bound for New York City. The most likely scenario relating to her loss is that the storm caught her at the entrance to Nantucket Sound or just west from the shoals off Monomoy Island. In trouble, particularly at night, her captain would make a judgment call of which port would be the nearest to run for safe haven. Although she may have opted to head into Hyannis it is possible that the captain was confused as to where he was. In any event, his vessel ran ashore to the west of Hyannis. There was no report of recovery of this vessel.

### RESEARCH SOURCES

1. Boston Daily Advertiser - November 11, 1862
2. Providence Daily Journal - November, 1862

## PANTHER



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American

### Final Voyage

Date of Loss: September 29, 1844  
Disaster Type: Stranding  
Cause: Storm  
Final Status: No record of recovery  
Location: Hyannis

### Narrative

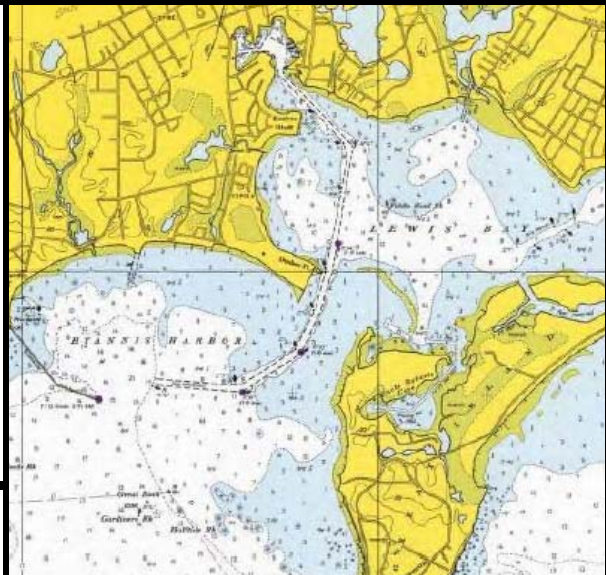
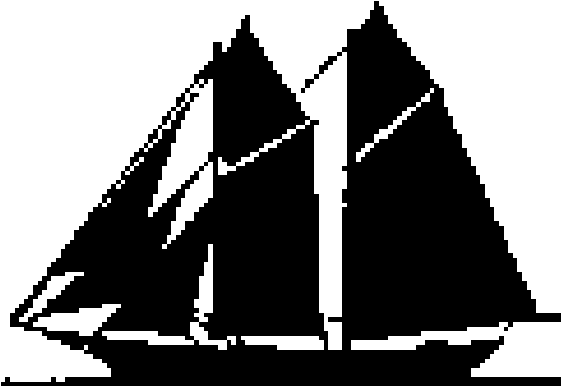
In 1844, naming a vessel was a very personal choice. Fishing vessels often carried the name of a family member, indicated the number or brothers or sisters one had, or were selected for no apparent reason whatever. The name **PANTHER** seems out of place for a fishing vessel but perhaps it was to signify stealth and cunning in the search for a good catch. In vast contrast, naming a vessel in modern times is a very important part of the vessel registration process and in some places outside the United States you must receive permission for use of the name you select. In actuality, there is some logic to that as the number of vessels carrying the same name and from the same port can be very confusing. Like many of the vessels caught by the storm of 1844, there was no report of salvage or rescue of this fishing vessel.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 2, 1844, Marine Journal
2. Providence Daily Journal - October, 1844



## PEARL



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American

### Final Voyage

Date of Loss: September 29, 1844  
Disaster Type: Stranding  
Cause: Storm  
Final Status: No record of recovery  
Location: Hyannis

### Narrative

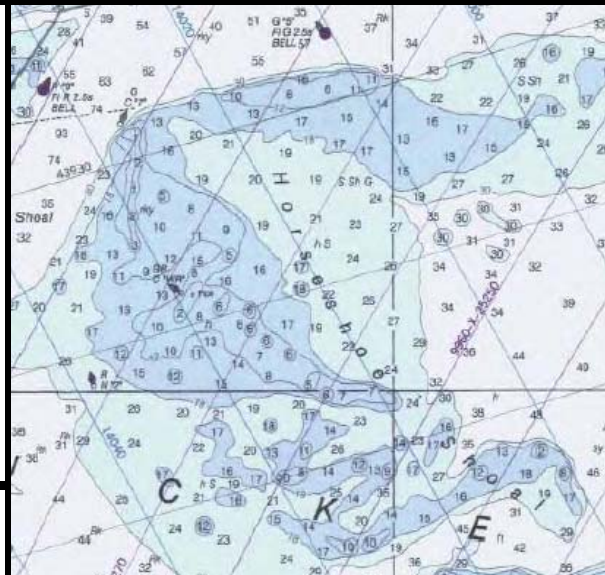
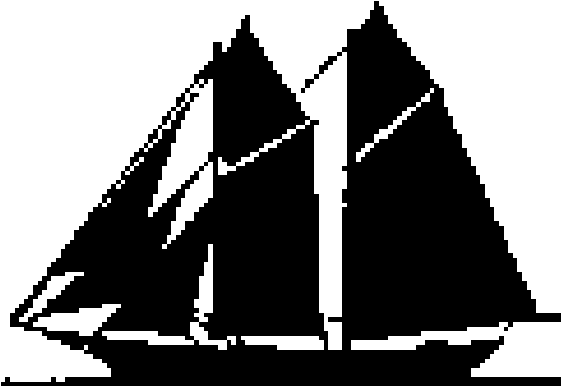
Eight vessels are known or believed lost due to a severe local storm in late September of 1844. With the exception of one, the schooner **ORUM**, all of them were fishing schooners. Some questions that come to mind are whether or not this represented the entire fishing fleet at the port, whether or not all of the vessels belonged to Hyannis or were simply taking refuge there during the foul weather and what the overall impact was on the economy of the area due to the storm. Further research would be required to answer those questions. Suffice it to say that the schooners **ABIGAIL**, **GALAXY**, **JOSEPH RANDOLPH**, **MARTHA**, **PANTHER**, **PEARL** and **RESOLVE** joined the **ORUM** in the ranks of vessels lost at that time and place.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 2, 1844, Marine Journal
2. Providence Daily Journal - October, 1844



## PHOEBE ANN



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing?  
Nationality: American  
Home Port: Essex, MA

### Final Voyage

Master: Crowell  
Date of Loss: October 4, 1841  
Disaster Type: Sunk  
Cause: Storm  
Location: 3 miles from Hyannis or Bass River,  
possibly on Horseshoe Shoal

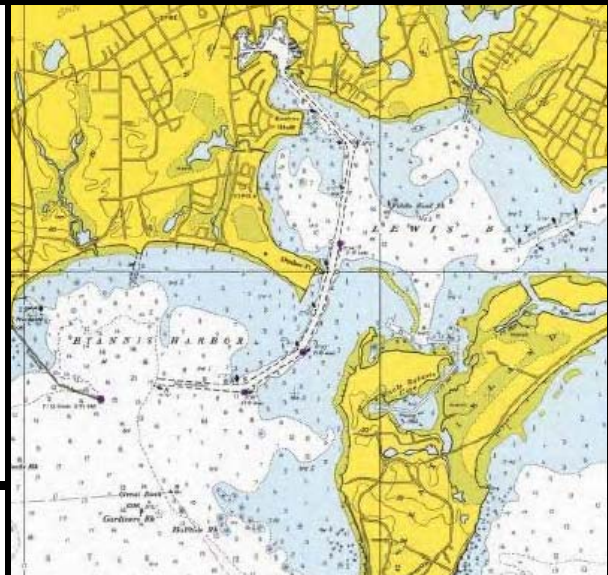
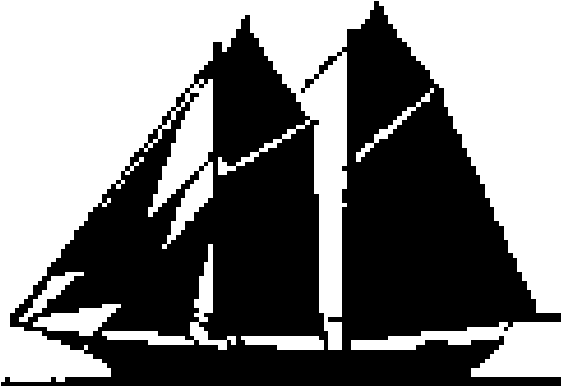
### Narrative

The schooner **PHOEBE ANN** (also found listed as PHEBE ABBY) was at anchor at Hyannis or Bass River when the great storm of October, 1841 struck. Aboard at the time were William Wilson, supposed of Portland; Isaac Simkins, from the western part of New York state (who shipped for his health); and a lad named George, 15. Exactly where Captain Crowell was at the time was not clear. After the storm the vessel was found about three miles from where she had been anchored. All aboard were drowned in the disaster. The remains of the vessel should be found on the northern part of Horseshoe Shoal.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841
2. Barnstable Patriot - October, 1841

## RESOLVE



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American

### Final Voyage

Date of Loss: September 29, 1844  
Disaster Type: Stranding  
Cause: Storm  
Final Status: No record of recovery  
Location: Hyannis

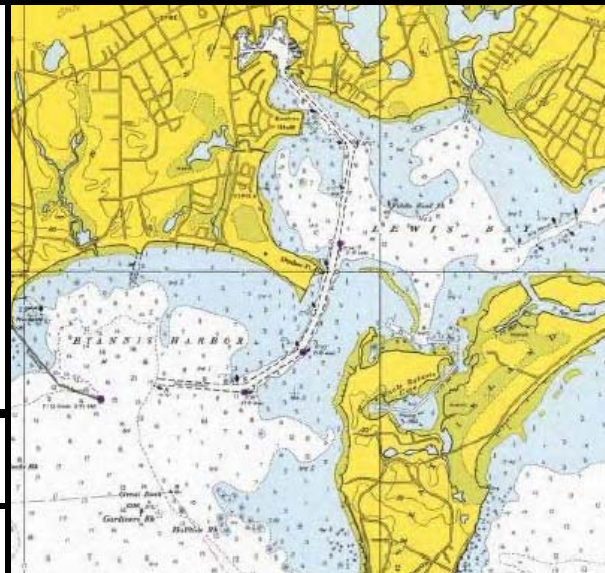
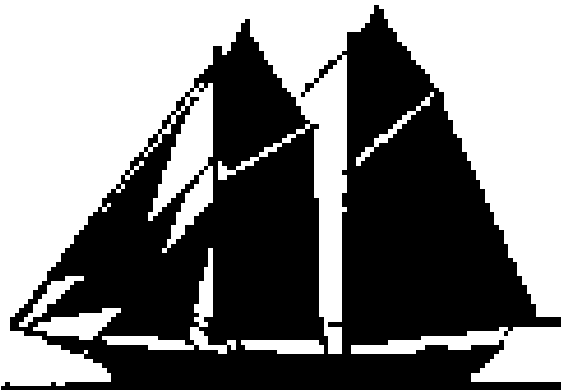
### Narrative

In 1844, Hyannis Harbor was not a particularly good harbor or safe haven for most vessels other than small local craft. In fact, the port would not have flourished as it did were it not for the whaling industry, the predominant industry in the region, who used Nantucket as the base of their international operations. Where Hyannis benefited from the whaling industry was that the shippers needed a good connection point to transport their oil, whalebone and other whale products to a market which couldn't get enough quickly enough. As a result, the businessmen of Nantucket lobbied long and hard to have tracks laid for a railroad on Cape Cod. The end of the line was at Hyannis which just happened to be the nearest suitable port on the mainland from which they could ship their wares. The railroad operation to Hyannis began a year after the storm of 1844.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 2, 1844
2. Providence Daily Journal - October, 1844

## RINGLEADER



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 82' x 24' x 7'  
Tonnage: 92  
Launched: Hampden, ME in 1868  
Nationality: American  
Official No. 21927  
Home Port: Friendship, ME

### Final Voyage

Cargo: In Ballast  
Date of Loss: December, 1901  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Total Loss  
Location: Hyannis Harbor Flats

### Narrative

The schooner **RINGLEADER** was a small merchant trading vessel in the years when vessels were growing ever larger. At thirty-three years old, the schooner was well past her prime but still able to carry a load. She was moored at the railroad wharf when a southeast gale blew into the harbor. She parted her mooring lines and drifted ashore on the flats. Based on the reported wind direction, she probably ended up at the northwestern end of the harbor. She was said to lie "high up" but no record of recovery of the vessel has been found. Her age would have been a factor against a profitable recovery effort.

### RESEARCH SOURCES

1. Boston Daily Advertiser - December 16, 1901
2. "Storms and Shipwrecks of New England" by E.R. Snow
3. "Encyclopedia of American Shipwrecks" by Bruce Berman

## S.S. BICKMORE



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 110' x 29' x 9'  
Tonnage: 255  
Launched: St. George, ME in 1867  
Owner: John Bickmore  
Nationality: American  
Official No. 23430  
Home Port: St. George, ME

### Final Voyage

Port of Departure: Thomaston, ME  
Port of Destination: New York City, NY  
Cargo: lime  
Date of Loss: October 20, 1890  
Disaster Type: Burned & Sunk  
Cause: Cargo got wet  
Final Status: Total Loss  
Location: Off Hyannis

### Narrative

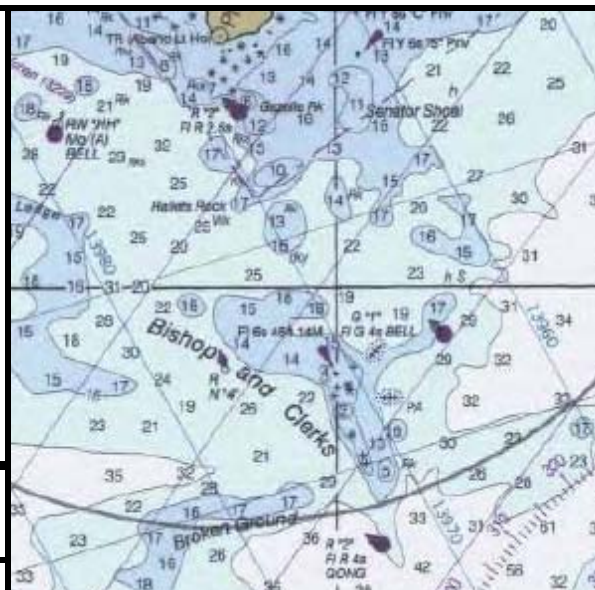
The practice of carrying lime aboard ships dates back well into the 19th century. The most common source of lime in New England was the vicinity of Rockland, ME. Although research did not confirm this, the schooner **S.S. BICKMORE** may have been built specifically for this industry. The risk associated with this trade commodity was that should it come in contact with water it would burn. Lime fires aboard ship were not uncommon and special watches were set by prudent captains so that if any sign of burning became apparent, the hold could be sealed from air with the hope of extinguishing the blaze in that manner. The alternative was to scuttle the vessel to drown the flames. That is the action that was taken with this ship and she was lost off Hyannis.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 20th and 22nd, 1890
2. "Storms and Shipwrecks of New England" by E.R. Snow
3. "Encyclopedia of American Shipwrecks" by Bruce Bermen



## SEA LION



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 88' x 25' x 9'  
Tonnage: 151  
Launched: Parrsboro, Nova Scotia in 1872  
Owner: W.H. Dean & others  
Nationality: British  
Official No. 59433  
Home Port: Parrsboro, Nova Scotia

### Final Voyage

Port of Departure: Windsor, Nova Scotia  
Port of Destination: New York City, NY  
Cargo: plaster  
Master: Patrick  
Date of Loss: July 13, 1880  
Disaster Type: Sunk  
Cause: Collision with David Ames  
Final Status: Total Loss  
Location: Near Bishop & Clerks Light

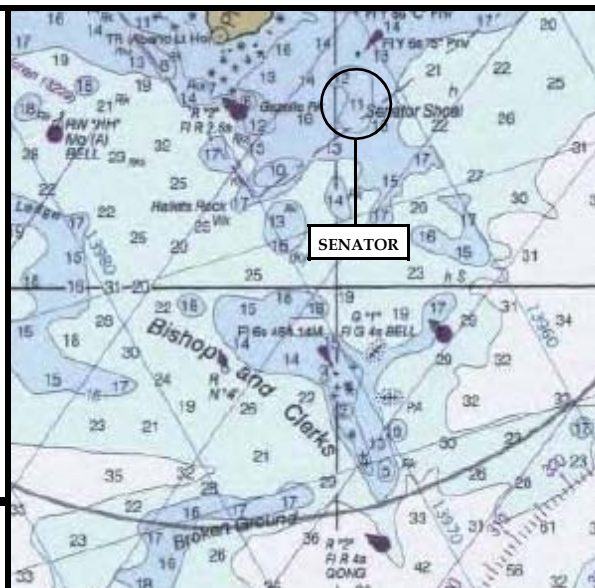
### Narrative

Southbound at the time of the disaster the schooner **SEA LION** met the 336 ton coal schooner **DAVID AMES** when the two were a few miles west from the Handkerchief Shoal lightship. Usually, the larger vessel would fare better in a collision but although less than half her size, the **SEA LION** got the better part of the meeting if only for a little while. The northbound **AMES** sunk almost immediately although with a likelihood of her drifting on the east side of Horse Shoe Shoal. The smaller schooner headed for Hyannis with both crews aboard and sunk when near Bishop & Clerks Light so the reality was that both vessels were lost due to this encounter. One of the crew died of injuries related to the collision after making it to shore.

### RESEARCH SOURCES

1. Boston Daily Advertiser - July 14, 1880
2. Philadelphia Inquirer - July 14, 1880
3. Providence Daily Journal - July, 1880

## SENATOR



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Dimensions: 96' x 27' x 10'  
Tonnage: 207  
Launched: Madison, CT in 1847  
Owner: Geo. Faulklin  
Nationality: American  
Home Port: New York City, NY

### Final Voyage

Port of Departure: New York City, NY  
Port of Destination: Boston, MA  
Cargo: steam engine, etc.  
Master: Faulklin  
Date of Loss: July 7, 1873  
Disaster Type: Stranding  
Cause: Fog  
Final Status: Some salvage  
Location: Wedged between two rocks near  
Bishop & Clerks Shoal

### Narrative

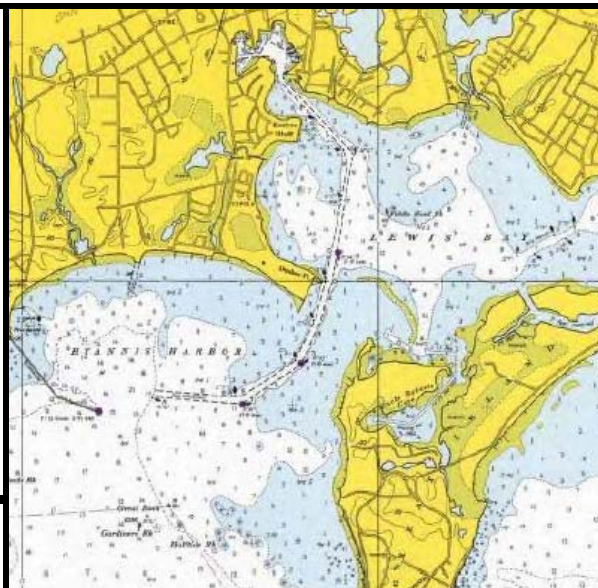
Merchantmen carried a variety of goods from port to port. Aboard the schooner **SENATOR** at the time of her loss was a steam engine destined for the water works of Cambridge, MA plus the associated piping for that project. She also carried railroad iron, pig iron and a deck load of lumber. She was no doubt riding very low in the water as she approached Hyannis for a port. She became firmly wedged between two rocks near Bishop & Clerks Shoal where she was at least partially stripped and sold at auction. North of Bishop & Clerks is a shoal called Senator Shoal which I would strongly suspect took its name from this wreck.

### RESEARCH SOURCES

1. Boston Daily Globe - July 7th and 29th, 1873
2. Boston Daily Advertiser - July 10, 1873, Marine Journal
3. Providence Daily Journal - July, 1873



## SOCRATES



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Nationality: American  
Master: Hardy

### Final Voyage

Port of Departure: New Bedford, MA  
Port of Destination: Boston, MA  
Cargo: In Ballast  
Date of Loss: December 17, 1833  
Disaster Type: Stranding  
Cause: Gale  
Final Status: Some salvage of cargo reported  
Location: Hyannis

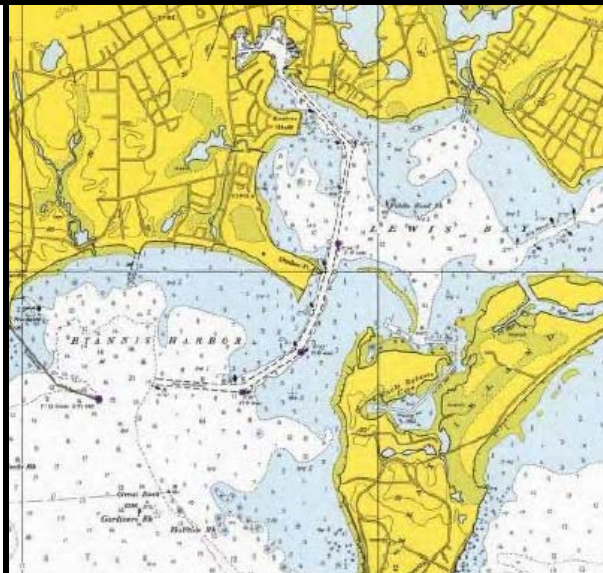
### Narrative

Researching early wrecks is much more difficult than later wrecks for obvious reasons. The population was smaller so local inhabitants generally knew the local news so newspapers were not common in small towns and villages until the number of residents warranted that. Also, registration of American vessels, at first a creation of vessels underwriters, did not exist prior to July 1, 1857 which means that specifics relating to vessels built and operated before that time must come, if there are any at all, from the builder or owner/operator of the vessel itself. Most early vessels were built from experience rather than from formal plans making this aspect even more difficult to research.

### RESEARCH SOURCES

1. Boston Daily Advocate - December 21, 1833
2. Boston Daily Advertiser - December 21, 1833
3. Providence Daily Journal - December 23, 1833, Shipping Intelligence

## STEPHEN RAYMOND



### The Vessel

Type: Sloop  
Construction: Wood  
Dimensions: 54' x 22' x 4'  
Tonnage: 33  
Launched: Darien, CT in 1851  
Nationality: American  
Official No. 23586  
Home Port: Port Jefferson, NY

### Final Voyage

Owner: E. Brush (1882)  
Date of Loss: November, 1893  
Disaster Type: Stranding  
Final Status: Total Loss  
Location: Hyannis Harbor

### Narrative

The term sloop can be deceiving as in different countries and at different times, the rig was quite different in configuration. In the case of the American sloop **STEPHEN RAYMOND**, built in the mid-nineteenth century, the vessel had a single mast and was rigged fore-and-aft style, like a schooner. Sloops were generally not large vessels and seldom used in commercial trade as their carrying capacity was limited. They were often used as pleasure craft by those who could afford such a thing in that period. Not many details have been uncovered about this specific vessel's loss in Hyannis Harbor but a vessel over forty years of age was not a good prospect for salvage.

### RESEARCH SOURCES

1. "Storms and Shipwrecks of New England" by E.R. Snow
2. "Encyclopedia of American Shipwrecks" by Bruce Bermen

## SUSAN



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American  
Master: Crowell

### Final Voyage

Date of Loss: October 4, 1841  
Disaster Type: Ashore & Sunk  
Cause: Storm  
Final Status: Total Loss  
Location: Near Great Island, Hyannis

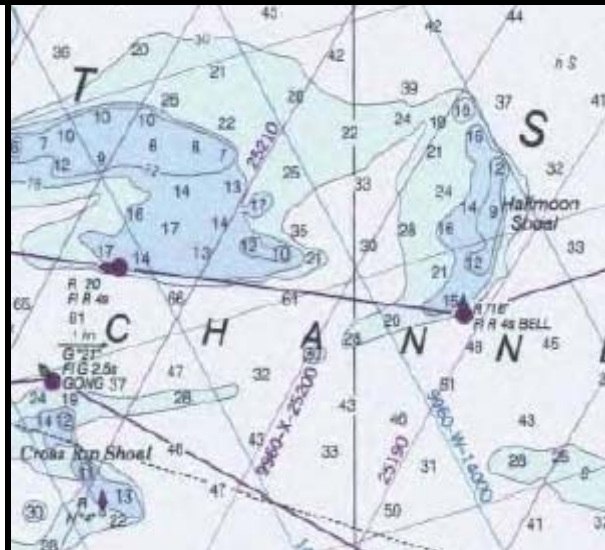
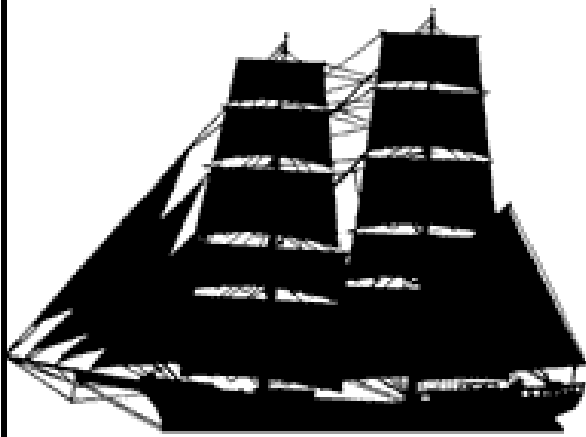
### Narrative

When a vessel carries a common name like *ANNE*, *BETSY*, *EAGLE*, *POLLY* or any number of others, including **SUSAN**, the degree of difficulty in researching the specific vessel of interest is, at best, difficult even if the vessel was registered. When faced with two vessels of the same name, lost in the same storm, in the same general area and predating formal vessel registration (1857), the task approaches impossibility. During the great gale of October, 1841 this was the case. Two schooners of this name were lost, one off the outer tip of Cape Cod, near Race Point, and the other lost near Great Island at the entrance to Lewis Bay. The records do relate that this vessel dragged off from Harwich at the time of her loss which may indicate that she was owned there. Also, although the account is not specific, the direction from which the vessel was coming suggests loss on the east side of Great Island.

### RESEARCH SOURCES

1. Barnstable Patriot - October, 1841

## TALLY HO



### The Vessel

Type: Brig  
Construction: Wood  
Dimensions: 115' x 28' x 14'  
Tonnage: 359  
Launched: East Machias, ME in 1866  
Owner: S.W. Pope & Son  
Nationality: American  
Home Port: Machias, ME

### Final Voyage

Port of Departure: Philadelphia, PA  
Port of Destination: Boston, MA  
Cargo: coal  
Date of Loss: October 3, 1883  
Disaster Type: Sunk  
Cause: Collision with US steamer Pinta  
Final Status: Total Loss  
Location: Collision took place 2 miles south by east from Cross Rip Lightship

### Narrative

Over the years, the Cross Rip Lightship seemed like a magnet for collisions. Vessels bound both north and south used this most important aid to navigation to guide them past the numerous shoals of Nantucket Sound but it seems like, on occasion, the masters of the various ships were more concerned with the shoals than with the traffic in the area resulting in many collisions and near miss collisions reported. The brig TALLY HO, northbound with coal, had the misfortune to run into a United States steamer (unfortunate because in any legal action those belonging to the government vessel had a much better credibility than civilian ship masters). The brig sank relatively quickly, in about twenty minutes, but without loss of any of the crew. The vessel was reported valued at about \$7,000. No record of recovery or salvage has been found.

### RESEARCH SOURCES

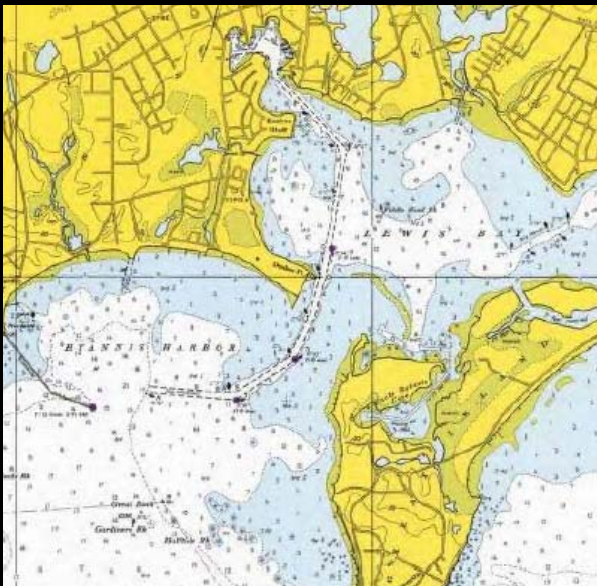
1. Boston Daily Advertiser - October 5th-7th, 1883
2. "Wrecks Around Nantucket" by Arthur H. Gardner



## TEMORANGERIE



Although not a picture of the TEMORANGERIE, the 40' cruiser pictured was built by Elco at about the same time and is of similar design



### The Vessel

Type: Gas powered, screw driven vessel  
Construction: Wood  
Dimensions: 56' x ? x ?  
Tonnage: 31  
Launched: 1923  
Nationality: American  
Official No. 223450  
Home Port: New York City, NY

### Final Voyage

Owner: F.A. Bushey  
Date of Loss: July 31, 1948  
Disaster Type: Sunk  
Cause: Foundered  
Location: Hyannis

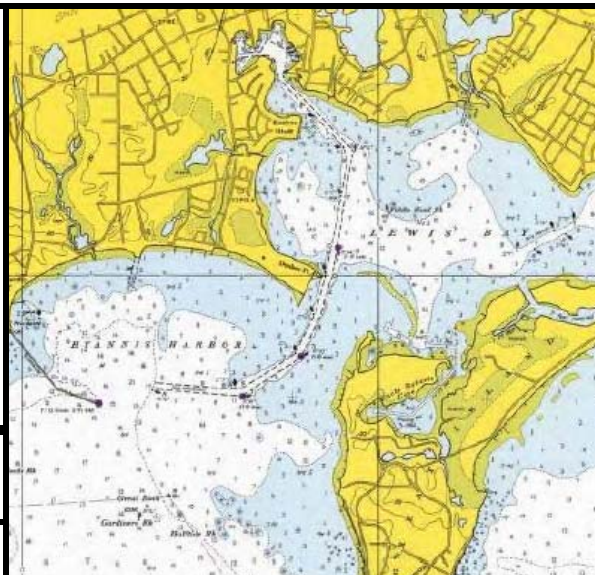
### Narrative

In 1893 the Electric Launch Company, better known as Elco, opened business as a builder of electric and gas propulsion boats used mostly for recreation. So popular was this enterprise that Thomas Edison, John Jacob Astor, and J.P. Morgan, among countless others, purchased their yachts for themselves. The 57' flat top cruiser **TEMORANGERIE** was built by Elco in 1923 for Dr. F.A. Bushey of New York who had been a doctor for the Union forces in the Civil War. Loss details are sketchy but Elco became even more famous for the countless number of PT boats they produced during World War II. Some of the Elco classic boats remain in service to this day and are highly sought after.

### RESEARCH SOURCES

1. Merchant Vessels of the United States - 1949
2. Internet sites relative to background information on Elco built vessels

## THOMAS BORDEN



### The Vessel

Type: Schooner  
Construction: Wood  
Dimensions: 105' x 28' x 8'  
Tonnage: 199  
Launched: South Dartmouth, MA in 1860  
Nationality: American  
Official No. 24178  
Home Port: Fall River, MA

### Final Voyage

Date of Loss: April 10, 1902  
Disaster Type: Ashore & Burned  
Final Status: Total Loss  
Location: Hyannis Harbor

### Narrative

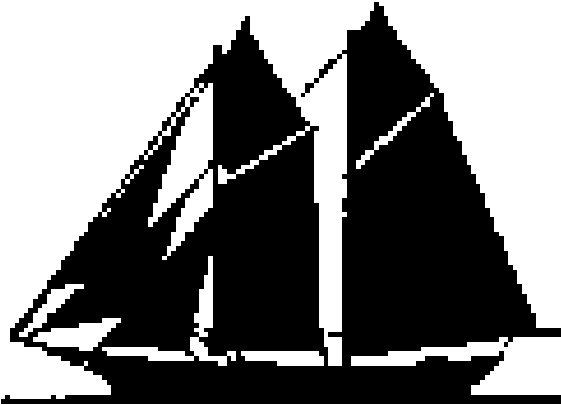
The schooner **THOMAS BORDEN** was another "old timer" at the time of her demise having spent more than forty years at sea plying her trade. She may have been employed in the lime trade at the time but that is not confirmed. The clue to that is that she was ashore and burned. It would be interesting, not that I have tracked it down, to see if the namesake of this vessel was related in any way to the notorious axe murderess Lizzie Borden of Fall River. No record of any salvage or subsequent recovery of this vessel has been found and given her age, she would not have survived the event.

### RESEARCH SOURCES

1. "Storms and Shipwrecks of New England" by E.R. Snow
2. "Encyclopedia of American Shipwrecks" by Bruce Bermen



## TRIUMPH



### The Vessel

Type: Schooner  
 Construction: Wood  
 Use: Fishing  
 Dimensions: 81' x 21' x 8'  
 Tonnage: 130  
 Launched: Essex, MA in 1859  
 Owner: John Low, Jr.  
 Master: E. Campbell  
 Nationality: American  
 Home Port: Gloucester, MA

### Final Voyage

Port of Departure: Gloucester, MA  
 Port of Destination: New York City, NY  
 Cargo: fish valued at \$12,000  
 Date of Loss: March 17, 1864  
 Disaster Type: Sunk  
 Cause: Collision in fog with steamer Western Metropolis  
 Final Status: Total Loss  
 Location: Near Cross Rip Lightship; maybe 1/4 mile east by north from the lightship

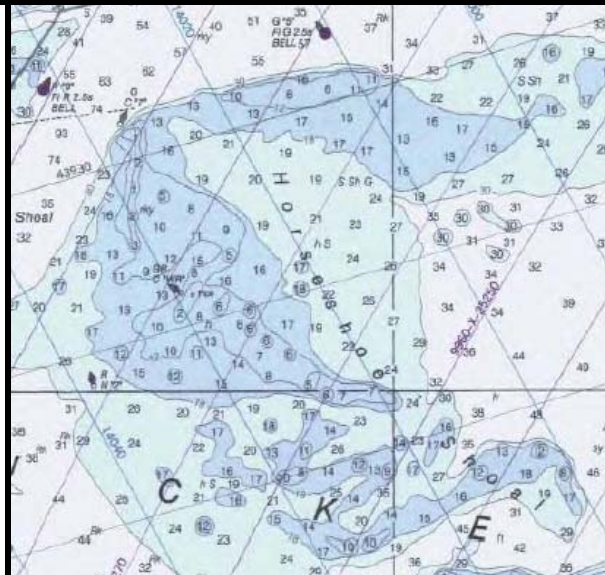
### Narrative

Steamers brought with them a new breed of ship master; one who due to economic pressures of the market would be more bold and be a bit less careful in diminished visibility. When the schooner **TRIUMPH** was run down by the steamer Western Metropolis, two hands were lost. The vessel was valued at \$9,000. As an interesting aside, a court case resulting from this disaster made it to the US Supreme Court in 1870. It seems that the owner of the schooner promised payment to the captain and mate if he won the case. This promise took place before they gave testimony on the incident. The steamship company got wind of this and when they appealed the case, the matter of having testimony from all parties taken by a committee, was the outcome.

### RESEARCH SOURCES

1. Boston Daily Advertiser - March 19th & 21st, 1864
2. "Out of Gloucester" - vessels lost in 1864 (Internet Source)
3. "Wrecks Around Nantucket" by Arthur H. Gardner

## Unidentified (1744)



### The Vessel

Type: Sloop  
Construction: Wood  
Use: Merchant  
Nationality: American  
Owner: Daniel Folger  
Home Port: Nantucket, MA

### Final Voyage

Port of Departure: Nantucket, MA  
Port of Destination: "the mainland"  
Master: Daniel Folger  
Cargo: passengers  
Date of Loss: October 30, 1744  
Disaster Type: Stranding  
Final Status: Total Loss  
Location: Horseshoe Shoal

### Narrative

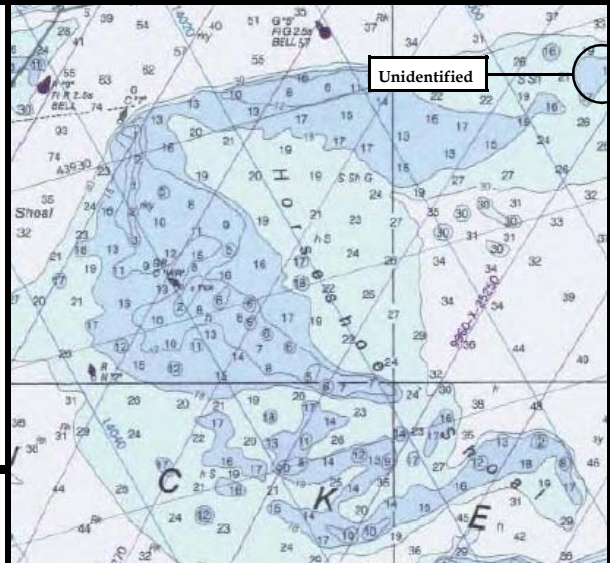
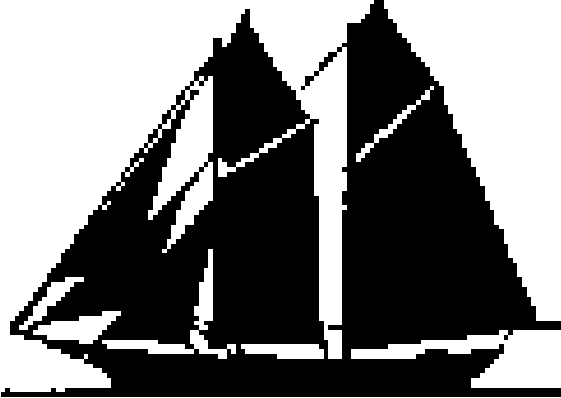
By far, the most intriguing vessel lost on Horseshoe Shoal is the sloop of one Daniel Folger, lost while sailing from Nantucket to the mainland with passengers on October 30, 1744. One of the first white families to settle Nantucket, the Folger family was prominent in its growth and development as early as the 17th century. What is truly amazing is that this Daniel Folger was first cousin to one of the greatest Americans who ever lived. His first cousin was none other than Benjamin Franklin, one of our countries founding fathers. In this wreck, Daniel and his son Peter were among the lost. The others included Richard Swain, another white man, two Indian men, a squaw and a papoose.

### RESEARCH SOURCES

1. "Wrecks Around Nantucket" by Arthur H. Gardner
2. Records of the Folger family retained by the Nantucket Historical Association

Historical Significance: Early 18th century vessel built and sailed from Nantucket

## Unidentified (1841)



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing?  
Nationality: American

### Final Voyage

Date of Loss: October 4, 1841  
Disaster Type: Sunk  
Cause: Storm  
Final Status: Total Loss  
Location: 2 miles west by south from Bishop & Clerks Shoal

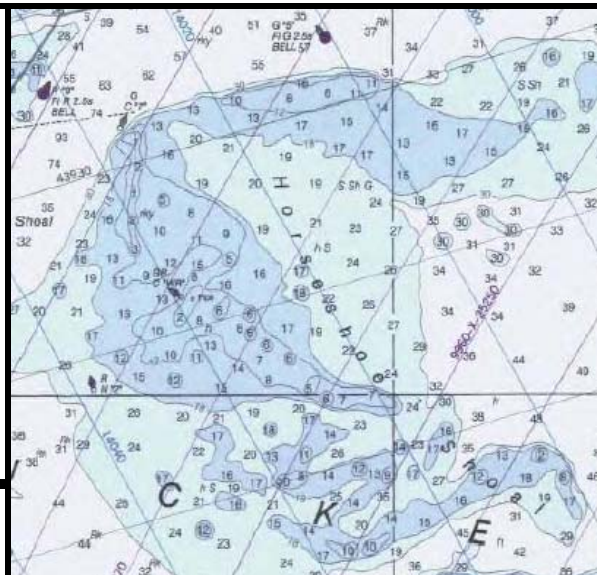
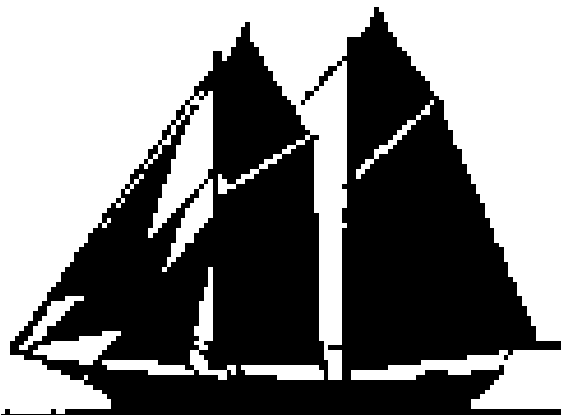
### Narrative

Sometimes, no one is on hand at the time of a severe disaster and speculation takes over. Those who are more prudent in reporting disasters where details are lacking simply report the facts they know, even if those are few. All that was known about this unidentified schooner is confirmation of her loss with at least one of her crew aboard. The vessel which located the wreck pulled off her bowsprit in an effort to salvage what they could. Wrapped in a sail attached to the bowsprit they found the dead body of a man. The salvagers surmised that the vessel was a fisherman, whether by the material removed or the appearance of the dead man is not stated

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841

## Unidentified (1841)



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing?  
Nationality: American

### Final Voyage



Date of Loss: October 3, 1841  
Disaster Type: Disappeared  
Cause: Northeast gale  
Location: Dragged ashore on rocks at Squaw's Island, Hyannis; later drifted off and not seen again – possibly ashore on Horse Shoe Shoal

### Narrative



Squaw island is situated between Hyannisport and West Hyannisport. Hyannis Point can be found at southwestern tip of the island. Most of the vessels wrecked in the October Gale of 1841 came from anchorages east of Hyannis and met their fate either ashore to the eastward of Point Gammon or drifted onto the offshore shoals. This single unidentified vessel was ashore west of the others but, like the others, came off the shore, drifted away and disappeared. Given the wind direction of this storm, she may have ended up on the shoals farther west than the others.



### RESEARCH SOURCES


1. Boston Daily Advertiser - October, 1841

Unidentified (1853)	
	
<p><u><i>The Vessel</i></u></p> <p>Type: Schooner Construction: Wood Nationality: American</p>	<p><u><i>Final Voyage</i></u></p> <p>Date of Loss: December 29, 1853 Disaster Type: Sunk Cause: Storm Final Status: Total Loss Location: In the waters off Dennis</p>
<p><u><i>Narrative</i></u></p> <p>One aspect of the search is often overlooked by all but the most intrepid researcher. It involves data that has nothing to do with the vessel but everything to do with the location of the wreck – it is the name of landmarks used as reference points in the account of the disaster. For example, the name Sandy Point was the most common name for a point of land covered with sand. If you lived in Newport or Chatham or even Block Island, you would understand the reference to Sandy Point with no hesitation. But when looking at a larger area, like an entire state or region, then locating a spot identified only as Sandy Point becomes a challenge. In similar fashion, it can be a challenge to decipher exactly which township is meant when a reference is made to Dennis. They could mean West Dennis, Dennisport or even South Dennis. In a local storm late in December of 1853 an unidentified schooner was lost off Dennis. It was reported sunk while at anchor with a loss of all hands and only her masts could be seen above the water. The obvious question, which part of Dennis was being referred to in this regard?</p>	
<p><u><i>RESEARCH SOURCES</i></u></p> <ol style="list-style-type: none"> <li>1. Boston Daily Advertiser - January, 1854</li> </ol>	

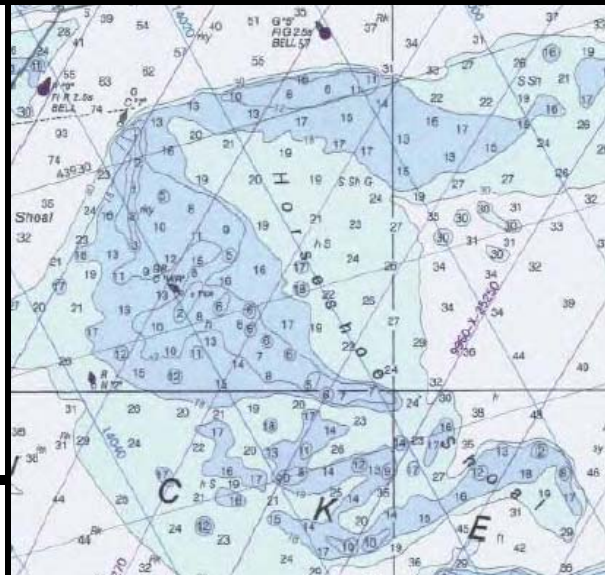
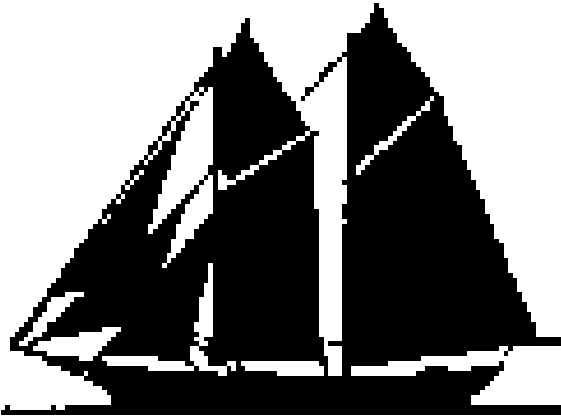


Unidentified (1878)	
	
<p><u><i>The Vessel</i></u></p> <p>Type: Schooner Construction: Wood Nationality: American</p>	<p><u><i>Final Voyage</i></u></p> <p>Date of Loss: October 12, 1878 Disaster Type: Sunk Cause: Storm Final Status: Total Loss Location: Just west of the Cross Rip Lightship</p>
<p><u><i>Narrative</i></u></p> <p>The goal of anyone searching for a wreck is to find out where it is located. One hundred and thirty years ago, the goal of the reporter was to relate the story of the disaster with emphasis on the mariners, the rescuers (if any) and the loss to the owners of the vessel. Although it would be untrue to suggest that salvage was not a concern, it was a secondary concern. Consequently, the exact location of the loss of the vessel was often unclear. In the case of the unidentified schooner lost in the October storm of 1878, the difficulty is in the interpretation of the word “just”. How far is “just”? That is the difficult question. I have seen accounts where a vessel is lost just off Bermuda where just means 10 miles. I have also seen accounts where a vessel is lost just off the beach and that one is reasonably clear. The schooner lost in the 1878 storm was lost just west of the Cross Rip Lightship. So how far to the west and, equally important to the searcher, was the lightship in her normal position at the time (lightships had a tendency to drag anchor in storms). This wreck belongs on a list of vessels which are, at best, very difficult to locate and identify.</p>	
<p><u><i>RESEARCH SOURCES</i></u></p> <ol style="list-style-type: none"> <li>1. Boston Daily Advertiser - October, 1878</li> </ol>	

Unidentified (1887)	
	
<p><u><i>The Vessel</i></u></p> <p>Type: Schooner Construction: Wood Nationality: American</p>	<p><u><i>Final Voyage</i></u></p> <p>Date of Loss: April 2, 1887 Disaster Type: Ashore &amp; Sunk Cause: Storm Final Status: Total Loss Location: On shoals, several miles off Cotuit</p>
<p><u><i>Narrative</i></u></p> <p><b>Boston Daily Advertiser - April 4, 1887</b></p> <p><i>A large unknown two-masted schooner ran on the shoals and sunk several miles off Cotuit, between Nantucket and Hyannis, during the storm of Saturday. Only her mast heads are visible from the shore. A boat was sent to her yesterday afternoon but the crew could not be found and are supposed to be lost.</i></p>	
<p><u><b>RESEARCH SOURCES</b></u></p> <ol style="list-style-type: none"> <li>1. Boston Daily Advertiser - April 4, 1887</li> </ol>	

Unidentified (1889)	
<p style="text-align: center;"><b>UNKNOWN RIG</b></p>	
<p style="text-align: center;"><u><b>The Vessel</b></u></p> <p>Construction: Wood Nationality: American</p>	<p style="text-align: center;"><u><b>Final Voyage</b></u></p> <p>Date of Loss: October, 1889 Disaster Type: Sunk Final Status: Total Loss Location: 1,160 yards north, 2 degrees west, from the Cross Rip Light vessel</p>
<p style="text-align: center;"><u><b>Narrative</b></u></p> <p>On occasion an interesting newspaper article will be the only clue to a wreck. The article below may (or may not) refer to the wreck of the tern schooner BENJAMIN GARTSIDE but that is only my speculation.</p> <p><b>Boston Daily Advertiser - October 22, 1889</b></p> <p><b>CROSS RIP SHOAL - WRECK MARKED WITH A BUOY</b></p> <p><i>A new horizontally striped buoy marking a wreck has been placed near the west end of Cross Rip Shoal, Nantucket Sound, on the north side of the channel, 1,160 yards North two degrees west from the Cross Rip Light Vessel.</i></p>	
<p style="text-align: center;"><u><b>RESEARCH SOURCES</b></u></p> <p>1. Boston Daily Advertiser - October 22, 1889</p>	

## UNION



### The Vessel

Type: Schooner  
Construction: Wood  
Nationality: American  
Home Port: Yarmouth, MA

### Final Voyage

Date of Loss: October 4, 1841  
Disaster Type: Disappeared  
Cause: Storm  
Final Status: No record of recovery  
Location: Dragged off from Hyannis or Bass River and not seen again—possibly ashore on Horse Shoe Shoal

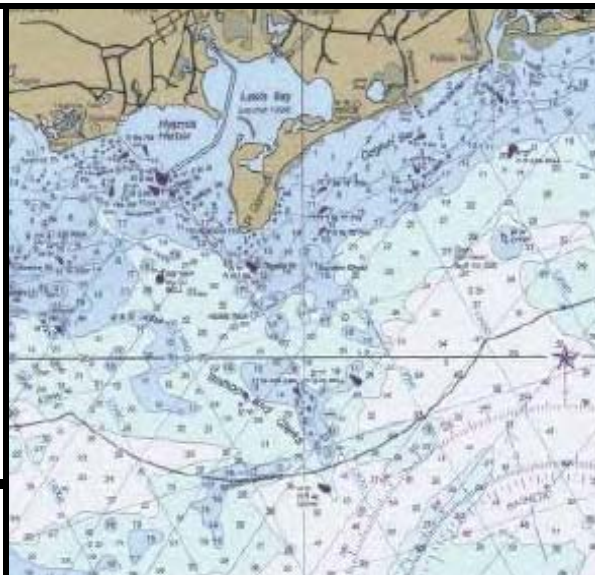
### Narrative

Patriotic themes in vessel names was at one time a very common practice with names such as AMERICA, AMERICAN EAGLE, AMERICAN PRIDE and UNITED STATES being found a number of times over the years. The schooner **UNION** may have been similarly named as that was a common term used at the time in reference to our still young republic. Regardless of the source of her name, this schooner was one of the unfortunates at anchor when the October gale of 1841 arrived. She dragged off as did numerous other vessels during the two-day storm and was not heard from again. The immediate proximity of Horseshoe Shoal to the anchorage site makes the possibility of her remains being at that location a strong one.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841
2. Barnstable Patriot - October, 1841

## VAN BUREN



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Fishing  
Nationality: American

### Final Voyage

Master: Crowell  
Date of Loss: October 3, 1841  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Total Loss  
Location: Near Parkers River

### Narrative

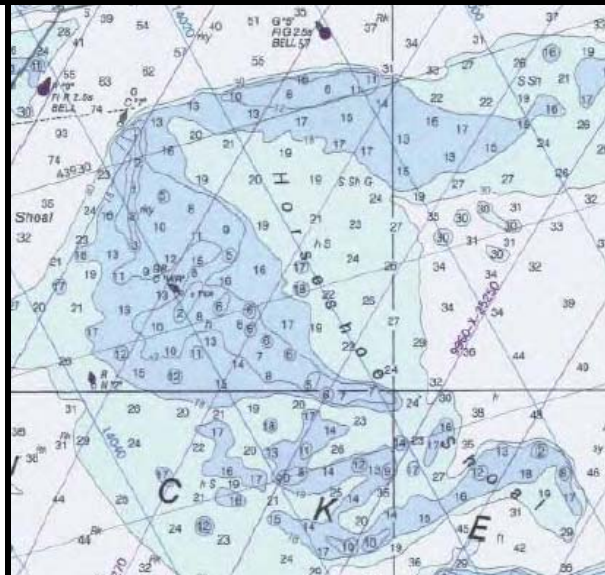
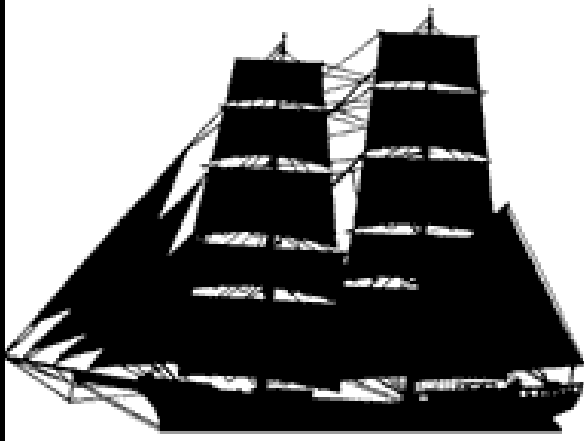
At least three vessels lost during the October gale of 1841 listed "Crowell" as master. There are a number of family names that are very common along this part of the cape; Nickerson, Snow and Crowell are among those. It is likely that the vessels reported as being commanded by a Crowell, i.e., PHOEBE ANN, SUSAN and **VAN BUREN** were all associated with this historic family. Parkers River is located about one third of the way between Bass River and Pt. Gammon and immediately adjacent to Dogfish Bar. It is possible that the wreck is located on that bar or Bishop & Clerks Shoal to the west. If, however, the vessel ran directly out of Parkers River her remains could lie on the northeastern part of Horseshoe Shoal.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October, 1841
2. Barnstable Patriot - October, 1841



## VENUS



### The Vessel

Type: Brig  
Construction: Wood  
Use: Merchant  
Nationality: American  
Home Port: Bath, ME

### Final Voyage

Port of Departure: New York City, NY  
Port of Destination: Boston, MA  
Cargo: flour  
Date of Loss: July 27, 1851  
Disaster Type: Stranding  
Final Status: Some salvage planned  
Location: Horseshoe Shoal

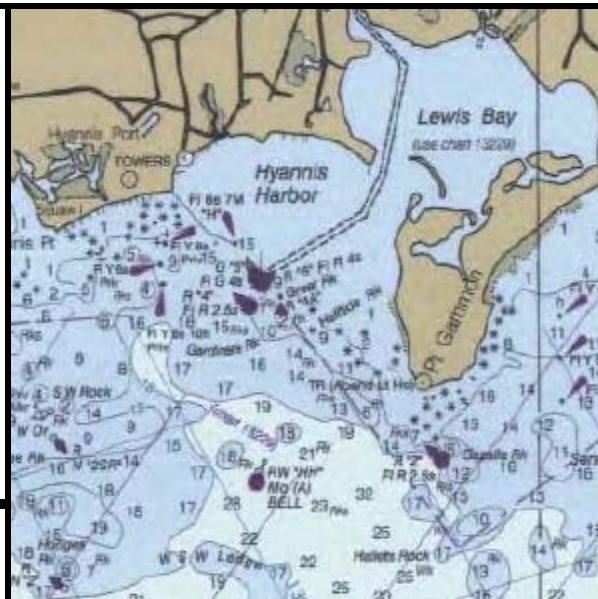
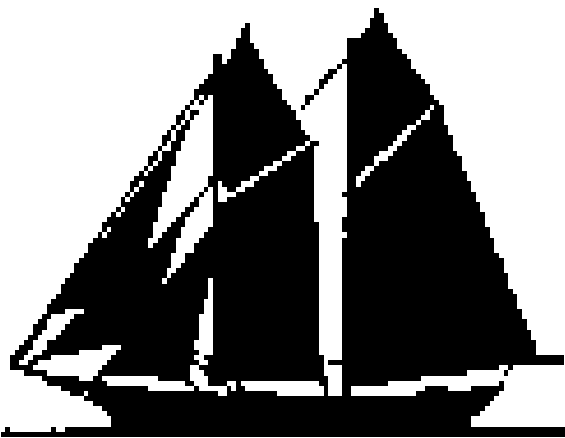
### Narrative

In the middle of the 19th century square rigged vessels which were popular in other countries around the world were being replaced with fore-and-aft rigged schooners in ever increasing numbers. Although the square rig was still many years away from extinction, the ability of a schooner or other fore-and-aft rigged vessel to be worked by a smaller crew was the allure. The Brig VENUS ran aground on Horseshoe Shoal but probably did not immediately break apart as the first accounts states that lighters had been employed to remove her cargo. Whether that took place or not and how successful the salvage was is not stated nor is her exact location on the shoal.

### RESEARCH SOURCES

1. Boston Daily Advertiser - July 31, 1851
2. Barnstable Patriot - July, 1851

## W.R. GENN



### The Vessel

Type: Schooner  
Construction: Wood  
Use: Merchant  
Tonnage: 127  
Launched: Bucksport, ME in 1845  
Owner: Captain L.B. Nye & others  
Nationality: American  
Home Port: Sandwich, MA

### Final Voyage

Port of Departure: Philadelphia, PA  
Port of Destination: Hyannis, MA  
Cargo: coal  
Date of Loss: October 19, 1865  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Total Loss  
Location: 2 miles from Hyannis

### Narrative

The movement of coal north from mines in the southern states was a stable trade for years and only diminished after the discovery of oil which proved to be a much more popular fuel and one which was easier to transport. Coal was carried in bulk and a vessel with such a cargo can be readily identified by the remnants left at the wreck site. The **W.R. GENN** was representative of the size of vessel used in this trade prior to the inception of multi-masted schooners which were intentionally built for bulk cargo. The schooner was reported as being two miles from Hyannis which suggests that she lies in the shipping channel as she was inbound for that port at the time of her loss.

### RESEARCH SOURCES

1. Boston Daily Advertiser - October 21, 1865, Marine Journal
2. Barnstable Patriot - October, 1865

## WASHINGTON FREEMAN



### The Vessel

Type: Schooner  
Construction: Wood  
Dimensions: 80' x 23' x 8'  
Tonnage: 96  
Launched: Portsmouth, NH in 1852  
Owner: J.A. Creighton & others  
Nationality: American  
Official No. 26387  
Home Port: Thomaston, ME

### Final Voyage

Master: S. Robinson  
Date of Loss: January 4, 1881  
Disaster Type: Sunk  
Cause: Snowstorm  
Final Status: Some salvage carried out  
Location: Bishop & Clerks Shoal

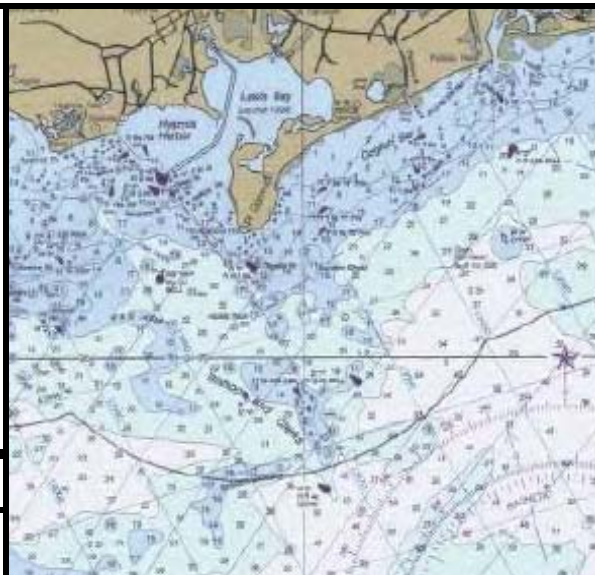
### Narrative

The early January snowstorm of 1881 claimed at least two vessels in the vicinity of Hyannis. The Bark HAPPY HOME received the most attention since she was considerably larger than the schooner **WASHINGTON FREEMAN**. In fact, the schooner was first reported as an unknown vessel. Accounts of the efforts to save materials from the vessel are vague with the newspapers noting only that, "*parties are saving what they can from the wreck*". No record relative to the fate of the crew or the final outcome of the salvage has been found.

### RESEARCH SOURCES

1. Boston Daily Advertiser - January 6th & 7th, 1881, Marine Journal
2. Providence Daily Journal - January, 1881

## WHITE FOAM



### The Vessel

Type: Schooner  
Construction: Wood  
Dimensions: 108' x 29' x 9'  
Tonnage: 196  
Launched: Patchogue, Long Island, NY in 1855  
Owner: P.M. Mathewson  
Nationality: American  
Official No. 25648  
Home Port: Providence, RI

### Final Voyage

Master: Hatch  
Date of Loss: January 9, 1886  
Disaster Type: Stranding  
Cause: Storm  
Final Status: Went to pieces  
Location: 2 miles southwest from Bass River Light; Dogfish Bar

### Narrative

There were at least two schooners lost in a January storm in 1886. The first was the schooner CONGRESS which went ashore and sunk at Osterville. The other was the schooner **WHITE FOAM** about which the following was written:

#### **Boston Daily Advertiser - January 11, 1886**

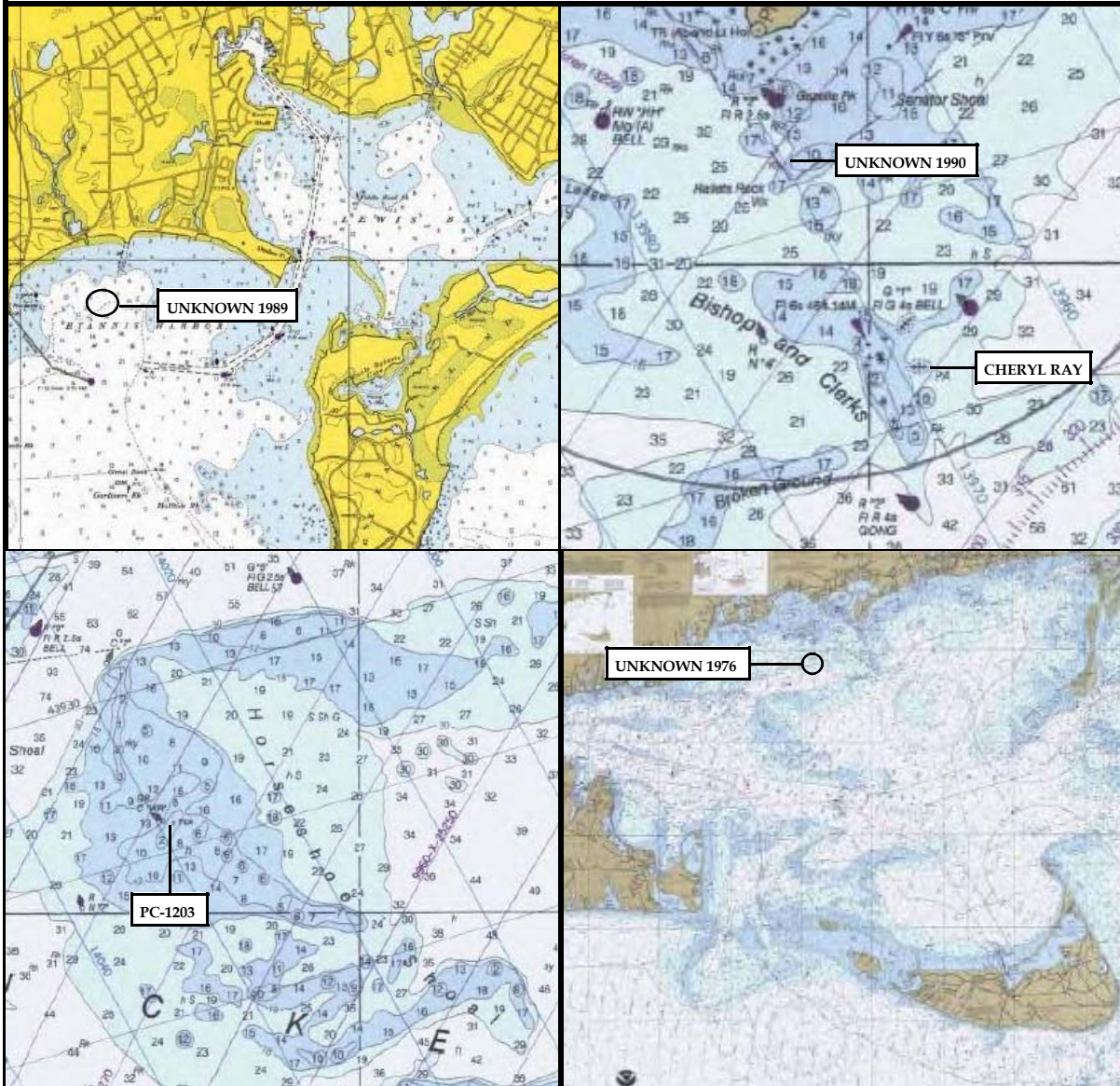
*Dennisport, MA, Jan, 10 - Early this morning the beach near Bass River Lighthouse presented an unusual scene. Wreckers and others lined the beach for a mile or two. Portions of the unknown schooner reported as gone to pieces yesterday were strewn along the shore. A quarter board was picked up with the name "WHITE FOAM". The crew was taken off by the life boat of the tug Storm King.*

### RESEARCH SOURCES

1. Boston Daily Advertiser - January 11, 1886, Marine Journal
2. "Storms and Shipwrecks of New England" by E.R. Snow



## MODERN WRECKS



### Vessels

A number of modern vessel sites (less than 50 years old) can be found in this area. Although generally not historic in nature, they illustrate the number of different locations where wrecks may occur in the vicinity. The vessels shown are as follows:

- PC-1203 - Patrol Craft lost at the center of Horseshoe Shoal (41-13-17N 70-14-34W) in 1963
- Unknown - 40' cabin cruiser lost outside Hyannis (41-34-35N 70-20-19W) in 1976
- CHERYL RAY - Fishing vessel lost off Bishop & Clerks Shoal (41-34-17N 70-14-34W) in 1985
- Unknown - 40' Fishing vessel lost in Hyannis Harbor (41-37-50N 70-17-27W) in 1989
- Unknown - 21' pleasure boat near Halletts Rock (41-35-22N 70-16-05W) in 1990