

BIG BARK ON BEACH

FOUR MASTER COMES ASHORE IN
GALE FRIDAY NIGHT

So High on the Beach One Can Walk
Around Her at Low Tide—No At-
tempt Made to Get Her Off—Insur-
ance Had Lapsed.

The four-masted steel bark Puritan, bound from New York for Boston in tow of the ocean tug Teaser, ran on the beach last Friday night about a mile west of the Bellport life-saving station. The big bark proved too much for the tug and the latter had to cut loose when the Puritan, being very lightly laden, began to slide shoreward. The bark dropped two anchors and doubtless would have weathered the gale had not the wind suddenly shifted to the southeast. With a high sea rolling in, the cables could not stand the strain, giving way very quickly, and the bark plunged on the outer bar.

The captain, his wife and two children, the mate, the negro steward's wife and thirteen men had to perch in the rigging

rare sight indeed, the undamaged steel ship resting gracefully high up on the sandy beach where but a few short months ago our summer visitors sat and spooned.

Scoters Ahoy!

Scotering began Friday and a few of the little speed-eaters went out, but lack of wind prevented much sport. On Sunday the scotering was continued after a day of bad weather, but only one party, Capt. John Smith, got to the beach. A few youngsters in a little boat attempted the passage but gave it up and fortunately got back without mishap.

Monday, however, the scoters were numerous and the accidents were thick and fast, owing to the air-holes and high ice hummocks scattered over the bay.

Noble Chapman, Charles Palmer and Louis Baker, in the latter's scooter, had a little excitement. In jumping a hummock, a plank in the scooter was wrenched and when the boat struck an air-hole soon after it began to fill. The boys, however, leaped to the ice and got the scooter out without getting wet.

Robert Sharp's beautiful little racer, Mildred, collided with a hummock and

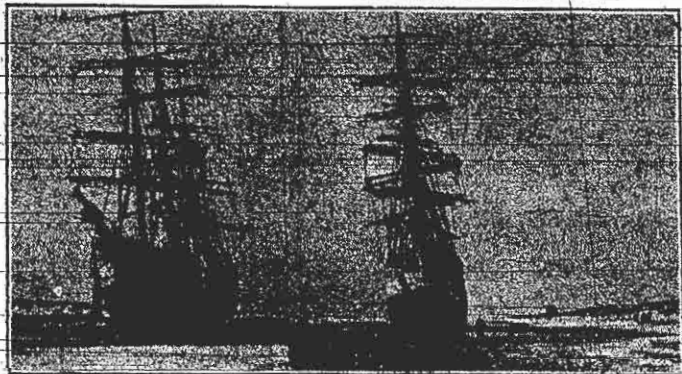


Photo by Chapman Brothers

Two Views of the Stranded Vessel on the Beach

as the ship drove through the big sea over the outer bar and drifted broadside to the beach where she lay in the breakers. Captain Kreamer and crew of the Bellport station were soon at the scene of the disaster and the Bluepoint and Smith's Point crews were sent for, arriving post haste. It was decided to fire a shot and line over the bark and use the breeches buoy as a means of rescue but before this could be done a boat arrived from the Puritan carrying five men who were immediately hurried to the Bellport station.

The life-savers then used the boat in rescuing the rest of those on the ship and all were hurried to the station and promptly cared for.

The captain and mate returned to the ship Saturday while the others were taken to Bellport and from there went to New York.

The captain's wife and children are spending the week with Capt. Kreamer's wife at the Bellport station.

Upon hearing of the disaster Lieut. Edmonds dispatched a wireless from the Fire Island station and located the revenue cutter Mohawk at the Delaware breakwater. She immediately started for the scene of the wreck but a second message from the Lieutenant announced that the crew of the ship had been saved and the Mohawk did not arrive.

There are many unusual facts about the stranding of the Puritan which have not been mentioned in the New York papers. The Puritan is 301 feet long and draws eight of water. When she struck the shoal water on the outer bar she rolled over until her deck was covered with sand from the bar and despite this fact not one of those clinging to the rigging was washed away.

Baymen say the tide on the beach Friday was the highest in years, the crests of the breakers being plainly visible from this side of the bay. Since the tide has receded one can walk, with hip boots, to the side of the Puritan.

Two of the stockholders in the company which owns the boat were in town this week and one of them, in conversation with a Patchogue party, said: "We cannot afford to pay the price of the ship to have her dragged off, and if they ask too much she can stay there." He also said he was perfectly satisfied that Captain Chapman did all that any one could do to save the ship but he didn't understand why the skipper left New York when his barometer must have foretold the coming storm.

The captain of one of the Merritt-Chapman wrecking tugs which arrived Sunday said to one of the life-savers: "Take her off? Why we could float the life-saving station itself if we got our price."

There is not the least danger of the big ship going to pieces as she is in good condition and inside the break of the surf. It only remains for the owners and the wrecking company to agree upon terms. If this is not done and the ship is damaged she will then be taken to the wharves.