

1
Maxwell Trochs. Called I was 1st Officer of ship^{B.}
I was on deck of Bohemian when
we made the lights - judged 5 or 6 miles
off - could not be certain it was hazy,
lights bore N.N.W. when first discovered
Were steering N.W. by W. this had been the
course after 6 o'clock, after seeing lights
we ~~we~~ changed course to N. then N. by E.
we run that course 1/2 hour before we
struck. Struck lightly a raring grind,
But for the swell I do not think she
would have touched at all. Found she
made water immediately. Fires were
out in less than 10 minutes, the engines
stopped in 10 minutes^{more}. Cannot tell
how ^{far} we ran before anchoring - my time
was much taken up - Was with No 2
boat. The order to clear away the boats was
given as soon as water was made.
I made 3 attempts to clear away my boat
but was once sent to get anchor ready
and again to cast it. When I came back
everytime I found great confusion.

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Date: 1864

Description: Maxwell Trochs, first officer on the steamer Bohemian, which wrecked on ledge off Cape Elizabeth in February 1864, testified that "but for the swell, I do not think she would have touched at

My boat was not over loaded but enough were in and around her to prevent those who belonged to her ^{from working} ~~to get near~~ her. When she swamped I was standing near her prepar' to lower the forward tackle when the after fall was either let go or the pin holdy it broke. I made every exertion by persuasion & by ^{the people from the boat so that she could be put into water properly} force to get ~~to my place~~. The lamp-trimmer had charge of after tackle - I gave him strict orders on no acct to let go till I told him. I had given the order to lower the forward end - the fore end was higher and I wished to ^{the boat} level it. After the swamping several ^{were} on the rail with ropes afterwards a ladder ^{by command of the capt.} was put there but the passage in water soon became too much exhausted to help themselves. One of the boats came round but was unable to do much on acct of swell. The boat No 2. was left - an effort was made to bail it out ^{but unsuccessfully on acct of the swell.} By this time the other

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3
boats were full and off - No 4 came
up to the ship. No 6 went off and
never returned, no ships officer was
on board No 6. ^{mostly cabin passengers on board} No 6 had 10 to 14 on board
would carry 25 or 30, they heard and
answered ^{my hail.} When I got into No 4 I cleared
her ~~up~~ ^{out} to make room for passengers
afterwards got alongside ship and took
as many on board as I could at that
time and put them on the other boats.
The other boats were well filled and
too large to come alongside with safety.
When the ship heeled over several came
into my boat - some down the side by
ropes and some jumped overboard and swam
to my boat. I then had 15 men & 5 or 6 women
I asked the Capt. should I make for the
shore or for the harbor - Capt said yes
go. I made the best of my way ^{toward} the
shore near C.E. light and made as
much noise as we could to attract
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way to Port harbor. Followed the noise
 of the surf. got to city between 4 & 5 o'clock
 I went back on tug ^{the passengers were sent to town under charge of 3rd officer} ^{and put on board Caledonia Steam.} ^{passengers were}
 wet - At Port. light we tried hail but
 it did no good. Our principal guide in
 entering the harbor ^{was} the whistle of Boston boat, ^{comg in & the fog bell}
 I think everythg was done possible to
 save life - have been in many disasters
 but never saw men work better. - Saw
 Boston boat go out - I was on deck all the time
 from after seej C.E. light. I had no talk
 with capt. about our position. I scarcely
 had time to think about that.

The boats were in excellent condition
 before the accident. Two voyages ^{previous} we had
 exercised the boats crews on the boats.
 Boats falls were hemp except the two
 after - Have been with Capt B. 14 voyages
 there were 6 boats - all described in our certifi-
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It was when the ship settled down that
 most of those lost were washed off. Not more
 than 12 were in the boat when it swamped
 As soon as possible the star fall was
 let go. If that boat had not been lost
 few or none of the passengers would have
 been drowned. ^{we would have got them into the boat before ship again.} All was done that could
 be to get the passengers into the rigging before
 the ship went down. No person suggested
 to me that we were in a dangerous position
 before we struck. Capt Wells was in
 the boat with me and rendered very great
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