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FROM THE

UNITED STATES GOVERNMENT

THROUGH

*The Treasury Dept.*

*26 Feb. 1894.*











ANNUAL REPORT <sup>VIII, 476</sup>

OF THE

OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1892.



WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
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TREASURY DEPARTMENT.  
Document No. 1620.  
*Life-Saving Service.*

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## ERRATA.

Page 18, general summary, line 9, for "9,989" read "9,900."

Page 18, general summary, line 10, for "26,081" read "25,988."

Page 51, November 10, for steamer "*Henry E. Packer*" read "*Harry E. Packer.*"

Page 69, October 19, for schooner "*A. B. C. F. W.*" read "*A. B. C. F. M.*"

Page 103, March 20, for "fire extinguished" read "shelter and succor."

(4)

# ORGANIZATION

## OF THE

# UNITED STATES LIFE-SAVING SERVICE.

(In Conformity with Act of Congress Approved June 18, 1878.)

SUMNER I. KIMBALL, General Superintendent, Washington, District of Columbia.  
HOBACE L. PIPER, Assistant General Superintendent, Washington, District of Columbia.

Capt. CHARLES A. ABBEY, United States Revenue Marine, Inspector of Life-Saving Stations, No. 24 State street, New York City.

Capt. CHARLES A. ABBEY, United States Revenue Marine, No. 24 State street, New York City. Capt. GEORGE W. MOORE, United States Revenue Marine, No. 24 State street, New York City. Capt. JOHN W. WHITE, United States Revenue Marine, East Oakland, Alameda County, California. Capt. CHARLES A. ABBEY, United States Revenue Marine, No. 24 State street, New York City.	}	Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.  Superintendents of Construction Life-Saving Stations, Pacific Coast.
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### ASSISTANT INSPECTORS.

*First District.* } Lieut. JOHN DENNETT, United States Revenue Marine, Post-Office  
*Second District.* } Building, Boston, Massachusetts.

*Third District.*—Lieut. WM. H. ROBERTS, United States Revenue Marine, Center Moriches, New York.

*Fourth District.*—Lieut. CHARLES H. MCCLELLAN, United States Revenue Marine, Toms River, New Jersey.

*Fifth District.*—Lieut. FRANK G. F. WADSWORTH, United States Revenue Marine, Onancock, Virginia.

*Sixth District.*—Lieut. WALSTEIN A. FAILING, United States Revenue Marine, Elizabeth City, North Carolina.

*Seventh District.*—Capt. JOHN C. MITCHELL, United States Revenue Marine, Custom-House, Charleston, South Carolina.

*Eighth District.*—Capt. FRED. M. MUNGER, United States Revenue Marine, Custom-House, Galveston, Texas.

*Ninth District.* } Lieut. JOHN C. MOORE, United States Revenue Marine, Custom-House,  
*Tenth District.* } Detroit, Michigan.

*Eleventh District.*—Lieut. HENRY B. ROGERS, United States Revenue Marine, Custom-House, Chicago, Illinois.

*Twelfth District.*—Capt. JOHN W. WHITE, United States Revenue Marine, East Oakland, Alameda County, California.

Capt. GEORGE W. MOORE, United States Revenue Marine, on special duty, No. 24 State street, New York City.

Lieut. THOMAS D. WALKER, United States Revenue Marine, on special duty, Washington, District of Columbia.

Lieut. W. E. REYNOLDS, United States Revenue Marine, on temporary duty, Washington, District of Columbia.

## DISTRICT SUPERINTENDENTS.

- First District.*—JOHN M. RICHARDSON, Portland, Maine.  
*Second District.*—BENJAMIN C. SPARROW, East Orleans, Massachusetts.  
*Third District.*—ARTHUR DOMINY, Bay Shore, New York.  
*Fourth District.*—JOHN G. W. HAVENS, Point Pleasant, New Jersey.  
*Fifth District.*—BENJAMIN S. RICH, Onancock, Virginia.  
*Sixth District.*—JOSEPH W. ETHERIDGE, Poplar Branch, North Carolina.  
*Seventh District.*—HIRAM B. SHAW, New Smyrna, Florida.  
*Eighth District.*—WILLIAM A. HUTCHINGS, Galveston, Texas.  
*Ninth District.*—DAVID P. DOBBINS, Buffalo, New York.  
*Tenth District.*—JEROME G. KIAH, Sand Beach, Michigan.  
*Eleventh District.*—NATHANIEL ROBBINS, Grand Haven, Michigan.  
*Twelfth District.*—THOMAS J. BLAKENEY, Appraiser's Building, San Francisco, California.

## ASSISTANT DISTRICT SUPERINTENDENT.

- Third District.*—HERBERT M. KNOWLES, Wakefield, Rhode Island.

## BOARD ON LIFE-SAVING APPLIANCES.

- Prof. CECIL H. PEABODY, Massachusetts Institute of Technology, Boston, Massachusetts,  
*President.*  
Capt. CHARLES A. ABBEY, United States Revenue Marine, Inspector of Life-Saving Stations, No. 24 State street, New York City.  
Capt. DAVID A. LYLE, Ordnance Department, United States Army, Box 1606, Philadelphia, Pa.  
Lieut. THOMAS D. WALKER, United States Revenue Marine, Assistant Inspector, Life-Saving Stations, Washington, D. C., *Recorder.*  
BENJAMIN C. SPARROW, Superintendent Second Life-Saving District, East Orleans, Massachusetts.  
JEROME G. KIAH, Superintendent Tenth Life-Saving District, Sand Beach, Michigan.  
HERBERT M. KNOWLES, Assistant Superintendent Third Life-Saving District, Wakefield, Rhode Island.

## LETTER OF TRANSMITTAL.

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TREASURY DEPARTMENT,  
UNITED STATES LIFE-SAVING SERVICE,  
*Washington, D. C., November 28, 1892.*

SIR: I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1892, and of the expenditures of the moneys appropriated for the maintenance of the Service for that period, in accordance with the requirements of section 7 of the act of June 18, 1878.

A compilation of the statistics of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea or on the coasts of foreign countries, collected under authority of the act of June 20, 1874, is appended.

Very respectfully,

SUMNER I. KIMBALL,  
*General Superintendent.*

Hon. CHARLES FOSTER,  
*Secretary of the Treasury.*



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OPERATIONS  
OF THE  
UNITED STATES LIFE-SAVING SERVICE.  
1892.

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(9)





# REPORT

## OF THE

# UNITED STATES LIFE-SAVING SERVICE,

## 1892.

### OPERATIONS.

The Life-Saving Establishment embraced at the close of the fiscal year two hundred and forty-two stations, situated on the sea and lake coasts as follows :

First District (coasts of Maine and New Hampshire).....	12
Second District (coast of Massachusetts).....	23
Third District (coasts of Rhode Island and Long Island).....	39
Fourth District (coast of New Jersey).....	41
Fifth District (coast from Cape Henlopen to Cape Charles).....	17
Sixth District (coast from Cape Henry to Cape Fear River).....	29
Seventh District (coasts of South Carolina, Georgia, and eastern Florida).....	12
Eighth District (Gulf coast).....	8
Ninth District (Lakes Erie and Ontario).....	10
Tenth District (Lakes Huron and Superior).....	15
Eleventh District (Lake Michigan).....	24
Twelfth District (Pacific coast).....	12
Total .....	242

Of these stations one hundred and eighty one were on the Atlantic and Gulf coasts, forty-eight on the coasts of the Great Lakes, twelve on the Pacific coast, and one at the Falls of the Ohio, Louisville, Kentucky.

The following statement shows the periods of the employment of surfmen at such of the stations as were manned with crews during any portion of the year; which periods respectively constitute what is termed the active season :

#### *Employment of surfmen, season of 1891-'92.*

District.	Stations.	Periods of employment.
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Hunkiwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, and Rye Beach.	6 surfmen at each station from Sept. 1, 1891, to Nov. 30, 1891, inclusive, and 7 at each from Dec. 1, 1891, to Apr. 30, 1892, inclusive.
2	Burnt Island..... Plum Island, Knobbs Beach, Davis Neck, Point Allerton, North Scituate, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Chatham, Coskata, Surfside, Great Neck, Muskeget, and Cuttyhunk.	7 surfmen from Feb. 9 to Apr. 30, 1892, inclusive. 6 surfmen at each station from Sept. 1, 1891, to Nov. 30, 1891, inclusive, and 7 at each from Dec. 1, 1891, to Apr. 30, 1892, inclusive.

*Employment of surfmen, season of 1891-'92—Continued.*

District.	Stations.	Periods of employment.
2	Monomoy.....	7 surfmen from Sept. 1, 1891, to Nov. 30, 1891, inclusive, and 8 from Dec. 1, 1891, to Apr. 30, 1892, inclusive.
3	Brentons Point, Narragansett Pier, Point Judith, Watch Hill, New Shoreham, Block Island, Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Petunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Coney Island, and Eatons Neck.	6 surfmen at each station from Sept. 1, 1891, to Nov. 30, 1891, inclusive, and 7 at each from Dec. 1, 1891, to Apr. 30, 1892, inclusive.
4	Sandy Hook, Spermaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwicks, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harveys Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corsons Inlet, Sea Isle City, Townsends Inlet, Tathams, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May	6 surfmen at each station from Sept. 1, 1891, to Nov. 30, 1891, inclusive, and 7 at each from Dec. 1, 1891, to Apr. 30, 1892, inclusive.
5	Lewes, Cape Henlopen, Rehoboth Beach, Indian River Inlet, Ocean City, North Beach, Green Run Inlet, Popes Island, Assateague Beach, Wallops Beach, Matomkin Inlet, Wachapreague, Paramores Beach, Cobbs Island, and Smiths Island.	6 surfmen at each station from Sept. 1, 1891, to Nov. 30, 1891, inclusive, and 7 at each from Dec. 1, 1891, to Apr. 30, 1892, inclusive.
	Hog Island.....	8 surfmen from Sept. 1, 1891, to Apr. 30, 1892, inclusive.
	Fenwicks Island.....	7 surfmen from Dec. 4, 1891, to Apr. 30, 1892, inclusive.
6	Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Caffees Inlet, Paul Gamieles Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodes Island, Oregon Inlet, Pea Island, New Inlet, Chicamiconico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Ocracoke, Cape Lookout, Cape Fear, and Oak Island.	6 surfmen at each station from Sept. 1, 1891, to Nov. 30, 1891, inclusive, and 7 at each from Dec. 1, 1891, to Apr. 30, 1892, inclusive.
	Cape Hatteras.....	8 surfmen from Sept. 1, 1891, to Apr. 30, 1892, inclusive.
	Creeds Hill.....	6 surfmen from Sept. 1, 1891, to Nov. 10, 1891, and 8 from Nov. 11, 1891, to Apr. 30, 1892, inclusive.
7	Morris Island and Jupiter Inlet.....	6 surfmen at each station from Sept. 1, 1891, to Apr. 30, 1892, inclusive.
8	Santa Rosa, Sabine Pass, San Luis, Velasco, Saluria, Aransas, and Brazos.	6 surfmen at each station from Sept. 1, 1891, to Apr. 30, 1892, inclusive.
	Galveston.....	7 surfmen from Sept. 1, 1891, to Apr. 30, 1892, inclusive.
9	Big Sandy, Oswego, Charlotte, Buffalo, Erie, Fairport, Cleveland, and Point Marblehead.	7 surfmen at each station from July 1, 1891, to Dec. 15, 1891, inclusive, and 7 at each from Apr. 20, 1892, to June 30, 1892, inclusive.
	Louisville.....	6 surfmen from July 1, 1891, to June 30, 1892, inclusive.
10	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, Thunder Bay Island, Middle Island, and Bois Blanc.	8 surfmen at each station from July 1, 1891, to Dec. 10, 1891, inclusive, and 8 at each from Apr. 13, 1892, to June 30, 1892, inclusive.
	Hammonds Bay.....	8 surfmen from July 1, 1891, to Dec. 10, 1891, inclusive, and 8 from Apr. 15, 1892, to June 30, 1892, inclusive.
10	Vermillion Point.....	7 surfmen from July, 1891, to Dec. 5, 1891, inclusive, and 7 from Apr. 24, 1892, to June 30, 1892, inclusive.
	Crisps, Two Heart River, and Muskallonge Lake.	7 surfmen at each station from July 1, 1891, to Dec. 5, 1891, inclusive, and 7 at each from Apr. 23, 1892, to June 30, 1892, inclusive.
	Marquette.....	8 surfmen from July 1, 1891, to Dec. 5, 1891, and 8 from Apr. 21, 1892, to June 30, 1892, inclusive.
	Ship Canal.....	8 surfmen from July 1, 1891, to Dec. 5, 1891, inclusive, and 8 from Apr. 23, 1892, to June 30, 1892, inclusive.

*Employment of surfmen, season of 1891-'92—Continued.*

District.	Stations.	Periods of employment.
11	North Manitou Island.....	7 surfmen from July 1, 1891, to Nov. 30, 1891, inclusive, and 7 from Apr. 11, 1892, to June 30, 1892, inclusive.
	Point Betsey, Frankfort, Manistee, Grande Pointe au Sable, Muskegon, St. Joseph, Michigan City, South Chicago, Racine, Sheboygan, Two Rivers, and Sturgeon Bay Canal.	7 surfmen at each station from July 1, 1891, to Dec. 5, 1891, inclusive, and 7 at each from Apr. 1, 1892, to June 30, 1892, inclusive.
	Ludington, Grand Haven, and Chicago.	7 surfmen at each station from July 1, 1891, to Dec. 10, 1891, inclusive, and 7 at each from Apr. 1, 1892, to June 30, 1892, inclusive.
	Pentwater, White River, Holland, South Haven, Evanston, Kenosha, and Milwaukee.	7 surfmen at each station from July 1, 1891, to Nov. 30, 1891, inclusive, and 7 at each from Apr. 1, 1892, to June 30, 1892, inclusive.
12	Shoalwater Bay, Humboldt Bay, Point Reyes, and Golden Gate Park.	7 surfmen at each station from July 1, 1891, to June 30, 1892, inclusive.
	Cape Disappointment, Point Adams, and Fort Point.	8 surfmen at each station from July 1, 1891, to June 30, 1892, inclusive.
	Cape Arago .....	7 surfmen from Aug. 1, 1891, to June 30, 1892, inclusive.
	Coquille River .....	7 surfmen from Mar. 1, 1892, to June 30, 1892, inclusive.
	Umpquah River.....	7 surfmen from Mar. 2, 1892, to June 30, 1892, inclusive.

It will be observed that but two stations in the Seventh District are included in the foregoing statement, the remaining ten being simply well provisioned houses of refuge for the shipwrecked, under the charge of keepers only. Crews are not employed at these houses of refuge, for reasons which have been stated in former reports.

## STATISTICS.

The number of disasters to documented vessels within the field of station operations during the year was three hundred and thirty-seven. There were on board these vessels two thousand five hundred and seventy persons, of whom two thousand five hundred and fifty were saved and twenty lost. The estimated value of the vessels involved in these disasters was \$5,584,160, and that of their cargoes \$2,700,365, making the total value of property imperiled \$8,284,525. Of this amount, \$7,111,005 was saved and \$1,173,520 lost. The number of vessels totally lost was sixty.

In addition to the foregoing there were during the year one hundred and seventy casualties to smaller craft, such as sailboats, rowboats, etc., on which there were three hundred and fifty-three persons, three hundred and forty-six of whom were saved and seven lost. The property involved in these instances is estimated at \$67,810, of which \$63,470 was saved and \$4,340 lost.

The results of all the disasters within the scope of the Service aggregate, therefore, as follows:

Total number of disasters.....	507
Total value of property involved .....	\$8,352,335
Total value of property saved .....	\$7,174,475
Total value of property lost.....	\$1,177,860

Total number of persons involved .....	2, 923
Total number of persons lost .....	27
Total number of shipwrecked persons succored at stations .....	*658
Total number of days' succor afforded .....	*1, 754
Number of vessels totally lost .....	60

The apportionment of the foregoing statistics to the Atlantic, Lake, and Pacific coasts, respectively, is shown in the following table:

	Total number of disasters.	Total value of vessels.	Total value of cargoes.	Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss of vessels.
Atlantic and Gulf coasts....	258	\$3, 042, 025	\$1, 774, 500	\$4, 816, 525	\$3, 952, 025	\$864, 500	1, 505	11	534	1, 542	54
Lake coasts.....	217	2, 155, 100	776, 685	2, 931, 785	2, 694, 490	237, 295	1, 157	8	113	201	5
Pacific coast.....	32	448, 965	155, 060	604, 025	527, 960	76, 065	261	8	11	11	1
Total .....	507	5, 646, 090	2, 706, 245	8, 352, 335	7, 174, 475	1, 177, 860	2, 923	27	658	1, 754	60

The apportionment to the several districts is as follows :

*First District.*

Number of disasters.....	56
Value of vessels.....	\$267, 990
Value of cargoes .....	\$40, 855
Total value of property.....	\$308, 845
Number of persons on board vessels.....	238
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	37
Number of days' succor afforded.....	99
Value of property saved.....	\$225, 860
Value of property lost .....	\$82, 985
Number of disasters involving total loss of vessels.....	9

*Second District.*

Number of disasters.....	34
Value of vessels.....	\$174, 850
Value of cargoes .....	\$384, 190
Total value of property.....	\$559, 040
Number of persons on board vessels.....	198
Number of persons lost .....	1
Number of shipwrecked persons succored at stations.....	26
Number of days' succor afforded .....	34
Value of property saved .....	\$348, 175
Value of property lost .....	\$210, 865
Number of disasters involving total loss of vessels.....	10

\*These figures include persons to whom succor was given who were not on board vessels embraced in Table of Casualties.

†Including the river station at Louisville, Kentucky.

*Third District.*

Number of disasters.....	30
Value of vessels.....	\$212, 360
Value of cargoes .....	\$33, 490
Total value of property.....	\$245, 850
Number of persons on board vessels.....	107
Number of persons lost .....	1
Number of shipwrecked persons succored at stations.....	34
Number of days' succor afforded.....	94
Value of property saved .....	\$221, 190
Value of property lost.....	\$24, 660
Number of disasters involving total loss of vessels .....	6

*Fourth District.*

Number of disasters.....	37
Value of vessels.....	\$577, 100
Value of cargoes .....	\$566, 500
Total value of property.....	\$1, 143, 600
Number of persons on board vessels.....	258
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations.....	78
Number of days' succor afforded.....	168
Value of property saved.....	\$1, 075, 790
Value of property lost.....	\$67, 810
Number of disasters involving total loss of vessels .....	10

*Fifth District.*

Number of disasters.....	32
Value of vessels.....	\$685, 840
Value of cargoes.....	\$335, 115
Total value of property.....	\$1, 020, 955
Number of persons on board vessels.....	328
Number of persons lost.....	8
Number of shipwrecked persons succored at stations.....	149
Number of days' succor afforded.....	632
Value of property saved.....	\$631, 780
Value of property lost.....	\$389, 175
Number of disasters involving total loss of vessels.....	10

*Sixth District.*

Number of disasters.....	21
Value of vessels .....	\$452, 800
Value of cargoes.. .	\$75, 305
Total value of property.....	\$528, 105
Number of persons on board vessels.....	159
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	41
Number of days' succor afforded .....	333
Value of property saved.....	\$445, 980
Value of property lost.....	\$82, 125
Number of disasters involving total loss of vessels.....	6



*Seventh District.*

Number of disasters.....	19
Value of vessels.....	\$16, 700
Value of cargoes.....	\$5, 915
Total value of property.....	\$22, 615
Number of persons on board vessels.....	58
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	7
Number of days' succor afforded.....	11
Value of property saved.....	\$19, 030
Value of property lost.....	\$3, 585
Number of disasters involving total loss of vessels.....	2

*Eighth District.*

Number of disasters.....	29
Value of vessels.....	\$654, 385
Value of cargoes.....	\$333, 130
Total value of property.....	\$987, 515
Number of persons on board vessels.....	159
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	6
Number of days' succor afforded.....	8
Value of property saved.....	\$984, 220
Value of property lost.....	\$3, 295
Number of disasters involving total loss of vessel.....	1

*Ninth District.*

Number of disasters.....	76
Value of vessels.....	\$362, 345
Value of cargoes.....	\$111, 240
Total value of property.....	\$473, 585
Number of persons on board vessels.....	269
Number of persons lost.....	4
Number of shipwrecked persons succored at stations.....	14
Number of days' succor afforded.....	16
Value of property saved.....	\$458, 135
Value of property lost.....	\$15, 450
Number of disasters involving total loss of vessels.....	None.

*Tenth District.*

Number of disasters.....	53
Value of vessels.....	\$1, 037, 645
Value of cargoes.....	\$551, 130
Total value of property.....	\$1, 588, 775
Number of persons on board vessels.....	414
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	27
Number of days' succor afforded.....	27
Value of property saved.....	\$1, 431, 150
Value of property lost.....	\$157, 625
Number of disasters involving total loss of vessel.....	1

*Eleventh District.*

Number of disasters.....	88
Value of vessels.....	\$755, 110
Value of cargoes.....	\$114, 315
Total value of property.....	\$869, 425
Number of persons on board vessels.....	474
Number of persons lost.....	4
Number of shipwrecked persons succored at stations.....	34
Number of days' succor afforded.....	73
Value of property saved.....	\$805, 205
Value of property lost.....	\$64, 220
Number of disasters involving total loss of vessels.....	4

*Twelfth District.*

Number of disasters.....	32
Value of vessels.....	\$448, 965
Value of cargoes.....	\$155, 060
Total value of property.....	\$604, 025
Number of persons on board vessels.....	261
Number of persons lost.....	8
Number of shipwrecked persons succored at stations.....	8
Number of days' succor afforded.....	8
Value of property saved.....	\$527, 960
Value of property lost.....	\$76, 065
Number of disasters involving total loss of vessel.....	1

In addition to persons saved from vessels, there were thirty-six others rescued who had fallen from wharves, piers, etc., and who would probably have perished but for the aid of the life-saving crews.

The assistance rendered in saving vessels and cargoes was as follows : Four hundred and eighty-one vessels were floated off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the crews of the stations. On two hundred and seventy-seven occasions vessels running into danger of stranding were warned off by the signals of the patrolmen, most of them probably having been saved from damage or total loss.

In the year's operations the surfboat was used five hundred and eighty-nine times, making eight hundred and one trips. The self-righting and self-bailing lifeboat was used eighty-four times, making one hundred and eight trips. Smaller boats were used three hundred and twenty-four times, making four hundred and thirty-five trips. The river life-skiffs at the Louisville Station, (Ninth District,) were used thirty-three times, making forty trips. The breeches buoy was used nine times, making ninety trips. The life-car was used once, making eight trips. The wreck gun was employed thirteen times, firing thirty-nine shots. The heaving stick was used seventeen times. There were landed by the surfboat four hundred and ninety-five persons; by the

lifeboat, ninety-nine; by the smaller boats, one hundred and ninety-six; by the river life-skiffs, forty-eight; by the breeches buoy, eighty-nine; and by the life car, nineteen. Twelve came ashore from a stranded vessel hand over hand on a hawser which had been drawn ashore and made fast by surfmen, who, standing as far out in the surf as possible, seized the men as they let go the line and assisted them to their feet and through the surf to a place of safety; and two, having been thrown into the water by the capsizing of a boat, were rescued by the life-savers rushing into the surf and undertow and bringing them ashore.

The table given below presents a summary of the statistics of the Service from the introduction of the present system in 1871 to the close of the fiscal year:

## GENERAL SUMMARY

*Of disasters which have occurred within the scope of life-saving operations from November 1, 1871, (date of introduction of present system,) to close of fiscal year ending June 30, 1892.\**

Total number of disasters.....	6, 450
Total value of vessels.....	\$71, 367, 850
Total value of cargoes.....	\$33, 342, 469
Total value of property involved.....	\$104, 710, 319
Total value of property saved.....	\$78, 821, 457
Total value of property lost.....	\$25, 888, 862
Total number of persons involved.....	†52, 879
Total number of lives lost.....	‡627
Total number of persons succored.....	§9, 989
Total number of days' succor afforded.....	26, 081

## LOSS OF LIFE.

As usual, under the provisions of the ninth section of the act approved June 18, 1878, requiring an investigation of all the circumstances connected with any disaster involving loss of life "with the view of ascertaining the cause of the disaster and whether any of the officers or employés of the Service have been guilty of neglect or misconduct," all such casualties within the scope of the operations of the Service have been

\* It should be observed that the operations of the Service during this period have been limited as follows: Season of 1871-'72, to the coasts of Long Island and New Jersey; seasons of 1872-'74, to the coasts of Cape Cod, Long Island, and New Jersey; season of 1874-'75, to the coasts of New England, Long Island, New Jersey, and the coast from Cape Henry to Cape Hatteras; season of 1875-'76, to the coasts of New England, Long Island, New Jersey, the coast from Cape Henlopen to Cape Charles, and the coast from Cape Henry to Cape Hatteras; season of 1876-'77 and since, all the foregoing, with the addition of the eastern coast of Florida and portions of the lake coasts, and since 1880 the coast of Texas.

† Including persons rescued not on board of vessels.

‡ Eighty-five of these were lost at the disaster to the steamer *Metropolis* in 1877-'78—when service was impeded by distance—and fourteen others in the same year owing to similar causes.

§ Including castaways not on board vessels embraced in Tables of Casualties.

subjected to searching inquiry. Thirteen such casualties have occurred during the year, involving the loss of twenty-seven lives, the greatest number lost on a single occasion being six. The investigations show that in no instance was there any failure in duty on the part of the life-saving crews and that the persons who perished were entirely beyond the reach of human aid. The facts as elicited by investigation in each instance are herewith given.

#### THE CAPSIZING OF A SMALL SKIFF.

The first entry in the record of the year is an account of the capsizing of a small skiff in Lake Ontario, about half a mile to the eastward of the Charlotte Station, (Ninth District.) By this accident, which occurred on the night of July 12, 1891, at a quarter after 9 o'clock, one man, Hosea Brightman, was drowned. It appears that three men, William Peterson, Max Mittenthal, and Hosea Brightman, residents of Rochester, New York, had gone out for a row upon the lake from Windsor Beach. The night was fine and there was a light breeze from the southwest, and as the lake was consequently smooth, the accident, under ordinary circumstances, should not have happened. But, unfortunately, the men attempted to exchange seats—an unwise thing to do in so small a craft—and this resulted in the overturning of the boat and all three were thrown into the water. This occurred when they were about three hundred yards out from the beach. The men's cries for assistance, as they struggled in the water, were plainly heard by people on shore, and Surfman Robert H. Parks, of the life-saving station, who was passing at the time on patrol, flashed a Coston light as a token to them that their cries were heard, and also as an alarm signal to the man on lookout at the station, and then put off to the rescue in a skiff which he found lying near by on the beach. Several other skiffs were launched at about the same time by residents of the locality, one of whom, Mr. John Shaw, was successful in picking up William Peterson, while Parks saved Max Mittenthal, who had already sunk several times and was nearly dead. The third man, Brightman, had disappeared, and was not again seen alive; in fact, it was not known by the rescuing party that there had been three men in the boat until a few minutes after the landing, when the survivors had sufficiently recovered to tell of the probable drowning of their companion. Several men at once put off again in search, but they failed to find him. In the meantime Parks's signal had been seen and reported by the surfman on lookout, and in a few moments the rest of the station crew were on their way to the spot in their boat. The two rescued men when landed were in such an exhausted condition that it was necessary to resuscitate them by the method in vogue in the Service, after which they were conveyed to the station, where the usual restoratives were administered, and they were put to bed and properly nursed. While this was being done Keeper Doyle and another man remained at the scene of the accident and made diligent search for the missing man by rowing about

in the vicinity and dragging the bottom. At midnight, becoming satisfied that all chance of getting him was hopeless, they returned to the station. The search was resumed at 4 o'clock in the morning, and at half-past 6 the body was recovered not far from the spot where the skiff capsized. It was conveyed to the station, where the coroner held an inquest, the verdict of the jury being "accidental death." Mr. Shaw and his neighbors deserve credit for their active efforts to save all three of the men. Both Peterson and Mittenthal had become unconscious when taken from the water, and their escape from drowning was narrow indeed.

#### THE CAPSIZING OF A ROWBOAT.

The second casualty attended with fatal result occurred in Lake Michigan near the Grand Haven Station, (Eleventh District,) on September 12, 1891, when, through the capsizing of a boat in the surf, a few hundred yards from the Grand Haven piers, a man named M. F. Cooper was drowned. It is learned from the reports that at about 5 o'clock on the evening of the date given the crew of the Grand Haven Station, while lounging about the pier in the vicinity of the station, noticed the man rowing down the river in a small boat towards the harbor entrance. As he passed the station Surfman Charles Behm, who was temporarily in charge in the absence of the keeper, who had gone for the mail and to purchase provisions for the mess, hailed the man and asked where he was going. Cooper replied in such a tone that his words were not understood by the crew, when Behm added a caution to him not to go outside, as the surf was rough. This warning was not heeded, however, and the man continued his course down the river and out into the lake. There he rowed about the harbor entrance for a short time, and then headed his boat down the lake to the south. The surfmen, afraid that he would get into trouble, watched him intently, and, in a few moments, the lookout in the watchtower on the roof, who, from his elevated position, had a better view than the rest, shouted, "There he goes!" as the boat got caught in the surf and was capsized and flung shoreward. This was some five or six hundred yards south of the station and over a hundred yards out from the beach. The men instantly rushed to the station skiff, which was lying in readiness for use on the launchway, and pulled across the river to the south bank, and upon arrival two of the party ran to the beach to look for the man, who, by this time had sunk, while Behm and the rest made a dash for the spare surfboat housed on that side of the river. The crew upon crossing the river were quickly joined by some men working on the south pier, and, as nothing could be seen of the drowning man, Behm had the surfboat launched at once, and in a few moments it was on the spot where he had been upset. The boat was there, bottom up, but its late occupant was nowhere in sight. After the surfboat had maneuvered for some little time in the surf, in a vain effort to find the

poor fellow, Keeper Lysaght appeared on the shore, when the station boat was backed in near enough for him to wade out to it, and he climbed aboard and directed the search in person. The keeper, with practiced eye, soon saw from the direction of the set of the current and the heave of the sea that the man's body must be swept shoreward and to the south, and, therefore, promptly ordered a landing to be made and the crew to scatter and wade out as far as they could and continue the search in the direction his judgment indicated. Lysaght's conclusions were soon proven correct, for in a few minutes Cooper's body was found in water not more than waist deep. Being carried ashore, immediate efforts were made to resuscitate it, and a physician was summoned. The men persevered in endeavors to bring the man to for nearly two hours, and only gave up when the physician declared that any further effort would be useless, as the man was quite dead. Eyewitnesses not connected with the Service testify that the station crew acted promptly and intelligently in the matter, and that they were in nowise to blame for the man's death. The coroner's jury rendered a verdict in accordance with the facts.

#### WRECK OF THE FISHING SCHOONER RED WING.

The next case in the record of fatal casualties is an account of the wreck of the *Red Wing*, of Norfolk, Virginia, a small fishing schooner of about twenty-eight tons, which stranded and went to pieces on the coast of Delaware, about three and a half miles south of the Indian River Inlet Station, (Fifth District,) on the night of October 22, 1891. The *Red Wing* was an old craft, built in Noank, Connecticut, in 1860. A heavy gale was blowing from the north and there was a terrible sea. The vessel was utterly destroyed, and her crew of six men lost very soon after she struck the bar, and long before it was possible for aid to arrive from the life-saving station. The condition of the bodies of the crew when recovered from the surf leaves no room for doubt that they were killed before the least chance was afforded them to save themselves by swimming, one man being found with his neck broken, another with broken legs, and all more or less battered and bruised to an extent sufficient to lead the local State medical officer, who examined the corpses, to declare at the inquest that in his opinion death was not caused by drowning, but by the injuries received. The following is from the report of the officer detailed to investigate the sad affair :

"The night was a wild one, and the wind, which had suddenly come out from the northeast, at about 3 P. M. backed to north-northwest ; the weather turned cold and quite thick, and there was a very heavy sea running. At about 7:30 P. M. the south patrol of the Indian River Inlet Station, having struck his patrol clock at the key post on the north side of the inlet, turned to make the return trip. His course then lay directly to windward, and the fierce gale blew the rain and sand in his



face, so that he was nearly blinded, and was compelled to walk backwards. While thus slowly making his way up the beach and watching the seaward outlook, he saw the flare-up of a torch far to the southward. Shortly afterwards the light was again seen, and, judging from its direction that it was on some vessel in distress, he ran to a little elevation on the beach and fired his Coston signal to let the people know they were seen, and also to alarm the station. Taking the bearings by the run of the coast, he located the light as near the Cotton Patch Hill, a notable landmark three miles south of Indian River Inlet.

"He then hastened to the station, and found upon his arrival that the vessel's light and his own signal had been seen and the men were hurriedly making ready for a start with the life-saving apparatus. Rockets were also thrown up to recall the north patrol and as a signal to the wreck. Indian River Inlet, now swollen to several times its usual width, with numerous sand bars and alternate deep gullies, had to be crossed to reach the stretch of beach where the vessel lay, and the problem of how to get there was promptly met by Surfman John H. Long, (No. 1,) who was in charge in the keeper's necessary absence on business, by deciding to put the beach apparatus into the surfboat and row down inside to a cove which makes in just north of Cotton Patch Hill, where the beach is but a few hundred yards wide, and where a team could be procured from any of the farmers of the locality to assist in hauling the needed equipments to the wreck. To do this in the face of the gale and flying sand and rain was a hard and tedious task, as the storm tide was up over the meadows and covered the little drains that abound in the marshes which fringe the shores of the bay. Two trips had to be made to the shore of the bay, first with the heavy surfboat on its carriage a half mile or more through mud and water, and then with the beach cart with all its gear. The latter had then to be put into the boat and the cart unrigged and stowed in also. The crew, wearied with all this work, had then to row the boat to windward in the teeth of the gale for about half a mile more before they could keep off before it and run for the desired landing place three miles to leeward. In spite of their utmost efforts the wind and the strong tide which pours out through Little Ditch, the channel leading to the broad expanse of Indian River, would not permit them to make much headway. The water also was flying over the boat in such volume as to necessitate constant bailing, and as much precious time was fleeting away it was decided to pull directly across the inlet, land wherever they could, and endeavor to cross the marsh and go down the beach that way to the assistance of the wrecked crew. Upon reaching the opposite side of the inlet a part of the crew were directed to get the cart and apparatus out of the boat and put everything in readiness for service, while the acting keeper and others ran across the beach to the edge of the surf to ascertain whether the light on the stranded vessel was still in sight. No light, however, was to be seen, nor was there any sign of the vessel.

“Long and his companions, therefore, continued on down the beach, keeping a sharp watch, as they ran, for the vessel or any signs of wreckage. A dark object was at last found in the edge of the surf some two miles below the place where they landed. Closer examination between seas revealed a shapeless mass of spars, rigging, sails, and timbers, evidently the wreck of a small vessel bottom up, the sails and rigging being wrapped about the hull as though she had been rolled over and over through the surf and flung bottom up with all her belongings onto the shore. Immediate search was made with the aid of patrol lanterns for the crew, but there was no trace of them about the wreckage, which strewed the shore south of the wreck. The search was continued until daybreak, both along the shore and back among the sand dunes, when at last one body was found rolling in the swash of the surf. The broken neck of the corpse bore silent testimony of the terrible work of the preceding night. Another corpse found farther on with both legs broken gave similar token of the sudden and speedy destruction of the vessel. An unoccupied house was found, and the bodies were put into it as they were recovered on the beach at distances varying from one to six miles from the wreck, until six bodies lay cold and stiff in this extemporized morgue with nothing whatever about them to tell their names or the story of that wild night, although every one showed injuries sufficient to cause death, with none of the indications of drowning.

“The bodies were turned over to the coroner for inquest, and, after being carefully prepared for burial in clothing from the supply placed at the station by the Women’s National Relief Association, they were decently interred, at the expense of the local authorities, at sundown of October 27 in the burial ground of the little Presbyterian church at Ocean View, Delaware. One of the bodies was identified as that of the master, John Johnson, of Swedish birth, a resident of Seabright, New Jersey, and another as that of Francis Mullen, also a resident of that place. The others were apparently Swedes, but their names could not be learned. The *Red Wing* was owned by William Baulch, residing at Fort Monroe, Virginia, from whom a letter of thanks for their efforts was received by the crew of the station. She was employed bluefishing and in trading to New York, and left the Delaware Breakwater on October 21 for the fishing banks off Cape Henlopen. She was seen by the Delaware pilot-boat *Wm. W. Ker* at noon on the day of the wreck and four hours later by the pilot-boat *Henry Cope*, just after the gale came on. At sunset she was seen crossing the Hen and Chickens shoal, and when abreast of the Cape Henlopen Station, running south, was reefing her mainsail and went out of sight down the beach in good shape. At 6:30 P. M. she was warned of her close proximity to the shore by the patrol of the Rehoboth Beach Station flashing his Coston light, and was again similarly warned by the north patrol of the Indian River Inlet Station at about a quarter before 7 o’clock. The next we see of her is

the 'flare up' of a torch, and for awhile after a light to the south, then the wreck, and the dead crew,

"I think the vessel started to reach the shelter of the breakwater while the wind was southeasterly, and when, after it struck out northeast, then backed to north-northwest and increased to a furious gale, the sailors found they could not beat in past the Capes, they lowered the mainsail and kept off to run down the beach for shelter under Fenwick Island, where the coast trends to the westward and makes a little lee in northerly winds. Their action in 'skimming the beach' and paying no heed to the warning signals shows that they felt well acquainted with the coast. After passing Indian River there are shoals offshore, and they probably struck one of them, and before they knew it the vessel began to fill. The discovery of this was probably when they burned the torch seen by the patrolman and from the station. As a last resort they put her on the beach and climbed the rigging, taking the cabin lantern with them. The vessel, unable to withstand the pounding of the surf, speedily broke up and rolled over and over, which accounts for the killing of the crew.

"After a careful inquiry into all the circumstances surrounding this most deplorable wreck, I am convinced that every member of the crew of the Indian River Inlet Station did his full duty. The acting keeper exercised good judgment in the means he took, and all possible haste was made in going to the scene of the wreck. The evidence shows that they arrived there at about 11 o'clock. This is corroborated by a Mrs. Hetty Somers, who lives about one and a half miles south of the place of the wreck, by her statement that Surfman Long came to her house at a little before midnight to inquire whether any of the people had found their way there. I made the trip, riding to the inlet, crossing it, and walking down the beach on the other side, in one hour and fifteen minutes. They made it on a dark, stormy night in two hours, and had to fight wind and tide in getting the loaded boat out of the creek at the back of the station. That the only course offering a chance of success was taken by the crew is the opinion of all with whom I have talked, including Keepers Salmons and Truxton of the adjacent stations. Had the schooner held together, this plan would likely have resulted in a rescue, but before the station men could effect a landing on the south beach I think it was all over with the vessel and her crew."

#### WRECK OF THE BRITISH SHIP STRATHBLANE.

Six lives were lost on November 3, 1891, off the coast of Washington, near Oysterville, at a point about nine miles north of the Cape Disappointment Station, (Twelfth District,) Pacific coast, by the total wreck of the British ship *Strathblane*. The *Strathblane* was an iron ship, of thirteen hundred and sixty-four tons register, hailing from Glasgow, and was last from Honolulu, Hawaii, bound to Portland, Oregon, in ballast. The disaster was attributed to the ship overrunning her reckoning. She struck at a distance of between five and six hundred yards from the shore.

The following account is from the report of the district inspector, Captain John W. White:

"From the testimony of the witnesses, among whom are some of the most prominent citizens of the locality, I find the following facts: The British ship *Strathblane*, bound into the Columbia River, was on the morning of November 3, 1891, wrecked on Ilwaco Beach, Washington, some nine miles to the northward of the Cape Disappointment Life-Saving Station. This is the distance in a direct line from the station, the actual distance necessary to be traveled by the only available route, partly by rail, being about twelve miles. The evidence of Chief Mate Murray shows that the ship approached the land in very stormy and thick weather; that she struck at about twenty-five minutes after 5 o'clock in the morning; that in a few minutes thereafter the captain succeeded by the proper disposition of the sails in swinging her afloat again in five fathoms of water, and that at about 6 o'clock she again struck and there she remained, and in a few hours was a total wreck. There were thirty persons on board, including two passengers. Twenty-four of these were saved, and six, including the captain, lost. The first and only boat from the ship landed through the surf with eight men in it at about half past 7 o'clock. At this time three of the crew had been badly hurt by the broken spars dangling from aloft and swinging about the deck.

"It was also at about this time that Mr. Goulter, secretary of the Ilwaco Railway and Navigation Company, at Ilwaco, was notified by the telegraph operator from Mr. L. A. Loomis's house that a large ship was ashore near there, and that as the wires to Astoria and Fort Canby, (the latter near Cape Disappointment,) were both down, owing to the storm, he could not communicate with the life saving stations. Mr. Goulter therefore immediately dispatched a messenger on horseback to the Cape Disappointment Station with the news of the wreck, the messenger reaching there at about 8 o'clock. Keeper Harris at once ordered the surfboat to be lowered and the beach apparatus loaded into it, and with five willing volunteers, (including Assistant Surgeon E. C. Carter and Lieutenant Sidney S. Jordan, of the Fifth United States Artillery, stationed at Fort Canby, both of whom rendered most valuable service at the wreck in rescuing exhausted men from the surf at the risk of their own lives,) the oars were double-manned and the railroad wharf, two miles distant, was reached in a little over ten minutes. There the boat, with all the beach apparatus, was placed on a flat car that was in readiness through the thoughtfulness of the officers of the road, and the train immediately pulled out of the station. After a brief stop at the town of Ilwaco the train proceeded to the scene of the wreck, where it arrived at about half past 9 o'clock. The breeches buoy apparatus was at once taken to the beach but a short distance from the railroad track, and the gun placed in position as near to the ship as was practicable.

"With the first shot a small shot line and four ounces of powder were used, and the shot fell to windward and apparently beyond the ship,

which lay broadside to, with her head to the south. There is difference of opinion as to whether the line lodged on the ship's head stays and slid down and off the end of the jib boom when she rolled down on her beam ends, some persons asserting that it did, others that it did not. Keeper Harris, however, is of the latter opinion, and holds that the line fell clear of the ship. A second shot was fired with a dry Whiton line and a like charge as before—four ounces. This shot struck against or near the main rigging and rebounded, or by the heavy rolling of the vessel was thrown back clear of her side into the surf. The fact that this shot took out the entire length of the line (five hundred and forty-five yards) proved the ship to be farther off than was at first supposed. It also demonstrated that she was too far off for the hawser to reach her; but Keeper Harris thought that if he could but get the whip-line attached to the ship it could be used to warp the boat sufficiently near her to render aid to the people. The tide meanwhile was flowing rapidly, and the surf with every roller would force its way up to and amongst the drift logs that are strewn along the beach from high-water mark back a distance of from seventy-five to one hundred feet, so that when the second shot was fired it became necessary, in order to keep the gun out of the water, to retreat with it towards the inner edge of the assemblage of logs.

“From this position four shots were fired in quick succession, using the same two lines alternately, except at the sixth or last shot, when as a last resort to if possible avoid breakage, a large (No. 9) line was used. At each of these discharges, even to this last one, the line had broken near the shot. So earnestly active were the men that the entire six shots were fired within a period of forty minutes, and this, too, with the wind blowing at a velocity of from forty to sixty miles per hour and the rain falling in heavy showers and drenching everybody every few minutes. The sand also was flying in such clouds that one could scarcely face it. The wind being from south-southeast, or along the shore, it caused a strong current to the northward, its velocity being estimated at several miles per hour, while the sea in terrible fury was sweeping directly on shore and at right angles to the wind. The ship's topgallant masts had been carried away early in the day by her constant rolling down on her beam ends and striking the lower and topsail yards on the bottom, this latter no doubt preventing her from rolling bottom up. One eyewitness states that the rolling motion of the ship was at one time so frightfully rapid that the yard arms were dipping into the water as often as from three to six times a minute. The wind was so fierce that the tarpaulins could not be used to fake the shot lines on, nor could the lines be faked on the sand, so the faking boxes had to be resorted to in using the lines a second time. This, in my judgment, accounts for the parting of the two small lines, each having been used once before, and they were in consequence, upon second use, thoroughly water-soaked and weighted with all the sand that could adhere to them.

"The process of faking made it necessary to press them down in the faking-box in numerous short bends around the pins, and it seems to me very natural that these lines should break near the point of attachment to the shot with the sudden jerk and before much of the line could be lifted in its weighted and stiffened condition. When the No. 9 line was fired the logs upon which the final stand was made were quite afloat, and the line in its sudden flight doubtless fouled in some way without being observed, as the loud snap in breaking was distinctly heard by the keeper and some of the members of his crew. Upon a careful examination of the lines where they parted no powder marks were visible and the fiber at the break seemed perfectly sound and good. At about a quarter after 10 o'clock, the last shot being expended, the beach apparatus could be of no further use, and recourse was had to the surfboat, which was taken from the flat car and launched. With the wind then at its maximum velocity of fully sixty miles per hour, the strong northerly current, and the frightful condition of the sea, no one on the beach, so far as I could learn, expected to see any of the life-saving crew escape with their lives; but in spite of these dangers and difficulties a very determined and gallant effort was made to pull to the ship. Twice the boat was swamped and forced back to the shore, but this did not deter the brave fellows from making one more attempt, and while they were vainly endeavoring for the third time to force their way to the ill-fated craft the boat in passing over the crest of a huge sea was suddenly whirled bottom up and the men thrown out. They were fortunate enough to escape with their lives, but reached the shore in a very exhausted state, three men, including the keeper, being badly bruised or otherwise painfully injured. In this crippled condition, and with two gaping holes stove in their boat, which was thus rendered unfit for service, the station crew could make no further attempt to go off.

"It was while these gallant but unsuccessful efforts were being made by the surfmen that the remainder of the ship's company, seeing that the gun had been discarded and that the boat could not possibly reach them, especially as the water under the ship's lee was a surging mass of entangled spars and rigging, began casting about for the best means of escape to the shore. Their ship had broken in two and was fast going to pieces, and as there was no time to be lost if they would save themselves, they began to jump from the stern, where they had huddled for safety from the swaying spars and rigging, which had not yet become sufficiently detached to fall into the sea. With life-preservers on they sprang off one by one until none but the captain was left, and he, brave man, then took what unfortunately proved to be his final plunge in the struggle for life in the turmoil of waters between the ship and the shore. Of the twenty-two men left on board after the landing of the ship's boat early in the morning sixteen were pulled out of the surf by the life-saving crew and those aiding them, and six men, viz, the captain, one passenger, the cook, the carpenter, and two seamen, were killed or drowned.

"So far as is known, but four of the bodies were recovered, and one of these bore unmistakable evidence that the man had been stunned or killed by contact with the wreckage. One or two were found at a distance of a mile or more to the northward of the ship. By 3 o'clock in the afternoon the ship was a complete wreck, nothing being then seen of her but the iron hull, which had settled deeply in the sand and was almost covered by the waves, while the decks, deck houses, spars, and all other woodwork lay scattered along the shore and broken into mere kindling wood. When everything possible had been done by the station crew and the rescued people had received proper attention, the keeper, at 4 o'clock, detailed two of his men to remain upon the scene to patrol the shore in search of the two bodies yet missing, and then with the rest of his men proceeded back with the beach apparatus by rail to Ilwaco, and thence by boat to the station.

"The testimony of outsiders shows clearly that Keeper Harris and his crew did all that was possible for men to do under the circumstances. On this subject Dr. Carter informs me by letter that when they reached the ground 'the keeper's preparations were quickly and carefully made, his orders were clear and coolly given, and his personal efforts indefatigable,' and, further, that 'the crew worked cheerfully and faithfully.' It is evident that our men showed indomitable courage and almost superhuman powers of endurance in the hope of saving all the unfortunate people, and it is my judgment that too much praise can not be awarded to them, as well as to the good people of Ilwaco and vicinity, while the bravery and untiring efforts of Surgeon Carter and Lieutenant Jordan are worthy of special mention. All that was within human power was done to save life on this sad occasion. The rescued men were promptly and properly cared for by the people generally, and the dead were decently interred. One of the rescued men subsequently died from his injuries. But for the great number of people present in addition to the station crew several more lives would in all probability have been lost, as most of the sailors were weak and exhausted from exposure and were only saved by their rescuers rushing out into the surf and dragging them ashore."

#### CAPSIZING OF THE SCHOONER EMMA JANE.

On November 17, 1891, a disaster resulting in the loss of one life occurred in Long Island Sound, off the entrance to Huntington Bay, Long Island, New York, and about three miles distant from the Eatons Neck Station, (Third District.) A fresh breeze from the south in the morning had increased towards midday to a strong gale, creating a rough sea offshore. Frequent rain squalls sweeping across the sound added to the perils of the weather. It appears that at about 10 o'clock in the forenoon the crew of the Eatons Neck Station sighted a small vessel, which afterward proved to be the schooner *Emma Jane*, of and from Patchogue, New York, bound for Bridgeport, Connecticut, stand-

ing to the eastward on the starboard tack under short sail and apparently laboring heavily. The vessel was without cargo, and, being of the small two-masted type of about twenty-five tons burden, she carried a crew of but two men.

The life-saving crew, although watching her progress intently as she stood by Lloyds Point, were not expecting disaster, when suddenly the little craft was seen to be capsized. With great rapidity the keeper and crew launched the surfboat, lying ready upon the beach, and pulled to the steamer *Ada Velma*, which was near at hand, in the direction of the wreck, fishing for oysters, where, at the keeper's request, the boat was taken in tow to the capsized vessel, arriving much earlier than would have been possible without such assistance. The captain of the capsized craft, John H. Prior, was found adrift in the schooner's yawl, which had become detached from its davits when the vessel went over. He was rescued promptly, and, although it was learned from him that his comrade had been drowned when the vessel was overturned, a brief but unsuccessful search was made for the missing man. The accident was caused by a violent squall striking the vessel and a heavy sea tripping her at the same time. The captain stated that the drowned man, William H. Gould, was standing on deck amidships, and as the vessel, yielding to the violence of the squall, lurched over, he was thrown into the sea, and, being unable to swim and there being nothing in reach to which he could cling, he disappeared and was seen no more. The captain, who was at the wheel at the time, was more fortunate, and succeeded in reaching the yawl, into which he clambered and where he remained until rescued.

The timely arrival of the life-savers, who by the efficient aid of the steamer had covered the distance much sooner than they otherwise could have done, prevented the sacrifice of another life. The rescued man as soon as he was taken from the water was placed in the steamer's cabin for warmth and shelter during the journey to the shore, and upon arrival at the station was furnished with dry clothing and otherwise properly cared for until he had fully recovered from the effects of his exposure in the water.

The district inspector closes the report of his investigation as follows: "It is evident from the facts gleaned by the testimony that the crew of the Eatons Neck Station were vigilant and that they discovered the situation of the schooner in a very few moments after she capsized. It is also evident that, with the state of the sea and the force of the gale, if they had depended entirely upon their own boat and their own exertions they would undoubtedly have reached the capsized schooner, but the time occupied in doing so would have been much longer, and it is extremely doubtful whether they would have arrived on the scene in season to rescue the captain, as he was in an exhausted condition when found and could not have held out much longer in the heavy sea then running. The drowning of Gould was, under the circumstances, a nat-



ural consequence of the capsizing of the schooner, and could not have been prevented. It is evident that the station crew did all that men could."

The vessel was subsequently recovered and righted in a damaged condition, but so far as known the body of Gould was never found.

LOSS OF THE SCHOONER *HATTIE A. ESTELLE*.

The wreck of the schooner *Hattie A. Estelle*, which occurred November 17, 1891, near the Manistee Station, (Eleventh District,) Lake Michigan, resulted in the loss of three lives. These were the captain, Delbert Estelle, the cook, a woman named Annie McGovern, and Albert Davis, one of the seamen. The three-masted schooner *Hattie A. Estelle*, of Chicago, with a crew of seven persons, all told, left that port on November 15, 1891, bound for Buffalo, New York, with twenty thousand bushels of wheat. Her voyage was prosperous until midnight of the following date, when the wind, which had been moderate with favorable conditions, shifted to the northwest and increased rapidly with a thick snowstorm. It was then discovered that the vessel, which was an old one, had sprung aleak. She was kept away to the eastward under short sail until the land was made ahead through the rifts of the blinding storm in the forenoon, when the course was changed to the southward along the coast. The well was sounded and three feet of water found in the hold, but the pumps were frozen, and in the effort to work them they were rendered useless by the breaking of the spears. Ignorant of their true position, the mariners were driven helplessly along, vainly hoping to reach an available harbor, or, as a last resort, to beach the vessel at some favorable point.

At about 4 o'clock in the afternoon the buildings of a town were sighted, and the captain headed his craft for them, hoping to enter the harbor, which proved to be that of Manistee. The schooner was soon discovered by the crew of the life-saving station at that point, steering wildly, the vessel in her water-logged condition being wholly unmanageable. When about one hundred yards outside of the north pier, the centerboard, which the benumbed crew had been unable to hoist, touched the bottom, and from that moment the doomed vessel, yielding to the heavy surf, drifted inshore, pounding heavily. The vessel had been discovered by the whole crew of the life-saving station almost simultaneously as she came into view through the storm, and at the keeper's call they gathered upon the weather pier, near the station, with heaving lines to render such assistance as might then be possible. When it was evident that the schooner could not make the harbor, but would go on the beach to the northward of the pier, the surfboat was promptly brought down to the shore ready for launching. At this time the jib boom of the schooner, which was ranging wildly about, was thrust over the pier for one moment before the vessel rested finally upon the fatal spot where she went to pieces. In that moment one of her

crew, James Stone, sprang upon the pier and was saved. The next instant the vessel swung out again and went hard aground with her bow in a southeast direction about thirty yards distant from the pier. The crew, excepting the captain and the cook, had rushed forward at the first warning of danger, and in the confusion of the moment a heavy sea sweeping the decks disabled Albert Davis, a seaman, who had become entangled in the anchor gear, leaving him prostrate and helpless with a broken leg. The gale was now at its height. The surf beat in wild disorder against the pier, completely engulfing the schooner, while the backset of the waves added to the dangers of the situation. No ship could long endure the furious onset. The keeper now resorted to the surfboat and made desperate but ineffectual efforts to reach the wreck.

Aided by the people who thronged the shore, four attempts were made to launch, but the surfboat was tossed about at the caprice of the angry waves like a piece of wreckage and hurled violently upon the beach. No heavier surf had ever been seen at Manistee. Failing in those endeavors, the keeper now turned to the beach apparatus. The main and fore sails and head sails were still set, obscuring a clear view of the wreck, but the knot of people gathered on the forecastle was in plain view. The gun was therefore trained so as to send the shot line within their reach, but although it fell only a few feet from them they were unable to move from their benumbed and cramped positions to obtain it. Meanwhile continuous efforts in throwing heaving lines from the pier were at last rewarded with success. The beach apparatus was soon rigged and the work of rescue began. Learning from the first man who came ashore in the breeches buoy that the captain and cook were aft, and that Davis with a broken leg was still on deck, Surfman Andrew Landell was sent to the wreck to assist into the buoy those yet remaining on board. The decks, flooded by heavy seas, which swept with terrific force from stem to stern, were untenable, and after an unavailing effort to get the wounded man, who was now insensible and apparently dead, into the buoy, the project was abandoned and the two men remaining in the forward part of the vessel were landed. The violent pounding of the surf had now broken the vessel in two between the main and mizzen masts, and the captain, who had clung to the starboard mizzen rigging, and the cook, who from the first had remained in the cabin, were effectually cut off from escape by the route already taken from the forecastle. Seeing this, Surfman Landell reluctantly left the wreck, reaching the pier so much exhausted that helping hands were necessary to convey him to the station, where restoratives were administered to revive him.

The daylight was by this time disappearing, but in the fast-gathering darkness a dim object could be discerned against the weather mizzen shrouds. In the severe cold the Lyle gun had become filled with ice. As soon as it could be thawed out at the station a shot line was fired from the pier to the captain; but, although it appeared to fall almost into his hands, he made no effort to avail himself of it. The pros-

pect of rescuing the captain and cook now seemed like a forlorn hope; but the life-savers prepared to make a final effort with the boat, this time by securing a hawser to the pier beyond the vessel, and endeavoring by its aid to haul out the boat. They were destined to fail from sheer inability to overcome the elements. A heavy sea soon filled their boat, driving them violently on the beach, while a second attempt resulted in collision with a piece of wreckage, damaging the surfboat and breaking the steering oar. The schooner was now a total wreck, of which large portions were coming ashore rapidly. The keeper at once stationed patrols on the beach; but it was not until the next day that the body of the captain was found, more than a mile to the southward of the piers, and that of the cook at a greater distance in the same direction. So far as known the body of Davis was never recovered. The day after the captain's body was found, the mate, with the remains in his charge, left for Chicago.

Two circumstances connected with this casualty combined to render futile the well-directed efforts of the life-savers. The vessel when drifting shoreward finally brought up stern off shore, with the starboard quarter exposed to the full force of the heavy seas, which subjected her to a terrific pounding, and from long experience in observing wrecks of this kind, the keeper anticipated an easy rescue, since it was expected, as is usual in such cases, that the schooner would swing broadside to the beach, forming a lee for successful operations with the boat. But by some strange fatality she held fast as if grounded upon a sunken obstruction. Then with strange persistence the captain and cook remained aft in the most exposed part of the ship, and at a point where, even with the various expedients resorted to by the keeper, it was impossible to reach them. Had they come to the forward end of the vessel with the majority of the crew the list of fatalities would have been confined to Seaman Davis, who to all appearances was already dead when communication was established. The cook, not having been seen at any time in the course of the operations, is supposed to have been drowned in the cabin.

In closing this account it is proper to record the splendid services of Thomas Robinson, who was in charge of the lighthouse at Manistee. The district inspector says: "Throughout the entire period Mr. Robinson worked by the keeper's side. By one of the heavy seas washing over the piers, which were covered with ice, he was swept away. Being rescued by a line thrown him from the pier, the brave man absented himself only long enough to change his clothing, then returned and continued to assist. When the conditions of the weather are considered, his conduct was indeed heroic." So severe was the cold that Surfman Landell, who was put aboard the wreck, as above narrated, had both hands frozen, while other members of the life-saving crew were also frost-bitten. The survivors were taken to the station, where three of them were supplied with lodging and meals for a period of ten days,

leaving upon their departure a grateful testimonial to the bravery and hospitality of the life-saving crew. The closing sentences of the document are as follows:

"We are agreed that the life-saving crew did all in their power to save all hands, and we have heard many other statements to the same effect. During our stay here we have not seen a true account of the wreck in any of the newspapers, so no conclusions can be drawn from them.\* We have been treated with the greatest kindness by Capt. Hansen and his crew, for which we are very thankful. We all think there is no cause for the people of Manistee to blame the life saving crew for not doing their duty.

"JAMES STONE,

"CHRISTEN WOIE,

"THOMAS SIVERTSEN,

"*Crew of the Schooner Hattie A. Estelle.*"

#### LOSS OF THE BRITISH SCHOONER MARY ROGERS.

At the wreck of the British schooner *Mary Rogers*, William Landrey, the sailing master, received injuries which resulted in his death shortly afterwards. The scene of the wreck was on a stone breakwater in Delaware Bay, two and one-half miles from the Lewes Life-Saving Station, (Fifth District,) at about 6 on the morning of January 20, 1892, during a thick snowstorm and while the fog signal at the Delaware Breakwater Beacon was in operation. The officer detailed to investigate the disaster reports as follows:

"The British schooner *Mary Rogers*, of Arichat, Nova Scotia, left Port Spain, Trinidad, December 24, 1891, bound to Philadelphia, Pennsylvania, with asphalt. After a tempestuous voyage the vessel arrived about midnight of January 19, 1892, off the entrance to the Delaware River, during a heavy northeast gale, with rain and sleet, which increased in force as the night advanced, accompanied with snow. The decks, rigging, and sails were covered with ice. The master, Capt. William Rogers, being unfamiliar with the place, and seeing a vessel near at hand riding out the gale, decided to anchor the schooner. He accordingly came to, letting go both anchors and veering to the full scope of chain, and also let the frozen sails run down. With feelings of security all hands gathered in the cabin for necessary warmth. On the flood tide the vessel lay uneasily, and at a quarter before 6 o'clock the smaller cable parted, while the larger anchor, probably being afoul, failed to hold, and the schooner began dragging, finally fetching up on the outside of the Delaware Breakwater about one hundred yards from the beacon, at the east end, where she at once began leaking. At the time of striking the yawl was upon the main hatch. To cut the lashings and launch her over the side was the work of only a few moments, and with the painter

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\*This allusion to the newspapers refers to some criticisms made by the press upon the conduct and judgment of the life-saving crew, which seem to have been based upon unfounded rumors.

fast on board the schooner the stern of the boat just touched the stones of the breakwater. Warned by the pounding that no time was to be lost in making their escape, four of the crew hastened across this uncertain bridge, shouting to their shipmates to follow quickly.

"Notwithstanding their urgent calls, William Landrey, the sailing master, assisted by the cook, delayed on board to collect his personal effects, although the cabin by this time was fast filling with water. Suddenly the stern of the yawl gave way and the boat swung out from the wreck. A shout from those on shore brought the men still remaining to the deck. Urging the sailing master to follow, the cook sprang into the boat, striking the bottom with such force that his feet went through the frail planking, but he scrambled out with the aid of his comrades just as a sea dashed the boat against the rocks, grinding it in pieces. The sailing master was now cut off from escape through the same means, and apparently was afraid to jump into the sea, as advised by his comrades. The schooner now fell over on her side, partially slipping off the rocks, and the seas began to roll over her. Evidently stupefied by his appalling situation, Landrey clung to the rigging, making no effort to save himself, while those already on the stones, their numbers increased by the arrival of the two light-keepers, were powerless to aid him. In the darkness he was finally lost to view, but in a few moments reappeared on the crest of a wave, which threw him violently on the stones and left him in a cavity, from which the people on the breakwater succeeded by joining hands in rescuing him with difficulty. Although badly bruised and lacerated, and having suffered a dislocation of the shoulder, he roused somewhat and was taken to the lighthouse, where efforts were made to restore him. It was now 7 o'clock. One man made his way over the ice-covered breakwater to the telegraph office at the other end, where a dispatch was sent to Lewes, three miles distant, for a doctor, and through him for the life-saving crew also. The telegraph office at Lewes is not usually opened for business until 8 o'clock, so that in this instance the message to Dr. Orr, the marine-hospital surgeon, was not delivered to him until a half hour later, and by him taken to the Lewes Station at 9 o'clock.

"The life-saving crew set out in their boat at once, reaching the breakwater in advance of the doctor, who arrived about 10 o'clock on a tug. In spite of Dr. Orr's efforts to resuscitate the wounded man, he sank rapidly, and soon died from exhaustion and the results of his injuries. The captain of the schooner testified that the sailing master was old and feeble and had been in poor health during the entire voyage. The survivors of the wreck, with the doctor and the body of the dead man, were taken to the Lewes Station, where the latter was placed in charge of the undertaker, the funeral taking place from the station the following day. The rest of the crew were provided for by the agents of the vessel.

"It appears in evidence that no signal was made from the vessel at any time, also that until 7 o'clock the weather was thick and stormy, so that the patrol going to the eastward, although passing at about 5' in the morning within less than a mile of the breakwater, was unable to see that distance, and consequently could not discover the vessel. Indeed, the necessity for sounding the fog signal at the beacon until 7 o'clock readily accounts for the failure. When the weather cleared sufficiently to dispense with the fog signal the vessel had sunk so that only her maintopmast showed over the stone pile, where it was clearly impossible for the lookout at the Lewes Station to distinguish her from the numerous small vessels anchored under the breakwater between the wreck and the station. At this time the wreck was complete, the crew having left her in the manner already described."

WRECK OF THE SPANISH STEAMSHIP SAN ALBANO.

Among the most notable rescues of the year, yet darkened by one fatality, was that effected by the crew of the Hog Island Station, (Fifth District,) Virginia, in landing on February 24, 1892, twenty-six persons from the Spanish steamship *San Albano*, of Bilboa, Spain, which had gone ashore on the outer shoals of Hog Island on the evening of the 22d, and subsequently became a total wreck. At about half past 4 o'clock on the morning of February 23, the patrol having the morning watch along the beach discovered a steamer's light apparently too near the shore for safety, and he thereupon burned a Coston signal, concluding when the light disappeared shortly afterwards that the warning had been effective. Upon reporting this action to the keeper at sunrise, the latter ascended to the lookout, and sweeping the horizon with the glass discerned to the northward the masts and smokestack of a vessel, which appeared to be close to the land. The weather was misty and a northeast gale prevailed, which carried the tide over the marshes of the island, and the surf, beating heavily upon the shore, was swept in swift currents to the southward along the beach. Against this storm the life-saving crew, who set out at once with the beach apparatus, worked their way up the coast a distance of five miles, arriving abreast the stranded ship at 9 o'clock, after two hours of exertion. It appears that the steamer, a vessel of twelve hundred and ninety-one tons register, carrying a valuable cargo, was bound from New Orleans, Louisiana, to Hamburg, Germany, via Norfolk, Virginia, where it was intended to obtain coal. In the thick weather prevailing during the tempestuous voyage to the northward the reckoning had been overrun and the entrance to the Chesapeake Bay passed. In retracing the distance along the coast the master steered too far to the westward, and on the evening of the 22d the vessel, which drew twenty-one feet of water, grounded on the outer shoals of Hog Island, but later worked over the bar and floated in one of the numerous channels or gullies. Here the master came to an anchor, but the increasing force of adverse elements

proved irresistible, and the vessel drifted before the wind and sea, striking upon the shoals at intervals, until, aleak and full of water, she finally grounded five hundred yards from the beach a hopeless wreck.

When the life-savers arrived the ship lay broadside to the sea, which broke over her decks and worked her a little toward the shore. The ship's company could be seen gathered in and near the houses on deck, while the Spanish flag floated from halfway up the main rigging. It appeared impossible to reach the wreck, as she then lay, with the gun, and the confused surf, impelled by a forty-mile gale, fell in such tumult on the beach that it was evident the life-car would be needed should communication be established by means of the beach apparatus. That nothing might be omitted, it was deemed advisable, also, to bring the surfboat to the scene. It was, therefore, necessary to return to the station for these equipments, the round trip requiring ten miles' travel over the flooded country. The station horse was taken back to bring up the surfboat, and a team of horses was kindly loaned by Mr. J. L. Ferrell to haul the life-car, a spare shot-line, and shot. This task consumed the time until 2 o'clock in the afternoon, when the life-saving crew were again on the beach opposite the wreck.

The gun was placed in position and fired in the effort to reach the vessel. The second shot, with a No. 4 line, passed over the ship, the line falling on deck, but in their eagerness to haul it aboard the steamer's crew carelessly permitted it to chafe against the main rigging, where the great strain and the friction created by the action of the sea soon caused it to part. The rising tide drove the life-savers farther back upon the beach, increasing the distance to the wreck, and the gale raged with greater fury, causing the five succeeding shots, with the remaining lines, to fall short of their object. By this time the day was waning, and the keeper decided to resort to the surfboat, despite the gloomy assertions of experienced men in the crowd on the beach that no boat could live in such a surf. The boat was dragged well up to the windward and launched, but the wind, the sea, and the current, which rushed swiftly along the shore to the southward, were too powerful for the crew, and they were carried below the wreck, where they reached the shore with difficulty, the boat full of water. Nothing daunted, they made a second launch from a point much farther to the northward, but the heroic struggle to reach the wreck proved futile. Although they approached somewhat nearer the stranded steamer, it was quite impossible to reach her, and the boat was swept beyond the vessel, being again filled and nearly overturned. A safe landing was effected, after a desperate struggle, about a mile below the wreck. Both ineffectual attempts with the boat had jeopardized the lives of the entire life-saving crew, but had at the same time demonstrated their dauntless courage, and, what was still more to the purpose, the utter futility of boat service—a piece of evidence that, no matter what might be the result of other operations, would prove beyond all cavil that no

expedients had been neglected. Meanwhile a part of the ship's company, in defiance of the captain's authority, hastily lowered the only remaining boat of the steamer, and seven of them getting into her made a successful trip to the shore before the wind and sea—a circumstance so exceptional under such conditions that it may be noted as little less than miraculous. Sunset had now come and darkness closed in upon the scene.

Exhausted by long-continued efforts, without food all day, and prevented from further operations by the night, the keeper, having learned from the men who came ashore that the ship was yet solid and dry in her deck houses, decided to return to the station for needed food and brief repose. A company composed of the Rev. J. R. Sturgis, his son, and Mr. Albert Barrett, with others whose names are unfortunately unknown, volunteered to maintain a watch and keep a fire on the beach during the night, and to notify Keeper Johnson should anything serious occur. The crew reached the station at 9 o'clock, and after a few hours' rest set out again for the wreck at 4 in the morning, taking with them the last dry shot line. The wind was due northeast and the surf had not diminished.

The ship did not appear to have worked any nearer the shore, and although it was low water the keeper saw that she was still probably beyond the range of the gun. Here an ingenious expedient was resorted to, which proved to be the turning point upon which hinged the success of the entire operations. The gun was lashed upon the apparatus cart, while the shot-line box was secured on the forward axle of the boat carriage. The cart was pushed into the water as far as possible, the men wading waist deep into the surf, and at the right moment the gun, heavily loaded for this final trial, was discharged. There was a moment of breathless suspense, but the result justified the most hopeful anticipations of the life-savers, for the shot landed just over the rail, fairly falling on the ship's deck. Warned by the accident of the previous day, the crew of the steamer kept the line clear and hauled it off with care. Aided by the islanders on the beach, connection with the wreck was finally made and the life car sent aboard.

Eight trips sufficed to bring ashore the officers and crew, numbering nineteen men, who landed almost destitute of clothing, but with grateful expressions for their safe deliverance. It was at this juncture that the keeper learned that one man had been lost. The chief engineer, the only member of the steamer's crew speaking English intelligently, stated that a Spanish seaman, named Donato Sanico, had undertaken during the previous night, against the remonstrances of his shipmates, to reach the shore by swimming with the aid of a plank. This rash act cost him his life. The plank was afterward pointed out by one of the survivors, but so far as known the body of the lost sailor was never recovered. The Rev. J. R. Sturgis, who kept the night watch on the beach, had heard an outcry at about 2 o'clock in the morning, and at the time made a careful search along the edge of the surf,



but no one was seen. Probably the sounds were cheers given the swimmer by his comrades as he plunged overboard to make what proved to be his last contest with the sea. The entire crew of twenty-six persons were properly cared for at the station, and their destitution was relieved by supplying them with clothing from the articles furnished by the Women's National Relief Association. The district inspector, who investigated all the circumstances connected with this remarkable case, closes his report in the following words: "Great credit is due the keeper and crew of the Hog Island Station for their brave and persistent efforts, and every man did his whole duty. The people of the island were prompt and ready to assist the life-saving crew in every way possible, and especial praise should be given the Rev. J. R. Sturgis for his hearty coöperation and valuable services. This is the first time in the history of this station that the beach apparatus has been used, and demonstrates the great value of the life car as a means of landing men when the distance is great and the surf heavy."

It is proper in this connection to say that the superintendent of the district, Capt. B. S. Rich, a man of great experience and with an enviable record as a life-saver, was early on the ground and rendered valuable aid by his sound judgment and excellent advice. The crew remained at the station seven days, when they were transferred to the mainland. Before their departure the captain addressed a letter to the district superintendent, of which the following is a translation:

"HOG ISLAND STATION, *February 25, 1892.*

"SIR: I am much obliged to Keeper J. E. Johnson and his crew for the promptness with which they came to the aid of the steamer *San Albano* and for saving twenty-six men and the cat. One sailor was drowned. He jumped overboard in spite of the warning of all hands. I would, therefore, express great praise to Keeper Johnson and his crew for saving our lives under the most trying circumstances, since there was a heavy surf breaking on the beach, accompanied by a high wind and strong current. The superintendent also proved himself very efficient in giving directions on shore and in pushing forward the task of rescue. I do not know how to express our gratitude for the good which resulted.

"JOSÉ A. DE SAGARRAGA.

"*Captain.*

"JOSÉ ESPINOSA,

"*First Engineer.*

"Captain B. S. RICH,

"*Superintendent Fifth Life-Saving District.*"

The district inspector also received a note from the Spanish Vice-Consul, at Norfolk, to the following effect:

"NORFOLK, *March 5, 1892.*

"SIR: Please accept my thanks on behalf of the Spanish Government for the rescuing of the crew of the steamer *San Albano*. I would be

glad, if convenient, for you to so advise the officers and crew of the station referred to.

“ARTHUR C. HUMPHREY,  
“Vice-Consul.

“Lieutenant F. G. F. WADSWORTH,  
“Assistant Inspector, Fifth Life-Saving District.”

The generalship displayed by Keeper Johnson, supplemented by the gallant work of his brave crew, was of a high order of merit. Their extraordinary exertions to reach the stranded ship with the surfboat are especially laudable, in view of the hazard of the undertaking and the freely expressed opinions of the bystanders that the risks and dangers exceeded the just measure of their duties. In recognition of their heroism, in the face of such discouragements, the Department awarded to the keeper the gold medal and raised his pay to the maximum amount allowed by law, and gave a silver medal to each of the eight members of the crew who served in the boat on both occasions. At a later date the Spanish Government transmitted to the Department, through her consul at Baltimore, a medal of honor and a diploma for each of the nine members of the life-saving crew in acknowledgment of their valor.

#### WRECK OF THE SCHOONER ANNIE E. PIERCE.

On February 22, 1892, the schooner *Annie E. Pierce*, of Somers Point, New Jersey, bound from Bogue Inlet, North Carolina, to New Bedford, Massachusetts, was beached by her master at a point two and one quarter miles south of the Little Kinnakeet Station, (Sixth District,) North Carolina, and the death of Alonzo Driscoll, the mate of the vessel, occurred in consequence. As the schooner came into view from seaward through the rain and mist of that stormy February morning, she was espied by a small boy, who called attention to her. At once the keeper saw from the direction she was steering that the vessel would soon be aground, and he made immediate preparations to render assistance. The adjoining stations were spoken by telephone, and in response the keeper and crew of the Gull Shoal Station immediately repaired to the spot indicated, while the keeper of the Big Kinnakeet Station came with horses to assist in hauling the beach cart. In about three-quarters of an hour from the time the vessel was first seen the three life-saving crews were upon the beach near the vessel, which had stranded about one hundred and fifty yards out. Operations began forthwith, under the direction of the keeper of the Little Kinnakeet Station. Communication was soon established, and in less than an hour the entire crew were landed with the beach apparatus, excepting the mate, who had been killed by a heavy sea before the vessel stranded.

It appears from the testimony of the master that in the forenoon of the preceding date, when off Cape Henry, Virginia, the weather became thick and the wind came out from the northeast, increasing to the force of a gale and creating a rough sea. The vessel was then hove to under a close-reefed mainsail, and made good weather until the straps of the

main sheet block suddenly parted, carrying away the main boom. This unfortunate accident made it necessary to run back down the coast before the wind, but finding that a course clear of the Hatteras Shoals could not be made, as the soundings on the morning of February 22 indicated that the current was sweeping the vessel toward the land, the master resolved to beach her as a final means of safety. The breakers were seen at about 11 o'clock, although the land was not then visible. Putting the helm to port, so as to run head on, the captain ordered all hands into the cabin, as the safest place when passing through the breakers. While going over the outer bar an immense sea broke over the stern, smashing the yawl and bursting into the cabin with terrific force. At this time the mate, Alonzo Driscoll, of Atlantic City, New Jersey, stood within the cabin holding the doors together, and was therefore directly in the path of the wave, which tore away the doors and sent one of them with fatal violence against him, to all appearances causing instant death. The crew rushed out of the cabin and climbed into the rigging. The captain followed, after hastily examining the mate; but while he was making his way forward the vessel was again swept by a sea, which left him helpless with a broken leg. By slow and painful movements he crawled to the cabin and remained there until two members of his crew placed him in the buoy, which by this time had been sent off. Upon landing, the captain was carefully wrapped in blankets and sent to the Little Kinnakeet Station in the keeper's cart, where he received all possible attention, the keeper doing the best he could with the appliances and remedies of the station medicine chest in dressing the injured limb and alleviating its pain.

The crew were also cared for at the station, where they remained for a period of nine days, until the state of the weather permitted their departure across the sound to the mainland. The isolation of the narrow strip of land on which the life-saving station is situated is such that no physician could be secured to give the captain needed treatment. Efforts were made to obtain surgical aid from the mainland, but the severe gale and high sea which continued several days prevented until March 1, when the revenue cutter *Winona*, from Newbern, bearing a surgeon of the Marine-Hospital Service, reached the station in response to a dispatch from the Department. The master then received proper professional care, and on the following day was conveyed to Newbern on the cutter. The high surf prevented the launching of the boat until the third day after the occurrence of the wreck, when a successful trip was made to her, and the mate's body and the clothing of the crew were brought on shore. The body was prepared for burial at the station, and then carefully laid to rest in the cemetery of the neighborhood, after funeral ceremonies befitting the sad occasion, in the presence of his late comrades. The clothing supplied by the Women's National Relief Association was drawn upon for the urgent necessities of the master, as well as in preparing for burial the remains of the mate.

In addition to the many verbal expressions of gratitude for the kind attentions received while sojourning at the station, written statements were made by the master and crew of the lost vessel. A deposition, executed February 25, 1892, before Samuel R. Hazen, a notary public, previous to the official investigation of the unhappy accident is given below :

"We, the undersigned, captain and crew of the schooner *Annie E. Pierce*, which was wrecked near Little Kinnakeet Life-Saving Station, depose and say that the mate, Alonzo Driscoll, was instantly killed by the sea as the schooner was crossing the outer bar ; also, just before the vessel stranded, the captain's leg was broken by the violence of the sea. This loss of life and injury to limb happened before the vessel struck the shore, and was in nowise the fault of the life-saving crew. We also state that the crew of the Little Kinnakeet Station were promptly on hand and rendered all possible assistance.

"JOSEPH R. SOMERS,

"RISLEY SOMERS,

"GEO. J. LODER,

"EDWARD DRISCOLL,

"Of the schooner *Annie E. Pierce*."

WRECK OF THE BRITISH SCHOONER ROB AND HARRY.

The wreck of the British schooner *Rob and Harry*, of St. John, New Brunswick, follows next in the record. The vessel was dismasted, about three miles to the westward of the Hen and Chickens Lightship, in the forenoon of March 11, 1892, and the hulk afterward drifted upon the west end of Cuttyhunk Island, Massachusetts, more than two miles distant from the Cuttyhunk Station, (Second District.) One man, the steward, Ephraim McNeil, of Richibucto, New Brunswick, was lost. The schooner, a craft of one hundred tons register, was on a voyage from St. John to New York with a cargo of laths. The severity of the weather had occasioned many interruptions, and the master had been obliged to seek harbors frequently on the passage to the westward, Vineyard Haven, Massachusetts, having been the last port, from which he sailed on Thursday morning, March 10. Toward evening of that date the wind, which had been southwest, hauled to the westward and increased to a severe gale. Reefs were taken in the sails and the master endeavored, when about two miles south of Brentons Reef Lightship, to haul up for a harbor ; but his purpose was defeated when, in rounding-to, the forestay was suddenly carried away. The mainsail was taken in at once, and he stood offshore to repair the damage by securing a hawser to the bowsprit and making it fast, successively, to the foremast and mainmast as well as possible amidst the turbulent conditions then existing, but the subsequent efforts to reach a safe harbor were futile. The little vessel drifted rather than sailed before the gale, and was carried helplessly along to the eastward. The masts began to work and the vessel to leak. At about 4 o'clock on the following morning, after an unusually heavy lurch into the sea, the hawser used as a temporary stay parted, and the foremast fell aft, resting against the mainmast, and continued in this posi-

tion until 10 o'clock, when the violent pitching of the vessel caused both masts to fall over the port quarter, splintering the only boat in pieces. It was impossible to get clear of the wreckage, and the pumps could not be reached. The water rose to the decks, and little protection from the waves dashing over them could be found, while the freezing temperature thoroughly chilled the entire ship's company.

Barely missing the Sow and Pigs Reef, extending in a southwesterly direction from the west end of Cuttyhunk, the dismasted craft about noon drifted into the breakers, striking upon ledge after ledge with tremendous force and washing further inshore until 2 o'clock in the afternoon, when the progress ceased, and the vessel, pounding heavily upon the rocky bottom, rose and fell in the breakers about one hundred yards from the shore. It was fully two hours before the wreck was sighted by A. G. Eisener, light keeper at Cuttyhunk, and her distressed company dimly discerned through the spray that hid her almost constantly from view. Immediate steps were taken for their relief.

The rocky environment of Cuttyhunk gives rise to numerous perils to navigation in its vicinity, and many ships in dreadful storms or treacherous fogs have found themselves when least expecting disaster amidst its dangers. It is a standing tribute to the bravery of the islanders that when human lives are in jeopardy rescue is first thought of and danger last considered. The Massachusetts Humane Society maintains two boat stations, Nos. 42 and 43, on the island, one at each end, while the United States life-saving station is near the east end, more than two miles from the point where the wreck finally brought up. In station No. 43, at the western extremity of the island, the humane society has two boats confided to the charge of the light-keeper, who in all matters pertaining to their use coöperates with the life-saving crew. Mr. Eisener sent messengers to rouse the villagers and also to notify the life-savers, and when men from the settlement, which is not far away, began to arrive the large surfboat from station 43 was brought by willing hands to the beach opposite the wreck. In the meantime the life-saving crew had been assembled by Keeper Bosworth, and they had set out for the west end of the island, taking with them the beach apparatus cart, drawn by mules. Progress over the stony, hilly, and ill-defined roads was necessarily slow and tedious, and was further retarded by the occasional balking of the team.

After a toilsome journey of nearly two hours the life-savers reached the shore opposite the stranded vessel. But the brave men from the village had not been idle. Under the lead of the light-keeper a volunteer crew had with difficulty made a trip to the wreck, rescuing the master and the mate; but before the other members of the crew could get into the boat a huge wave had swept away several of the oars and carried her upon its crest with sudden and irresistible force halfway to the beach, filling her with water and by collision with a piece of wreckage staving her in a number of places, but she reached the shore and was

dragged safely out of the surf. The smaller boat was then brought from the station, and the arrival of the life-saving crew, who were seen approaching, awaited. It was shortly after sunset when they came upon the scene and prepared to establish communication with the wreck. Three shots were fired from the Lyle gun without apparent result. It was learned afterward that the sole survivor on board attempted to find the shot line, but in the darkness and amongst the wreckage the search proved fruitless. Bosworth now determined to try to board the wreck with the small surfboat, and to that end she was manned, and under his charge and direction two attempts to launch were made. The little boat was too frail for service on those waters, which flung her ashore in the first instance, and the second time, from grounding in the surf, stove a hole through the planking. The Lyle gun was again resorted to, the shot line falling directly across the wreck, but no response came from her. Meanwhile a suggestion, originating with some one in the crowd assembled on the beach, had been acted upon, and the holes in the surfboat which had made the successful journey to the wreck were covered with canvas tacked down, and when ready the boat was turned over to the life-saving crew. The surf had subsided somewhat on the ebb tide, but still rolled in in heavy masses from seaward. The launching was attended with special dangers, for the receding tide left almost bare at intervals the rocky bottom, upon which the boat grounded heavily, but nevertheless Keeper Bosworth succeeded in reaching the schooner with the boat thus fitted for the hazardous journey.

Of the two persons remaining on board but one survived, McNeil, the steward, having succumbed some time previously to the cold, to exhaustion, and to the terrors of the situation. His body was passed over the side into the boat, and, the sailor having clambered in, the keeper at a favorable moment headed for the shore and made a safe landing. The body was taken to the patrol house, where efforts were made by the usual methods of resuscitation to restore life, which, although long continued, were unavailing. The body was then carried to the lighthouse and subsequently laid out for burial, the supply of clothing donated by the Women's National Relief Association being drawn upon for that purpose. The interment took place two days afterward in the cemetery of the town of Gosnold under the direction of the local authorities. The vessel was a total loss.

#### THE CAPSIZING OF A SLOOP.

The next case was the drowning of two men, Jesse Carter and Isaac Hannan, of San Francisco, California, on the 27th day of March, 1892. The accident occurred through the capsizing of a sailboat, about one mile west-northwest from the Fort Point Station, (Twelfth District,) California. The facts, as gleaned by the officer investigating the casualty, are as follows:

The keeper of the Fort Point Station, while standing in front of the boathouse, at about 3 o'clock in the afternoon of March 27, 1892, observed

a small sloop-rigged boat about one mile distant, containing, as he thought, four persons, heading up the bay before a strong westerly wind, but against a swiftly running ebb tide. The boat seemed to be managed badly and was making no headway in the rough sea. Fearing an accident, the keeper called the crew and immediately set out in the surfboat to their relief, but had proceeded only a short distance when he saw the boat bottom up with two men clinging to her. The life-savers gave way lustily, reaching the capsized craft in a few minutes, where the two imperiled men were taken into the surfboat, one of them being almost unconscious and the other barely able to speak. When asked by the keeper where the other men were, one of them answered in a dazed manner, "We are all," thereby leading the keeper to believe that he had been mistaken in the first place as to the number of persons in the boat. Nevertheless, a short search was made for anyone else who might have been in her, but without success. The sloop was righted and taken in tow for the shore, the surfboat being assisted a short distance till the eddy was reached by the steam yacht *Frolic*, which happened to be in the vicinity.

Reaching the station at about 4 o'clock, the rescued men were landed and cared for, while the life-saving crew immediately put off again to the assistance of a boatman who had set out alone to attempt a rescue from another point when the sloop capsized and was now drifting out to sea with the tide. The *Frolic*, however, had gone to his relief, and seeing this the life-saving crew returned to the station. From the rescued men, who were by this time revived and could talk intelligently, it was now learned that the party numbered four persons, and that when their boat capsized one of them sank immediately, while another was caught underneath the overturned craft and probably was soon drowned or smothered in that position. The boat suffered little damage from the accident.

In the light of the evidence adduced the investigating officer concludes his report in these words: "But for the vigilance, good judgment, and prompt action of Keeper Hodgson, the two men rescued would also have been lost, for had he deferred action until it was seen that the accident had actually occurred, it then would have been too late to reach the scene of the disaster in time to save the lives of any of them."

#### THE CAPSIZING OF A ROWBOAT.

An accident falling within the province of life-saving operations, attended with the loss of one life, occurred on Lake Erie, by the capsizing of a rowboat containing four persons, about four hundred yards north of the Fairport Station, (Ninth District,) Ohio, at about 5 o'clock in the afternoon of May 29, 1892. It appears that four young men left the lake shore, a quarter of a mile east of the station, for the purpose of pulling around into the harbor in a skiff or rowboat altogether too small to

carry them with safety, being deeply submerged when it left the shore. The men had been advised against the risk they were running, but with a recklessness characteristic of partial intoxication, the warning was disregarded, and, heedless of consequences, they undertook the journey. As the boat rounded the pier head at the entrance to the harbor, the water began to wash over the gunwale, and one of the men in his fright sprang suddenly to his feet, and thus capsized the skiff. The lookout at the station had watched their progress from the time they left the shore, and when the boat overturned gave an immediate alarm. The crew hurried to the surfboat and got away without the loss of a moment, reaching the scene in less than two minutes. Three persons were clinging to the boat, but the fourth man could not be seen. His hat was floating not far away, and the survivors said he had gone down at once. His name was Samuel Carroll, of Pittsburg, Pennsylvania. The rescued men were taken to the station and furnished with dry clothing from the supply donated by the Women's National Relief Association and otherwise properly cared for. Dragging for the body of the drowned man began without delay, but the condition of the bottom, which is covered with snags, retarded the work, and an hour and a half elapsed before its recovery. When found the body was turned over to the coroner. It can readily be seen that this accident was due to the carelessness of the man who thereby lost his life. The life-saving crew took prompt measures to save the entire party, but although upon the scene within a very short time, one man was already beyond rescue, having drowned before their arrival.

#### THE CAPSIZING OF A SKIFF.

The last casualty of the year involving the loss of life was the capsizing of a skiff containing five men in the Genesee River, about three hundred yards from the Charlotte Station, (Ninth District,) Lake Ontario. Two men, Jacob Burger and Philip Nelson, of Rochester, New York, were drowned. It appears that five men, rowing about in a skiff on the Genesee River, near the Rochester Yacht Club house, on June 25, 1892, endeavored to pass between the tug *William L. Proctor* and the first one of a number of barges which the tug was towing up the river, and that the tow line, lifting suddenly from the water at that moment, caught the boat, overturned it, and threw its occupants into the river. This occurred at a quarter past 12 o'clock. One of the surfmen, standing on the pier in front of the station, saw the accident and hastily gave the alarm in the mess room, where the crew were at dinner. The surfboat was quickly manned and pulled to the scene, passing between the second and third barges of the tow, which impeded its progress somewhat, but arriving in less than five minutes after the capsize had taken place. One man had been rescued by a skiff while two others were swimming to the shore, where they were taken from the water by people standing on the wharf. The capsized boat was



righted, but the other members of the party were nowhere visible, and it is supposed they were run over by the barge and did not reappear upon the surface. Search for the bodies with grappling irons began at once. One was recovered about half an hour, and the other about an hour after the accident. Although faithful efforts at resuscitation were made, it was impossible to restore life, and the bodies were given in charge of the coroner, who deemed an inquest unnecessary. The surviving members of the party were furnished with dry clothing from the supply provided by the Women's National Relief Association. The casualty was due to the foolhardy action of the occupants of the skiff in attempting to pass over the tow line of the tug when in motion. There is also no doubt that the boat was overloaded, and that the men were unskilled in its management. The action of the life-savers was prompt, and it is plain that the loss of life happened under conditions which made its prevention by them entirely out of the question.

LOSS OF THE KEEPER AND TWO SURFMEN OF THE COQUILLE RIVER STATION.

In addition to the foregoing cases of loss of life from shipwreck, there occurred on the 12th of April, 1892, at the mouth of the Coquille River, Oregon, one of those fatal accidents so liable at any time to overwhelm the men who perform the dangerous duties of the Life-Saving Service.

On this occasion Keeper Edward M. Nelson and Surfmen William H. Green and James K. Sumner, of the Coquille River Station, (Twelfth District,) lost their lives. All of the facts and circumstances connected with the sad disaster were inquired into by the district superintendent, whose report is subjoined:

"At a little after 7 o'clock on the morning of April 12, 1892, the surfboat of the Coquille River Life-Saving Station was launched for practice. The keeper and crew of the station, excepting Surfman Ernst Bruschinski, who had been excused by the keeper on account of illness, and whose place was filled by J. Jensen, a volunteer for the occasion, were in the boat. The weather was calm, the surf smooth (there being no breakers and only the tide rip on the bar), and the tide was ebbing, about one and one-half hours before low water. The boat was pulled out the main channel to the bar at the mouth of the river, when unexpectedly, suddenly, and without apparent cause, as frequently happens on the Pacific coast, heavy seas began rolling in and breaking on the bar. Several of these were passed successfully, when there uprose ahead a perpendicular wall of water fully eight in height. This ponderous mass squarely struck the bow of the boat, combed and broke, filling her to the gunwale, washing all hands off the thwarts and Surfman Fieger out and well clear of her. The steering oar in the hands of Keeper Nelson broke at the loom and struck him a heavy blow on the side of the head, throwing him on his back into the bottom of the boat, with his shoulders against the gunwale. The boat quickly fell off and capsized with great force, all except Fieger being caught

underneath her, but they soon came out and climbed on her bottom. This was at a quarter past 8 o'clock. The position of the boat was at the inner edge of the outer breaker on the bar, and was held there by the inrolling seas and outrunning tide, with the breakers constantly sweeping over her and repeatedly washing the men off. The boat remained in nearly the same place for half an hour, exposed to the heavy billows, when the set of the tide turning toward the flood gradually carried her toward the north shore opposite the town of Bandon.

"In the meantime Surfman Bruschinski, assisted by Edward Mars, had set out in a skiff to the assistance of the crew, while others, citizens of Bandon, crossed the river to the point where the boat would apparently land and stood on the shore ready to adopt such expedients as might be possible when the unfortunate life-savers should come within reach. The struggling crew with much difficulty finally secured the righting lines and righted the boat, but this was hardly accomplished when, all hands being on the port side, she again capsized with everyone underneath her, and, although they climbed on the bottom again, the keeper and several of the crew exhibited signs of weakness from exhaustion and injuries. It was found afterward that the head of the keeper, as well as that of Surfman Sumner, bore marks of severe contusion, while the chest and body of Surfman Green were bruised badly from injuries received, and to these wounds no doubt the fatal consequences of the accident were largely due. The keeper especially was quite helpless, and it was found impossible to get him upon the bottom of the boat. He had taken a firm grasp on the keel, however, and held on there until an unusually heavy sea broke over her, washing him and all the others, except Jensen, clear of her. The keeper's head now sank, face down, below the surface, and he so remained, sustained by his life-belt, floating in this condition until hauled out of the water by Surfman Bruschinski and others. While the members of the crew were maintaining an unequal struggle in the breakers, it chanced that Mr. Jensen, the volunteer, fortunately secured himself astride the capsized boat, where he removed his heavy boots, and was able to hold on as the boat worked slowly shoreward. He was also able, after great exertion, to lash Surfman Gross, who had become much exhausted, to the bottom of the boat, and this act undoubtedly saved his life.

"As the life-savers, clinging to the boat or swimming, approached the beach, Mr. Gurley Boak, engineer of the tug *Triumph*, made one end of a heaving line fast around his arm, the other end being held by men on the beach, swam out through the surf, and brought to the shore Surfman Sumner, who was more dead than alive. Surfman Green, swimming a feeble stroke, also came in with the tide, and Emil Erickson, taking one end of a heaving line, went out to his relief, and brought him out of the water with the aid of persons on the land. Surfman Wehl, bleeding at the mouth and hands, but swimming a strong stroke toward the shore, was picked up by Bruschinski and Mars with the skiff. Surf-

men Wickham and Fieger also swam ashore and were assisted through the surf by the people in waiting there. Finally the boat, bottom up, with Surfman Gross lashed onto her and Mr. Jensen standing up, came in with the tide. She was nearly end-on all the time coming through the breakers, her stern being held to the seas by the drag, which was over, with about ten feet free scope of cable. Gross was unconscious and quite helpless, and Jensen, although able to take care of himself and Gross, had nevertheless sustained serious injuries. Every man was more or less disabled by the capsize in the breakers, and the boat was also badly damaged. As each one came or was brought ashore he was immediately, intelligently, and kindly cared for by the people assembled there, and as soon as possible a physician was summoned, when all that medical skill could do was done for the bruised and exhausted men. While there remained the slightest hope the good people of Bandon labored with the bodies of the late keeper and surfmen in efforts to restore them to consciousness. These exertions were in vain, because, as subsequently appeared, in each case death resulted from mechanical injuries and not from drowning, as was then supposed by those attempting the resuscitation of the dead men. In the brief limits of this report it is not possible to make acknowledgment in each case of the humane efforts put forth by citizens of Bandon to alleviate the distress of this sad event, but I can not forego the privilege of mentioning, as entitled to the especial thanks of the Life-Saving Service for their acts of kindness bestowed upon both the survivors and the dead of this unfortunate occurrence, the following-named persons: J. Jensen, Edward Mars, Emil Erickson, Gurley Boak, J. Peterson, John Johanson, and Dr. J. H. Kime, and also to call attention to the prompt and well-directed efforts to render aid as made by Surfman Ernst Bruschinski, who, on account of illness, had been left on shore. I can see no fault in the management of the boat by the keeper on that occasion. The surviving members of the crew displayed commendable zeal by a prompt resumption of the patrol and other duties after the burial of their dead comrades, and were in nowise demoralized by this sad experience."

#### DEATH OF MR. EDWARD BURGESS.

The mortuary record of the year closes with the brilliant name of Edward Burgess, who died at his home in Boston, Massachusetts, on the 21st of July, 1891, and was at that time president of the Board on Life-Saving Appliances.

Edward Burgess was born in Sandwich Township, Massachusetts, one of the earliest and most noted settlements of Cape Cod, on the 30th of June, 1848, and was, therefore, at his decease only a few days more than forty three years of age—barely the midsummer of life—yet within the brief period of manhood allotted to him he had accomplished much to distinguish and perpetuate his name.

His father was known as one of the most prosperous merchants of New England, and young Burgess enjoyed the best advantages for edu-

cation and culture. His childhood and youth were passed in Boston, the permanent residence of his parents, and he was graduated from Harvard University in 1871 at an age of sufficient maturity to make it probable that his college years had been well spent—a presumption which is amply affirmed by the fact that he graduated with honors, and by the results of his subsequent life. As a child he was rather serious and extremely modest, but self-reliant and fearless. He early manifested great fondness for natural history and especial aptitude for mathematics. For sixteen years from 1872 he was secretary of the Society of Natural History of Boston, and from 1879 to 1883 an instructor in entomology at Harvard.

To this time his life had been that of a student, and though he had acquainted himself both at home and abroad with the principles of marine architecture and the practical management of vessels, his digressions into that field of knowledge were rather in the nature of diversion than with any view of their application to business or professional purposes. But in 1883 adverse circumstances compelled him to turn from the sequestered paths of the scholar and literary gentleman, and to join the multitude who throng the highways where men struggle for livelihood. Cheerfully and hopefully he accepted the situation.

With twenty-five years of more or less experience in nautical matters, his mind naturally turned in that direction, and in October, 1883, he opened an office in Boston as a naval architect and yacht designer. His first commission of importance was for the construction of a yacht to defend the title to the *America's* cup in the international contest to take place in the fall of 1885, and his first great achievement in his profession was the world-renowned sloop yacht *Puritan*, whose performances were almost a revelation to the yachting world. The *Mayflower* and the *Volunteer*, which soon followed, each a distinct triumph over its predecessor, confirmed his great talents and added enviable laurels to his fame.

Fortune smiled upon the now celebrated designer and business rapidly increased, but his quiet candor and almost excessive modesty were not disturbed by success. Numerous yachts, fishing and merchant craft were the offspring of his marvelous genius, each embodying the best principles established up to the time of its construction. During his entire career as a marine architect, a period covering somewhat less than eight years, Mr. Burgess designed upward of two hundred vessels of various classes, his best yacht at the present time holding the supremacy of the world. His eminence in his profession was recognized by the General Government in 1887, when he was appointed a member of the United States Naval Board to award prizes for the best plans for cruisers and battle-ships. He had already designed several vessels of the larger type exclusively for commercial purposes, and was about to turn his genius mainly in that direction when his life so unexpectedly terminated.

By the death of Captain F. R. Baby, in 1888, a vacancy occurred in the presidency of the Board on Life-Saving Appliances, and Mr. Burgess was invited to accept the office, which is one without emoluments of any kind. Having signified his willingness to assume the duties of the position, he was appointed president of the Board on the 29th of May, 1888, and so continued until the date of his death, a little more than two years later.

His comprehensive views, rare general attainments, and his special qualifications in matters pertaining to boats and the subject of life-saving operations made him a very valuable officer to the Government. How much he might have ultimately contributed to the advancement of the Life-Saving Service had his years been lengthened can be only a matter of conjecture, but it is not unreasonable to believe that his acknowledged genius might have developed some improvement in methods and appliances already conceded to have reached an extraordinary degree of excellence. He was a good presiding officer and a safe and intelligent adviser.

His character was without blemish, and his life in every way honorable in the highest degree. His disposition, though reserved and self-contained, was genial and sincere, and to his associates on the Board his death was hardly less than a personal bereavement.

#### ESTABLISHMENT OF STATIONS.

Since the last report stations have been established and put in operation at Burnt Island, near the mouth of the St. Georges River, Maine; Quonochontaug, Rhode Island; Fenwick Island, Delaware, and Ilwaco Beach, Washington; and a station is in process of construction at Brant Rock, Massachusetts. A new station is also in course of construction on the grounds of the World's Columbian Exposition, to take the place of the old Chicago Station. It will be utilized for exposition purposes during the World's Fair.

#### REPAIR AND IMPROVEMENT OF STATIONS.

Extensive repairs and improvements have been made to fifteen stations on the coasts of Maryland and Virginia, also to the Crumple Island Station, Maine; the Lewes Station, Delaware; the Golden Gate Park Station, California, and similar work is progressing at several stations on the coast of Massachusetts.

#### TELEPHONE LINES.

The telephone line authorized to be established between Cape Charles and Assateague Island, Virginia, by act of Congress approved May 13, 1892, is under construction and approaching completion.

#### BOARD ON LIFE-SAVING APPLIANCES.

A meeting of the Board on Life-Saving Appliances was held in New York City in June. A full report of the proceedings and the conclusions of the Board will be found in the latter part of this volume.

## THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The Women's National Relief Association has not faltered in its chosen work of ministering to the comfort of the shipwrecked, and grateful acknowledgments are again due to this noble organization for the supplies of warm clothing and nourishing food which it has continued to send to the stations during the year. By its labors and benefactions in this direction the association has accomplished incalculable good and proved itself a valuable auxiliary to the Service.

The stores donated by the association were used during the fiscal year ending June 30, 1892, to supply the needs of those suffering from shipwreck and exposure, in the following instances:

A rescued man who had fallen into the river near the Racine Station, Lake Michigan, July 1, 1891; the crew of the schooner *Pavilion*, near Quoddy Head Station, coast of Maine, and a boy who had fallen into the water near Point Allerton Station, coast of Massachusetts, July 4, 1891; the crew of the schooner *James Nichols*, near Cuttyhunk Station, coast of Massachusetts, July 5, 1891; the crew of the schooner *A. L. and M. Townsend*, near the Cape Lookout Station, coast of North Carolina, July 7, 1891; one of the crew of the schooner *Col. Cook*, near Point Marblehead Station, Lake Erie, July 15, 1891; the crew of the sloop-yacht *Ivy*, near Rockaway Point Station, coast of Long Island, New York, July 28, 1891; three men from a capsized rowboat, near Holland Station, coast of Lake Michigan, September 7, 1891; the crew of the schooner *M. M. Merriman*, near Monomoy Station, coast of Massachusetts, October 7, 1891; the crew of the schooner *Etna*, near Sandy Hook Station, coast of New Jersey, October 7, 1891; the crew of the steamer *Rattler*, near Cape Henlopen Station, coast of Delaware, October 12, 1891; the crew of the schooner *Harvey W. Anderson*, near Hog Island Station, coast of Virginia, October 14, 1891; a man from a capsized boat at Little Beach Station, coast of New Jersey, November 3, 1891; a man from a sloop near Narragansett Pier Station, coast of Rhode Island, November 7, 1891; a man saved from a yawl adrift near Galveston Station, coast of Texas, November 9, 1891; the crew of the steamer *Henry E. Packer*, near Middle Island Station, Lake Huron, November 10, 1891; the crew of the schooner *Rockaway*, near South Haven Station, and the crew of the schooner *Ellen Stephenson*, near Grand Haven Station, Lake Michigan, November 18, 1891; the crew of the schooner *B. F. Somes*, near the Cranberry Isles Station, coast of Maine, and two of the crew of the schooner *Ebenezer*, at Point Betsey Station, Lake Michigan, November 27, 1891; a man rescued from drowning at Buffalo Station, Lake Erie, December 5, 1891; three men who were succored at Jerrys Point Station, coast of New Hampshire, December 8, 1891; a man rescued from drowning at Erie Station, Lake Erie, December 12, 1891; the crew of a capsized boat of the Winter Quarter Light Vessel, near Assateague Beach Station, coast of Virginia, December 29, 1891;

two men from a capsized rowboat, at Smiths Point Station, Long Island, N. Y., January 5, 1892; the crew of the schooner *Jacob Duryea*, near Cape May Station, Delaware Bay, January 7, 1892; a man saved from a capsized sailboat, near Cleveland Station, Lake Erie, January 8, 1892; a man saved from a capsized canoe, near Grand Haven Station, Lake Michigan, January 19, 1892; the crew of the schooner *H. W. Race*, near the Seatack Station, coast of Virginia, January 20, 1892; the crew of the Spanish steamship *San Albano*, near Hog Island Station, coast of Virginia, and the crew of the schooner *Annie E. Pierce*, near Little Kinakeet Station, coast of North Carolina, February 22, 1892; the crew of the schooner *William Phillips*, near Cape Henry Station, coast of Virginia, February 29, 1892; the crew of the schooner *Union*, near Hog Island Station, coast of Virginia, March 4, 1892; the crew of the British schooner *Rob and Harry*, near Cuttyhunk Station, coast of Massachusetts, March 11, 1892; the crew of the British ship *Windermere*, near Deal Beach Station, coast of New Jersey, March 18, 1892; one of the crew of the schooner *E. K. Wilson*, near Matomkin Inlet Station, coast of Virginia, March 31, 1892; the crew of the schooner *Fair Play*, near the Velasco Station, coast of Texas, April 17, 1892; two persons rescued from a small boat near the Erie Station, Lake Erie, May 15, 1892; three persons saved from a capsized rowboat near Fairport Station, Lake Erie, May 29, 1892; a man saved from a capsized sailboat, near the Cleveland Station, Lake Erie, June 8, 1892; two men saved from a capsized skiff, near the Manistee Station, Lake Michigan, June 16, 1892; a man rescued from drowning near Sheboygan Station, Lake Michigan, June 22, 1892; a man rescued near Buffalo Station, Lake Erie, and three men saved from a capsized boat, near the Charlotte Station, Lake Ontario, June 25, 1892; and the crew of the sloop *Magdalene*, near Grand Haven Station, Lake Michigan, June 27, 1892.

Clothing was also used for the proper burial of six men lost from the schooner *Red Wing*, at Indian River Inlet Station, coast of Delaware, October 22, 1891.

During the year the association has replenished the depleted stores of fifty-nine stations and supplied four new ones.

#### CONCLUSION.

In the last report mention was made of the fact that the large increase in the number of instances where the life-saving crews had been instrumental in rescuing life and property and the limited force of the office rendered it impracticable to prepare for publication, as had previously been the practice, under the caption "Services of Life-Saving Crews," detailed accounts of services performed during the year at marine disasters. Consequently the only idea conveyed to the reader of the extent and nature of these services was such as might be meagerly inferred from the statistics contained in the table of wrecks and casualties. It has been possible this year, however, to make an advance to the extent

of presenting a limited statement of the principal features of each case, omitting many interesting and instructive particulars. This statement will be found in tabulated form in its proper place in this volume.

For several years past the annual reports have contained earnest recommendations for an increase of compensation to the station crews. These appeals were urged, both as an act of justice to the men and as a matter of necessity to the Government, if the high standard which the Service had acquired was to be maintained. The exacting conditions of employment in the Life-Saving Service—the irksome and hazardous nature of the duties required of the crews, their isolation, privations, and dangers—were contrasted with those to which ordinary wage-earners are subject, and it was shown that the higher rate of compensation paid to the latter had begun to render it impossible to retain the best surfmen, and a large percentage of the force was annually lost by resignation. To such proportions had this evil extended that the good name and efficiency of the establishment were seriously imperiled.

It is therefore very gratifying to be able now to state that Congress, recognizing this discouraging condition, has by the act of July 22, 1892, in a spirit of justice, and it is believed with sound judgment, provided new rates of pay more nearly commensurate with the deserts of the men and the needs of the situation. These rates will undoubtedly materially check the exodus of the trained veterans whose experience and valor have so conspicuously ennobled the Service and honored the Government, and make it easier to obtain in the future recruits of the highest qualifications, while the hardships and perils of the Service will be cheerfully accepted and a healthier *esprit de corps* be established and maintained.

Commendation is again due to the officers of the Service and to the clerical force of the Bureau for the zeal and efficiency with which they have devoted themselves to their duties, and thus aided to maintain the high standard of success which has heretofore prevailed.





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SERVICES OF LIFE-SAVING CREWS.

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1891-1892.

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(55)



## SERVICES OF LIFE-SAVING CREWS.

[Abbreviations used in this statement: bg. (brig), bk. (bark), bkn. (barkentine), sc. (schooner), sl. (sloop), st. (steam), str. (steamer), y. (yacht). Am. (American), Br. (British), Fr. (French), Ger. (German), It. (Italian).]

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
July 2	Am. tug Mystic.....	Two Heart River, Lake Superior.	Unable to find entrance to the harbor, the night being thick and foggy. Keeper boarded the tug and piloted her to a safe anchorage in the harbor.
July 2	Am. sc. Alert.....	Grande Pointe au Sable, Lake Michigan.	Stranded. Ran lines and hove her afloat.
July 3	Br. sc. Byrtle.....	Crumple Island, Maine...	Fast on the rocks. Assisted to float her off.
July 3	Am. sc. Julia A.....	Cranberry Isles, Maine...	Fast on the rocks. Ran anchor and hove her afloat.
July 3	Am. sc. James Waples Ponder.	Hunniwells Beach, Maine.	Stranded. Hove her into deep water and made temporary repairs to enable her to get into port.
July 3	Rowboat; no name..	Charlotte, Lake Ontario..	The boat, containing one man, was being driven off shore by the wind. Life-saving crew overhauled the boat and towed it ashore.
July 3	Am. st. launch Cygnet.	.....do.....	Stranded. Floated her off and took her into deep water.
July 3	Am. sl. y. Grace Bettie.	Cleveland, Lake Erie.....	Dragging her moorings. Towed her ashore and hauled her upon the beach.
July 3	Am. sl. y. Argo ..	.....do.....	Drifting into danger, having parted her moorings. Overhauled, took her to a safe place, and securely moored her.
July 3	Am. steamer; name not known.	Sand Beach, Lake Huron.	Had wrecked crew of five men on board, and wished them landed. Took them ashore in the surfboat.
July 3	Am. fish boat; no name.	Manistee, Lake Michigan.	One of her crew fell overboard and was rescued by the life-savers.
July 3	Am. sc. Lyman M. Davis.	Ludington, Lake Michigan.	Leaking badly and crew exhausted. Pumped out by life-saving crew.
July 3	Am. sc. Sassacus.....	South Haven, Lake Michigan.	Leaking badly and unable to get into port. Boarded her, ran lines to the piers, and warped her into the harbor, after which furled her sails and pumped her out.
July 4	Am. sc. Pavilion.....	Quoddy Head, Maine.....	Wrecked on the rocks during foggy weather. Worked five days in stripping wreck and transferring the materials to a lighter, during which time the crew of four men were cared for at the station.
July 4	Sailing skiff; no name.	Charlotte, Lake Ontario..	Capsized some distance offshore. Rescued the boatman and towed the skiff ashore.
July 4	Am. tug Mystic.....	Two Heart River, Lake Superior.	Two lady passengers ill. Took them to the station in the surfboat and made them comfortable.
July 4	Scow; no name.....	Grand Haven, Lake Michigan.	Leaking and in danger of sinking or capsizing. No one on board. Trimmed the cargo, which brought her upright, and the leak above water, thereby saving her.
July 4	Rowboat; no name..	South Haven, Lake Michigan.	Capsized about a quarter mile offshore. Rescued the man who was in the boat at the time in an exhausted condition, and towed the boat ashore.
July 5	Am. sc. James Nichols.	Cuttyhunk, Massachusetts.	Wrecked on the rocks. Supplied crew with clothing, and the next day they were taken on board the mail steamer by the keeper, who secured them passage to New Bedford.
July 5	Fish boat Kingfisher.	Erie, Lake Erie.....	Hard aground. Landed at the station the fifteen persons who were on board; floated the craft and took her to the dock.
July 5	Sailboat; name not known.	.....do.....	One of the crew knocked overboard by the boom in jibing. He was rescued by the life-savers while on their way to the assistance of the Kingfisher.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. July 5	Fish boat Sea Lion....	Cleveland, Lake Erie.....	Parted moorings and was drifting into danger. Overhauled and sailed her to a safe place, where she was made fast.
July 5	Am. tug Sea Gull....	Hammonds Bay, Lake Huron.	Disabled by the loss of part of her rudder. Part of rudder recovered and taken on board and other assistance given.
July 5	Rowboat; no name....	Michigan City, Lake Michigan.	Adrift. Secured by the surfmen.
July 6	Am. sl. Spray.....	South Haven, Lake Michigan.	Dismasted about a mile and a half offshore. Towed her to port. She had five people on board.
July 6	Skiff; no name.....	Racine, Lake Michigan...	Drifting offshore with its occupant, a small boy, who was unable to manage it. Boat and boy rescued and taken into port.
July 6	Yacht; no name.....	.....do.....	On the beach. Launched her.
July 7	Am. sc. A. L. and M. Townsend.	Cape Lookout, North Carolina.	Sunk and wrecked. Crew of four men supplied with clothing, food, and lodging at the station.
July 7	Am. sc. Harvey Ransom.	Racine, Lake Michigan...	Dragging anchor and leaking. Secured tug to tow lifeboat out to vessel, ran lines from tug to her and brought her into port.
July 7	Am. sc. G. D. Doussman.	Sturgeon Bay Canal, Lake Michigan.	Nearly full of water and leaking badly. Pumped her out.
July 9	Am. sc. Harvey Ransom.	Racine, Lake Michigan...	Slipped her anchors two days previously (see record of the 7th instant), when towed into port, and on this date the surfmen recovered them after five hours' work.
July 10	Am. sc. Mary Lorena.	Saluria, Texas.....	Stranded. Conveyed two of the schooner's passengers to Port Lavaca for medical treatment, and took a supply of provisions back to her. Employed two days.
July 10	Am. y. Armida.....	Charlotte, Lake Ontario..	Drifting out of river at night. Towed to dock and secured.
July 10	Nic. bk. Don Carlos.	Golden Gate Park, California.	Stranded. Telephoned for tugs. Boarded bark and took three of her people to tug that had come out in response to message. Ran lines to tugs, which released bark and towed her to port.
July 11	Am. sl. Minnie.....	Chicago, Lake Michigan.	Water-logged and unmanageable. Towed to a safe berth.
July 12	Skiff; no name.....	Charlotte, Lake Ontario..	Capsized, throwing its three occupants into the water. Rescued two of the men and recovered the boat. (For a detailed account, see p. 19.)
July 12	Small sloop; no name.	Point Betsey, Lake Michigan.	Beached during a gale by her crew of three inexperienced men. Saved sloop from destruction and made the men comfortable at the station for the night.
July 12	Schooner; name unknown.	White River, Lake Michigan.	One of her crew fell overboard while she was lying at the dock and remained under water several minutes. Rescued the sailor with difficulty, resuscitated him, and treated him at the station until he recovered.
July 13	Am. sc. Alice T. Boardman.	Block Island, Rhode Island.	Lost anchor. Keeper assisted in recovering it.
July 13	Rowboat; no name....	South Chicago, Lake Michigan.	Adrift a mile from shore with two men in it; they had lost the oars. Overhauled and towed in by life-saving crew.
July 14	Am. sc. A. J. Rogers.	Thunder Bay Island, Lake Huron.	Helpless three miles south of station, having lost and split sails and carried away main boom and gaff. Taken to an anchorage by life-saving crew, who then conveyed the captain to Alpena, where a tug was engaged to tow the disabled craft to port.
July 14	Rowboat; no name....	Bois Blanc, Lake Huron..	Attempted to tow raft ashore, but was drifting out into lake. Went out in surfboat and brought raft and boat alongside wharf, and secured former for owner.
July 14	Am. str. City of Racine.	White River, Lake Michigan.	In need of a pilot. Keeper guided her into the harbor.
July 15	Catboat Billow.....	Point Allerton, Massachusetts.	On the rocks and abandoned. Floated and returned her to the owner, from whom she had been stolen.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. July 15	Am. sc. Col. Cook...	Point Marblehead, Lake Erie.	Sunk. The crew of five escaped in their boat, but, it having but one oar, the life-saving crew towed it to the station, where some of the shipwrecked people were sheltered.
July 16	Am. sc. Eldora.....	Cross Island, Maine.....	Anchored in a dangerous place. The crew reported at the station, where they were cared for. Later the keeper sent for a tug, assisted to get the craft under way, and piloted her out clear of the rocks.
July 16	Am. tug Arthur D...	Thunder Bay Island, Lake Huron.	Stranded. Assisted afloat by station steam launch.
July 18	Skiff; no name.....	Racine, Lake Michigan...	Drifting down the river, bottom up. Recovered it.
July 19	Br. sc. Swallow.....	Quoddy Head, Maine.....	Stranded. Ran anchor, hove her afloat, and sailed her to a good anchorage.
July 19	Skiff; no name.....	Louisville, Kentucky.....	In danger of drifting over the Falls of the Ohio with its six occupants. Overhauled and towed them ashore.
July 19	Am. tug D. L. Hebard.	Ship Canal, Lake Superior.	Unable to tow raft of logs through canal; came to station for assistance. Launched surfboat and helped alter shape of raft so that it could tow through without difficulty.
July 19	Am. str. F. and P. M. No. 5.	Ludington, Lake Michigan.	Aground. Assisted in floating her by running lines as required.
July 19	Am. sc. Sassacus.....	St. Joseph, Lake Michigan.	Nearly full of water; leaking badly, and crew exhausted. Pumped her out.
July 20	Small boat; no name.	Louisville, Kentucky.....	Drifting towards the Falls of the Ohio, the three boys in it being unable to check its progress. Rescued by the life-savers.
July 20	Scow; no name.....	Racine, Lake Michigan...	Adrift. Towed it to dock and secured it.
July 22	Sl. y. Dolphin.....	Hereford Inlet, New Jersey.	Stranded. Ran an anchor and assisted to heave her afloat.
July 22	Sl. y. Restless.....	Charlotte, Lake Ontario..	Drifting out of the river at night with no one on board. Towed her to a wharf and secured her.
July 22	Am. str. Empire State.	Marquette, Lake Superior.	Stranded. Assisted to lighter cargo until tugs floated her off.
July 22	Am. sc. Naiad.....	North Manitou Island, Lake Michigan.	Disabled in a squall, and two of her crew injured. Trimmed deck load, made sail, and pumped her out.
July 22	Skiff; no name.....	Grand Haven, Lake Michigan.	Adrift about a mile offshore. Overhauled and towed it into port.
July 24	Am. sc. Kate M. Hilton.	Nausett, Massachusetts...	Aground. Boarded her; telegraphed for assistance.
July 24	Catboat Echo.....	Lone Hill, New York.....	Dismasted; two men on board. Towed her to a safe anchorage.
July 24	Floating crib; no name.	Grand Haven, Lake Michigan.	Adrift. Secured it to a dock.
July 24	Sailboat; no name..	Racine, Lake Michigan...	Capsized. Rescued the boatman, and towed his boat into the harbor.
July 24	Small boat; no name.	Fort Point, California.....	Adrift. Recovered and took it to the station.
July 25	Am. st. y. Julia.....	Biscayne Bay, Florida....	Out of fuel. Assisted in getting sufficient wood for her to continue the cruise.
July 25	Am. sc. Col. Cook...	Point Marblehead, Lake Erie.	Sunk on the 15th instant (see record of that date), and raised by wreckers this day. Life-saving crew were called upon for assistance, and helped to get the schooner to a secure place.
July 25	Rowboat; no name.	Middle Island, Lake Michigan.	Adrift on the lake. Recovered, took it to the station, and held it for the owner.
July 26	Am. sch. J. H. Butler.	White Head, Maine.....	Anchored among the rocks. Keeper assisted to get her under way, and piloted her to a good offing.
July 27	Sailboat; no name.	Fort Point, California.....	Capsized two and a half miles from station; her crew of two were rescued by near-by boats. The surfmen secured the sailboat, righted and bailed her out, and delivered her to the owners.
July 28	Sl. y. Ivy.....	Rockaway Point, New York.	Driven ashore in a squall; crew of six men landed without difficulty and went to the station, where they were provided with dry clothing.
July 28	Am. tug Justice Field.	Two Heart River, Lake Superior.	Lost anchor. Recovered it and notified the owners.
July 29	Am. sch. Marengo.	Bois Blanc, Lake Huron.	Stranded while in tow of steamer H. S. Pickands. Ran lines from schooner to steam winch of the Pickands and hove her afloat, after which worked her out clear of the reefs.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. July 29	Am. str. H. S. Pickands.	Bois Blanc, Lake Huron.	Stranded with her consort, schooner Marengo (see preceding case). Assisted to throw overboard cargo until she worked afloat. Sounded out a channel, and directed her how to steer to avoid the reefs.
July 30	Sailboat; no name.	.....do.....	Adrift, with no one on board. Recovered and turned her over to the owner.
July 31	Am. sch. Lyra .....	Fletchers Neck, Maine...	Leaking. Assisted to get her to place where she could be temporarily repaired, and to repair her.
July 31	Sl. Hattie W. Mills.	Hereford Inlet, New Jersey.	Stranded. Planted anchors in deep water and hove her afloat.
Aug. 2	Am. sl. y. Mist.....	Big Sandy, Lake Ontario.	Stranded. Landed her passengers, and hove her afloat.
Aug. 2	Sailboat; no name.	Oswego, Lake Ontario....	Capsized. One of her crew swam ashore; the others (two) were rescued by the life-savers, who also towed the boat ashore, where it was righted, bailed out, and turned over to the owners.
Aug. 2	Rowboat; no name.	St. Joseph, Lake Michigan.	Drifting out of the river with no one in it. Recovered the boat.
Aug. 3	Am. sch. Silver Lake.	Racine, Lake Michigan...	Offshore at night signaling for assistance. Sent a tug with two surfmen to her aid and she was towed into port.
Aug. 4	Fish boat Theresa...	Thunder Bay Island, Lake Huron.	Fast on a reef. Pulled her afloat.
Aug. 4	Rowboat; no name	Racine, Lake Michigan...	Capsized with three boys. Two of the boys succeeded in reaching a tug. The third was rescued by the life-savers, who saved the boat also.
Aug. 6	Rowboat; no name.	Cape Arago, Oregon.....	Adrift, leaving the four people who had been in it in an exposed place where they had landed shortly before. Rescued the people and recovered the boat.
Aug. 8	Am. sch. Faustina...	Cranberry Isles, Maine ...	Stranded. Hove her afloat, and sailed her to a safe anchorage.
Aug. 8	Am. str. Cumberland.	Bois Blanc, Lake Huron..	Fast on Poes reef. Assisted to lighter part of her cargo, putting it on board her consort; then, not being able to float her, went to Cheboygan for assistance. Returned with the tug Favorite, which hauled the steamer afloat.
Aug. 8	Rowboat; no name.	Point Betsey, Lake Michigan.	Beached at night in a dangerous place. Rescued boat and occupant.
Aug. 9	Sloop yacht; no name.	Jerrys Point, New Hampshire.	Stranded. Hove her afloat.
Aug. 9	Am. sl. Sunshine.....	Watch Hill, Rhode Island.	Fast on rocks. Landed her six passengers, and hove her off into deep water on a reef. After the release of the str. Cumberland (see record of the 8th instant), went to assistance of Prentice in tow of tug Favorite. Ran lines from the steamer to the tug, and she was floated.
Aug. 9	Am. str. James H. Prentice.	Bois Blanc, Lake Huron..	Wanted a tow. Sent a tug to her assistance.
Aug. 9	Am. schooner; name not known.	St. Joseph, Lake Michigan.	Caught in a heavy squall and unable to reach port. Towed it into the harbor.
Aug. 9	Rowboat; no name.	Michigan City, Lake Michigan.	Sunk in breakers. Crew of six men accommodated at station two days. Telephoned for tugs and lighters, but efforts to save the craft were unavailing. Surfmen assisted at various times before work was abandoned, and helped strip the schooner.
Aug. 12	Am. sc. Seth and Ishmael.	North Beach, Maryland..	Capsized and drifting seaward. Recovered boat and gave it to the proper parties.
Aug. 12	Fish boat; no name.	Fort Point; no name.....	Wished directions how to steer, and signaled for assistance. Boarded the craft and gave the captain the desired information.
Aug. 13	Am. sc. Sunny Side.	Grindstone City, Lake Huron.	Rescued man who had fallen overboard. A small boat containing two men capsized at sea. Men rescued by surfman, who put out in his yawl to their relief.
Aug. 13	Am. sc. Silver Lake.	Racine, Lake Michigan...	Eight miles north of station flying a distress signal. She had lost her foresail in a recent squall, and one of her men was badly injured. Secured a tug to tow the surfboat to the schooner. Rendered all the assistance possible, and the craft was towed into port.
Aug. 13	Small boat; no name.	Cold Spring, New Jersey..	
Aug. 14	Am. sc. Phantom ...	South Haven, Lake Michigan.	

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Aug. 15	Fish boat; no name.	Little Island, Virginia.....	Adrift. Recovered and returned to owner.
Aug. 16	Catboat Gertie.....	Cleveland, Lake Erie.....	Capsized. Rescued the two boatmen and towed the boat to the station, where it was righted and bailed out.
Aug. 18	Am. st. y. Ida.....	Atlantic City, New Jersey.	Stranded. Ran lines from her to a tug, and she was hauled afloat.
Aug. 18	Small flatboat; no name.	Louisville, Kentucky.....	In danger of being carried over the falls with its occupant. Towed it to safe place.
Aug. 19	Small yacht; no name.	South Chicago, Lake Michigan.	Full of water. Bailed her out and took her to a secure place.
Aug. 20	.....do.....	Jerrys Point, New Hampshire.	Fast on a ledge. Assisted to remove ballast, run out anchor, and heave her clear of the rocks.
Aug. 20	Dory; no name.....	Fourth Cliff, Massachusetts.	Drifting offshore with its three occupants, who were unable to make the land against the fresh wind. Took the people into the surfboat and towed the dory ashore.
Aug. 20	Skiff; no name.....	Charlotte, Lake Ontario..	Drifting offshore with its occupant, a small boy. Overhauled it, took the boy into the surfboat, and towed skiff ashore.
Aug. 20	Am. sc. Herschel.....	Thunder Bay Island, Lake Huron.	Stranded on North Point Reef. Boarded her at 4 o'clock in the morning; went for assistance and returned with a tug and assisted to haul the vessel into deep water.
Aug. 20	Fish boat; no name.	Hammonds Bay, Lake Huron.	Swamped and capsized. Rescued the two men composing her crew, and towed the boat into port.
Aug. 20	Small boat; no name.	Cape Arago, Oregon.....	Adrift. Recovered and returned it to owner.
Aug. 21	Am. sc. Abbie.....	Ludington, Lake Michigan.	Aground. Ran lines from tugs to schooner, whereby she was released.
Aug. 22	Am. tug Daniel L. Hebard.	Marquette, Lake Superior.	Line with which she was towing a raft of logs was fast among rocks. Assisted in clearing the line.
Aug. 22	Am. tug. F. W. Gillett.	.....do.....	Tow line foul of propeller. Cleared it after several hours' work.
Aug. 22	Am. sc. y. Ottawa.....	Holland, Lake Michigan..	Capsized. Crew and passengers, twelve in all, were rescued by a near-by tug before the surfboat could reach the scene. The surfmen towed the yacht to the beach and righted and bailed her out.
Aug. 22	Am. sc. Eliza Miller..	Fort Point, California.....	Broke jibboom against bluff at Lime Point, and could not work clear of the land. Assisted to kedge her away from the bluff, make sail, and work her into the channel.
Aug. 24	Am. str. Alberta.....	Big Sandy, Lake Ontario..	Unable to find entrance to river at night and signaled for assistance. Keeper placed lanterns on buoys and then piloted her in.
Aug. 24	Am. sc. E. R. Williams.	Ottawa Point, Lake Huron.	Leaking; pump out of repair. Mended same, and pumped her out.
Aug. 24	Schooner; name not known.	Manistee, Lake Michigan.	Drifting toward shore in a calm. Towed her into deep water.
Aug. 25	Skiff Lilly.....	.....do.....	Capsized, throwing the two intoxicated occupants into the water. The men were rescued by a life-saver, and the boat and its fittings recovered by the station crew.
Aug. 25	Skiff; no name.....	Buffalo, Lake Erie.....	Drifting out of the harbor. Recovered and restored it to the owner.
Aug. 25	Skiff; no name.....	Point Adams, Oregon.....	Washed up on the beach. Recovered it, took it to station, and held it for the owner.
Aug. 26	Sailboat; no name..	Oswego, Lake Ontario.....	Water-logged two miles offshore; no oars on board, and the two boys in the boat could not sail it to the land. Rescued them and took their boat into port.
Aug. 27	Am. tug Howard.....	Grindstone City, Lake Huron.	Machinery disabled while towing raft of logs; signaled for assistance. Boarded her and then went to Port Austin, six miles distant, and sent a telegram to Port Huron for a tug.
Aug. 27	Scow; no name.....	Grand Haven, Lake Michigan.	In danger of going adrift, her crew being unable to manage her in the high wind. Towed her to a place of safety.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. Aug. 27	Am. sl. Harriet.....	Michigan City, Lake Michigan.	Dragged ashore in a gale; no one on board. Hove her afloat and put her in a safe place.
Aug. 27	Fishing boat; no name.	.....do.....	Stranded in a gale. Hauled her up on the beach out of the way of the surf.
Aug. 27	Am. sc. Sunrise.....	Racine, Lake Michigan...	Anchored off the harbor; the increasing wind was drifting her offshore and she signaled for assistance. The surfmen notified a tug and accompanied it out to the craft. The latter was then towed into port, where, being nearly full of water, she was pumped out by the station crew and taken farther up the river into smoother water.
Aug. 28	Am. sl. y. Ripple.....	Cleveland, Lake Erie.....	Broke adrift and stranded. Hove her afloat and towed her to a place of safety.
Aug. 28	Sailboat Gertie L.....	.....do.....	Drifting out of the harbor with no one on board. Towed her to the beach and hauled her up out of danger.
Aug. 28	Br. sc. Twilight.....	.....do.....	At anchor outside of the break water during heavy weather; set signal of distress. Life-saving crew telephoned for a tug, and accompanied her to the schooner, which was towed into the harbor.
Aug. 28	Am. sc. y. Little Harry.	Holland, Lake Michigan..	Disasted; drifted ashore nine miles from station. Hauled up on the beach by the life-saving crew. This yacht had sailed from Holland the preceding day, having on board a man and his young son. It is supposed she was wrecked in the heavy squall that swept over the lake on this day and the man was washed overboard. The boy's body was found in the cabin.
Aug. 28	Am. sc. Wollin.....	Kenosha, Lake Michigan.	Hole stove in her bottom. Assisted to run her upon a mud flat to prevent sinking in deep water. The following day the surfmen discharged deck load, patched bottom, got her afloat, and took her to a secure place.
Aug. 28	Fishing boat; no name.	Point Adams, Oregon.....	Adrift. Overhauled and took her to a safe place. She was subsequently returned to the owner.
Aug. 29	Am. sl. Deerhound..	Jupiter Inlet, Florida.....	Stranded. Assisted to float and piloted her over the bar.
Aug. 29	Am. tug. Samson....	Grindstone City, Lake Huron.	Wished assistance to recover a raft of logs that had broken adrift from her and gone on the beach. Worked two days in running lines for the tug. The crew of the Pointe Aux Barques Station also assisted the steamer to recover the raft, which was released Sept. 1.
Aug. 29	Am. str. E. M. B. A..	Two Heart River, Lake Superior.	Offshore signaling for assistance. Boarded her, piloted her up the river, and assisted to discharge cargo.
Aug. 29	Am. sc. Libbie Carter.	Pentwater, Lake Michigan.	In dangerous position. Ran line from schooner to pier, enabling her to haul clear.
Aug. 29	Skiff; no name.....	Point Adams, Oregon.....	Washed up on the beach. Took it to station and held it for owner.
Aug. 31	Am. sc. Lavinia Bell.	Coskata, Massachusetts...	Anchored in a dangerous place; master unacquainted with pilotage in the vicinity. Boarded her, assisted to get underway, and piloted her clear of the shoals.
Aug. 31	Lighter; no name...	Muskallonge Lake, Lake Superior.	Could not be managed by crew on board. Assisted to get her to a secure place.
Sept. 1	Am. str. Margaret Olwill.	Ottawa Point, Lake Huron.	Rudder lost. Rowed nineteen miles to get tug to assist her.
Sept. 1	Am. str. New Orleans.	Bois Blanc, Lake Huron..	Stranded. Went for tug in surfboat, and worked two days assisting to lighter cargo.
Sept. 1	Scow; no name.....	Grand Haven, Lake Michigan.	Full of water. Bailed her out.
Sept. 1	Fish boat, No. 270..	Fort Point, California.....	Aground. Hauled her out on the beach. Three days later launched and sailed her to station, where she was claimed by the owner.
Sept. 2	Sharpie; no name...	Hereford Inlet, New Jersey.	On the beach full of sand and water. Cleared and launched her for the owner.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. Sept. 2	Am. str. Waldo A. Avery.	Grindstone City, Lake Huron.	Unable to pick up raft of logs; propeller blades broken. Ran hawser to raft, and, at the request of the master, sent telegram to the owner.
Sept. 2	Am. str. Huron City.	Beaver Island, Lake Michigan.	Stranded ten miles from station. Threw overboard the deck load of lumber and piloted her into Beaver Island harbor.
Sept. 2	Am. sc. James C. King.	.....do.....	Stranded. Consort of the Huron City. Same service as rendered to that vessel.
Sept. 3	Small boat; no name.	Point Allerton, Massachusetts.	Drifted on the beach. Hauled it out and secured it.
Sept. 3	Sl. y. Ivy.....	Rockaway Point, New York.	Ran on the beach July 28. Launched her this date and turned her over to the owners undamaged.
Sept. 3	Am. sc. Mary Etta.....	Golden Gate Park, California.	Stranded. Threw off deck load. Assistance rendered by the crew of the Fort Point Station who also ran lines to tugs by which vessel was pulled afloat.
Sept. 4	Br. sc. Frank L. P.....	Cranberry Isles, Maine.....	Had on board the crew of the Br. sc. Emma C., sunk by collision on Sept. 3. Took off six men, crew of the wrecked vessel, landed and succored them at the station two days.
Sept. 4	Am. sc. Katie Hall.....	White Head, Maine.....	Anchored in dangerous place amongst rocks. Kedged vessel clear and got her under way.
Sept. 4	Am. sc. Eveline.....	Sheboygan, Lake Michigan.	Leaking. Pumped her out.
Sept. 5	Small boat Grotto.....	Petunk, New York.....	Capsized. Righted and towed her to safe anchorage.
Sept. 6	Small boat; no name.	Manistee, Lake Michigan.	In rough sea and danger of capsizing. Rescued the occupant and towed boat into harbor.
Sept. 6	Sloop; no name.....	Chicago, Lake Michigan.....	Capsized. Rescued two men clinging to her; righted and towed her to station.
Sept. 7	Sl. y. Nan.....	Monmouth Beach, New Jersey.	Unmanageable; making signals of distress. Went to her assistance, saving the yacht and the lives of four occupants.
Sept. 7	Am. sc. Queen.....	Orange Grove, Florida.....	Stranded. Keeper went thirty-two miles to get assistance for her, but vessel broke up before she could be floated. Saved rigging and sails.
Sept. 7	Small boat; no name.	Holland, Lake Michigan.....	Capsized. Rescued boatman clinging to her and saved boat.
Sept. 7	Small boat; no name.	.....do.....	Capsized while going to assistance of the above-named rowboat. Rescued three men who clung to her. Towed boat to the shore.
Sept. 8	Sl. y. Thelga.....	Jerrys Point, Maine.....	Aground on the bar. Hauled her afloat.
Sept. 8	Am. sc. E. A. Williams.	Monomoy, Massachusetts.	Stranded. Took five members of the crew to the station, where they remained one night.
Sept. 9	Am. sl. Ada.....	Smiths Island, North Carolina.	Aground near the beach. Worked vessel afloat at high water and took her to a safe anchorage in the harbor.
Sept. 8	Pile-driver; no name.	Muskallonge Lake, Lake Superior.	Parted mooring lines. Ran lines and made her fast to the dock.
Sept. 9	Am. str. Waldo A. Avery.	Grindstone City, Lake Huron.	Vessel signaled for assistance. Went to her with surfboat and worked all day in running, under-running, and shifting tow line upon boom sticks stranded on the beach; released many of them, then helped shorten the steamer's tow line. (See record of Sept. 2.)
Sept. 9	Fish boat; no name.	Coquille River, Oregon.....	Imperiled in heavy sea. Went to her assistance in a tug, saving the boat and the lives of the two men, who were exhausted from exposure.
Sept. 10	Am. sc. Maggie Todd.	Quoddy Head, Maine.....	Warned her of danger when drifting near rocks. Vessel anchored. Assisted in getting her under way.
Sept. 10	Fish boat; no name.	Indian River Inlet, Delaware.	Capsized and drifted seaward. Picked up boat and tackle for owner. Supplied him with dry clothing.
Sept. 10	Skiff; no name.....	Charlotte, Lake Ontario.	Adrift, containing gun and other articles. Took it to the station.
Sept. 10	Catboat Ola.....	Cleveland, Lake Erie.....	Dismasted. Picked up by a tug before surfboat could reach her. Occupants being exhausted, put two surfmen in her, who took her inside the piers and afterward recovered mast and sail.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Sept. 11	Scow; no name.....	Michigan City, Lake Michigan.	Leaking. Assisted to stop leak.
Sept. 12	Catboat; no name.....	Cape Elizabeth, Maine.....	Sail split and boat beached. Hauled her out of the surf, repaired the sail and supplied oars in place of broken ones. Three boys who were in her remained overnight at the station.
Sept. 12	Am. sc. Alice J. Crabtree.	Monomoy, Massachusetts.	Aground on Handkerchief shoal. Assisted in getting her afloat and making sail; piloted her into the channel.
Sept. 12	Skiff; no name.....	Grand Haven, Lake Michigan.	Capsized; boatman drowned. Saved boat and recovered body. (See page 20.)
Sept. 13	Catboat Welch.....	Erie, Lake Erie .....	Stranded on sunken piers. Got her afloat.
Sept. 14	Am. sc. Cygnus.....	Jupiter Inlet, Florida .....	Stranded. Worked her off into deep water.
Sept. 14	Catboat; no name.....	Lone Hill, New Jersey.....	Ran ashore. Floated her.
Sept. 14	Sloop; no name.....	Frankfort, Lake Michigan.	Adrift. Secured and hauled her up on the beach.
Sept. 15	Am. sl. Grace May.....	White Head, Maine.....	Dismasted and unmanageable. Rescued occupant, who was in danger of drowning. Repaired boat temporarily.
Sept. 16	Am. str. J. H. Johnson.	South Haven, Lake Michigan.	On fire. Went on board with pump and apparatus and extinguished fire, probably saving vessel and cargo of lumber from total loss.
Sept. 17	Am. y. Kitty Kelley	Forked River, New Jersey.	Capsized. Rescued four persons. Righted and towed her into smooth water and bailed her out.
Sept. 17	Sl. y. Undine.....	Charlotte, Lake Ontario.....	Capsized while racing. Rescued two men. Righted and bailed out boat.
Sept. 17	Small boat; no name.	South Chicago, Lake Michigan.	Adrift. Picked up and towed her to station, where she was claimed by owner.
Sept. 18	Catboat; no name.....	Bellport, New York.....	Capsized. Saved two men clinging to her. Righted, bailed out, and towed her into smooth water.
Sept. 18	Sloop; no name.....	Morris Island, South Carolina.	Sunk. Raised and saved boat and gear.
Sept. 18	Am. sl. Little Joker.	Saluria, Texas.....	Leaking. Hauled her out on the surf-boat ways and made temporary repairs. Supplied fresh water.
Sept. 18	Am. sc. George Steele.	Beaver Island, Lake Michigan.	Cable parted and vessel stranded. Procured tug to pull her afloat, then secured, lost anchor.
Sept. 19	Am. tug John Johnson.	Buffalo, Lake Erie.....	Stranded. Ran hawser to tug by which she was pulled off.
Sept. 20	Catboat Ariel.....	Barnegat, New Jersey.....	Missed stays and stranded. Got her afloat and sailed her into the bay, where she was turned over to the sailing party.
Sept. 20	Sharpie; no name..	Long Beach, New Jersey.....	Capsized. Rescued two men. Righted, and bailed out boat and saved gear.
Sept. 20	Sloop yacht; no name.	Cleveland, Lake Erie.....	Capsized. Righted and towed her to station. Two men who had been in her were taken from the breakwater and landed at the station.
Sept. 20	Small schooner; no name.	White River, Lake Michigan.	Leaking. Pumped her out.
Sept. 21	Sl. y. Restless.....	Turtle Gut, New Jersey.....	Aground. Worked her off and got her into a safe harbor.
Sept. 21	Am. str. Waldo A. Avery.	Grindstone City, Lake Huron.	Vessel whistled for assistance. Crew went to her in the surf boat and rendered assistance by running and shifting tow line upon cribs stranded near the beach. Worked two days and succeeded in releasing all the cribs.
Sept. 21	Am. sc. Mabel Wilson.	Two Heart River, Lake Superior.	Stranded while in tow of steamer S. J. Macy. With the assistance of crew from Crisps Station jettisoned three thousand bushels of wheat, when the steamer pulled her off the shoal.
Sept. 22	Flatboat; no name.....	Louisville, Kentucky .....	Adrift and in danger of going over the falls, with one man on board. Launched boat and towed flat to the shore, where made it fast.
Sept. 23	Am. sc. Corrinne .....	Jupiter Inlet, Florida.....	Becalmed in heavy sea on Jupiter Bar, and drifted broadside on the beach. Crew got ashore without aid. Keeper and crew of station discharged cargo of lumber, carried out anchors, hove vessel up on the beach, and blocked her up. Subsequently launched and loaded her in safety. Engaged six days in working on her, saving vessel and cargo.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Sept. 23	Am. str. C. F. Curtis.	Buffalo, Lake Erie.....	Stranded on rocks. Life-saving crew ran lines to tug, by which she was pulled off, and steered vessel into the harbor.
Sept. 24	Am. sc. Harry Doremus.	Fire Island, New York ...	Grounded attempting to enter harbor at night. Could not be got afloat. Saved equipments. Assistance also given by crew of the Oak Island Station.
Sept. 24	Am. str. Ida E.....	Grande Pointe au Sable, Lake Michigan.	Stranded during fog. Went to Ludington, six miles distant, in surfboat, obtained tug, ran lines from the steamer to the tug, by which she was pulled afloat.
Sept. 25	Sl. y. H. B. Lob.....	Assateague Beach, Virginia.	Stolen. Reported her whereabouts to the owner, who chartered a tug and recovered his property.
Sept. 25	Ferryboat Yosemite.	Charlotte, Lake Ontario..	Broke adrift. Ran lines and moored her to dock.
Sept. 25	Am. bk. Constitution.	Ship Canal, Lake Superior.	Grounded at entrance of canal, parting tow line; also leaking. Telephoned for tug, ran hawsers, and pumped her out.
Sept. 25	Am. sc. Monitor .....	.....do.....	Belonged to same tow as the Constitution. Same service as given that vessel.
Sept. 26	Am. sc. Otronto.....	White Head, Maine.....	Damaged by collision. Made temporary repairs so she could proceed to Rockland for further attention.
Sept. 26	Rowboat; no name.	Shark River, New Jersey..	Capsized. Rescued two men who were in her and recovered boat and equipments.
Sept. 26	Am. sl. Little Joker.	Saluria, Texas.....	Out of provisions and fresh water. Supplied same.
Sept. 27	Launch Iolanthe.....	Cleveland, Lake Erie.....	Ran upon sunken wreck. Released her.
Sept. 27	Am. sc. Waukeshas...	Beaver Island, Lake Michigan.	Stranded, but got off without aid. Hove up anchor and secured hawser, returning them to her.
Sept. 28	Flat; no name.....	Louisville, Kentucky.....	In danger of going over the falls with one man aboard. Towed her to the dock and made her secure.
Sept. 28	Flat; no name.....	.....do.....	Similar to above. Like service rendered in saving flat and one man on her.
Sept. 28	Am. sc. Libbie Carter.	Pentwater, Lake Michigan.	Ran on the beach attempting to make the harbor. Landed her crew in surfboat and worked on her five days, finally getting her afloat with only slight damage.
Sept. 28	Sl. y. Pastime.....	Racine, Lake Michigan...	Capsized and sunk. Raised and bailed her out; secured her to wharf.
Sept. 29	Am. sc. J. H. Elliott.	Wachapreague, Virginia..	At anchor in dangerous place near shoals. Kedged her into deep water. Assisted by crew of Paramores Beach Station.
Sept. 29	Am. sc. Pat. Christian.	San Luis, Texas .....	Parted cables and stranded. Assisted to float her.
Sept. 29	Am. sc. Sawana.....	Sturgeon Point, Lake Huron.	Leaking badly and displaying distress signals. Pumped her out twice; sent telegram for tug, and accompanied her to Alpena, Michigan. Worked two days, saving vessel and cargo.
Sept. 30	Vessel; name unknown.	Crumple Island, Maine....	Anchored in dangerous place. Got her under way and piloted her out clear.
Sept. 30	Am. sc. Mary E. Oliver.	Hunniwells Beach, Maine.	Stranded. Ran kedge, made sail, and got her into safe anchorage.
Sept. 30	Am. sc. William E. Lee.	Hereford Inlet, New Jersey.	Stranded on the bar. Landed ship's company of seven persons, crew of Tatbams Station assisting. Vessel lost.
Sept. 30	Am. sc. Commerce...	Crisps, Lake Superior.....	Leaking badly and showing distress signal. Assistance also given by crew of Vermillion Point Station. Both crews went on board, remaining two days, pumping continuously twenty-three hours. Worked vessel to safe anchorage, where other assistance could be obtained; also got her under way from there.
Oct. 1	Am. sc. Corilla.....	Velasco, Texas.....	Stranded; distress signal flying. Hauled vessel into deep water, made sail, and brought her into safe harbor.
Oct. 2	Am. sc. Cygnus.....	Indian River Inlet, Florida.	Lost a tow, consisting of a small boat, two spars, and a stick of timber, when crossing the bar on Sept. 30. Patrolled the beach two days, found the articles, and notified the owner.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Oct. 3	Am. sc. William Johnson.	Quoddy Head, Maine.....	Stranded in thick fog. Worked on her every high tide until evening of Oct. 15, carrying out anchors, running lines, etc., when vessel was pulled off by a tug. Also assisted to beach her where repairs could be made. Total service, fourteen days.
Oct. 3	Am. str. Juniata.....	Sand Beach, Lake Huron.	Signaled for assistance in the night on account of injury to one of the crew. Brought him on shore; helped the doctor set his dislocated shoulder; then carried him back to the vessel.
Oct. 3	Am. str. Arago.....	Cape Arago, Oregon.....	Stranded on the south spit when leaving Coos Bay. Took off fourteen passengers in lifeboat. Next day fired shot-lines over the vessel, and with the whip hauled off four hawsers, with which the tug dragged out her anchor. On the third day took off seven of the crew in surfboat, when, the sea becoming rough with no lee obtainable there, went on board the tug and established communication with the vessel by means of the beach apparatus, bringing off eight of the crew in the breeches-buoy. The vessel subsequently floated off the shoal and swung to her anchors. Ran off a hawser to her with the whip line, when she was towed to Empire City. Assisted to moor her. The service rendered was of the greatest value in saving the vessel and cargo, valued at \$150,000, from total loss, as well as the lives of forty persons upon her.
Oct. 4	Am. sc. Cornelia.....	Jupiter Inlet, Florida.....	Lost yawl when leaving harbor. Picked up and returned boat to her.
Oct. 4	Am. sc. Canton.....	Sand Beach, Lake Huron.	Anchored in dangerous place, pounding aft and leaking. Hove up her anchors, ran hawser to tug, and piloted her to soft bottom, where she was allowed to ground and fill.
Oct. 4	Fish boat Nancy.....	Humboldt Bay, California.	In the surf near the beach, bottom up. Hauled her out.
Oct. 5	Sailboat; no name.....	Hunniwells Beach, Maine.	Disabled. Towed her into smooth water and repaired damage.
Oct. 5	Am. sc. C. H. Moore.	Velasco, Texas.....	Leaking and showing distress signal; crew exhausted. Pumped her out and sailed her into safe harbor.
Oct. 5	Skiff; no name.....	Buffalo, Lake Erie.....	Adrift, boatman having lost oars. Rescued the man and towed boat to the station, afterward turning it over to the owner.
Oct. 6	Am. sc. Coquette.....	Cranberry Isles, Maine...	Stranded. Hauled her afloat, and took her to safe anchorage.
Oct. 6	Am. sc. Muriel.....	Point Allerton, Massachusetts.	Anchored in dangerous place and short-handed. Assisted to get her under way. Out of provisions and oil. Supplied same.
Oct. 6	Am. sc. Emma J. Warrington.	Long Branch, New Jersey.	
Oct. 6	Catboat Florence....	Atlantic City, New Jersey.	Anchored near shoals, uncertain of true position, with four persons in her. Piloted her into safe harbor.
Oct. 7	Am. sc. M. M. Merri-man.	Monomoy, Massachusetts.	Stranded on Shovelful Shoal, and afterward bilged, proving a total loss. Life-saving crew spent the day on board jettisoning cargo, trying to float her. When she bilged took off the crew of six persons with their baggage, and subsequently carried them to the railway station.
Oct. 7	Am. sc. Etna.....	Sandy Hook, New Jersey.	Stranded two hundred yards from the beach in heavy sea during the evening, caused by the parting of the wheel rope. Rescued seven persons, composing her crew, with the beach apparatus, and next day boarded the wreck and recovered their clothing. Vessel and cargo were destroyed by heavy storm.
Oct. 7	Am. y. Sunbeam.....	Cleveland, Lake Erie.....	Leaking and nearly full of water at wharf. Towed her into a slip, where she was run aground, and notified her owner.
Oct. 8	Am. y. Sylvia.....	.....do.....	During a gale parted moorings and stranded; no one on board. Obtained a tug, ran hawser, and succeeded in floating her with little damage.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Oct. 9	Am. sc. Enterprise..	Point Lookout, New York.	Stranded. Worked two days in lightering her deck load of lumber, when she floated. Assistance also given by the crew of the Short Beach Station.
Oct. 9	Yacht; name unknown.	Ocean City, New Jersey..	Lost small boat when entering harbor. Recovered and towed boat into the harbor, where it was claimed by the owners.
Oct. 9	Am. tug E. M. B. A..	Muskallonge Lake, Lake Superior.	Unable to make a landing on account of heavy sea. Landed ten passengers with surfboat.
Oct. 9	Sailboat; no name..	Holland, Lake Michigan.	Capsized in Black Lake; boatman supposed to have been drowned. Recovered boat and towed her to station. Spent two days dragging for body, but no trace of it could be found.
Oct. 10	Br. sc. Julia Ellen...	Cross Island, Maine.....	Struck on submerged rocks and sunk. Saved the crew of three men and their effects. Got chains underneath her; empty casks in her; ran out anchors, and succeeded in raising the schooner, when a tug towed her to Machiasport. Engaged three days in raising vessel.
Oct. 10	U. S. str. Despatch...	Assateague Beach, Virginia.	Stranded on outer shoals of Assateague Island and subsequently became a total wreck. Ship's company numbered seventy-four men. Life-saving crew landed fifty with surfboat and assisted the others, twenty-four in number, to land with the ship's boats. The entire crew was taken to the station, where they remained five days. On October 27 the United States steamer Fern anchored near the station and obtained articles saved from the wreck, consisting of boats, sails, and other things, which the life-savers assisted in placing on board. On the day of the disaster the crew of Wallops Beach Station rowed six miles against wind and sea, arriving too late to be of service.
Oct. 11	Sl. y. Three Sisters...	Sandy Hook, New Jersey.	Anchored in dangerous place and in imminent danger of foundering. Seven persons on board. Procured a tug, which went out and towed her into safe harbor, probably saving vessel and lives of those on board.
Oct. 11	Bateau; no name...	Spermaceti Cove, New Jersey.	In the surf with gun and other articles in her. Secured her for owner.
Oct. 11	Am. sc. H. D. Root...	Sand Beach, Lake Huron..	Dragged her anchor. Ran an anchor and hove her into deeper water.
Oct. 11	Small boat; no name.	Racine, Lake Michigan...	In the surf and in danger of breaking up. Hauled her up on the beach.
Oct. 11	Am. sc. Pride.....	Milwaukee, Lake Michigan.	Anchored on a lee shore in the breakers and in danger of stranding. Went to her in surfboat, afterward procured tug, ran lines, and hove up anchors. Vessel was then towed to a safe harbor.
Oct. 12	Sl. y. Ildrian.....	Point Allerton, Massachusetts.	At anchor with sails blown away. Landed four men who were on her, and afterward took her to a place of safety.
Oct. 12	Am. y. Gypsy.....	Chadwick, New Jersey....	Inexperienced boatman, with two ladies on board, anchored in the bay all night because of head wind. Landed the party and towed the yacht to a sheltered place.
Oct. 12	Am. str. Rattler.....	Cape Henlopen, Delaware.	Stranded at night during heavy gale and rough sea. She was discovered by the patrols from Lewes and Cape Henlopen stations, when a heaving line was thrown on the beach and a hawser hauled off and made fast. The crew of twelve men came ashore along the hawser, receiving assistance from the surfmen. Ten of the castaways went to the Cape Henlopen Station and two to the Lewes Station, where they were succored one day. Recovered some articles and personal effects of crew from the vessel, which proved a total wreck.
Oct. 12	Am. sl. Challenge...	Wachapreague, Virginia..	Parted moorings and dragged out of harbor. Went on board and brought her to anchor, where she rode out the gale in safety.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Oct. 12	Am. sc. Gilt Edge....	Durants, North Carolina..	Stranded. Hove her afloat, and took her to safe anchorage.
Oct. 12	Am. sc. William McGregor.	Erie, Lake Erie.....	Anchored offshore, crew exhausted. Hove up anchors, when tug towed her to a safe harbor.
Oct. 12	Am. sc. Transport...	Point Marblehead, Lake Erie.	Leaking and out of provisions. Pumped her out, procured provisions, hove up her anchors, and obtained tug, by which she was towed to a sheltered place.
Oct. 12	Am. sc. S. V. R. Watson.	Ottawa Point, Lake Huron.	Leaking badly. Worked at the pumps twelve hours, and assisted to get her under way.
Oct. 12	Rowboat; no name..	Marquette, Lake Superior.	Unable to reach shore on account of heavy sea. Rescued boatman and recovered boat.
Oct. 13	Am. sc. East Wind...	Fletchers Neck, Maine....	Lost anchor by the parting of the cable. Recovered same and returned it to her.
Oct. 13	Am. sc. S. V. R. Watson.	Sand Beach, Lake Huron..	Leaking. Pumped her out.
Oct. 13	Br. str. Armenia.....	Middle Island, Lake Huron.	Vessel signaled station to ascertain where good anchorage could be found. Pulled to her and gave the desired information. Steamer had a consort in tow.
Oct. 14	Am. sc. John H. Tingle.	Lewes, Delaware.....	Foul anchors. Worked five hours in heaving up and clearing anchors.
Oct. 14	Am. sc. Harvey W. Anderson.	Hog Island, Virginia.....	Abandoned and sunk, eight miles from station. Launched surfboat and met her yawl, with seven persons in her, two miles from shore. Took them into surfboat and made a safe landing through the breakers.
Oct. 14	Fish boat; no name..	Buffalo, Lake Erie.....	Unmanageable during a squall, with one man in her. Towed her to a safe place behind the breakwater.
Oct. 14	Am. tug George R. Paige.	Fairport, Lake Erie.....	Disabled by line fouling propeller. Surfman dove and cut the line clear.
Oct. 14	Pile-driver C. H. Strong.	Cleveland, Lake Erie.....	Stranded seven miles from station and leaking. Ran hawser to tug, by which she was pulled afloat, then bailed her out while towing to Cleveland.
Oct. 14	Yawl; no name.....	Michigan City, Lake Michigan.	Of twelve men working on Government pier in heavy weather, six attempted to land in yawl, which became unmanageable. Saved them from drowning by going to their assistance in surfboat, and recovered boat. Afterward landed the remainder of party with surfboat. Stove by striking against pier. Repaired her.
Oct. 14	Dump scow; no name.	.....do.....	Stranded on middle ground. Worked her off.
Oct. 16	Am. sc. Farmer.....	Little Egg, New Jersey...	Capsized in shoal water. Righted and bailed her out.
Oct. 16	Am. y. Bay View....	Ocean City, New Jersey..	Ran aground with sails set; boatman intoxicated. Took in sail and hauled her off and afterward got her under way and on the proper course.
Oct. 16	Am. sl. Hildegard ...	Galveston, Texas.....	Aground in the breakers, broadside to the beach with two men in her, one of whom was helplessly drunk. Got her off, towed her to a wharf, and secured her alongside.
Oct. 17	Am. sc. R. L. Kenney.	Chatham, Massachusetts..	Headstays carried away. Assisted in making temporary repairs so she could proceed on her voyage.
Oct. 17	Am. sc. Searsville....	Monomoy, Massachusetts.	Collision; breaking jibboom and causing other damage. Cleared away wreckage, set up temporary stay, reefed mainsail, and otherwise assisted her.
Oct. 17	Am. str. George D. Sanford.	Pentwater, Lake Michigan.	Adrift and setting out of harbor with no one on board. Ran lines and made her fast to wharf.
Oct. 17	Am. sc. Ruby.....	Grand Haven, Lake Michigan.	Leaking while at wharf. Assisted to discharge deck loads.
Oct. 18	Am. sc. Emma Thornton.	Saluria, Texas.....	Missed stays and stranded; set signal of distress. Worked on vessel four days when succeeded in getting her afloat without damage.
Oct. 19	Small boat; no name.	Point Allerton, Massachusetts.	Sprit lost overboard and boat drifting; unmanageable. Rescued boatman and took the boat home.
Oct. 19	Sl. y. Janet.....	Sand Beach, Lake Huron..	Dragging anchor. Towed her to lee side of the dock and made her fast.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Oct. 19	Am. sc. Laura Miller.	South Haven, Lake Michigan.	Stranded and sprung aleak. Hove her off into the channel, whence tug towed her inside the harbor.
Oct. 19	Am. sc. A. B. C. F. W.	Racine, Lake Michigan...	Parted moorings. Ran lines and made her fast to wharf.
Oct. 19	Am. tug J. Even-son.	Sheboygan, Lake Michigan.	Hawser fouled propeller when shortening tow line; drifted close to the beach and came to anchor. Ran hawser to her from another tug, by which she was towed into the harbor.
Oct. 19	Am. str. George H. Chance.	Cape Arago, Oregon.....	Stranded. Worked her off.
Oct. 20	Small boat; no name.	Rye Beach, Maine.....	Washing about in the surf in danger of breaking up. Hauled her out to a safe place.
Oct. 20	Small boat; no name.	.....do.....	In the surf. Hauled her up on the beach.
Oct. 20	Small boat; no name.	.....do.....	In the breakers near the beach. Hauled her out.
Oct. 20	Small boat; no name.	.....do.....	Washing about in the surf. Hauled her up on the beach.
Oct. 20	Am. sc. John Burt...	South Chicago, Lake Michigan.	Leaking. Pumped her out.
Oct. 21	Am. sc. Sally B.....	Point Allerton, Massachusetts.	Stranded. Assisted in getting her afloat.
Oct. 21	Catboat Always Ready.	New Shoreham, Rhode Island.	Unmanageable with boom broken and sail badly torn. Rescued the boatman and towed her into the harbor.
Oct. 21	Am. tug Edward Gillen.	Racine, Lake Michigan...	Short-handed. Put two surfmen on board, who aided in towing two vessels into and one out of harbor.
Oct. 22	Am. sl. Grace May...	White Head, Maine.....	Ran on sunken ledge. Got her off without damage.
Oct. 22	Am. sc. Moses B. Bramhall.	Sandy Hook, New Jersey.	Stranded on the 20th instant and filled, subsequently becoming a total wreck. Went to her in tow of U. S. str. Gardenia, and saved crew of seven persons.
Oct. 22	Am. sc. Red Wing...	Indian River Inlet, Delaware.	Stranded during the night in heavy gale, three and one-half miles to the southward of station and was totally wrecked. Entire crew of six persons lost; recovered their dead bodies and portion of the wreckage. (See page 21.)
Oct. 23	Am. sc. B. A. Baker.	White Head, Maine.....	Missed stays and stranded. Kedged her off, made sail, and got her into safe anchorage.
Oct. 23	Am. sc. Maude Snare.	.....do.....	At anchor, with main and mizzen masts gone, flying signal for assistance. Sent telegram for tug at master's request.
Oct. 23	Pilot boat; no name.	Hunniwells Beach, Maine.	Drifting out to sea; boatman unable to manage her. Rescued him and towed boat into the harbor.
Oct. 23	Am. sc. Kate Mar-kee.	Point Allerton, Massachusetts.	Anchored near rocks. Ran hawser to tug and hove up anchors.
Oct. 23	Am. sc. Alice Belle...	.....do.....	Dragged anchor near dangerous rocks. Rudder unshipped. Ran hawser to tug, hove up anchor, repaired rudder temporarily, and steered her, in tow of tug, to Boston.
Oct. 23	Am. sc. Reuben Eastman.	Orleans, Massachusetts ...	Lost boat, main boom, deck load, sails, and anchors and cables in gale at sea. One man was also swept overboard. Saw her signals of distress as she passed off station. Went to her, and ran hawser to steamer, by which she was towed to a safe harbor for repairs.
Oct. 23	Am. sc. Rose Brothers.	New Shoreham, Rhode Island.	Dragged against pier. Ran lines and hauled her out clear.
Oct. 23	Am. sl. Yankee Bride.	.....do.....	Parted cable. Ran lines and hauled her to safe anchorage.
Oct. 23	Am. sl. Thomas Armstrong.	Napeague, New York.....	Dragged ashore, stranding well upon the beach. Worked on her at intervals for eleven days, finally getting her afloat in safety.
Oct. 23	Am. sc. J. A. Levensaler.	Morris Island, South Carolina.	Stranded and bilged; crew landed in their own boat. Saved rigging, etc., and turned it over to owner.
Oct. 23	Br. sc. Queen of the Lakes.	Pointe Aux Barques, Lake Huron.	Stranded. Assisted to jettison eighty tons of pulp wood. Ran hawser to tug, by which she was pulled afloat. Assisted by the crew of Sand Beach Station.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. Oct. 24	Br. sc. Laura Brown.	Quoddy Head, Maine.....	Leaking. Threw overboard part of her deck load of laths; pumped her out; sent telegram for master and carried reply to the vessel.
Oct. 24	Am. sc. Good Templar.	Fletchers Neck, Maine....	Anchored in dangerous place, with insufficient ground tackle, and in need of a pilot. Got her under way and sailed her into harbor.
Oct. 24	Am. sc. Edith T. Gandy.	Monomoy, Massachusetts.	Sunk four and one-half miles from station. Went to her in surfboat; rescued five men, who were clinging to her masthead, and placed them on the yacht Wild Duck, by which they were landed at Woods Holl.
Oct. 24	Am. sc. Lumber City.	Chester Shoal, Florida.....	Stranded. Showed the master the best water, helped him to get into the harbor, and to discharge his cargo of lumber; also supplied him with fresh water.
Oct. 25	Skiff; no name.....	Galveston, Texas.....	Adrift. Recovered and towed her to station, where owner claimed her next day.
Oct. 25	Br. sl. Viking.....	Buffalo, Lake Erie.....	Stranded. Assisted to heave her afloat, then towed her to safe anchorage.
Oct. 25	Am. tug Geo. E. Brockway.	Grindstone City, Lake Huron.	Uncertain of the channel. Signaled for assistance when entering the harbor at night with a tow. Keeper directed the master how to steer into the harbor.
Oct. 26	Am. sc. Pilot.....	Hammonds Bay, Lake Huron.	Dragged anchors and pounded on the bar; lost deck load. Took off three passengers with surfboat, and when the vessel came in near the beach—the cable having been slipped—the life-savers waded into the surf and assisted two others to reach the shore. Two days afterward assisted in floating her. Dragged for the lost anchors and returned them to her.
Oct. 26	Am. str. Inter-Ocean.	Chicago, Lake Michigan..	Stranded. Took soundings around her and assisted tugs in obtaining lighter.
Oct. 26	Am. sc. German .....	Racine, Lake Michigan...	Parted moorings and drifted down the river, with no one on board. Ran lines and secured her to wharf.
Oct. 27	Am. sc. Ernest F. Norwood.	White Head, Maine.....	Ran aground when entering harbor. Worked two days upon her, finally floating her; then got her under way.
Oct. 27	Br. sc. Hiawatha.....	Charlotte, Lake Ontario..	Stranded from colliding with pier and parting tow line, going into the breakers. Landed crew of seven persons with surfboat. Next day took soundings around her, ran hawsers to tug, and assisted in getting her afloat. Employed two days.
Oct. 27	Am. y. Eole.....	Cleveland, Lake Erie.....	Parted moorings and stranded. Stripped her and attempted to get her afloat with the aid of bystanders. Not succeeding, obtained tug, by which she was pulled off. Bailed her out and moored her in a secure place.
Oct. 27	Am. sc. Racine.....	Middle Island, Lake Huron.	Anchored in dangerous situation with insufficient ground tackle, and leaking. Mended sail, pumped her out, and got her into a safe harbor.
Oct. 27	Am. barge 103 .....	Muskallonge Lake, Lake Superior.	Broke adrift from tug in a gale. Anchored thirteen miles from station. Went to her in surfboat and, at master's request, sent telegram for tug.
Oct. 28	Am. sc. Charles A. Briggs.	Barnegat, New Jersey.....	Stranded. Assisted to run an anchor. Vessel floated off at high water. Crew of Forked River Station also assisted.
Oct. 28	Catboat Wave.....	Santa Rosa, Florida.....	Stranded with cargo of fish. Sent two surfmen to market with the owner in another boat to sell the fish. Worked her off the shoal and took her to station, where repairs were made.
Oct. 29	Am. sc. G. L. Daboll.	.....do.....	Stranded and full of water, displaying distress signal. Carried out an anchor and hove a strain upon it. Tug brought pumps to her. Assisted to pump her out and get her afloat, working entire day.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Oct. 29	Small boat; no name.	Milwaukee, Lake Michigan.	Picked her up on the beach and held her for owner.
Oct. 29	Small boat; no name.	.....do.....	Picked her up on the beach and held her for owner.
Oct. 29	Skiff; no name.....	.....do.....	Picked her up on the beach and held her for owner.
Oct. 30	Am. tug E. M. B. A.	Muskallonge Lake, Lake Superior.	Unable to find wharf during the night. Piloted her in.
Oct. 31	Am. str. Nellie B. Dey.	Cape Lookout, North Carolina.	Machinery disabled, and leaking. Assisted to fill boiler and to pump her out.
Oct. 31	Br. str. City of Windsor.	Pointe aux Barques, Lake Huron.	Stranded. Took soundings around her. Shifted part of her cargo, enabling her to work off with her own power.
Oct. 31	Am. sl. May.....	Sturgeon Point, Lake Huron.	Stranded, with mainsail disabled. Floated and piloted her to safe anchorage. Took the crew of four persons to the station for the night. On the following day got her under way, pumped her out, and piloted her to Harrisville, Michigan. Also repaired the sail.
Oct. 31	Elevator; no name.	Hammond's Bay, Lake Huron.	Parted warping line and went adrift with two horses and six men on board. Took anchor and chain from station and brought her to; then forced the horses to swim ashore and landed the men with surfboat.
Oct. 31	Am. sc. Racine.....	.....do.....	Leaking. Pumped her out and got her under way.
Oct. 31	Fish boat; no name.	Michigan City, Lake Michigan.	Unmanageable in high wind and heavy sea and filling with water, three miles from station. Procured tug to tow the lifeboat out, and rescued the two boatmen. Boat went adrift and was picked up on the beach three days later.
Oct. 31	Fish boat; no name.	.....do.....	In danger of sinking in heavy sea during a gale. Saved the two occupants of the boat and towed her into the harbor with the aid of a tug.
Nov. 1	Am. sc. Alice Raymond.	Race Point, Massachusetts.	Stranded. Wind and sea increasing; vessel was in danger of destruction. Warped her off into deep water, made sail, and got her clear on safe course.
Nov. 1	Am. sl. Star.....	Metomkin Inlet, Virginia.	Stranded on bar. Hove her off in time to prevent damage.
Nov. 1	Am. sc. Elma.....	Buffalo, Lake Erie.....	Forced to anchor and laboring heavily in sea way; lost sails and part of deck load. Station crew accompanied tug to scene of disaster, carried hawser to vessel, and assisted to get her anchor. She was then towed into harbor.
Nov. 1	Am. sc. B. W. Jenness.	.....do.....	Steamer towing this vessel sunk, compelling her to anchor in dangerous position; lost her sails and part of cargo. Carried hawser from a tug to the schooner and helped get her under way.
Nov. 2	Catboat; no name.	Brentons Point, Rhode Island.	A leak; nearly full of water. Ran her aground, pumped her out, and repaired leak.
Nov. 2	Am. sc. Abbie S. Walker.	Knobbs Beach, Massachusetts.	Wanted pilot, master being unacquainted with channel. Keeper took her out in safety.
Nov. 2	Am. sl. y. Bijou.....	Biscayne Bay, Florida....	Capsized, throwing her two occupants overboard. They clung to the overturned boat until it reached shore, whence they were taken by keeper to station and cared for.
Nov. 2	Am. sc. Racine.....	Middle Island, Lake Huron.	Filled by heavy seas sweeping over her decks; abandoned by crew. Procured tug, which towed her alongside wharf; unloaded part of cargo, bringing her above water, then pumped her out, reloaded cargo, and vessel proceeded on her voyage.
Nov. 3	Sailboat; no name.	Little Beach, New Jersey..	Capsized and sunk. Rescued owner from drowning and gave him proper care at station. Raised sunken boat, bailed it out, and brought it ashore.
Nov. 3	Am. sc. Almeron Thomas.	Thunder Bay Island, Lake Huron.	Lost fore boom. Procured new boom and took it out to vessel.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. Nov. 3	Br. ship Strathblane.	Cape Disappointment, Washington.	Totally wrecked on beach nine miles from station. Life-saving crew went to scene of shipwreck and made repeated but ineffectual efforts to land imperiled seamen. Finally, the ship breaking up, those on board jumped overboard, and sixteen of their number were hauled from the breakers by the surfmen and spectators. (For detailed account, involving loss of six lives, see page 24.)
Nov. 4	Am. sc. Two Brothers.	Short Beach, New York...	Stranded on Jones Inlet Bar. With assistance of crew from Point Lookout Station, got her afloat.
Nov. 4	Am. str.; name unknown.	Michigan City, Lake Michigan.	Vessel unable to tow her two consorts into harbor, not knowing proper channel. Piloted in by keeper.
Nov. 5	Am. sl. y. J. M. Poulnot.	Morris Island, South Carolina.	Stranded. Floated her, and provided master with food and dry clothing.
Nov. 5	Am. tug Col. Graham.	Muskegon, Lake Michigan.	Afire. Carried force pump alongside, extinguished flames, pumped water out of vessel, and removed from hold articles damaged by fire.
Nov. 6	Am. sc. Clara S. Cameron.	Point Allerton, Massachusetts.	Stranded and leaking badly. Assisted to pump her out and ran lines for a tug, which hauled her afloat.
Nov. 6	Am. sl. T. M. Bowe...	Saluria, Texas.....	Aground. Assisted to get her into deep water.
Nov. 6	Am. str. D. W. Powers.	Muskegon, Lake Michigan.	Fast on bar. Sounded out channel for tug, which was thus enabled to approach the steamer and haul her afloat.
Nov. 7	Am. sc. Oriole .....	Fletchers Neck, Maine...	Parted cable and dragged ashore during heavy storm. Took vessel from her dangerous position to safe anchorage.
Nov. 7	Sailboat; no name..	Hunniwells Beach, Maine.	Stranded and sunk. Unloaded her cargo of coal, floated her, and took her to place of safety.
Nov. 7	Small sloop; no name.	Narragansett Pier, Rhode Island.	Filled and drove up on the beach while attempting to go out of river in heavy weather. Hauled her out of the way of the sea, took owner to station, and furnished him food and clothing.
Nov. 7	Scow; no name.....	Sturgeon Bay Canal, Lake Michigan.	Leaking badly; no pump on board. Pumped her free with station pump.
Nov. 8	Am. sc. Twilight.....	Hunniwells Beach, Maine.	Stranded and leaking. Released her, pumped her out, and took her to safe anchorage.
Nov. 8	Small boat; no name.	Gurnet, Massachusetts....	Drifting in surf. Hauled her above high-water mark and secured her for owner.
Nov. 8	Am. str. Clyde.....	North Manitou, Lake Michigan.	Fast aground. Trimmed cargo, ran anchors, and with assistance of vessel's engines, got her afloat.
Nov. 9	Am. str. George W. Danielson.	Narragansett Pier, Rhode Island.	Unable to receive and land passengers at wharf on account of rough sea. This service was performed for vessel by life-saving crew.
Nov. 9	Yawl; no name.....	Galveston, Texas.....	Could not stem tide and sea and drifted offshore. Pulled six miles in surfboat and rescued sole occupant, completely exhausted by his efforts to keep boat from capsizing in rough sea. Took him to station and gave him proper care.
Nov. 9	Am. sc. Dave Freeman.	.....do .....	Master's leg broken. Put two surfmen on board, who attended disabled man and took him to hospital.
Nov. 9	Skiff; no name.....	Brazos, Texas .....	Drifted on the beach. Hauled it up clear and secured it for owner.
Nov. 10	Am. str. Harry E. Packer.	Middle Island, Lake Huron.	Stranded. Vessel being in danger of going to pieces, landed crew of seventeen men, cared for them at the station and took master to Alpena to telegraph for tug. Next day, weather moderating, put crew on board and, assisted by crew of Thunder Bay Island Station, trimmed cargo and ran lines to tug, which hauled vessel afloat.
Nov. 11	Am. sc. Thomas B. Garland.	Hunniwells Beach, Maine.	Stranded; in danger of breaking up in high surf. Warped her off and took her to secure anchorage.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. Nov. 11	Am. sc. Mary H. Brockway.	Hunniwells Beach, Maine.	Stranded in heavy surf. Brought tugs to her assistance, but they were unable to haul her off without further aid. On next tide life-saving crew planted anchor in deep water and by heaving on windlass while tugs pulled, vessel was floated uninjured.
Nov. 11	Am. sc. L. M. Mason.	Manistee, Lake Michigan.	Leaking badly; six feet of water in hold. Pumped her dry, her crew being too exhausted to work longer.
Nov. 11	Am. sc. Zampa .....	Umpqua River, Oregon...	Stranded. Keeper signaled for tug, took volunteer crew from schooner Beulah, and, after several ineffectual attempts on account of heavy surf, succeeded in boarding vessel and running line to beach to keep her from going farther on. Keeper and volunteers worked for three days, dredged channel, and carried lines to tug, which finally released the schooner.
Nov. 12	Catboat Old Buck...	Morris Island, South Carolina.	Sprung aleak and sunk. Raised boat, bailed her out, and took her to secure place.
Nov. 12	Am. sc. Middlesex...	Michigan City, Lake Michigan.	Stranded near pier. Took lines to pier and hove her off into deep water.
Nov. 13	Sloop; no name .....	Point of Woods, New York.	One of crew shot in the foot. Bandaged the wound and took him where he could receive proper medical treatment.
Nov. 13	Am. sc. Lizzie Prien...	Coquille River, Oregon...	Stranded; tug unable to reach her. Ran lines to tug and vessel was hauled afloat and taken into harbor.
Nov. 14	Am. sc. Thesia .....	Thunder Bay Island, Lake Huron.	Broke rudder four miles from station; wanted assistance to get into port. Towed her into harbor and moored her to wharf.
Nov. 14	Am. str. Hattie B. Ferene.	Frankfort, Lake Michigan.	Stranded while trying to enter harbor; high surf running. Carried hawser to pier, enabling her to get afloat.
Nov. 14	Am. sc. Wonder .....	Grand Haven, Lake Michigan.	Driven against pier by wind and sea. Got her clear.
Nov. 14	Am. sl. Alice Royce...	Holland, Lake Michigan...	Stranded. Planted anchor in deep water, lighted part of cargo, and warped vessel into channel.
Nov. 15	Am. sl. y.; no name...	South Brigantine, New Jersey.	Stranded. The party of eighteen persons were out of provisions and could not procure any, as hotels were all closed. Fed and cared for at station until yacht floated.
Nov. 15	Sailboat Mystery .....	Humboldt Bay, California.	Centerboard injured; boat drifting out to sea. Overhauled her, took her out on beach, repaired centerboard, and sailed her into harbor.
Nov. 16	Fishing boat; no name.	Cleveland, Lake Erie .....	Capsized. Saved gear, righted and bailed out craft, and moored it securely to wharf.
Nov. 17	Am. sl. Lillie .....	Point Allerton, Massachusetts.	Dragged ashore in gale. Landed the crew, took out keedge, hove her afloat, and anchored her in safe place.
Nov. 17	Am. sc. Emma Jane...	Eatons Neck, New York...	Struck by heavy squall and capsized. Keeper summoned steamer Ada Velma, and station crew accompanied her to overturned craft. Rescued master of vessel from drowning and cared for him at station. (For detailed account, involving loss of one life, see page 28.)
Nov. 17	Sailboat; no name...	Santa Rosa, Florida .....	Capsized in squall. Overhauled, taken ashore, and secured for owner.
Nov. 17	Am. str. Chicago .....	Buffalo, Lake Erie .....	Drifting into wharf; strong wind and rough sea. Ran lines and made her fast in time to prevent disaster.
Nov. 17	Am. sc. Racine .....	Cleveland, Lake Erie .....	Sails blew away, compelling her to anchor in dangerous position, where heavy sea caused her to spring aleak. Life-saving crew went out in company with tug and carried a line to imperiled craft. This breaking, surfmen remained on board schooner while tug went for another line, and, her crew being worn out with hard work, manned the pumps until tug returned with new hawser. This was made fast and vessel towed into harbor.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. Nov. 17	Sailboat Annabel....	Pointe aux Barques, Lake Huron.	Lines carried away while moored to wharf; boat drifted into the ice and filled. Hauled ashore and secured by station crew.
Nov. 17	Am. sc. Hattie A. Estelle.	Manistee, Lake Michigan.	Became water-logged and ran ashore, heavy seas sweeping her decks; vessel totally wrecked. After repeated but ineffectual efforts to reach her with surfboat, beach apparatus was rigged and part of crew were landed with breeches-buoy. (For detailed account, involving the loss of three lives, see page 30.)
Nov. 18	Am. sc. John G. Whilldin.	Cold Spring, New Jersey.	Vessel's small boat carried out to sea. The three men on board unable to make headway against strong wind and tide. When exhausted and nearly overcome by exposure they were rescued by life-saving crew and brought safely ashore.
Nov. 18	Am. sc. Union.....	Cobbs Island, Virginia.....	Misstayned and stranded. Planted anchor in deep water, warped her off, and took her to secure anchorage.
Nov. 18	Am. sc. John H. Cannon.	Ocracoke, North Carolina.	Dragged into breakers, leaking badly. Boarded her, manned pumps, and forced her off and into deep water. Kept at the pumps until following morning, when, with assistance of crew of Durants Station, brought vessel into harbor and procured laborers to keep her afloat until repairs could be made.
Nov. 18	Am. sc. J. B. Newland.	Ludington, Lake Michigan.	Partially dismasted and forced to anchor where she was in danger of destruction by heavy sea. Tug in harbor was unable to go out to her assistance, having no fireman. Detailed man to tend fires and accompanied tug out to imperiled craft, ran lines and slipped schooner's anchors. She was then towed into harbor and her anchors subsequently recovered.
Nov. 18	Am. sc. Rockaway...	South Haven, Lake Michigan.	Water-logged and sunk eight miles from station. Rescued crew of five men, worn out and almost overcome by long exposure to cold. Procured medical attendance for one whose hands were frozen and cared for all at station until they were able to leave for their homes.
Nov. 19	Canoe; no name.....	Bodie Island, North Carolina.	Stove on a rock. Recovered boat and held it for owner.
Nov. 19	Pile-driver; no name.	Sturgeon Point, Lake Huron.	Broke moorings and drifted out into lake. Life-saving crew, being unable to tow her ashore, saved all gear of any value.
Nov. 19	Am. sc. Ellen Stephenson.	Grand Haven, Lake Michigan.	Dismasted and stranded; heavy sea running. With great difficulty and danger, rescued her crew of three men and took proper care of them at station. After working on vessel for seven days she was floated and secured for the winter.
Nov. 20	Am. sc. Exchange...	White Head, Maine.....	Vessel's dory broke adrift. Recovered by surfmen.
Nov. 20	Am. sc. Abbie H. Hodgman.	Monomoy, Massachusetts.	Stranded and sunk on Shovelful Shoal; wrecking company took charge of vessel. Landed four of her crew and provided them with food and shelter at station.
Nov. 20	Am. sc. Evaline.....	Kenosha, Lake Michigan.	Struck pier while trying to enter harbor; disabled and compelled to anchor in dangerous position. Ran lines, hauled vessel alongside wharf, and moored her there.
Nov. 21	Am. str. Gardenia ...	Long Branch, New Jersey.	Vessel's small boat capsized in surf. Assisted her crew ashore and hauled boat on beach.
Nov. 21	Am. sloop; no name.	Chester Shoal, Florida.....	Stranded. Got her off and piloted her to landing.
Nov. 21	Am. sl. Judge.....	Erie, Lake Erie.....	Became unmanageable and stranded, seas breaking over her, endangering lives of the five men on board. Rescued them with lifeboat and took them to Erie.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Nov. 22	Yawl Mocking Bird.	Santa Rosa, Florida.....	Broke adrift and capsized. Towed boat ashore, hauled her up clear of tide, and held her for owner.
Nov. 22	Am. sc. Sea Gull.....	Galveston, Texas.....	Parted cable and went ashore. Brought anchor from wharf and made ineffectual attempts to warp her off. Then lightened vessel, recovered lost anchor and chain, and on third day hove her afloat.
Nov. 22	Am. sc. Joseph Paige.	Sturgeon Point, Lake Huron.	Centerboard disabled; vessel could not proceed under sail. Went out to repair damage, and took line to tug which towed her into harbor.
Nov. 22	Am. sc. Sophia Minch.	Marquette, Lake Superior.	Sprung leak. Boarded vessel, assisted to pump her free, and piloted her to safe place for beaching, where one of surfmen put on diving suit and repaired leak.
Nov. 23	Small boat; no name.	Sandy Hook, New Jersey..	Capsized, throwing its two occupants into the water. They were rescued by a barge close at hand and landed in station surfboat.
Nov. 23	Am. sl. Village Belle.	Jupiter Inlet, Florida.....	Lost her yawl while coming in over bar. Recovered by one of the surfmen.
Nov. 23	Am. sc. Golden Age..	Buffalo, Lake Erie.....	Stranded on reef. Took master ashore to procure services of powerful tugs. Boarded vessel, assisted to handle lines; remained on board and rendered all aid possible until she was hauled afloat and safely anchored on following day.
Nov. 23	Am. str. Major.....	Erie, Lake Erie.....	Parted cable and dragged ashore. Ran station hawser from tug to vessel, enabling her to get afloat; recovered lost anchor and remained on board until steamer was safely moored.
Nov. 23	Am. sc. Lem Ellsworth.	Mukewgon, Lake Michigan.	Stranded, pounding heavily on rocks and leaking. Sent for a tug, boarded schooner, manned pumps, and kept her free from water until tug arrived and took her to place of safety.
Nov. 23	Am. sc. American Girl.	Cape Arago, Oregon.....	Dragged ashore. Stood by vessel with surfboat until tug hauled her off. Assisted to get her anchor.
Nov. 24	Small boat; no name.	Santa Rosa, Florida.....	Sprung leak. The two men on board hauled her out on the beach, where they were found after being sick and out of provisions for four days. They were given proper care at station, their boat repaired, and, after three days, had recovered sufficiently to return home.
Nov. 24	Skiff; no name.....	Brazos, Texas.....	Drifted ashore. Secured and held for owner.
Nov. 24	Skiff; no name.....	Louisville, Kentucky.....	In dangerous position above falls of Ohio River. Rescued boat and its occupant.
Nov. 25	Am. sc. Northern Light.	Indian River Inlet, Delaware.	Struck on bar and thrown on her beam ends by a heavy sea. Got her off and brought her into harbor.
Nov. 25	Atn. sc. John H. Cannon.	Ocracoke, North Carolina.	Stranded on Hatteras Inlet bar; pounding heavily on bottom and leaking badly. Boarded vessel and, with assistance of Durant's Station crew, jettisoned deck load and got her afloat. Then manned pumps and, with great difficulty, kept schooner from sinking until she was beached in safe place for making repairs.
Nov. 26	Sailboat; no name..	Cleveland, Lake Erie.....	Capsized nine miles from station. A few moments before arrival of station crew the two boys clinging to the side of boat were rescued. Surfmen took overturned craft to station and secured it for owner.
Nov. 26	Catboat; no name..	Chicago, Lake Michigan..	Capsized and sunk beyond scope of station operations, drowning two men, the remaining five men being saved by a boat close at hand. When notified of accident, life-saving crew subsequently went out and recovered boat for owner.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891.			
Nov. 27	Am. sc. B. F. Somes.	Cranberry Isles, Maine....	Wrecked on point of Bakers Island in rough sea and fresh breeze. Crew abandoned vessel in three dories, one of which, having no oars, was in danger of swamping when taken in tow by surfboat. Entire crew of fourteen were cared for at station. Saved part of vessel's rigging before she went to pieces.
Nov. 27	Am. sc. Marion W. Page.	Thunder Bay Island, Lake Huron.	Fast on dangerous reef; heavy weather. Boarded her, took master to Alpena, where a tug and laborers were engaged, and vessel was warped off in time to prevent disaster.
Nov. 27	Am. sc. Ebenezer....	Point Betsey, Lake Michigan.	Water-logged. The crew of five men, after thirty-six hours exposure to cold and hunger, abandoned her in a small boat, which must soon have swamped in heavy breakers. They were rescued by life-saving crew and taken to station, where all were fed and clothed, and those suffering from frostbites were furnished with proper medical treatment. Dispatched tug and two surfmen out to schooner and brought her into port before she foundered.
Nov. 28	Am. sc. Emily A. Staples.	Cape Elizabeth, Maine....	Mainmast carried away; abandoned by crew. Pulled out to disabled vessel (ten miles distant), set foresail and jib, brought her safely into port and delivered her to owner.
Nov. 28	Sailboat; no name..	Plum Island, Massachusetts.	Disasted and swamped in breakers. Hauled boat out on beach, made necessary repairs, and launched her in smooth water.
Nov. 28	Am. sc. Star.....	Galveston, Texas .....	Misstayd and stranded. Hove her afloat, and piloted her to safe anchorage.
Nov. 28	Am. sc. H. C. Potter.	Pointe aux Barques, Lake Huron.	Fast on reef; water-logged and abandoned by crew. Boarded her, saved master's effects, and telephoned for tug. On arrival of wreckers keeper took charge of their outfit, and station crew assisted in saving cargo, working as weather would permit during ensuing month until it was all landed.
Nov. 28	Am. sc. Plymouth ...	Middle Island, Lake Huron.	Stranded nine miles from station. Pulled out, boarded her, ran lines, and assisted to get her afloat.
Nov. 28	Am. st. Arizona .....	.....do.....	Ran ashore while towing above-named vessel. Carried dispatches, manned pumps, ran lines to tugs, and assisted to jettison cargo. After working on vessel for three days she was floated without injury.
Nov. 29	Am. sc. Harriet S. Brooks.	Wachapreague, Virginia	Went ashore in thick snowstorm. Ran anchor and attempted to heave her off, but capstan broke. Next day, with assistance of crew from Paramores Beach Station, warped her into deep water and took her into harbor.
Nov. 29	Small boat; no name.	Morris Island, South Carolina.	Owner unable to reach home on account of rough weather. Cared for him at station until he could proceed in safety.
Nov. 29	Am. sl. Tarry Not ...	Santa Rosa, Florida.....	High and dry. Hauled her afloat and cared for the two men in charge of boat until weather moderated sufficiently to allow them to proceed to their destination.
Nov. 29	Skiff Neva.....	Louisville, Kentucky.....	Caught in current of falls above cross-dam. Rescued man on board and brought his boat ashore.
Nov. 29	Am. st. F. and P. M., No. 5.	Ludington, Lake Michigan.	Stranded while leaving harbor. Assisted to get her afloat.
Nov. 29	Am. tug John A. Miller.	Chicago, Lake Michigan.	Afire. Telephoned for fire boat, which came and extinguished flames.
Nov. 30	Am. sc. James M. Flanagan.	White Head, Maine.....	Stranded on ledge. Trimmed cargo, pumped her out, and, at high water, forced her off and piloted her out clear of shoals.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. Nov. 30	A. m. sc. John Hooper.	Smith Island, Virginia...	Wrecked during thick snowstorm, sea high and breaking over vessel's decks, crew exhausted and nearly overcome by long exposure to wet and cold. After laborious struggle against wind and sea, rescued crew of five men, and provided for them at station.
Dec. 1	Yawl; no name.....	Jones Beach, New York...	Drifted ashore. Hauled her up on beach and secured her for owner.
Dec. 1	Am. bg. Henry B. Cleaves.	Hereford Inlet, New Jersey.	Stranded. Ran anchor to prevent her from going farther on shoal, and at flood tide made sail, floated her, and worked her offshore clear of obstructions.
Dec. 1	Am. sc. Adella Maud.	Indian River Inlet, Delaware.	Stranded on point of beach. Being heavily loaded, was in danger of breaking in two at low water. Boarded her, lightened deck load, carried out anchor, and on following morning warped her off and took her inside Inlet.
Dec. 1	Rowboat; no name.	Santa Rosa, Florida.....	Drifted ashore. The three men on board could not reach Pensacola unassisted, and were taken there in station boat.
Dec. 1	Skiff; no name.....	Louisville, Kentucky .....	In dangerous position above falls. Took board and occupant safely to land.
Dec. 2	Br. sc. Clifford C.....	White Head, Maine .....	Stranded. Hove her off, and piloted her into channel.
Dec. 3	Am. sc. Flora Condon.	.....do .....	Forced to anchor in dangerous position. Boarded vessel, kedged her out to safe anchorage. Next morning got her under way and piloted her clear of ledges.
Dec. 3	Skiff Sly.....	Louisville, Kentucky.....	This boat, containing two boys, was in danger of going over falls. Brought boat and occupants safely to land.
Dec. 3	Fishing boat; no name.	Point Betsey, Lake Michigan.	Overtaken by heavy weather and beached to prevent sinking. Hauled her up out of breakers and secured her for owner.
Dec. 3	Am. sc. Daisy.....	Muskegon, Lake Michigan.	Sails blew away, causing vessel to collide with wharf, where the rough sea would have soon stove in her side. Ran lines and assisted to haul her out of danger, and subsequently recovered anchor, which she had slipped.
Dec. 3	Small boat; no name.	Cape Arago, Oregon.....	Sinking; fierce gale and rough sea. After severe struggle rescued the three men on board.
Dec. 4	Am. sc. Eddie H. Weeks.	New Shoreham, Rhode Island.	Dragged anchors and stranded during heavy squall; in danger of destruction. Ran line and hauled her into deep water.
Dec. 5	Am. sl. y. Idler.....	Smiths Point, New York...	Driven ashore. Floated her with assistance of crew from Bellport Station.
Dec. 5	Am. sl. Grape Shot..	Saluria, Texas.....	Stranded and out of food. Furnished necessary provisions and hauled vessel afloat next morning.
Dec. 5	Am. tug Albany.....	Buffalo, Lake Erie.....	In collision with steamer. During excitement her fireman became frightened and jumped overboard, where he would have drowned but for his timely rescue by a surfman.
Dec. 6	Sharpie; no name...	Cuttyhunk, Massachusetts.	Drifted on beach. Secured and held for owner.
Dec. 6	Br. str. Tregurno.....	Biscayne Bay, Florida .....	Stranded. Keeper carried messenger from steamer to mainland to procure assistance, whereby vessel was floated.
Dec. 7	Am. sc. M. L. Wetherell.	Plum Island, Massachusetts.	Stranded. Warped her into deep water and took her to safe anchorage.
Dec. 7	Am. sc. John P. Kelsey.	Monomoy, Massachusetts	Mistook light and stranded on Handkerchief Shoal; sea rough. Assisted wreckers to float her in time to prevent material damage.
Dec. 7	Br. sc. Hanlon.....	Oswego, Lake Ontario .....	Unable to get into harbor. Weather threatening. Boarded her in response to signals, and sent out tug, which towed her into port.
Dec. 7	Am. str. Sitka.....	Grande Pointe au Sable, Lake Michigan.	Stranded during blinding snowstorm. Summoned volunteer crew, boarded vessel, and took master to Manistee for tugs and laborers. With assistance of surfmen tugs hauled her afloat barely in time to escape destruction by heavy gale.



*Services of crews—Continued.*

Date.	Name and nationality of vessel	Station and locality.	Nature of casualty and service rendered.
1891. Dec. 7	Am. sl. May Flower.	Cape Disappointment, Washington.	Parted moorings, drove ashore, and swamped; furious gale, heavy seas breaking over her. Secured assistance, and got her into safe anchorage.
Dec. 7	Am. bkn. Portland.	Point Adams, Oregon.....	Dragged ashore. Sent for tugs, boarded vessel, and stood by her all night. Worked on her for five days, discharging ballast, running lines, and helping as occasion required until she was hauled off by tugs. Crew of Cape Disappointment Station assisted to handle lines and sound out channel for tugs.
Dec. 8	Small boat; no name.	Jerrys Point, New Hampshire.	One man fell overboard and, in rescuing him, boat partly filled, wetting his companions. They were found, wet and chilled, by patrol, furnished with dry clothing, and cared for at station.
Dec. 9	Am. sc. Emma K. Smalley.	Chatham, Massachusetts.	Ran ashore, filled, and sank. Landed crew with their effects and provided them food and shelter.
Dec. 9	Am. sc. John Proctor.	Watch Hill, Rhode Island.	Mistook lights and stranded on Wicopeset Reef. Life-savers attempted to reach vessel, but were unable to do so against wind and sea. A later attempt was successful, and master was taken ashore to telephone for tug, which hauled schooner afloat and towed her to New London.
Dec. 11	Am. sc. Alice M. Ridgway.	.....do.....	Sprung leak and was beached to prevent sinking. Vessel totally wrecked. Saved her sails, landed crew, and cared for them at station until they could proceed to their homes.
Dec. 12	Fishing tug Esphacher.	Erie, Lake Erie .....	One of her crew fell overboard and was nearly drowned when rescued. Took him to station, where he was cared for and given dry clothing.
Dec. 14	Am. sc. Annie Gee...	Cape Arago, Oregon.....	Unable to procure medical treatment for three injured men on board. Keeper went to Empire City for steamer, which towed vessel to Wakefield, where injured men received proper attention.
Dec. 14	Am. sc. Seven Sisters.	.....do.....	Drifted on bar inside harbor. Planted an anchor in deep water and made ineffectual attempt to heave her off. Next morning helped unload ballast, ran two additional anchors, and floated her at high water.
Dec. 15	Naphtha launch; no name.	Mosquito Lagoon, Florida.	Unacquainted with channel. At master's request, keeper piloted her through the narrows in safety.
Dec. 15	Am. sc. Sea Gull.....	Saluria, Texas.....	Stranded; pounding heavily in rough sea and signaling for aid. Carried her anchor out into deep water and hauled her into channel.
Dec. 15	Am. sc. Star.....	.....do.....	Anchored in dangerous position, the master being unacquainted with locality. Assisted to get schooner under way and piloted her to safe anchorage.
Dec. 16	Catboat; no name...	Shinnecock, New York...	Capsized. The man clinging to boat's side was rescued before arrival of keeper, who bailed out craft and helped secure her for owner.
Dec. 17	Am. sc. Annie C. Thomas.	Little Kinnakeet, North Carolina.	Stranded on reef; signaling for assistance. Lightered part of cargo and hove her off into deep water.
Dec. 18	Catboat; no name...	Cuttyhunk, Massachusetts.	Overloaded and sank. Worked for five days before vessel was located and raised.
Dec. 18	Sailboat; no name...	North Beach, Maryland...	Fast in ice, unable to make landing. Broke way out to her and took two men ashore.
Dec. 18	Am. sc. Wing and Wing.	Cape Arago, Oregon.....	Centerboard injured and sails blown away; heavy weather prevailing. Keeper discovered her signals of distress, summoned tug, and went out in company with same. Vessel was overhauled twelve miles offshore and towed into port, barely in time to save her from destruction.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1891. Dec. 19	Am. sc. Benjamin B. Church.	South Brigantine, New Jersey.	Mistook buoys and stranded on Brigantine Shoal. Boarded her and, with assistance of crews of Brigantine and Atlantic City stations, jettisoned cargo and hove her afloat uninjured.
Dec. 23	Am. sc. Congress.....	Wallops Beach, Virginia..	Stranded on dangerous shoal. Ran anchor, warped her afloat, and piloted her safely over bar.
Dec. 25	Am. sc. Maggie Cummings.	Watch Hill, Rhode Island.	Stranded; heavy sea running. Manned surfboat and, after severe struggle against wind and sea, landed crew of five men with personal effects only a few moments before vessel stove and sank. Rescued men cared for at station for two days.
Dec. 25	Br. str. Highland Prince.	Galveston, Texas .....	Attempted to enter harbor and stranded on bar. Carried anchor out into deep water and hove on windlass until tide fell. Vessel subsequently got afloat with assistance of tugs.
Dec. 25	Sailboat; no name.....	.....do.....	Masthead fouled in above-named steamer's hawser; boat in danger of capsizing. Towed her clear and rescued occupant from drowning.
Dec. 27	Am. sc. Huntress.....	Crumple Island, Maine...	Wrecked on Browns Island; crew abandoned her, and were without food and shelter when found by surfmen, brought to station, and cared for. Life-saving crew then saved vessel's chains, anchors, and rigging.
Dec. 28	Am. sl. Juno.....	Monomoy, Massachusetts.	Wheel ropes parted; vessel driven high up on beach. Dug channel, and at high tide hove her afloat and moored her safely in harbor.
Dec. 29	Small boat belonging to Winter Quarter Shoal Light-Ship.	Assateague Beach, Virginia.	Capsized in heavy sea and drifted ashore with four men clinging to her sides. Provided them with food, clothing, and shelter at station. Hauled boat up clear of surf, and brought gear to station for safekeeping.
Dec. 29	Am. tug J. M. Colman.	Shoalwater Bay, Washington.	Anchored in dangerous position, heavy gale blowing; only two men on board to manage craft. Took master on board and assisted to get her under way and to a safe anchorage.
Dec. 29	Br. bk. Tythonus.....	Point Adams, Oregon.....	Lost two of her anchors and dragged ashore in furious gale. Boarded her and assisted tugs to get her afloat.
Dec. 30	Dory; no name .....	Jerrys Point, New Hampshire.	Drifting out to sea. Secured and delivered it to owner.
Dec. 31	Am. sc. Monterey....	Cross Island, Maine.....	Parted one of her cables and was riding by one anchor close to breakers. Took her to safe place, and recovered and returned lost anchor.
Dec. 31	Am. sc. Leader.....	Cranberry Isles, Maine....	Mooring lines carried away during gale; vessel stranded. Threw ballast overboard, hauled her off, and moored her securely alongside wharf.
Dec. 31	Fishing boat; no name.	Fletchers Neck, Maine....	Drifting offshore; occupant unable to make headway against heavy wind. Overhauled him, and after hard pull brought man and boat safely ashore.
Dec. 31	Catboat; no name..	Cuttyhunk, Massachusetts.	Stranded while attempting to enter harbor. Carried out anchor, warped vessel off, and piloted her to safe anchorage.
1892. Jan. 2	Small boat; no name.	Brazos, Texas.....	Boat adrift. Overhauled and took it to secure place.
Jan. 4	Am. sc. Humarock..	Burnt Island, Maine.....	Forced to anchor by stress of weather, and unable to proceed through ignorance of channel. Piloted clear of rocks by keeper.
Jan. 5	Small boat; no name.	Smiths Point, New York..	Boat capsized. Rescued from drowning and cared for two men. Towed boat to place of safety.
Jan. 6	Am. sc. C. H. Eaton..	Wallis Sands, New Hampshire.	Vessel ashore and going to pieces. With great difficulty took off crew of five men and provided them with food and shelter.
Jan. 7	Am. sc. Jacob Dur-yea.	Cape May, New Jersey...	Chains parted and vessel driven ashore in heavy gale. Took off crew with breeches-buoy and cared for them at station.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Jan. 7	Br. str. Ashburne.....	Wachapreague, Virginia..	Stranded. With assistance of crew of Paramores Beach Station, helped lighten vessel and ran anchors, enabling her to haul offshore.
Jan. 10	Am. sc. William Murray.	Galveston, Texas.....	Anchors fouled and vessel dragged ashore. Hove her off and anchored her in safe place.
Jan. 11	Am. str. Fountain City.	St. Joseph, Lake Michigan.	Approaching harbor during heavy snow-storm and unable to enter. Keeper went on board and piloted her safely inside.
Jan. 12	Br. str. Miranda.....	Popes Island, Virginia....	Stranded. Took eight of crew ashore with breeches-buoy and telephoned for tug, which hauled her afloat.
Jan. 13	Am. sc. Eliza B. Campbell.	Knobbs Beach, Massachusetts.	Anchored in fog, being ignorant of her position. Rowed out and gave information which allowed her to proceed to destination.
Jan. 14	Am. sc. Robert E. Lee.	Morris Island, South Carolina.	Dragging ashore; her crew too fatigued to work longer. Made sail, hove up anchors, and took vessel clear of breakers.
Jan. 17	Am. sl. H. Seabrook.	Morris Island, South Carolina.	Parted cable and drifted off while crew were ashore. Drifted vessel and put crew on board.
Jan. 17	Am. str. Ohio.....	Louisville, Kentucky .....	Vessel struck log and stove hole in port side. Crew covered fissure and assisted to repair leak.
Jan. 18	Am. sc. J. and H. Scull.	Ocean City, New Jersey..	Stranded and leaking badly. Vessel totally wrecked. Landed and cared for six persons and saved their effects. Crew of Great Egg Station assisted.
Jan. 19	Br. str. Sir William Armstrong.	Cobbs Island, Virginia....	Stranded, losing her rudder and a small boat. Life-saving crew, after a hard pull, reached the vessel, telegraphed for tugs, and, aided by crew of Hog Island Station, rendered assistance until she was hauled afloat.
Jan. 19	Am. str. St. Lucie....	Jupiter Inlet, Florida.....	One of her crew fell overboard. Rescued him from drowning.
Jan. 19	Canoe; no name.....	Grand Haven, Lake Michigan.	Capsized. Saved owner from drowning and cared for him at station; towed canoe ashore and secured it.
Jan. 20	Br. sc. H. P. Kirkham.	Coskata, Massachusetts..	Aground on Rose and Crown Shoal, fifteen miles from the life-saving station, high wind and heavy sea prevailing; vessel nearly submerged, with breakers sweeping over her decks, and in momentary danger of going to pieces. The life-savers went to her assistance, and with great skill and difficulty took from the rigging (less than an hour before vessel went to pieces) her crew of seven men, exhausted and almost frozen by fifteen hours' exposure to the cutting northwest wind. After a desperate struggle of twenty-three hours against wind and sea, all were safely landed and carefully provided for. For this gallant service each member of life-saving crew was awarded the medal of the Service, and the keeper's salary was raised to the maximum limit. One surfman died as a result of the exposure on this occasion.
Jan. 20	Br. sc. Mary Rogers.	Lewes, Delaware.....	Chain parted and vessel was driven on Delaware Breakwater and wrecked. Brought crew to station and provided them with food and shelter. One life lost in this disaster. (See page 33.)
Jan. 20	Am. sc. H. W. Race..	Seatack, Virginia.....	Water-logged and stranded. Took off crew of four men with breeches-buoy and cared for them at station. Cape Henry crew assisted.
Jan. 20	Am. str. Emily.....	Cape Arago, Oregon.....	Aground, seas breaking over her. Station crew got alongside with great difficulty, ran an anchor and lines, which prevented destruction of steamer, landed her eight passengers, and for six days stood by the vessel, running anchors and lines, and rendering assistance until she was floated.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Jan. 21	Shanty boat; no name.	Louisville, Kentucky.....	About to be destroyed by sweeping over the cross dam. Boat and owner overtaken and rescued by life-saving crew.
Jan. 21	Am. str. Osceola.....	Sturgeon Bay Canal, Lake Michigan.	Stranded while attempting to enter canal. Took lines to pier and enabled vessel to get afloat without damage; piloted her safely into canal.
Jan. 22	Fishing boat; no name.	Race Point, Massachusetts.	Capsized and drifting out to sea. Secured by life-saving crew.
Jan. 22	Small boat; no name.	Highland, Massachusetts.	Adrift, containing two oars and rifle. Taken to place of safety and afterward restored to owner.
Jan. 22	Am. sc. Asher S. Parker.	Barnegat, New Jersey.....	Stranded. Hove her afloat, and piloted her to safe anchorage.
Jan. 23	Am. sc. Emily.....	Galveston, Texas .....	Stranded on sunken wreck. Hauled her afloat.
Jan. 25	Br. bkn. Harry and Aubrey.	Blue Point, New Jersey.....	Totally wrecked. Took off crew of nine men, furnished them with food and shelter at station. Crews of Lone Hill and Bellport stations assisted in saving cargo.
Jan. 25	Am. sc. Wm. Ellison	Indian River Inlet, Delaware.	Stranded. Lightened vessel, ran anchors, and hove her afloat.
Jan. 25	Br. str. Westmeath.	Jupiter Inlet, Florida.....	Signaled for a boat. Sent off surfboat and landed officials superintending laying ocean cable and put them aboard again.
Jan. 25	Fishing boat; no name.	Fort Point, California.....	Sails blown away; boat swamped. Rescued owner and cared for him at station.
Jan. 25	Small boat; no name.	.....do.....	Wrecked in the breakers. Rescued owner.
Jan. 25	Fishing boat; no name.	.....do.....	Sails lost in squall; unmanageable and sinking. Took off owner and provided him with shelter.
Jan. 25	Small boat; no name.	.....do.....	Driving on the rocks; boat swamped. Rescued owner and cared for him ashore.
Jan. 25	Fishing boat; no name.	.....do.....	Foundering in the breakers. Saved owner from drowning; gave him necessary care and shelter at station.
Jan. 26	Am. sl. S. B. Miller..	Spermaceti Cove, New Jersey.	Dragging anchor; in danger of going to pieces on the beach. Took crew ashore in surfboat.
Jan. 26	Am. sc. James D. Dewell.	Cape Henry, Virginia.....	Mistayed and stranded. After a severe struggle crew of eight men were safely landed in surfboat. Crew of Seatack Station assisted in rescuing imperiled seamen.
Jan. 27	Br. str. Westmeath..	Jupiter Inlet, Florida .....	Vessel laying ocean cable; boat's crew unable to go aboard on account of heavy surf. Cared for them at station. Assisted at various times from 27th to 29th instants in landing members of crew, the vessel's boats not being suitable for passing through surf.
Jan. 29	Fishing boat; no name.	Little Beach, New Jersey.	Fast in the ice and drifting to sea. Overhauled by life-saving crew and returned to owner.
Jan. 30	Am. sl. Annie.....	Spermaceti Cove, New Jersey.	Dragging on the rocks. Secured by keeper and surfmen.
Jan. 31	Am. sc. Dicky Bird..	Hunniwells Beach, Maine.	Anchored; in peril of dragging into the breakers. Assisted to get vessel under way and clear of danger.
Jan. 31	Am. sc. Cosmos.....	Fletchers Neck, Maine.....	Dragging upon the rocks, pounding hard. Got vessel under way and took her to safe anchorage.
Jan. 31	Am. sc. W. H. Y. Hackett.	Knobbs Beach, Massachusetts.	Mistayed and stranded upon rocks; high surf breaking over her. Vessel wrecked. Saved sails, gear, and rigging.
Jan. 31	Fishing boat; no name.	Point Adams, Oregon ....	Swamped and sank near station. Crew raised boat and restored her to owner.
Feb. 5	Sloop; no name.....	Point of Woods, New York.	One of crew fell overboard. Rescued by a member of life-saving crew.
Feb. 5	Am. str. Venezuela..	South Brigantine, New Jersey.	Stranded during thick snowstorm. Landed thirteen passengers, stood by vessel, and rendered assistance until she was floated. Crew of Brigantine Station assisted by carrying dispatches and landing four passengers.
Feb. 5	Am. sc. Tortugas.....	Indian River Inlet, Florida.	Stranded. Assisted to float her and work her into a safe anchorage.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Feb. 6	Am. sc. Ellen Crusoe.	Lewes, Delaware.....	One of vessel's officers badly injured; unable to land him through the heavy surf. Took him ashore and properly cared for him.
Feb. 6	Br. str. Polynesian..	Cape Henry, Virginia.....	Aground; strong wind and heavy surf prevailing. Life-saving crew reached the vessel with great difficulty. Carried dispatches to and from shore, by means of which assistance came and she was floated.
Feb. 8	Am. sc. Gloriana.....	Point Allerton, Massachusetts.	Run down and sunk by a steamer. Assisted to save small boats belonging to vessel.
Feb. 12	Small boat; no name.	Coskata, Massachusetts...	Capsized and drifting in surf. Secured by station crew.
Feb. 12	Am. sc. Star.....	Galveston, Texas. ....	Hard aground. Hove her afloat before she could receive injury.
Feb. 13	Am. schooner; name unknown.	Big Kinnakeet, North Carolina.	In need of fuel, but unable to reach shore in ship's boat. Sent station boat and landed master of vessel.
Feb. 14	Sharpie; no name..	Point of Woods, New Jersey.	Unable to land on account of ice. Life-saving crew, after hard struggle, succeeded in rescuing boat and owner.
Feb. 15	Am. str. George H. Chance.	Umpqua River, Oregon...	Stranded on sand spit. Stood by for three days and assisted to lighten her, after which she was floated.
Feb. 17	Small boat; no name.	Indian River Inlet, Florida.	Drifting into the breakers. Rescued by keeper and returned to owner.
Feb. 18	Am. sc. Magnolia....	Burnt Island, Maine .....	Main boom and davits injured by heavy squall; forced to anchor and unable to repair damage on account of reduced crew. Life-saving crew made necessary repairs.
Feb. 18	Am. sc. Sea-Queen...	White Head, Maine .....	Crushed by ice; leaking badly. Pumped her out and took her where she could be repaired.
Feb. 18	Bateau; no name...	Morris Island, South Carolina.	Oyster-laden; about to sink in heavy sea. Rescued boat and owner.
Feb. 18	Small boat; no name.	Biscayne Bay, Florida .....	Capsized and sunk. The five men using her were taken from the water and safely landed by the station crew, and the boat towed ashore and secured.
Feb. 20	Am. sc. Trumpet.....	White Head, Maine.....	Stranded. Ran anchor, hove her off, and anchored her in safe place.
Feb. 20	Br. str. Govina.....	Cobbs Island, Virginia....	Stranded; heavy wind and high surf prevailing. Came alongside with surfboat, offered aid, and sent telegram for assistance. Vessel subsequently floated.
Feb. 22	Sp. str. San Albano.	Hog Island, Virginia .....	Stranded. Made unavailing attempts to land crew with surfboat. Finally, after severe labor, took off nineteen persons with life car; provided entire crew of twenty-six persons with food, shelter, and clothing at station. (For detailed account of this casualty, which involved loss of one life, see p. 35.)
Feb. 22	Am. sc. Annie E. Pierce.	Little Kinnakeet, North Carolina.	Stranded. Rescued four men by means of the breeches-buoy, clothed them, and provided food and shelter for nine days. Crews of Gull Shoal and Big Kinnakeet stations assisted in rescue. (For full account of this disaster, involving loss of one life, see p. 39.)
Feb. 23	Scow; no name.....	Point Adams, Oregon.....	Drifting out to sea. Overhauled and safely moored her.
Feb. 24	Am. st. y. Sybilla....	Big Kinnakeet, North Carolina.	Ashore; no fresh water on board. Life-saving crew furnished same. Vessel was subsequently floated.
Feb. 26	Am. sc. Freddie Hencken.	Gull Shoal, North Carolina.	Stranded and totally wrecked by heavy northeast gale. Crew of nine taken off in the breeches-buoy, sheltered and cared for at station. Saved personal effects and assisted in stripping vessel for owners. Crews of Chicomicomico and Little Kinnakeet stations assisted in rescue.
Feb. 27	Am. sc. Ada.....	Brazos, Texas.....	Mistayed and went ashore in breakers. Ran anchor, and enabled vessel to get off without damage.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Feb. 28	American steam yacht; name unknown.	Big Kinnakeet, North Carolina.	Supply of fresh water exhausted. Boarded her and replenished tanks with water from station.
Feb. 28	Am. sl. James Andrews.	San Luis, Texas.....	Dragged anchor and stranded. Floated her and towed her to safe anchorage.
Feb. 29	Am. sc. William Phillips.	Cape Henry, Virginia .....	Ran ashore. Crew landed in ship's boats. Piloted boats in safely, so as to avoid surf, and furnished crew of twelve men with food, shelter, and clothing.
Mar. 4	Am. sc. Blanche H. King.	Monomoy, Massachu- setts.	Mutiny on board; signaled for help. Pulled out to vessel to ascertain trouble, and telegraphed proper authorities for assistance.
Mar. 4	Am. sc. Union.	Hog Island, Virginia .....	Disasted and drifting among the breakers; strong northeast gale, heavy seas sweeping over vessel. After hard and dangerous pull of three miles in the life-boat, rescued crew of seven men only twenty minutes before schooner struck and went to pieces. The shipwrecked seamen, one of whom was badly injured, were properly cared for at the station.
Mar. 5	Am. sl. Spray.....	Jupiter Inlet, Florida.....	Rigging carried away, forcing vessel to anchor in heavy breakers, where she was in great danger of dragging ashore and going to pieces. Rescued crew of three, repaired rigging, and took sloop to safe anchorage.
Mar. 5	Am. sl. Isabel.....	.....do.....	One of crew sick. Landed him in surf-boat, and procured necessary medical attendance.
Mar. 6	Am. str. Emily.....	Cape Arago, Oregon.....	Life-raft washed overboard while crossing the bar. Secured by station crew.
Mar. 8	Am. sc. George Washington.	Burnt Island, Maine.....	Stranded and wrecked on Hart Island bar; thick fog. Carried dispatches for master; stood by until all property was saved.
Mar. 9	Fishing boat; no name.	Michigan City, Lake Michigan.	Caught in heavy snow squall; unable to land on account of heavy sea. Assisted boat and two men ashore.
Mar. 9	Am. str. Carrie Currens.	Two Rivers, Lake Michigan.	Unmanageable; drifting offshore in ice. Ran hawser to vessel and hauled her alongside pier.
Mar. 9	Fishing boat; no name.	.....do.....	Unable to enter harbor on account of ice. Ran line, enabling boat to make landing.
Mar. 9	Am. str. Commodore Nutt.	.....do.....	Caught in ice; could not reach wharf. Ran line and hauled her to dock.
Mar. 10	Skiff Lula May.....	Cobbs Island, Virginia....	In extreme peril; sail blown away and boat nearly swamped. Rescued three men on board and secured the skiff.
Mar. 10	Am. sc. Ralph J. Long.	Coquille River, Oregon....	Grounded while attempting to enter harbor. Made unsuccessful efforts to float her by using lines from shore. Went for tug, ran hawser from tug to schooner, and latter was hauled afloat.
Mar. 11	Am. sc. Cyrus Chamberlain.	Gurnet, Massachusetts....	Stranded. Ran hawser and kedge enabling her to get off the shoal.
Mar. 11	Br. sc. Rob and Harry.	Cuttyhunk, Massachu- setts.	Disasted and totally wrecked during strong gale and heavy sea. Rescued one man with surfboat. (For detailed account, involving loss of one life, see page 41.)
Mar. 12	Am. sc. Southern Cross.	Durants, North Carolina.	Stranded. Ran anchors and hove her afloat.
Mar. 12	Am. sc. y. Seminole..	Morris Island, South Carolina.	Stranded in breakers. Kedge her off the shoals into deep water.
Mar. 14	Am. sc. East Wind...	White Head, Maine.....	Ran ashore on dangerous reef. Carried out anchor to prevent her from going up higher on beach, telephoned for tug, and with her assistance floated the schooner.
Mar. 14	Am. sc. Fleetwing...	Burnt Island, Maine.....	Stranded on the rocks. Hauled her off and piloted her clear of danger.
Mar. 14	Small boat; no name.	Orange Grove, Florida....	Occupant compelled to beach boat on account of heavy surf. Sheltered him at station overnight. In the morning keeper furnished team and hauled boat across beach to inland waters.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Mar. 15	Am. sc. Edwin Post.	Hog Is'and, Virginia.....	Stranded. Hove her off and took her to safe anchorage.
Mar. 15	Am. sc. Robert and Minnie.	Humboldt Bay, California.	Vessel's small boat adrift. Recovered it.
Mar. 17	Am. sc. Star of the West.	White Head, Maine.....	Stranded on ledge. Carried out anchor, hove her afloat, and sailed her clear of reefs.
Mar. 17	Catboat Gracie.....	Bellport, New York.....	Frozen fast in the ice; crew out of food and water, and unable to communicate with shore. Broke passage through ice and carried out necessary provisions.
Mar. 17	Skiff Ada Francis...	Cape Henry, Virginia.....	Drifting, bottom up. Righted and secured it.
Mar. 17	Br. ship Windermere.	Deal, New Jersey.....	Misstayd and drifted ashore during snowstorm; strong northeast gale, high seas running. Landed forty-two of her crew, after much difficulty, with the breeches-buoy. The sea having moderated sufficiently, the remaining six persons were taken ashore in the surfboat, and the entire crew of forty-eight were cared for at the station. The crews of the Long Branch and Shark River stations assisted.
Mar. 19	Catboat; no name..	North Beach, Maryland...	Fast in the ice and drifting upon shoals. Took boat out of ice and clear of danger.
Mar. 19	Am. sc. Lizzie S. James.	Ocracoke, North Carolina.	Dragged ashore. Planted anchor in deep water and lightened vessel, enabling her to haul off the reef. Crew of Durants Station assisted.
Mar. 20	Am. bk. Western Belle.	Coskata, Massachusetts...	Disasted and leaking badly; crew too exhausted to keep her afloat much longer; northwest gale and violent sea raging. Keeper telegraphed for a tug, launched the surfboat, and, after a severe and dangerous pull of seven miles through heavy seas, boarded sinking vessel, manned the pumps with station crew, and kept her afloat until she was towed to Vineyard Haven, where a steam pump was put on board.
Mar. 23	Am. sc. Harry White.	Quonochontaug, Rhode Island.	Yawl lost in collision with steamer. Secured by station crew.
Mar. 25	Am. sc. George M. Adams.	Nauset, Massachusetts....	Stranded. Assisted to kedge vessel into deep water and anchor her in safe place.
Mar. 27	Am. sc. Una .....	Umpqua River, Oregon...	Dragged ashore in southwest gale. After unavailing attempts to float her, telegraphed for a tug, and on arrival of latter ran lines and the schooner was floated.
Mar. 27	Sailboat; no name..	Fort Point, California.....	Capsized; strong west wind and rough sea. Life-saving crew, fearing disaster, had started for sloop before casualty occurred, and succeeded in reaching the craft barely in time to save two men clinging to her bottom. Boat was then towed to beach and secured. (For detailed account, involving loss of two lives, see page 43.)
Mar. 28	Am. sc. Job H. Jackson, jr.	Blue Point, New York.....	Stranded; rough sea running. Boarded vessel in surf boat, telegraphed for aid, helped jettison cargo and get vessel afloat. Crew from Bellport Station assisted.
Mar. 28	Scow; no name.....	Cape Disappointment, Washington.	Adrift. Rescued by station crew and returned to owners.
Mar. 29	Br. sc. Franklin Gould.	Jerry's Point, New Hampshire.	Totally wrecked. Stripped vessel and rendered all assistance possible to shipwrecked crew. Wallis Sands and Kye Beach stations assisted in saving property.
Mar. 29	Skiff; Blue Wing...	Louisville, Kentucky.....	Current sweeping skiff over the falls. Rescued boat and her four occupants just in time to prevent disaster.
Mar. 31	Am. sc. E. K. Wilson.	Metomkin Inlet, Virginia.	Sprung leak during heavy weather, and totally wrecked on Cedar Island. Brought crew of five men to station in surfboat and cared for them. Resuscitated one of vessel's crew nearly dead from exposure and exertion.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Apr. 1	Am. sl. Kit Carson.	Short Beach, New York.	Stranded on Jones Inlet bar during heavy weather. Landed crew in surfboat and cared for them at station. Hauled vessel afloat after working for seven days. Crew of Point Lookout Station assisted to get sloop off bar.
Apr. 1	Am. sc. Mary E. Lynch.	Aransas, Texas.	Stranded on rocks. Planted anchor in deep water and hove vessel off to safe anchorage.
Apr. 2	Br. sc. y. Brunhilde.	Jupiter Inlet, Florida.	Unable to make landing on account of high surf; signaled for boat. Life-saving crew took ashore officials connected with laying ocean cable.
Apr. 2	Rowboat; no name.	Chicago, Lake Michigan.	Blown out into the lake and in danger of swamping. Rescued three men and towed boat to secure place.
Apr. 3	Am. str. D. W. Powers.	Muskegon, Lake Michigan.	Stranded. Sent for tug and sounded out channel, enabling vessel to get afloat.
Apr. 4	Am. str. J. D. Marshall.	South Haven, Lake Michigan.	Grounded while leaving harbor. Ran lines and assisted vessel to haul off into deep water.
Apr. 5	Br. sc. Byrtle.	Cranberry Isles, Maine.	Stranded in thick fog; cargo of lime afire. Stripped vessel and saved sails, rigging, etc., from destruction.
Apr. 5	Am. sc. Annie M.	Cobbs Island, Virginia.	Struck on shoal and disabled rudder. Repaired and shipped by station crew.
Apr. 5	Am. sc. C. L. Fick.	Milwaukee, Lake Michigan.	Parted cable; drifting upon rocks. Ran lines from vessel to tug in time to prevent striking.
Apr. 6	Am. str. City of New York.	White River, Lake Michigan.	Unacquainted with channel. Piloted her out of harbor.
Apr. 6	Skiff; no name.	Racine, Lake Michigan.	Adrift. Recovered and restored it to owner.
Apr. 6	Small boat; no name.	.....do.....	Drifting out into the lake. Overhauled and took it to safe place.
Apr. 8	Am. sc. Norombega.	Galveston, Texas.	Anchored in dangerous proximity to rock jetty. Secured services of tug and assisted to get vessel under way.
Apr. 8	Am. sc. Hattie Fisher.	Beaver Island, Lake Michigan.	Caught in ice and dragging ashore. Summoned tug and ran line from latter to vessel in time to prevent damage.
Apr. 8	Am. str. John H. Pauly.	White River, Lake Michigan.	Aground and pounding against pier; signaled for help. Carried hawsers with surfboat and prevented damage.
Apr. 8	Am. sc. D. A. Wells.	.....do.....	Stranded; in danger of breaking up against pier. Hauled her into deep water.
Apr. 11	Am. sc. Una.	South Haven, Lake Michigan.	Stranded. Ran lines and hove her afloat.
Apr. 12	Am. sc. Wild Fire.	Sandy Hook, New Jersey.	Fast on Romer Shoal, leaking badly. Ran line and saved schooner from destruction.
Apr. 13	Am. st. y. Elva G. Harvey.	Hereford Inlet, New Jersey.	Caught afire during absence of crew. Extinguished fire.
Apr. 13	Am. str. Charles Clark.	Louisville, Kentucky.	Stranded on dam. Ran lines and enabled vessel to get afloat.
Apr. 13	Barge; no name.	.....do.....	Hard aground. Took hawsers to steam capstans of harbor boats and hove her off the bank.
Apr. 14	Am. sc. Lady Ellen.	Muskeget, Massachusetts.	Stranded on Howes Shoal. Planted anchor in deep water, hauled vessel afloat, and stood by until she was taken in tow.
Apr. 14	Am. st. y. Sanibel.	Jupiter Inlet, Florida.	Unacquainted with channel. Piloted her over the bar.
Apr. 15	Am. sc. Emma Banner.	Sturgeon Bay Canal, Lake Michigan.	Water-logged. Pumped vessel dry, so that she could proceed to port for repairs.
Apr. 15	Skiff; no name.	Cape Disappointment, Washington.	Capsized in squally weather. Rescued owner from drowning and secured boat.
Apr. 16	Am. sl. Clara Bell.	San Luis, Texas.	Stranded on reef. Floated her.
Apr. 17	Am. sl. Sidney Smith.	Bodie Island, North Carolina.	Stranded on shoal. Ran anchor and hove her into deep water.
Apr. 17	Am. sc. Fairplay.	Velasco, Texas.	Capsized. Rescued crew of three men from drowning, cared for them at station, and saved sails, spars, and rigging.
Apr. 18	Skiff; no name.	Bayhead, New Jersey.	Boat capsized in surf. Cared for two men at station and hauled skiff across beach to inland waters.
Apr. 18	Am. sc. M. Luella Wood.	Cape Henry, Virginia.	Stranded. Carried out anchor and floated her.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Apr. 18	Am. sc. Cora A.....	Ludington, Lake Michigan.	Bow stove in by collision, leaking badly. Brought tug to schooner's assistance, and helped pump her clear of water until leak was repaired.
Apr. 19	Am. sc. Elizabeth M. Cook.	Monomoy, Massachusetts.	Stranded and sunk. Secured services of tug and lighter, enabling vessel to get afloat.
Apr. 19	Am. sc. Harry C. Shepard.	Cape Lookout, North Carolina.	Stranded. Planted anchor offshore and hove her off.
Apr. 24	Am. sc. X 10 U 8.....	South Haven, Lake Michigan.	Struck pier and sprung aleak; in danger of breaking up in heavy sea. Hauled her clear of danger.
Apr. 24	Am. sc. Una.....	.....do.....	Stranded; leaking badly. Ran lines, floated her, and took her into harbor.
Apr. 24	Tug Tramp.....	St. Joseph, Lake Michigan.	In wake of burning lumberyard. Moved her out of danger.
Apr. 24	Tug McMillan.....	.....do.....	In dangerous proximity to fire; hauled her clear.
Apr. 24	Am. str. Jay Gould..	Racine, Lake Michigan...	Struck reef and disabled machinery. Went out with tug and assisted to secure vessel.
Apr. 24	Skiff; no name.....	Milwaukee, Lake Michigan.	Capsized. Rescued owner.
Apr. 25	Am. sc. William E. Hewlett.	Assateague Beach, Virginia.	Stranded, pounding heavily and in danger of going to pieces; rough sea running. Stood by vessel with surfboat until high water, when, with assistance of Wallops Beach crew, she was forced off the shoal and piloted to safe anchorage.
Apr. 25	Canoe Little Brown Jug.	Gull Shoal, North Carolina.	Stranded. Launched boat, towed it to secure place, and landed owner.
Apr. 26	Am. bg. Harry Stewart.	Monomoy, Massachusetts.	Stranded on Shovelful Shoal. Carried out kedge, made sail, and succeeded in floating vessel and piloted her into deep water.
Apr. 26	Am. tug Protection..	Galveston, Texas.....	Struck sand bank and lost rudder; forced to anchor in dangerous place. By using surfboat and steering oar, station crew guided her safely alongside wharf.
Apr. 26	Am. sc. Cristoforo Colombo.	San Luis, Texas.....	Anchor slipped and vessel dragged ashore. Dredged out a channel, put rollers under her keel, and after working for two days hove her afloat.
Apr. 27	Sailboat Sphinx.....	Bois Blanc, Lake Huron..	Capsized in surf and dismasted; seas breaking over her. Rescued two men clinging to side, cared for them at station, and righted and secured boat.
Apr. 28	Pile-driver; no name.	Hammonds Bay, Lake Michigan.	Adrift. Life-saving crew were unable to take craft to secure place on account of heavy sea, but saved her anchor and chain for owners.
Apr. 29	Am. sc. Sea Foam...	Big Sandy, Lake Ontario..	Stranded. Ran lines and hauled her into channel.
Apr. 30	Am. sc. Jessie Winter.	South Haven, Lake Michigan.	Stranded. Floated her.
Apr. 30	Am. sc. Snowdrop...	Milwaukee, Lake Michigan.	Totally wrecked on the rocks in heavy weather. Rescued crew of seven men, cared for them at the station, and assisted in saving cargo and rigging.
May 1	Am. st. y. Clara B...	Louisville, Kentucky.....	Unmanageable; in danger of swamping. Went to her assistance and brought yacht and party of eight men safely to the landing.
May 1	Am. str. S. Neff.....	Sand Beach, Lake Huron.	Stranded. Accompanied tug to scene of casualty, sounded out a channel, ran a thousand-foot line from the tug to the steamer, and after lightening the latter sufficiently she was hauled afloat.
May 2	Br. sc. Galena.....	Quoddy Head, Maine.....	Struck on the rocks and totally wrecked eight miles from the station; rough sea and foggy. Pulled out to vessel, stripped her, and transferred rigging and crew to a tug, which landed them.
May 3	Am. sc. Satilla.....	Fire Island, New York ...	Stranded and totally wrecked. Crew of eight were cared for at the station, and when the weather moderated sufficiently the master's personal effects were saved from the wreck.
May 3	Skiff; no name.....	Racine, Lake Michigan...	Broke adrift. Secured and returned it to owner.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
May 5	Am. sc. F. Fitch .....	Grande Pointe au Sable, Lake Michigan.	Caught in heavy weather and forced to anchor on account of being short-handed; vessel dragging out into the lake and in danger of foundering. Life-saving crew saw her signals of distress and went to her assistance, hove up her anchor, made sail, and took her safely into port. When the storm moderated, assisted to pilot her out of harbor.
May 5	Am. str. City of Racine.	Muskegon, Lake Michigan.	Stranded. Ran lines to pier and stood by the vessel until she was floated with the assistance of a tug.
May 5	Am. sc. Lizzie Doak. ....	do .....	The above-mentioned steamer blocked the entrance to the harbor so that the schooner was obliged to moor on outside of pier, where, on account of the rough sea, she was in danger of receiving injury. Station crew kept her from damage until tug came to her assistance.
May 5	Skiff; no name .....	Milwaukee, Lake Michigan.	Swamped while attempting to enter harbor, throwing its two occupants into the water, where they would have drowned but for their rescue by the life-saving crew. Boat subsequently washed ashore and was secured and returned to owners.
May 6	Am. sc. Victory .....	White Head, Maine .....	Mistayed and stranded. Ran out anchor, kedged her off, and took her to safe anchorage.
May 8	Am. sc. Raven .....	Fletchers Neck, Maine .....	Leaking badly. Assisted to get her on the flats, where necessary repairs could be made.
May 8	Am. sl. y. Sure Pop. ....	Morris Island, South Carolina.	Broke jaws of boom, rendering sail unmanageable; boat in danger of swamping. Keeper boarded vessel, repaired boom, and took her into secure anchorage.
May 8	Sailboat Reckless...	Louisville, Kentucky. ....	Capized above cross dam of falls. Rescued two men clinging to side of boat and secured latter.
May 8	Skiff; no name .....	Louisville, Kentucky .....	In danger of being carried over the falls. Rescued boat and occupant.
May 9	Small boat; no name.	St. Joseph, Lake Michigan.	Drifted out into the lake. Overhauled and recovered it.
May 10	Am. sl. y. May .....	Hereford Inlet, New Jersey.	Mistook channel and stranded. Carried out anchor and floated her.
May 10	Am. str. John B. Lyon.	Sand Beach, Lake Huron	Stranded. Worked on vessel five days, unloading grain, running lines, and rendering other assistance until she was hauled afloat.
May 10	Am. sc. Norma .....	Pentwater, Lake Michigan.	Leaking. Pumped her out, shifted cargo so as to bring leaky place above water, and repaired injury.
May 10	Am. str. H. W. Williams.	South Haven, Lake Michigan.	Stranded. Ran line to pier, enabling vessel to work afloat.
May 11	Skiff Frances B. ....	Cleveland, Lake Erie .....	Adrift. The small boy on board, having but one oar, was being carried out into the lake by the strong current. Rowed out and towed boat ashore.
May 11	Am. sc. Anna P. Grover.	Pointe aux Barques, Lake Huron.	Stranded. Took laborers to vessel and assisted them to unload same, manned pumps, and worked upon the schooner four days, when she was hauled off by a tug.
May 11	Am. sc. Annie M. Peterson.	Bois Blanc, Lake Huron.	Stranded on reef; pounding heavily upon rocks and leaking. Boarded vessel, ran lines to a tug, manned deck pumps until steam pump could be placed, and assisted until she was finally floated by the tug.
May 12	Am. str. Pewaukee.	South Chicago, Lake Michigan.	Caught afire alongside wharf. This was discovered by the station crew, who sent an alarm to the fire department, took their own pump to the vessel, and fought the fire until the arrival of the fireboat, when they assisted latter until flames were extinguished.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. May 12	Am. sc. Halstead.....	South Chicago, Lake Michigan.	During the excitement attending the above-mentioned fire, a man stole a sum of money from the master of the vessel, and, attempting to escape, fell overboard and was nearly drowned when rescued by surfmen and cared for at station. The master of schooner identified the thief, who was turned over to the authorities, and the stolen money was restored to its rightful owner.
May 15	Am. sc. Agnes E. Manson.	Shinneececk, New York...	Stranded. Boarded vessel, and with assistance of keeper and two men from Tiana Station ran anchor, made sail, and floated her.
May 15	Am. str. Wyoming...	Sand Beach, Lake Huron...	Stranded on reef eight miles from station. Crew accompanied tug out to the craft and ran a line to her. She was then hauled afloat.
May 15	Am. sc. Maria.....	Pentwater, Lake Michigan.	Moored alongside wharf; crew ashore. When wind shifted to the southwest, increasing sea caused the frail craft to strike heavily against pier, and would soon have stove in her side had it not been for prompt action of life-saving crew, who took her to a safe place.
May 15	Am. str. W. P. Thew.	South Chicago, Lake Michigan.	On fire; abandoned by crew. Accompanied fireboat to the burning craft and assisted to extinguish flames. Made tug's lines fast to steamer and she was taken to Chicago for repairs.
May 15	Am. str. J. M. Allmendinger.	Milwaukee, Lake Michigan.	Stranded on shoal and sunk. Went out with tug and rendered valuable assistance, landing laborers in surfboat and helping until vessel was floated and taken into harbor.
May 16	Am. sl. y. Tigress ...	Buffalo, Lake Erie .....	Stranded. Tug, being unable to get a line to her, came to station for assistance. Crew proceeded in tow of tug and ran a line to the yacht, which was soon released.
May 16	Am. str. John M. Nicol.	.....do .....	Fast on a reef. Part of her cargo had been lightered during calm weather, but a heavy sea coming up it was necessary to run a line in order to prevent her from breaking up on the rocks. Life-saving crew accompanied a tug to the vessel twenty miles distant and carried a heavy hawser to her, by means of which she was floated.
May 16	Am. sc. Eveline Bates.	Sturgeon Bay Canal, Lake Michigan.	Leaking badly; three feet of water in her hold; crew exhausted and unable to pump much longer. In obedience to her distress signals keeper telegraphed for a tug and went to her assistance with station crew, who manned the pumps and kept her afloat until tug arrived and towed her to place of safety.
May 16	Fishing boat; no name.	Fort Point, California.....	Filled and sank. Towed her ashore, bailed her out, and restored her to owner.
May 17	Am. sc. E. M. Thompson.	Sturgeon Bay Canal, Lake Michigan.	Lost her anchor. Assisted to recover it.
May 18	Am. sc. J. W. Johnson.	Grand Haven, Lake Michigan.	Unable to make way against strong wind and current. Towed her to a safe place.
May 20	Yawl; no name.....	Spermaceti Cove, New Jersey.	Drifted on the beach. Hauled her up out of way of tide and telegraphed news of finding to proper authorities.
May 20	Pilot boats' small boat.	.....do .....	Found on the shore. Secured by keeper and word sent to pilot office.
May 20	Am. sc. Maggie P. Smith.	Mantoloking, New Jersey.	Stranded and totally wrecked. Crew of five men were rescued by fishermen before arrival of surfboat, but were succored at the station.
May 20	Am. str. Lawrence...	Racine, Lake Michigan...	Stranded on Racine Reef. Summoned tug and went to her assistance, landed two men, ran line from tug to steamer, and helped trim ship, but she failed to come off. Another tug arriving, life-savers ran a line for her, and the two tugs together succeeded in hauling vessel into deep water.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. May 21	Catboat Bluebird...	Cuttyhunk, Massachusetts.	Capsized; owner in danger of drowning. He was rescued by a sloop near at hand before arrival of keeper, who took capsized boat to station and righted and secured it for owner.
May 21	Bateau; no name...	Spermaceti Cove, New Jersey.	Drifted ashore. Secured, and news of finding telegraphed to newspaper.
May 21	Lifeboat; no name...	Fort Point, California.....	Capsized. Assisted to right her.
May 22	Scow; no name.....	Manistee, Lake Michigan.	Unable to make way against strong wind. Brought scow and her two occupants safely back to harbor.
May 22	Fishing boat; no name.	Fort Point, California.....	On the rocks, pounding heavily, and in danger of going to pieces. Hauled her off and launched her into deep water.
May 23	Am. sl. Rogers.....	South Chicago, Lake Michigan.....	Lost anchor. Recovered and restored it to owner.
May 23	Am. sc. Silver Lake.	Racine, Lake Michigan...	Anchor light exploded and set fire to deck load. Extinguished fire.
May 24	Am. sc. J. W. Johnson.	Grand Haven, Lake Michigan.	Unable to leave harbor on account of head wind. Took a line and towed her clear of piers, when she proceeded on her voyage.
May 24	Am. sc. Libbie Nan.	Michigan City, Lake Michigan.	Anchored and displayed signal of distress; tug unable to bring her into harbor. Ran lines for revenue cutter Andrew Johnson, and the vessel was towed into port.
May 24	Skiff; no name.....	Racine, Lake Michigan...	Adrift. Recovered and restored it to owner.
May 25	Nor. str. Wergeland.	.....do.....	Consignee wished to communicate with master of vessel. Keeper boarded her and delivered message.
May 26	Sailboat; no name.	Milwaukee, Lake Michigan.	The two boys on board were unable to manage her and she was drifting out into the lake before a fresh squall. Rescued the boys and secured their boat.
May 26	Skiff; no name.....	.....do.....	Deeply loaded with junk; capsized by swell of passing tug. Rescued her owner (an old man) clinging to bottom of overturned craft; saved skiff and contents.
May 27	Am. str. Sakir Shepherd.	Sand Beach, Lake Huron.	In danger of capsizing on account of strong beam wind and heavy deck load of lumber; she turned and stood for shore, but lost part of cargo. Assisted to save same for vessel.
May 27	Am. sc. George Davis.	Ottawa Point, Lake Huron.	Stranded. Ran anchor, hove vessel afloat, and assisted to get her under way.
May 28	Catboat Why Not...	Charlotte, Lake Ontario..	Dismasted. Towed her into harbor.
May 28	Sloop; no name.....	Fairport, Lake Erie.....	Capsized; the four occupants thrown into the water. They were rescued by crew of dredge, close at hand, before arrival of surfboat. The imperiled craft was secured by life-saving crew and returned to owner.
May 28	Am. st. y. Little Dick.	Pointe aux Barques, Lake Huron.	Lost yawl and carried away rudder while crossing a reef. Recovered boat, piloted steamer into harbor by use of steering oar, and assisted to make new rudder.
May 28	Am. sc. J. W. Johnson.	Grand Haven, Lake Michigan.	Anchored in dangerous position. Moved her to safe anchorage.
May 28	Scow; no name.....	St. Joseph, Lake Michigan.	Capsized. Ran lines for tug and helped secure scow alongside wharf.
May 28	Small boat; no name.	.....do.....	Drifted out into the lake, the two small boys on board being unable to land against the fresh wind setting offshore. Rescued them and towed their boat into harbor.
May 29	Small rowboat; no name.	Fairport, Lake Erie.....	Overloaded and swamped. Saved three men, clinging to bottom of overturned craft, and took care of them at station. (For detailed account, involving loss of one life, see page 44.)
May 29	Rowboat; no name.	St. Joseph, Lake Michigan.	Swamped; occupants in danger of drowning. Rescued them and recovered boat for owners.
May 29	Am. sc. Kewaunee..	Racine, Lake Michigan...	Unable to enter harbor. Took her lines to piers on each side of entrance and hauled her up to her wharf.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
May 30	Am. str. Edwin S. Tice.	Thunder Bay Island, Lake Huron.	Broke crank six miles from station; blowing distress signals. When surfboat arrived, disabled vessel was in tow of another steamer. Master wishing to communicate with owners, keeper sent necessary telegrams.
May 31	Am. sc. Julia.....	.....do.....	Stranded on reef in very dangerous position. Pulled sixteen miles in the surfboat, planted anchors in deep water, and after three hours' hard work succeeded in floating the vessel before she could receive injury.
May 31	Am. sc. Z. G. Simons.	Racine, Lake Michigan...	Stranded. Tug unable to reach her. Carried line from latter to schooner, enabling tug to haul her afloat.
May 31	Am. sc. Mariner.....	Two Rivers, Lake Michigan.	Leaking. Assisted master to list his vessel so as to find leak and cork it.
May 31	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized in breakers. The two fishermen owning the craft were rescued by another boat before arrival of station crew. The latter righted overturned boat, took it and the fishing nets to a safe place, and cared for fishermen at station.
June 1	Skiff; no name.....	Muskallonge Lake, Lake Superior.	Drifting ashore. Secured, and returned it to owner.
June 2	Am. str. Lulu M. Ray.	Grande Pointe au Sable, Lake Michigan.	Unable to release a boom of logs which had drifted on the bar. Assisted vessel to get it afloat.
June 2	Am. sc. May Cornell.	Grand Haven, Lake Michigan.	Collided with steamer and carried away head gear; unable to beat into port and drifting out into the lake. Boarded her, made temporary repairs, and sailed her into harbor.
June 2	Ger. str. Romulus...	Point Reyes, California...	Broke shaft and forced to anchor: in danger of dragging on the beach in heavy onshore gale and sea. Telegraphed to San Francisco for tugs, which came and towed her into port.
June 5	Am. sc. Annie E. Fowler.	Atlantic City, New Jersey.	Stranded and abandoned by crew. Saved sails and rigging.
June 5	Am. tug Annie Moiles.	Thunder Bay Island, Lake Huron.	Stranded. Ran line to tug, which floated her.
June 5	Am. str. Colorado.....	.....do.....	Stranded. Keeper went for laborers to assist in getting her off. Station crew worked for five days, running lines, carrying dispatches, and rendering all possible assistance until she was released.
June 5	Am. sc. Indian Bill..	Grand Haven, Lake Michigan.	Anchored in channel, obstructing navigation. Hauled her up the river alongside pier.
June 5	Am. str. J. H. Johnson.	St. Joseph, Lake Michigan.	Dragged ashore. Accompanied tug to vessel and carried a long line, by means of which she was floated.
June 6	Am. sc. Persia .....	Racine, Lake Michigan...	Totally wrecked on 1st instant; crew landed in ship's boat. When storm abated, dismantled vessel and took spars, sails, and rigging into harbor for master.
June 7	Skiff; no name.....	South Haven, Lake Michigan.	Adrift. Overhauled and took it to secure place.
June 7	Am. sc. George T. Burroughs.	Two Rivers, Lake Michigan.	Unable to find entrance to harbor during thick fog. Piloted her in.
June 8	Sailboat Gertie.....	Cleveland, Lake Erie.....	Capsized, throwing occupant into the water. Rescued boatman and cared for him at station. Towed boat ashore and secured her.
June 9	Am. sc. Dorchester	Oregon Inlet, North Carolina.	Mistook Oregon Inlet for Hatteras Inlet and set signal for pilot. Boarded vessel and directed her to destination.
June 9	Small boat; no name.	Racine, Lake Michigan...	Drifting out into the lake, the man on board unable to handle her and calling for help. Rescued man and boat.
June 10	Catboat; no name...	Chester Shoal, Florida ....	Owner of boat lost his way. Sheltered him at station for the night and in morning directed him home.
June 10	Skiff Sly .....	Louisville, Kentucky.....	Boat, containing four men, was struggling fruitlessly against the current and would have been swept over the cross dam at the Falls of the Ohio but for the prompt assistance of the life-saving crew, who towed them ashore.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
June 10	Skiff Out of Sight..	Louisville, Kentucky.....	Caught in strong current and drifting over chute, the six persons on board ignorant of their danger. Taken ashore by life-saving crew.
June 10	Am. sc. Annie Gee..	Point Arago, Oregon.....	Stranded. Hove up her anchors and carried line to tug, which hauled her afloat.
June 11	Scow Sampson.....	Sturgeon Bay Canal, Lake Michigan.	Loaded with stone and sinking; her pump out of repair. Station crew took their pump on board and freed her from water.
June 12	Am. sl. y. Penrose.	Hereford Inlet, New Jersey.	Anchored to avoid drifting on shoal. Landed eight men, who were frightened and anxious to get ashore.
June 12	Am. sl. Margaret E. Sinclair.	Jones Beach, New York.	Dismasted and driven hard on the beach. Sheltered crew at station and assisted to save property.
June 14	Catboat Siren.....	Rockaway, New York.....	Capsized and sunk in the breakers. Saved gear, righted and bailed out boat and took her to place of safety.
June 15	Am. sc. Try Me.....	Quoddy Head, Maine.....	Capsized and dragged ashore in heavy squall, injuring bottom on the rocks. Righted vessel with levers, repaired damages, hauled her afloat, and saved cargo of fish.
June 15	Shanty boat; no name.	Louisville, Kentucky.....	Attempted to enter canal, but was caught by current and swept dangerously near the falls. Towed boat to safe place and gave instructions how to enter canal.
June 16	Fishing boat; no name.	Manistee, Lake Michigan.	Swamped in surf, throwing the three fishermen into the water. Secured boat and provided for men at station.
June 16	Rowboat; no name..	Chicago, Lake Michigan..	Drifted out into the lake before the wind and sea, the two men on board being intoxicated and unable to manage her. Overhauled them, brought them ashore, and returned boat to owner.
June 17	Sloop; no name.....	Burnt Island, Maine.....	Dragged anchor and went on the rocks during heavy squall. Hove her off with station kedge.
June 17	Sailboat Gertie L....	Cleveland, Lake Erie.....	Capsized. Towed boat ashore, bailed her out and hauled her up clear on beach.
June 17	Skiff; no name.....	Louisville, Kentucky.....	Through ignorance of two men on board, craft was in danger of going over falls. Saved and taken to station by surfmen.
June 17	Am. str. Flora.....	Hammonds Bay, Lake Huron.	Parted rudder chain, disabling vessel. Boarded her and assisted to repair same, enabling vessel to proceed to destination.
June 18	Am. sl. y. Betsey Bobbet.	Grande Pointe au Sable, Lake Michigan.	Drifted on bar while attempting to enter harbor, the three men on board not knowing how to manage her. Floated and took her into port.
June 19	Am. st. y. Dolphin..	Hereford Inlet, New Jersey.	Broke crank shaft, anchored, and dragged on the bar. Hove on her anchor, and with the assistance of another vessel hauled her afloat.
June 19	Catamaran; no name.	Cleveland, Lake Erie.....	Unable to land against wind and sea, no oars on board and the craft in sinking condition, every wave breaking over her; two men on board. Rescued and took men ashore.
June 19	Am. str. Spokane...	Grande Pointe au Sable, Lake Michigan.	Ran ashore while towing in thick fog. Assisted by sounding out a channel. Vessel backed off in direction indicated by keeper and floated.
June 19	Am. sl. y. Betsey Bobbet.	.....do.....	Stranded. Hauled her afloat.
June 19	Small scow; no name.	Racine, Lake Michigan...	Drifting offshore. The two boys on board were rescued before life-savers could reach her. They towed scow ashore and returned it to owner.
June 20	Am. sl. y. Mattie...	Oswego, Lake Ontario.....	Struck by a squall and capsized; abandoned by crew. Righted vessel, bailed her out, and secured her for owner.
June 20	Skiff Azra.....	Louisville, Kentucky.....	In current, going over falls. Station crew rescued boat and owner from destruction.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
June 21	Am. sl. Bronx.....	Beaufort, North Carolina.	Stranded, seas breaking over her. Superintendent of district took volunteer crew and sharpie and rescued the crew of three men before she went to pieces. The crew were cared for until they could leave for their homes.
June 22	Am. sl. J. H. Seguine	Long Beach, New York.	Mistayed and stranded. Floated and took her to secure anchorage.
June 22	Am. str. John D. Dewar.	Frankfort, Lake Michigan.	Afire. Carried station force-pump alongside and assisted fire department to extinguish flames. After fire was out pumped water out of vessel's hold.
June 22	Small boat; no name.	Grande Pointe au Sable, Lake Michigan.	Broke adrift; owner unable to recover it. Towed ashore by station crew.
June 22	Fishing boat; no name.	Cape Disappointment, Washington.	Swamped in breakers; the two fishermen owning her were entangled in their net and would soon have drowned. After a hard pull life-saving crew reached the men, liberated them from their net, and brought them to the station, where they were given proper attention. Boat and net subsequently saved by surfmen.
June 23	Am. sc. Agnes .....	Pentwater, Lake Michigan.	Stranded; in danger of breaking in two. Ran lines to pier and hauled her into deep water.
June 25	Sailboat; no name..	White River, Lake Michigan.	Adrift. Towed her to station and secured her.
June 26	Skiff; no name .....	Charlotte, Lake Ontario..	Capsized by tow line while attempting to cross between tug and her consort. Three men were rescued by crafts close at hand before arrival of life-savers. The latter recovered the capsized boat and the bodies of two men drowned by the mishap. (For detailed account, involving loss of two lives, see page 45.)
June 27	Sailboat Gertie L ...	Cleveland, Lake Erie.....	Parted moorings and drifting into danger. Secured her.
June 27	Am. tug Peter Smith	Two Heart River, Lake Superior.	Lost her anchor. Recovered and returned it.
June 27	Am. sl. Magdalene..	Grand Haven, Lake Michigan.	Unmanageable; master had to beach her. Went to his assistance; carried ashore a small boy and helped fishermen to haul vessel up clear of breakers, and cared for them at station. Next day ran an anchor, hove her off, and took her to secure place.
June 28	Am. sc. Ospray.....	Little Kinnakeet, North-Carolina.	Disasted and sinking; abandoned by crew during night before wreck could be seen from station. Boarded her, brought ashore personal effects of crew, ship's papers, and what property could be saved, and turned them over to master.
June 28	Small boat; no name.	Charlotte, Lake Ontario..	Drifting out into lake before strong breeze; weather threatening; boat helpless, having lost an oar and broken a rowlock. Rescued the three men and secured their boat.
June 28	Am. sc. William Home.	Buffalo, Lake Erie.....	Parted tow line, broke adrift from her tug, and went on reef, where she was pounding heavily. Accompanied tug to schooner and ran lines, by means of which she was hauled afloat.
June 28	Am. sc. Iron City ...	Fairport, Lake Erie.....	Two of crew disabled; in need of help to heave up anchor. Boarded her, assisted to get her anchor and brought her into harbor.
June 29	Rowboat; no name.	Manistee, Lake Michigan	Drifted ashore. Found it and returned it to owner.
June 30	Small boat; no name.	Monmouth Beach, New Jersey.	Capsized, throwing a man and his son into the water, the boy being imprisoned under the boat. Two surfmen, assisted by some fishermen, rescued them from drowning, took them to station, cared for them, and subsequently recovered boat.
June 30	Am. tug. Frank W...	Thunder Bay Island, Lake Huron.	Having a heavy raft of lumber in tow, was drifting offshore before a fresh gale. Station crew ran a line to dock and held her until gale moderated. Later, when getting under way, the tow line became entangled in her propeller, disabling her until cleared by station crew.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. June 30	Rowboat; no name.	Sheboygan, Lake Michigan.	Drifting out into the lake with two small boys on board. Rescued them from their peril and restored them to their parents.

## MISCELLANEOUS SERVICES OF CREWS.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891. July 1	Rescue from drowning.	Racine, Lake Michigan...	A man, attempting to board a steamer underway, missed his footing and fell into the river. Patrolman assisted to haul him out and took him to the station, where dry clothing was supplied him.
July 2	Recovery of body...	.....do.....	The dead body of a man who had been missing several days was found floating in the river. Recovered, took it to station, and turned it over to the coroner.
July 3	Shelter and succor given.	.....do.....	A storm-bound party of twenty persons, from Pensacola, was sheltered over night at the station.
July 3	Fire extinguished...	South Chicago, Lake Michigan.	An explosion at the works of the Illinois Steel Company set on fire a small building. Took station fire apparatus to the scene, and after working an hour and a half extinguished the flames.
July 4	Resuscitation.....	Point Allerton, Massachusetts.	Assisted to restore, by the method of resuscitation, an apparently drowned man who was brought to the station, and afterward procured medical aid. Supplied him with dry clothing.
July 4	Recovery of body...	St. Joseph, Lake Michigan.	Received request to drag for the body of a boy drowned in the river about one mile from the station. Found the body after dragging a short time, tried to resuscitate it without avail, then turned it over to the coroner.
July 5	Fire extinguished...	Marquette, Lake Superior.	Fire broke out on the breakwater, near the lighthouse, where fireworks display had been held on the 4th instant. Assisted the city fire department to extinguish the flames. At a later hour the fire again started, when the life-saving crew after more than an hour's work succeeded in putting it out.
July 7	Recovery of body...	Gilberts Bar, Florida.....	Searched for and found the dead body of a man floating in the river. Notified the coroner and assisted in securing and burying the body.
July 8	Fire extinguished...	Ludington, Lake Michigan.	The south pier caught fire from a passing boat. Life-saving crew kept the fire in check with pails until a tug came to the wharf and permitted them to use her hose, when the fire was extinguished.
July 9	Recovery of body...	Charlotte, Lake Ontario...	Recovered the body of a drowned woman found floating in the river, took it to Charlotte, and turned it over to the coroner. The crew had spent two days previously in dragging the river and searching for this body.
July 10	.....do.....	Ottawa Point, Lake Huron.	Found dead body in the surf. Took it up on the beach, notified the authorities, and next day turned it over to the undertaker.
July 11	.....do.....	Chicago, Lake Michigan..	Upon request, dragged for the body of a man drowned in the river. Recovered and gave it in charge of relatives of the deceased.
July 12	.....do.....	.....do.....	Recovered the dead body of a man floating in the outer harbor and turned it over to the coroner.



*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891. July 12	Resuscitation.....	White River, Lake Michigan.	At half-past 4 o'clock the station lookout gave the alarm that a sailor had fallen overboard from a vessel lying at the Government dock on the opposite side of the channel. Life-saving crew hastened to the place in a skiff, but he sank before they could reach him. Four surfmen began diving and succeeded in bringing the man to the surface about a quarter of an hour afterward. When recovered he was, to all appearances, dead, but was resuscitated by the method practiced in the Service, after which he was taken to the station and cared for until he had rallied sufficiently to rejoin his vessel.
July 13	Property saved.....	Crisps, Lake Superior.....	A dressing case, supposed to be from the wrecked schooner Atlanta, which foundered at sea, was given to the keeper, who wrote to the owners of the wrecked vessel for instructions concerning it. At a later date (Aug. 6) the case was sent to a relative of the deceased owner.
July 15	Recovery of body ...	Rockaway, New York.....	A dead body was found in the surf by the keeper, who took it up on the beach and notified the coroner.
July 15	.....do.....	Shark River, New Jersey.	A body drifted ashore three miles from the station. Took charge of it and notified the coroner.
July 16	Transportation of sick person.	Aransas, Texas.....	Upon request the keeper carried a sick child to Rockport in the station boat.
July 16	Recovery of body ...	South Chicago, Lake Michigan.	Dragged for the body of a man who was drowned, and found it after a short search. Turned it over to the police.
July 17	.....do.....	Rockaway, New York.....	Dead body drifted ashore near the station. Keeper carried it out of the surf and notified the coroner.
July 20	.....do.....	Cleveland, Lake Erie.....	Received information that a body was floating in the river. Recovered and took it to the station and turned it over to the undertaker.
July 20	.....do.....	Vermillion Point, Lake Superior.	Dead body from the wrecked schooner Atlanta, which foundered at sea, was found in the surf one mile from the station. Keeper and crew made a coffin and gave the body proper burial.
July 20	Extricating horse from mire.	Crisps, Lake Superior.....	Horse sunk in a bog. At owner's request took part of the crew with block and fall, and recovered the animal after working several hours.
July 21	Attending diver.....	Manistee, Lake Michigan.	Diver engaged in examining sunken crib at the pier head. Part of life-saving crew attended him for two hours.
July 24	Property saved.....	Manistee, Lake Michigan.	Secured logs that were drifting down the river and notified the owners.
July 24	Demented person turned over to the police.	.....do.....	A woman was found on the beach acting strangely, and when questioned by the keeper was thought to be insane. Took her to the station and notified police, who took charge of her.
July 26	Extricating boy from mire.	Racine, Lake Michigan ...	A small boy, two years old, fell headlong into a muddy ditch while at play. He was rescued by one of the surfmen, who took him to his home.
July 27	Recovery of body ...	Milwaukee, Lake Michigan.	Two boys were drowned on the 26th instant about four miles from the station. Went to the scene and dragged for the bodies, recovering one of them. The other could not be found.
July 28	Rescue from drowning.	Milwaukee, Lake Michigan.	A boy fell from the south pier into the river. Crew ran to the spot and succeeded in pulling him out, thus saving his life.
July 30	Property saved.....	Golden Gate Park, California.	A man committed suicide by jumping from the rocks, leaving behind him several articles and clothing. These were turned over to the coroner and the facts related to him by the keeper.
Aug. 1	Shelter and succor given.	Kitty Hawk, North Carolina.	Four young men, unable to return to the mainland on account of the weather were given shelter during the night at the station.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891. Aug. 9	Rescue from drowning.	Cleveland, Lake Erie.....	A cry for help was heard while the crew were in the mess room. Keeper ran out and found a small boy in the water clinging to the dock. Pulled him out and sent him away in safety.
Aug. 10	Recovery of body...	Louisville, Kentucky.....	Word was received that a boy had been drowned on the opposite side of the river. Dragged for and found the body, which was given to friends of the deceased.
Aug. 11	Recovery of body...	Cleveland, Lake Erie.....	Received word by telephone that a man had been drowned up the river. Went to the scene with two boats and grapnels, recovered the body and turned it over to the undertaker.
Aug. 13	Demented person turned over to the police.	Golden Gate Park, California.	A man was found by the patrol wandering on the beach, scantily clothed, and talking strangely. Patrolman took the man to the station, where the keeper gave him food and notified the police, who took him away.
Aug. 14	Fire extinguished...	South Chicago, Lake Michigan.	Lookout discovered a building belonging to the Illinois Steel Company to be on fire. Crew went to the scene with station fire apparatus and succeeded in putting out the fire after two and one-half hours hard work.
Aug. 16	Fire extinguished...	South Chicago, Illinois ...	A pier, one mile from station, belonging to the Illinois Steel Company, was reported to be on fire. Took apparatus in the surfboat and went to the pier, where aided the fire department in putting out the fire.
Aug. 18	Fire extinguished...	Manistee, Lake Michigan.	A passing tug set fire to one of the harbor piers, endangering lumber piles upon it. Went to the scene with fire buckets and put out the flames.
Aug. 18	Recovery of body...	Racine, Lake Michigan...	Dragged for the body of a missing man at the request of a relative. Found the body, badly mutilated, floating in the river. Recovered and turned it over to relatives. At a later date found a limb from the same body floating in the river.
Aug. 19	Recovery of body...	Chicago, Lake Michigan.	A passing steamer reported a dead body floating near the breakwater. Recovered it, took it to the station, and turned it over to the city authorities.
Aug. 20	Assistance at fire...	Cuttyhunk, Massachusetts.	A house on Penekese Island was seen to be on fire. Went to the scene and prevented the spread of flames to adjacent buildings. Remained during the night to keep watch, and assisted to store wool saved from burned building.
Aug. 20	Property saved.....	Charlotte, Lake Ontario...	Launched boat to render assistance to aeronaut, if needed. He made the ascent and drop with a parachute in safety. The crew recovered and returned the balloon.
Aug. 20	Assistance at fire...	Fairport, Lake Erie.....	A dry-goods establishment was seen to be on fire in the town. Went to the scene with proper apparatus, but owing to lack of water was unable to use it. Tore down small building, thus preventing the spread of the flames.
Aug. 20	Fire extinguished...	Manistee, Lake Michigan.	A passing tug set fire to one of the piers. Went to the scene with fire buckets and put out the flames.
Aug. 21	Fire extinguished...	Pentwater, Lake Michigan.	A fire on the pier, probably caused by a passing steamer, was discovered by the lookout. He went to the spot and put it out.
Aug. 23	Rescue from drowning.	Milwaukee, Lake Michigan.	A man, attempting to land from a small boat near the station, fell into the river. Crew ran to his assistance and pulled him out safely.
Aug. 25	Recovery of body...	Turtle Gut, New Jersey...	The body of a drowned person was found and turned over to the relatives by the keeper.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891. Aug. 25	Rescue from drowning.	Fort Point, California.....	A man was seen by the lookout clinging to a rock at some distance from the station and about thirty yards from the shore. Went to his assistance and got him ashore with a life-buoy and line. Provided stimulants and dry clothing at the station.
Aug. 26	Property saved.....	Cape Disappointment, Oregon.	A man lost a valuable watch in the water near station. At low water crew searched for it by diving, found it after two hours' work, and returned to the owner.
Aug. 27	Shelter and succor given.	Fort Lauderdale, Florida.	A traveler walking on the beach from Lake Worth to Miami applied for food and shelter, which were furnished him.
Aug. 28	Fire extinguished...	Oswego, Lake Ontario.....	The lookout discovered a fire in a pile of cedar posts at about 10 o'clock in the morning. Went to the scene with station fire apparatus and kept the flames in check until the city fire department arrived, and then assisted them until the fire was out.
Aug. 30	Rescue from drowning.	Manistee, Lake Michigan.	A man fell into the river from the pier opposite the station. Launched a small boat and rescued him.
Sept. 1	Fire extinguished...	Michigan City, Lake Michigan.	A passing tug set fire to a warehouse near the station. Went with fire buckets and put out the flames.
Sept. 2	Recovery of body...	Cleveland, Lake Erie.....	Received request by telephone to go to Nobles Station, sixteen miles distant, to drag for body. Keeper and two surfmen went there by rail with proper gear, and after dragging an hour secured the body, and turned it over to relatives of the deceased.
Sept. 2	Property saved.....	Pentwater, Lake Michigan.	A boom of logs was seen by the lookout drifting out of the harbor at night. He launched a rowboat and made the boom fast to one of the piers, where the owners obtained it in the morning.
Sept. 3	Transportation of persons.	Muskallonge Lake, Lake Superior.	Took two men in surfboat to a pile-driver anchored offshore, and landed the watchman, who had spent the night there, the surf being too heavy for their own boat.
Sept. 6	Transportation of persons.	Orleans, Massachusetts...	Two hunters were lost in a fog. One of them became exhausted while walking on the beach and took refuge in a barn, while the other reached the station. The keeper went for the exhausted man with a team and took both of them to the mainland, whence they could reach their boarding place.
Sept. 8	Extricating horse from mire.	Point Judith, Rhode Island.	At request of the owner, the keeper and one surfman went a mile from station and assisted in getting a horse out of the mire.
Sept. 11	Property saved.....	Louisville, Kentucky.....	The lookout saw a wagon and mule in the river. Crew went to the scene in station boat, finding the mule drowned. Assisted in getting the wagon and dead mule out on the bank.
Sept. 12	Rescue from drowning.	Fletchers Neck, Maine...	One of the surfmen saw a lady slip off the rocks into the water. He ran to her relief, rescued her, and helped her to her cottage.
Sept. 13	Fire extinguished...	Manistee, Lake Michigan.	A passing tug set fire to the south pier. The life-saving crew went with fire buckets and put out the flames.
Sept. 14	Attending diver.....	.....do.....	Keeper and two surfmen spent one hour attending a diver who was examining a sunken crib at the pier head.
Sept. 15	Recovery of body...	Buffalo, Lake Erie.....	Received information that a man had been drowned by falling from a vessel's gang plank. Went to the scene with boat and apparatus, dragged for and recovered the body, and turned it over to the coroner.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891. Sept. 15	Recovery of body...	Frankfort, Lake Michigan.	The dead body of a young man was reported to be in the surf two and one-half miles from the station. Went to the place with the surfboat, took the body to the station, and notified the town authorities.
Sept. 15	Assistance at fire....	Sheboygan, Lake Michigan.	Discovered a house one block from station to be on fire. Turned in an alarm to the city fire department, then went to the house and removed all the furniture on the first floor. It was impossible to save the house, which was burned to the ground.
Sept. 16	Shelter and succor...	Orange Grove, Florida....	The county commissioners, three in number, were sheltered one night at the station.
Sept. 17	Fire extinguished...	Manistee, Lake Michigan.	A passing tug set fire to the north pier. The life-saving crew ran to the place and put out the flames.
Sept. 17	Rescue from drowning.	Sheboygan, Lake Michigan.	The patrolman saw a woman with a babe in her arms wading into the lake, with the intention of drowning herself and the child. He carried them to the beach, when the lookout discovered them and gave the alarm. The crew ran to his assistance and took them to the station. The keeper reported the facts to the police, who came and took the woman and child to the hospital.
Sept. 18	Shelter and succor...	Pointe Aux Barques, Lake Huron.	A crew of raftsmen, numbering eleven persons, with two teams, engaged in picking up scattered logs on the beach, were sheltered and furnished subsistence at the station five days, until their work was finished.
Sept. 18	Fire extinguished...	Manistee, Lake Michigan.	A fire was discovered on the north pier, caused by sparks from a passing tug. The life-saving crew extinguished the flames.
Sept. 19	Recovery of body...	Louisville, Kentucky.....	Received a telephone message that a man had been drowned in the Louisville and Portland Canal. Went to the scene with boat and apparatus and recovered the body, which was delivered to the brother of the deceased.
Sept. 20	Fire extinguished...	Manistee, Lake Michigan.	A fire was discovered in a lumber yard by the lookout. The crew went to the yard and assisted in putting out the fire.
Sept. 22	Assistance in saving property.	Pointe Aux Barques, Lake Huron.	Assisted rafting crew in collecting scattered logs, towing them with surfboat. Employed three and one-half days. (See record of September 18.)
Sept. 23	Information as to stolen property.	Fourth Cliff, Massachusetts.	The patrolman having the midwatch detected two men stealing ten barrels of moss. He reported the matter to the owner, who was able to recover it.
Sept. 27	Assistance at fire.....	Manistee, Lake Michigan.	The lookout discovered a fire in a building about a quarter of a mile from the station. Hastened to the building with station fire apparatus, arriving ahead of city fire department. The burning building was entirely destroyed, but the flames were prevented from spreading.
Sept. 27	Recovery of body...	Fort Point, California.....	One of the surfmen found the dead body of a man on the beach. He took it above high-water mark and notified the coroner, who took charge of it.
Sept. 28	Property saved .....	Oregon Inlet, North Carolina.	The patrolman found about two thousand feet of pine lumber scattered on the beach, of which he notified the commissioner of wrecks.
Sept. 29	Saved from injury...	Racine, Lake Michigan...	A small boy, while at play on a wood pile on the dock, fell and became wedged in among some sticks that rolled on him. The crew got him out and carried him to his parents.
Oct. 2	Fire extinguished...	Manistee, Lake Michigan.	Passing tugs set fire to the north pier. Life-saving crew extinguished flames.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891.			
Oct. 2	Fire extinguished...	Pentwater, Lake Michigan.	Sparks from a passing steamer set fire to a pier. Flames were smothered by one of the surfmen.
Oct. 2	Recovery of body ...	South Chicago, Lake Michigan.	Request was made for services of crew in dragging for body of a man drowned by falling from a steamer. Recovered the body about two miles from station and gave it into charge of coroner.
Oct. 5	Shelter and succor given.	Gurnet, Massachusetts....	Crew of an open boat, exposed to inclement weather, came to station at midnight for shelter. They were harbored until weather moderated.
Oct. 6	Property saved.....	Bellport, New York.....	A fishing net was seen floating in the surf. Recovered it and sent notice to owner.
Oct. 9	Recovery of body ...	Fort Point, California.....	The body of a dead man which had washed up on the beach was discovered by day lookout. Coroner was notified and took charge of remains.
Oct. 11	Shelter and succor given.	Gilgo, New York.....	Five men who were unable to reach the mainland came to station at nightfall. They were fed and sheltered and in morning directed how to reach their homes.
Oct. 11	Transportation of person.	Little Egg, New Jersey....	A man who had lost a valuable dog requested station crew to put him on board a schooner to recover same. Carried him out to vessel in surf boat, enabling him to regain his property, and landed him at station.
Oct. 11	Property saved.....	Middle Island, Lake Huron.	A passing vessel lost part of her deck load of lumber during heavy weather. Life-saving crew hauled up about fifteen hundred feet on the beach and held it at station for owner.
Oct. 12	.....do .....	Cahoons Hollow, Massachusetts.	About two hundred bundles of laths lost overboard from a passing vessel were picked up on beach and secured for owners.
Oct. 12	.....do .....	Oregon Inlet, North Carolina.	Some fishermen having left their nets in a little house on the beach, a heavy storm arose and endangered their property. Station crew took nets and other gear to a safe place. At next high tide the house was washed away.
Oct. 13	.....do .....	Spermaceti Cove, New Jersey.	Twenty-five bundles of laths were found on the beach by the patrol. Secured them and held them at station for owner.
Oct. 18	Shelter and succor given.	Point of Woods, New York.	Sheltered and cared for until morning three men en route from Southampton to Fire Island.
Oct. 19	Fire extinguished...	Mosquito Lagoon, Florida.	Underbrush caught fire and endangered the station and other buildings. Keeper after hard struggle succeeded in extinguishing the flames in time to prevent damage.
Oct. 19	..... do .....	Manistee, Lake Michigan.	Fire was discovered in a lumber yard opposite the station. Carried station pump and fire buckets across river and with assistance of fire department succeeded in quenching flames.
Oct. 20	Recovery of body ...	Cleveland, Lake Erie .....	Notice of a man's drowning was sent to the station. Keeper dispatched two boats, and after dragging for two days recovered the body and sent it to the morgue.
Oct. 20	.....do .....	Milwaukee, Lake Michigan.	The body of a man was discovered by a fisherman while hauling in his net. Life-saving crew recovered the body and turned it over to coroner for burial.
Oct. 23	Shelter and succor given.	Paramores Beach, Virginia.	A heavy storm arising, two fishermen on the beach were unable to reach home. Sheltered and fed them at station until weather moderated.
Oct. 24	Recovery of body...	Ditch Plain, New York...	The body of a drowned man was found by a fisherman, and the fact reported to keeper. Life-saving crew recovered body and held it for coroner.
Oct. 26	Fire extinguished...	Manistee, Lake Michigan.	Fire was discovered in a sawmill across the river from station. Launched boat, hastened to place, and assisted to extinguish flames and save buildings.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891. Oct. 26	Rescue from drowning.	South Chicago, Lake Michigan.	The lookout, seeing a man fall overboard from the pier, instantly gave the alarm. Manned boats, rescued the man as he was sinking for the last time, brought him to station, and cared for him until he had recovered sufficiently to depart for his home.
Oct. 28	Shelter and succor given.	Bethel Creek, Florida.....	Three men in a small boat, weather-bound and out of provisions, came to station for succor. They were provided with food and shelter until weather became favorable.
Nov. 2	.....do.....	Eatons Neck, New York..	A man fishing in a small boat was unable to reach his home on account of strong head wind, and landed near the station during the night. He was found by the patrol and cared for at station until morning, when he was assisted to reach home safely.
Nov. 2	.....do.....	Sturgeon Bay Canal, Lake Michigan.	The master and four of the crew of the wrecked schooner William Alrich applied for lodging at station. They were fed and sheltered overnight.
Nov. 3	Recovery of body...	Ocean City, Maryland.....	The body of a drowned man was discovered floating in the surf. Recovered the body and gave it into charge of coroner.
Nov. 3	Shelter and succor given.	Orange Grove, Florida ...	Three officials of Dade County applied for shelter at station. They were properly cared for until morning.
Nov. 5	Finding of human skeleton.	Cape Arago, Oregon.....	While patrolling the beach, keeper discovered part of a human skeleton. The remains were given proper interment.
Nov. 7	Property saved ....	Spermaceti Cove, New Jersey.	Found one hundred and eighty railroad ties that had washed ashore from the wreck of the schooner Moses B. Bramhall. They were taken to station and held for owner.
Nov. 10	Transportation of person.	Grindstone City, Lake Huron.	The keeper of the Port Austin lighthouse attempted to carry some provisions from the city to the lighthouse in his small boat, but, being unable to do so on account of the rough sea, applied to station for assistance. The surfboat was manned and the light-keeper and his effects were safely landed at destination.
Nov. 10	Recovery of body...	Shoalwater Bay, Washington.	The surfman on watch discovered the body of a drowned man that had washed up on the beach. Brought the remains to station and gave them proper burial.
Nov. 12	.....do.....	Little Egg, New Jersey ...	The body of a man who had fallen from a fishing steamer and drowned was found floating in the surf by the midnight patrol. The remains were recovered, brought to the station and held for coroner.
Nov. 12	Shelter and succor given.	Moriches, New York.....	Five stowaways, landed on the beach by a passing steamer, were cared for at station until taken into custody by custom-house officials.
Nov. 15	Extricating person from mire.	Morris Island, South Carolina.	A surfman, hearing cries for help, hastened in direction of sounds in a bateau and extricated a man who was up to his waist in the mud and water and completely exhausted by his struggles to liberate himself.
Nov. 20	Property saved .....	Pentwater, Lake Michigan.	Twenty-five thousand shingles were found on the beach by life-saving crew; brought to station and restored to owner.
Nov. 20	Shelter and succor given.	St. Joseph, Lake Michigan.	The master and three of the crew of the wrecked schooner Rockaway asked for shelter. They were suitably provided for until arrival of steamer, which took them to Chicago.
Nov. 21	Property saved .....	Saluria, Texas.....	A bottle, set adrift in order to determine the currents in the Gulf of Mexico, was picked up by one of the surfmen, and, in obedience to request contained therein, forwarded to Pensacola.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891. Nov. 22	Transportation of persons.	Sandy Hook, New Jersey..	Hearing cries for help during the mid-watch, crew launched two boats and proceeded in direction of sound. On board a barge two men were found who had been rescued from a capsized boat. They were landed in one of the station boats.
Nov. 22	Rescue from drowning.	Fort Point, California.....	A man who went out on a rock to fish at low water, was soon cut off from the shore and his life endangered by the incoming tide. One of the surfmen, seeing his perilous situation, assisted him to get safely ashore.
Nov. 23	Property saved .....	Holland, Lake Michigan..	Lookout reported some wreckage floating past station. Crew went out, recovered two spars and a quantity of running rigging belonging to a vessel, and held property at station for owner.
Nov. 25	.....do .....	Sandy Hook, New Jersey..	Boarded the wrecked schooner <i>Adele</i> Trudell and rescued the master's dog.
Nov. 25	Extricating person from mire.	Big Sandy, Lake Ontario..	A hunter trying to cross the marsh became mired. Attracted by his signals for help, keeper and a surfman went to his assistance in a small boat and succeeded in liberating the man, who was exhausted by his futile efforts to free himself. He was landed in the boat and proceeded to his destination.
Dec. 3	Recovery of body...	Cleveland, Lake Erie.....	Information was received at station that a man had jumped overboard from a burning steamer and drowned. Two small boats were dispatched with necessary gear and the body was recovered and sent to the morgue.
Dec. 3	Property saved .....	Cape Arago, Oregon.....	During a heavy gale removed to safe place a large amount of furniture that was on board a floating store in danger of capsizing.
Dec. 5	Recovery of body.	North Manitou Island, Lake Michigan.	A fisherman reported that the body of a drowned man had floated ashore about four miles from station. Recovered the body and held it until removed by relatives of deceased.
Dec. 5	Extricating horses from mire.	Grande Pointe au Sable, Lake Michigan.	A team of horses that had become mired near the station was rescued from the quicksand by timely assistance of crew.
Dec. 6	Property saved .....	Fire Island, New York....	About a hundred pine boards were discovered on the beach, and saved for their owner by station crew.
Dec. 9	Transportation of persons.	Santa Rosa, Florida.....	A man, evidently demented, was found walking the beach. Keeper fed him at station, and then took him to Pensacola in supply boat and turned him over to proper authorities.
Dec. 13	Fire extinguished....	Fletchers Neck, Maine....	The first night patrol saw flames bursting through the roof of a dwelling house. He immediately awoke the inmates, who were fast asleep, aroused the neighbors, and then gave alarm at station. Crew assisted to fight flames and save property.
Dec. 13	.....do.....	Oak Island, New York ...	A clubhouse, about half a mile from station, was discovered to be on fire. Crew succeeded in extinguishing flames.
Dec. 18	Recovery of body...	Umpqua River, Oregon...	While patrolling the beach keeper discovered the body of a drowned man that had washed ashore. The remains were turned over to proper authorities and fitly interred.
Dec. 20	Rescue from drowning.	Louisville, Kentucky.....	The lookout gave the alarm that a man had fallen overboard. Launched station boat immediately, rescued the man, and cared for him at the station.
Dec. 26	.....do.....	Sheboygan, Lake Michigan.	Hearing cries for help, keeper procured assistance and discovered a man in the icy water clinging to a pile. He being too benumbed to grasp the line thrown him, keeper lowered himself down into water and made a rope fast around the half-frozen man, who was taken from the water and carried to a saloon close at hand. After an hour's hard work he was sufficiently restored to depart for home.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1891. Dec. 28	Recovery of body...	Townsend's Inlet, New Jersey.	A fisherman reported finding the body of a drowned man in the inlet, close to the beach. Recovered the body and sent for the coroner, who took charge of the remains.
Dec. 30	Property saved.....	Burnt Island, Maine.....	At owner's request, a lobster car, filled with lobsters, drifting out to sea was recovered by life-saving crew.
Dec. 30	Shelter and succor given.	Plum Island, Massachusetts.	Two of the crew of a schooner anchored off the station were unable to board their vessel on account of strong wind. Furnished them with food and shelter until wind moderated.
1892. Jan. 3	Property saved.....	Cape Arago, Oregon.....	A boom of logs drifting offshore was secured and turned over to owner.
Jan. 4	Shelter and succor given.	Indian River Inlet, Florida.	Two men, who were camping, were burned out and came to the station for help. Keeper fed and sheltered them, and next morning took them across inlet to mainland.
Jan. 5	Extricating horse from mire.	Absecon, New Jersey.....	Assisted to get a horse out of the quicksand and save him for owner.
Jan. 6	Shelter and succor given.	Indian River Inlet, Florida.	A man and his wife rowing in a small boat were driven ashore in a mangrove swamp. With great difficulty the man succeeded in reaching the station and explained his wife's situation. Keeper took a man and went to her assistance, found the woman wet and ill, and brought her to station, where both were cared for until they had recovered sufficiently to leave, three days later.
Jan. 6	.....do.....	Santa Rosa, Florida.....	Sheltered until next morning a man who was weather-bound and unable to proceed further.
Jan. 13	Rescue from freezing.	Spermaceti Cove, New Jersey.	The patrol found two intoxicated men on beach, one of whom was lying in the snow and almost frozen. Both men were taken to the station and after vigorous treatment the one benumbed with cold was revived. In the morning they had recovered sufficiently to proceed to their homes.
Jan. 14	Shelter and succor given.	Gull Shoal, North Carolina.	Two men in a small sloop, overtaken by head wind and rain, were fed and provided shelter until storm abated.
Jan. 15	.....do.....	Morris Island, South Carolina.	The patrol found a man wet through, cold, and helpless from exposure to weather. Took him to station, where he was cared for and given food and dry clothing.
Jan. 15	.....do.....	Mosquito Lagoon, Florida.	Two men, chilled by exposure to inclement weather, were provided with food and lodging overnight.
Jan. 16	Rescue from freezing.	Monmouth Beach, New Jersey.	The midnight patrol found an intoxicated man asleep in the snow and almost frozen. Carried him to station, where he was given proper restoratives and taken care of for the night.
Jan. 17	Rescue from drowning.	Louisville, Kentucky.....	A laborer, engaged in discharging a vessel, was seen by the lookout to fall from the wharf. Launched one of the station boats and rescued him, and took him to the station, where his clothes were dried.
Jan. 18	Saved from perishing.	Monmouth Beach, New Jersey.	The sunset patrol found a drunken man lying in mud and water on the edge of a bluff and took him to a place of safety.
Jan. 20	Shelter and succor given.	Mosquito Lagoon, Florida.	Two men in an open boat applied for shelter, as the weather was threatening and they were thoroughly chilled. They were made comfortable at station until morning.
Jan. 28	.....do.....	Absecon, New Jersey.....	While returning from a hunting expedition, two men broke through the ice. They came to the station wet and chilled and were cared for and given dry clothing.
Jan. 29	Transportation of persons.	Ocracoke, North Carolina.	Three shipwrecked sailors came to station and asked for transportation to telegraph station. Took them to Hatteras in station boat, enabling them to telegraph owner of lost vessel.



*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892.			
Jan. 29	Recovery of body....	Louisville, Kentucky.....	Word was brought that a man had drowned. Launched boat, dragged for and recovered body, and gave it into charge of coroner.
Feb. 1	Fire extinguished....	Napeague, New York.....	In the afternoon a barn was discovered to be on fire, about two miles from the station. Keeper and part of crew proceeded to the place immediately and with the assistance of the surfmen from Hither Plain Station prevented the flames from spreading and igniting the dwelling house.
Feb. 5	Property saved .....	Race Point, Massachu- setts.	About fifteen hundred feet of spruce plank was found scattered along the beach and saved for owner by the crew.
Feb. 9	Medical aid given....	Jupiter Inlet, Florida.....	Word having been received that a man had accidentally shot himself the keeper hastened to carry necessary medicines and bandages with which the wound was properly dressed.
Feb. 14	.....do .....	Morris Island, South Carolina.	A lady, one of a party of visitors, met with an accident, breaking her leg. Keeper bandaged the injured limb in such manner as to keep the bones in proper position until the services of a surgeon could be procured.
Feb. 14	Rescue from drown- ing.	Buffalo, Lake Erie.....	Hearing cries for help, keeper and his son took a heaving line, proceeded to the place, and saved from drowning a man who had fallen into the water from a plank while attempting to cross over a channel in the ice. The rescued man, with the assistance of another person, then tried again to walk from the ice to the shore on a plank, but again fell in the water, dragging his companion with him. Both were rescued by the keeper and taken to a house close at hand, where they were properly cared for.
Feb. 18	Medical aid given.	Bayhead, New Jersey.....	A man who had crushed his hand while loading timber came to the station for medical treatment. The injured member was carefully dressed by the keeper.
Feb. 19	Shelter and succor given.	Biscayne Bay, Florida.....	A man rowing in a small boat was overtaken by stormy weather and pulled to the station landing much exhausted. He was given attention and food, and after resting proceeded to his destination on foot.
Feb. 22	Medical aid given.	Absecon, New Jersey.....	Word was brought to the keeper that a boy had been shot. He was carried to the station, and when the wound had been properly cared for was taken to his home.
Feb. 25	Shelter and succor given.	Santa Rosa, Florida.....	The wind having sprung up, two men on the island were unable to return to the city in their small boat. They were sheltered until next morning, when the station boat was launched and the men and their boat were taken to Pensacola.
Feb. 25	Assistance to fire department.	Cleveland, Lake Erie.....	A building burned a few days before, leaving the walls standing, but liable to fall and cause loss of life and property. At the request of the fire department the Lyle gun was sent to the building, and by means of it two hawsers were got up over the walls preventing them from falling outward.
Mar. 1	Property saved.....	Little Island, Virginia .....	The sunrise patrol found a barrel of pork on the beach. It was brought to the station and held for the owner.
Mar. 3	Recovery of body....	Racine, Lake Michigan...	Word was brought to the keeper that a boy had fallen through the ice and drowned. He proceeded to the place, recovered the body, and gave it over into charge of coroner.
Mar. 10	Fire extinguished...	Sturgeon Bay Canal, Lake Michigan.	The fog signal under lighthouse caught on fire, threatening destruction to building above. Crew worked for eight hours before the flames were finally extinguished, and the structure saved.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892.			
Mar. 20	Fire extinguished...	Umpqua River, Oregon...	The day patrol found a man on the beach exhausted and faint with hunger. Took him to station, gave him food, and after he had rested sufficiently transported him across the river in station boat.
Mar. 23	..... do .....	Bayhead, New Jersey .....	Keeper discovered a dwelling on fire and hastened with surfmen to the scene. After a hard struggle they succeeded in subduing the flames.
Mar. 23	.....do .....	Sturgeon Bay Canal, Lake Michigan.	The lighthouse was again in danger of destruction, the fog signal beneath having caught fire. Keeper and two volunteers immediately hastened to the spot, and after a long and hard fight extinguished the flames and saved the building.
Mar. 25	Extricating vehicle from mire.	Absecon, New Jersey.....	A messenger reporting that a carriage containing seven persons was nearly submerged in the quicksands some three miles from the station, the crew hurried to the place, but found the party had all reached solid ground in safety. They then worked upon the carriage and succeeded in rescuing it from the mire barely in time to prevent its destruction by the incoming tide.
Mar. 25	Recovery of body...	Fairport, Lake Erie.....	On hearing of the drowning of a prominent citizen, keeper assisted to search for and recover the remains, and when found made every effort at resuscitation, but without avail. He then gave the body into the custody of the marshal, who conveyed it to the home of the deceased.
Mar. 27	Extricating horse from mire.	Galveston, Texas .....	The owner of a horse and cart which had mired came to the station for assistance. Surfmen took ropes and succeeded in rescuing both from the quicksand.
Mar. 29	Property saved.....	Absecon, New Jersey.....	The south patrol found buried in the sand a satchel containing a number of tools. They were turned over to proper city authorities for safe keeping until identified by owner.
Apr. 4	Transportation of persons.	Chicago, Lake Michigan..	Two hunters left on the breakwater and unable to get ashore, were seen to be signaling for help. Launched boat and took them ashore.
Apr. 8	Rescue from drowning.	Milwaukee, Lake Michigan.	A man fell off a wharf into the river and would have drowned but for his timely rescue by a surfman from the station.
Apr. 16	Shelter and succor given.	Cape May, New Jersey...	The crew of a fishing vessel driven on the beach came to the station wet and cold from long exposure. They were fed and sheltered at the station until storm abated.
Apr. 19	Recovery of body...	Chicago, Lake Michigan..	Word was received by telephone that a floating body had been seen at the foot of one of the wharves. The body was recovered by the crew and given into custody of the police.
Apr. 20	Extricating vehicle from mire.	Absecon, New Jersey.....	Two surfmen assisted to get a wagon out of the quicksand.
Apr. 20	Extricating horse and vehicle from dangerous place.	Great Egg, New Jersey ...	The first night patrol saw two men with a horse and wagon on an outer ridge and cut off from mainland by a slough. Assisted them to reach solid ground.
Apr. 22	Shelter and succor given.	Townsend's Inlet, New Jersey.	Two fishermen, cold, wet, and exhausted by several days' exposure in an open boat, stopped at station for succor. They were provided with food, shelter, and dry clothing.
Apr. 22	Rescue from drowning.	Santa Rosa, Florida.....	A man who had requested transportation to Pensacola in station supply boat fell overboard and would have perished had not the keeper sprang into the water and rescued him.
Apr. 24	Fire extinguished...	St. Joseph, Lake Michigan.	It being reported that a lumber yard was on fire, surfmen took station pump, proceeded to place designated, and assisted in preventing the spreading of the flames until the fire department had the fire under control.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892.			
Apr. 25	Property saved.....	Dam Neck Mills, Virginia.	A bank book was found on the beach and forwarded to its owner.
Apr. 26	Fire extinguished...	Cleveland, Lake Erie.....	Seeing a signal for assistance flying from the lighthouse on the break water, the station crew proceeded in response thereto and discovered that the pier was on fire. Extinguished fire in time to prevent spreading.
Apr. 28	Shelter and succor given.	Umpqua River, Oregon...	A man was found on the beach exhausted by walking in the face of a heavy gale. He was taken to the station and provided with dry clothing, food, and shelter.
Apr. 29	Recovery of body...	Muskegon, Lake Michigan.	A dead body floating alongside the wharf was discovered by the day watchman. The coroner was immediately notified, and the remains given into his charge.
May 7	Rescue from drowning.	Louisville, Kentucky.....	The sunset patrol saw a man attempt suicide by jumping into the river, and immediately gave the alarm. Launched station boat, rescued the man, and gave him into custody of police authorities.
May 15	Rescue from drowning.	Erie, Lake Erie.....	While endeavoring to get into a boat alongside the wharf about two hundred yards from the station, two persons, a man and a woman, were thrown into the water by the partial capsizing of the boat. Two surfmen ran to their assistance and pulled them out, took them to the station, cared for them, supplied them with dry clothing, and sent them to their homes in Erie.
May 19	Recovery of body...	Point Marblehead, Lake Erie.	On receiving notice of the drowning of a man, the life-saving crew hastened to the place described and grappled for and recovered the body. Resuscitation having been attempted without success, the remains were given into charge of the coronor.
May 22	Fire extinguished...	Oswego, Lake Ontario.....	The sparks from a burning grain elevator set fire to a lumber yard. Seeing this, the life-saving crew hurried to the place with station pump, and kept the fire under control for four hours, when fire department, which had been detained at the elevator on the other side of the river, arrived and succeeded in extinguishing the flames.
May 23	Recovery of bodies..	Cahoons Hollow, Massachusetts.	The dead bodies of four of the crew of the British schooner L. P., which caught on fire and was abandoned on the 20th instant at sea, were found on the beach. Keeper notified medical examiner and gave remains to undertaker for interment.
May 28	Fire extinguished...	Pentwater, Lake Michigan.	Sparks from a passing steamer set fire to one of the wharves. Life-saving crew extinguished flames in time to prevent serious damage.
June 1	Recovery of body...	Marquette, Lake Michigan.	A man fell into the lake and was drowned. The city authorities, having searched in vain for the body, telephoned for assistance of station crew, who immediately proceeded to the place, recovered the body, and gave it into coronor's charge.
June 4	.....do.....	Michigan City, Lake Michigan.	The floating body of a drowned man was found by the life-saving crew. Word was sent to his friends, who came to station and took charge of remains.
June 5	Shelter and succor given.	Umpqua River, Oregon...	A man was found on the beach exhausted and nearly famished. He was taken to the station, sheltered, and cared for until able to resume his journey.
June 8	Property saved.....	Sturgeon Bay Canal, Lake Michigan.	The sunset patrol gave the alarm that a cow had fallen into the canal. The banks being wharfed, she was unable to climb out and would soon have drowned. Life-saving crew put a rope around her neck and towed her to a place where the bank sloped sufficiently to enable her to get out.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. June 9	Recovery of body...	Wallops Beach, Virginia..	The body of a drowned man was found on the beach. After saving all articles that might establish identity of deceased, the crew gave the remains proper burial.
June 9	Property saved.....	Sturgeon Bay Canal, Lake Michigan.	Station crew launched surfboat and assisted a cow to get out of the canal, just in time to save her from drowning.
June 12	Recovery of body...	Louisville, Kentucky.....	Word having been received that a man was drowned, keeper sent boat to place described, recovered body, and took proper care of it at station.
June 16	Rescue from drowning.	Buffalo, Lake Erie.....	A surfman hearing cries of "Man overboard," hastened to the spot in small boat and rescued from drowning an intoxicated man struggling in the water.
June 16	Recovery of body...	Cleveland, Lake Erie.....	Seeing a white flag displayed from the lighthouse, life-saving crew hurried to the place and learned that a young woman had committed suicide. They dragged for and recovered body and gave it over to undertaker for burial.
June 19	Property saved.....	Sturgeon Bay Canal, Lake Michigan.	A cow that fell into the canal was rescued, barely in time to prevent drowning.
June 19	.....do.....	Point Adams, Oregon.....	A raft of lumber drifting out to sea was towed to station after a hard pull in the surfboat, and there secured and delivered to owner.
June 21	Recovery of body...	Louisville, Kentucky.....	Keeper dispatched a boat to search for a drowned woman. The body was recovered, taken to station, and given into charge of relatives.
June 22	Rescue from drowning.	Sheboygan, Lake Michigan.	A man walking on the pier was taken with a fit and fell overboard. One of the surfmen sprang to his rescue and kept him from drowning until both were taken ashore in station boat.
June 23	Resuscitation.....	Sheboygan, Lake Michigan.	Word was received that a man had fallen into the river. Keeper proceeded in boat, but found that the man had been taken from the water before his arrival. Seeing signs of life, he succeeded in resuscitating the apparently drowned man, but the latter subsequently died from other causes.
June 26	Rescue from drowning.	Kenosha, Lake Michigan.	A surfman, seeing a little girl fall into the river, sprang after her and brought her safely to land.
June 27	Shelter and succor given.	Coskata, Massachusetts...	Four of the crew of the Great Round Shoal light-ship, being unable to reach their vessel on account of head wind, were harbored at station.
June 27	Rescue from drowning.	Buffalo, Lake Erie.....	The midnight patrol, hearing cries from the direction of the end of the wharf, discovered a man struggling in the water. The surfman rescued the man and brought him to the station, where he was properly cared for until he had recovered sufficiently to go home.



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**VESSELS WARNED FROM DANGER.**

**(1891-1892.)**

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**(107)**



## VESSELS WARNED FROM DANGER.

The records of the past year show that, in addition to the other services performed by the crews of the various stations in dealing with casualties occurring within their respective fields of operation, twenty-one vessels were warned out of danger during the day by the use of the International Code of Signals, the firing of guns, and shouting, while two hundred and fifty-three vessels were warned at night by the Coston signals of the patrolmen.

Many of these vessels had, doubtless, overreached their reckoning in thick and stormy weather, and when discovered and apprised of their peril were approaching the shore or running toward bars, reefs, or shoals. In consideration of the fact that a great number of these craft would have met with disaster, neither the fidelity of the watchmen nor the importance of the patrol system can be overestimated. A summary of the cases is given below:

### BY DAY SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1891. July 4	San Luis, coast of Texas.....	At 2 o'clock in the afternoon, the International Code signal J D, ("You are standing into danger") was hoisted on seeing a schooner heading toward the beach. She immediately went about, but none too soon, as she was very near the breakers.
Aug. 18	Grand Haven, coast of Michigan...	Shortly after daybreak, on account of the thick fog then prevailing, the steamer City of Milwaukee missed her course and was heading directly for the shore on the north side of the entrance to the harbor. The patrol, hearing her approach, ran to the end of the pier, warned her off by shouting, and directed her how to steer so as to enter the harbor safely.
Aug. 18	.....do.....	At half past 5 o'clock in the morning the keeper, by calling out the proper courses, prevented the collision of two vessels, one of which was leaving, the other entering the harbor during a heavy fog; he also directed the incoming vessel how to reach her pier.
Sept. 4	Fletchers Neck, coast of Maine ....	A vessel, whose dangerous proximity to Beach Island ledges during foggy weather was announced by the flapping of her sails, was warned of her peril by the discharge of guns at the station, whereupon she kept away, but narrowly missed striking bottom.
Sept. 10	Quoddy Head, coast of Maine.....	A schooner, drifting dangerously near the shore, the day-watch directed her by shouting to anchor, which she did, and just cleared the rocks.
Sept. 23	False Cape, coast of Virginia .....	On seeing the International Code signal J D, a steamer heading toward the shoals hauled seaward and avoided disaster.
Oct. 11	Wallops Beach, coast of Virginia...	The International Code signal J D was run up to the masthead and kept flying until a steamer, standing close inshore, anchored.
Oct. 17	False Cape, coast of Virginia.....	At 4 o'clock in the afternoon the lookout warned off a steamer that was heading in toward the shoals by hoisting the appropriate danger signal.



*Warned by day signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1891.		
Oct. 21	Gilgo, coast of New York.....	The day watch, observing a schooner perilously close to the shore, displayed the proper International Code signal. The vessel immediately went offshore.
Oct. 27	Hog Island, coast of Virginia .....	At noon a large steamship that was steering directly in and close to the shoals, kept away upon seeing the warning signal J D, which the keeper caused to be set. Had it not been for his prompt action the vessel must have shortly stranded.
Dec. 1	Saluria, coast of Texas .....	The master of the schooner Star, of Galveston, was running his vessel squarely for the middle of Pelican Spit, thinking it the entrance to Matagorda Bay, but anchored just in time to escape going on the breakers, on seeing the danger signal which the keeper had hoisted.
Dec. 15	Peaked Hill Bars, coast of Massachusetts.	A barkentine, standing too near the shore, was warned off by the appropriate signal of the International Code.
Dec. 17	Hog Island, coast of Virginia.....	The signal J D ("You are standing into danger") was hoisted in order to warn away a large schooner, deeply loaded, and so close in to the bar as to threaten stranding and speedy destruction in the heavy sea then running. She at once responded by putting her helm up and heading offshore, but touched the bottom several times before reaching deeper water.
Dec. 22	False Cape, coast of Virginia.....	A steamer dangerously near the beach changed her course and proceeded in safety on observing the warning signal flying from the flagpole at the station.
1892.		
Jan. 3	Hog Island, coast of Virginia.....	At 4 o'clock in the afternoon the day watch seeing a large vessel so close to the bar as to be in momentary danger of striking, hoisted the International Code signal J D. The vessel was at once headed seaward, but narrowly escaped disaster.
Jan. 4	Narragansett Pier, coast of Rhode Island.	In order to prevent a schooner from striking on the rocks, the keeper fired his shotgun twice in succession, whereupon the vessel sheered off and avoided the danger.
Feb. 22	Rehoboth Beach, coast of Delaware.	A large steamer close inshore and steering an unsafe course was warned off by the proper danger signal.
Feb. 25	False Cape, coast of Virginia.....	During the thick fog which prevailed a steamer dangerously near the Pebble Shoal was warned off shore.
Mar. 4	Burnt Island, coast of Maine .....	A British schooner, through ignorance of the coast, was heading directly for some ledges, and avoided striking only by heeding the warning shouts of the station surmen.
Mar. 14	Hog Island, coast of Virginia.....	At 4 o'clock in the afternoon a large barkentine running too near the shore for safety altered her course and increased her distance from the land when the danger signal was displayed from the station.
May. 21	Pointe aux Barques, coast of Michigan.	When the fog lifted at 10 o'clock in the morning a steamer and her tow were discovered about a mile offshore, steering a course which would take them inside the reef. The International Code signal J D was hoisted, and the steamer immediately stood out into the lake and proceeded in safety.

## BY NIGHT SIGNALS.

1891.		
July 16	Point Reyes, coast of California....	At about half past 10 o'clock the north patrol flashed a signal of warning to a steamer heading for the shore. The vessel hauled off, narrowly escaping disaster.
July 20	Thunder Bay Island, coast of Michigan.	A schooner in danger of running upon the reef was warned off by a Coston light displayed by the early morning patrol.
Aug. 2	Golden Gate Park, coast of California.	Had it not been for a Coston signal flashed by the south patrolman on the first night watch, a steamer heading inshore would have stranded. The vessel promptly acknowledged the warning and stood seaward.
Aug. 5	Bois Blanc, coast of Michigan.....	A steamer heading for the island (Bois Blanc) changed her course and went clear on seeing the surfman's night signal.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1891.		
Aug. 7	Pointe aux Barques, coast of Michigan.	Shortly before sunrise the surfman patrolling north flashed a signal to a schooner heading inshore of the reef. She altered her course at once.
Aug. 6	Bois Blanc, coast of Michigan.....	A few minutes before midnight a steamer standing directly toward the station was warned by the flash of the watchman's Coston signal. The craft hauled broad off, just clearing the reef.
Aug. 7	.....do .....	The patrol north of the first night watch warned off a steamer standing dangerously near the land.
Aug. 24	Thunder Bay Island, coast of Michigan.	A large steamer, standing toward and close to the reef, steered clear on seeing the danger signal displayed by the patrolman.
Sept. 2	.....do .....	The flash of a Coston signal, fired by the patrolman at the north end of the island early in the evening, warned a vessel of her approach to danger, and she tacked offshore.
Sept. 2	Grand Haven, coast of Michigan...	During the midwatch a schooner standing into the harbor would have collided with a scow secured to the dock had not a surfman warned her of the obstruction.
Sept. 4	Monomoy, coast of Massachusetts.	The patrolman of the first night watch showed his danger signal to a schooner near, and heading directly for the shore. She went about at once.
Sept. 5	Race Point, coast of Massachusetts.	The patrol of the midwatch discovered a large schooner too near the bar for safety and showed his red light, whereupon the vessel kept away.
Sept. 7	Paramores Beach, coast of Virginia.	About an hour before midnight a steamer, running dangerously near the shoals, was warned out of danger by the flash of the patrolman's Coston signal.
Sept. 9	Cobbs Island, coast of Virginia.....	A few minutes before 2 o'clock in the morning the patrol sighted a vessel heading toward the shoals. He immediately ignited a Coston signal and the craft went about, clearing the danger.
Sept. 11	Race Point, coast of Massachusetts.	Between 8 o'clock and midnight the patrol, east, fired his signal to warn a vessel sailing dangerously near the bar. The vessel kept off and avoided the obstruction.
Sept. 11	Jupiter Inlet, coast of Florida.....	The surfman patrolling south saw, at about half-past 9 o'clock, both side lights of a vessel near the line of breakers and hastily displayed a red light, seeing which the craft acknowledged the warning by three blasts of her fog horn and kept broad off.
Sept. 12	Lone Hill, coast of New York.....	Between 8 and 9 o'clock the patrol set off a signal on seeing a schooner running too close inshore. She forthwith headed seaward.
Sept. 19	Ocean City, coast of New Jersey....	A three-masted schooner, standing dangerously near the bar, tacked offshore when the first night watch flashed his warning signal.
Sept. 19	Assateague Beach, coast of Virginia.	The night signal of the midwatch warned out of danger a schooner heading for Ship Shoals.
Sept. 25	Great Neck, coast of Massachusetts.	Not long after midnight the surfman on duty discovered the lights of a steamer standing squarely for the shore. For some reason his Coston signals failed to explode, and he hastily fired some dry grass near the beach. Observing the light, the vessel stopped, turned, and steamed offshore, sending up a rocket in acknowledgment. But for the warning she would have stranded in a few minutes.
Sept. 29	Cuttyhunk, coast of Massachusetts.	Very early in the morning the surfman on duty warned a large schooner out of danger.
Sept. 29	Assateague Beach, coast of Virginia.	A vessel standing too near the beach for safety shaped her course offshore on seeing the flash of the patrolman's Coston signal.
Sept. 30	Crumple Island, coast of Maine.....	The flash of the surfman's night signal warned off a vessel that was heading squarely for the rocks.
Oct. 1	Hog Island, coast of Virginia.....	A few minutes before the end of the sunset patrol (from sunset till 8 o'clock) a steamer running too near the shoals was apprised of her danger by the surfman's red light. She kept away at once.
Oct. 1	Pea Island, coast of North Carolina..	The patrol, south, of the midwatch warned a steamer out of danger by setting off a Coston light.
Oct. 4	Evanston, coast off Illinois.....	A steamer headed in for the station changed her course, and thereby avoided stranding, on seeing the danger signal fired by the watch at midnight.
Oct. 5	Turtle Gut, coast of New Jersey.....	A schooner was warned out of danger by the timely display of a red flash.
Oct. 7	Cape May, coast of New Jersey.....	The first night patrol, east, discovered a steamer standing dangerously inshore and fired a Coston signal. She answered by three blasts of her steam whistle and stood away.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1891.		
Oct. 8	Fourth Cliff, coast of Massachusetts.	Shortly before the close of the midwatch the patrol saw a schooner close inshore and displayed a danger signal. The vessel anchored until daylight.
Oct. 8	Race Point, coast of Massachusetts.	The patrol of the western beat from 8 o'clock till midnight sighted a vessel running too near the bar and warned her off with a night signal.
Oct. 8	Durants, coast of North Carolina.	A vessel headed inshore and very near the breakers promptly anchored on seeing the flash of a Coston signal. She remained there until daylight, when the wind came off the land.
Oct. 10	Nauset, coast of Massachusetts.	During the first night watch a vessel approaching the shore was warned of the impending danger by the surfman's signal. She was almost aground before she could get pointed seaward.
Oct. 10	North Beach, coast of Maryland.	The north patrol, from midnight till 4 o'clock, discerned a large ship standing inshore and flashed his red danger signal. The ship wore around immediately, but barely cleared the shoals.
Oct. 12	Creeds Hill, coast of North Carolina.	The surfman of the first night watch saw a steamer running too near the beach and fired two Coston signals before she heeded the warning and hauled offshore.
Oct. 12	Oeracoke, coast of North Carolina.	Shortly after 7 o'clock the patrol, north, set off two danger signals to warn off a steamer near the breakers. The vessel anchored until morning, when she continued down the coast.
Oct. 14	San Luis, coast of Texas.	At about 10 o'clock the surfman on the north beat sighted a vessel dangerously near the shore. He immediately flashed his signal, whereupon she went about and stood seaward.
Oct. 14	Crisps, coast of Michigan.	The surfman of the midnight patrol warned a large steamer out of danger by the timely display of a Coston light. The steamer was near to and headed directly for the shore when the signal was flashed.
Oct. 16	Assateague Beach, coast of Virginia.	A vessel was warned to shape her course more to the seaward by the usual danger signal fired by the watchman.
Oct. 17	Paramores Beach, coast of Virginia.	At 3 o'clock in the morning a schooner was discovered by the watch running dangerously near the beach, and he flashed a warning signal. The craft at once tacked offshore.
Oct. 17	North Manitou Island, coast of Michigan.	The first night watch fired two Coston signals before the steamer he had discovered standing into danger heeded the warning and stood out clear.
Oct. 21	Hog Island, coast of Virginia.	About 8 o'clock the surfman on duty saw a vessel standing in towards the beach and near the breakers. He displayed his night signal just in time to warn her out of danger.
Oct. 21	St. Joseph, coast of Michigan.	The watchman warned off a steamer in danger of stranding near the station.
Oct. 22	Race Point, coast of Massachusetts.	The first night patrol east showed his warning signal to a vessel dangerously near the bar. She at once hauled out clear.
Oct. 22	Blue Point, coast of New York.	The brilliant flash of the patrol's danger signal early in the evening caused a steamer to head offshore just in time to avoid stranding.
Oct. 22	Indian River Inlet, coast of Delaware.	The sunset patrol north fired a Coston signal on seeing a sailing vessel too near the beach. She hauled offshore at once.
Oct. 22	Fort Point, coast of California.	At about 5 o'clock a schooner was warned of her near approach to the beach by the surfman's night signal.
Oct. 23	Oregon Inlet, coast of North Carolina.	The morning patrol discovered a schooner too near the beach for safety and ignited a danger signal, whereupon the craft altered her course seaward.
Oct. 24	Bellport, coast of New York.	Between 8 o'clock and midnight the patrolman set off a Coston light to warn a schooner that was too near the shore. As this was not heeded, another signal was displayed. The schooner answered by showing a red light and immediately headed offshore.
Oct. 24	Metomkin Inlet, coast of Virginia.	The surfman patrolling north from sunset till 8 o'clock warned off a steamer that was in danger of stranding.
Oct. 27	Bodie Island, coast of North Carolina.	During the first watch south a schooner in danger of stranding on Oregon Inlet bar (outer) was warned off by the patrol.
Oct. 28	Forked River, coast of New Jersey.	The first night patrol south discovered a vessel running too near the beach and ignited a signal. The craft hauled offshore.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1891.		
Oct. 28	Pointe aux Barques, coast of Michigan.	Between midnight and 4 o'clock in the morning the surfmen on duty sighted a large steamer with a tow headed for and not far from the reef. His red warning signal was instantly flashed, whereupon the steamer changed her course and avoided disaster.
Oct. 29	Cranberry Isles, coast of Maine.....	Three vessels in danger of striking the rocks were warned of their peril by the signal of the sunset watch. They tacked offshore at once.
Oct. 29	Watch Hill, coast of Rhode Island..	At 7 o'clock, in the evening the watch saw a vessel coming inshore, and close to Napatree Point. She went about on seeing his danger signal.
Oct. 29	Metomkin Inlet, coast of Virginia..	The surfman having the midwatch flashed a Coston light on seeing a schooner running dangerously near the beach. She kept hard off and stood out of danger.
Oct. 30	Vermillion Point, coast of Michigan.	At half-past 11 o'clock a steamer was warned out of danger by the patrolman.
Oct. 30	Crisps, coast of Michigan.....	Between 8 o'clock and midnight the patrol west burned two signals before a steamer headed inshore with a tow observed the warning and hauled out on the lake.
Nov. 1	Townsend's Inlet, coast of New Jersey.	An hour before midnight a steamer was warned off by the surfman's danger signal.
Nov. 1	Pointe aux Barques, coast of Michigan.	A steamer headed for and quite close to the reef hauled broad off on seeing the flash of the Coston light set off by the sunset watch (sunset until 8 o'clock).
Nov. 2	Race Point, coast of Massachusetts..	The patrol, west, of the first night watch warned out of danger a schooner that was headed for the beach.
Nov. 2	Cobbs Island, coast of Virginia .....	A vessel standing close inshore changed her course and cleared the danger on observing the warning signal of the sunset patrol.
Nov. 3	Race Point, coast of Massachusetts..	Between 8 o'clock and midnight the surfman patrolling west discovered a schooner too near the bar for safety and fired his signal. She tacked off at once.
Nov. 3	.....do .....	The flash of the Coston signal set off by the patrol, east, of the first night watch warned a schooner of her approach to danger, and she kept away just in time to avoid stranding.
Nov. 4	.....do .....	A schooner running too near the bar bore away when the patrol, west, of the midwatch displayed his red signal.
Nov. 5	Peaked Hill Bars, coast of Massachusetts.	During the midwatch the surfman on the eastern patrol burned a Coston signal to warn a schooner that she was running into danger. The signal was heeded in time to avoid disaster.
Nov. 6	Jerry's Point, coast of New Hampshire.	At 7 o'clock in the evening the watchman warned off a schooner that was in danger of striking the rocks off Spindle Ledge.
Nov. 6	South Brigantine, coast of New Jersey.	A large steamer running dangerously near the shore was warned off by the timely display of a Coston signal.
Nov. 9	Peaked Hill Bars, coast of Massachusetts.	The timely display of the watchman's night signal saved a schooner from stranding.
Nov. 10	Grindstone City, coast of Michigan.	A schooner seen running toward and close to the shore was warned off by the danger signal of the patrol, west, of the first night watch.
Nov. 11	Crisps, coast of Michigan .....	Shortly after 4 o'clock the surfman on the western beat observed a large steamer with a burge in tow standing straight for the beach and not far off-shore. He quickly set off a Coston signal, whereupon the steamer sounded one blast with her steam whistle and kept away.
Nov. 12	Knobbs Beach, coast of Massachusetts.	A large three-masted schooner was seen by the patrol, north, of the first night watch, sailing dangerously near the beach. He at once showed his red night signal, and the schooner forthwith tacked and stood out clear.
Nov. 13	Point Lookout, coast of New York..	The sunset patrol warned a vessel out of danger by the timely display of a Coston light.
Nov. 14	Hog Island, coast of Virginia.....	At twenty minutes before 8 o'clock the watchman saw a vessel sailing too near the beach and showed a warning signal. She so changed her course as to avoid the impending danger.
Nov. 15	Hammonds Bay, coast of Michigan.	At about 7 o'clock a steamer leaving a tow was warned out of danger by the night signal of the watchman.
Nov. 15	Cape Disappointment, coast of Washington.	A Coston light was burned to warn a vessel standing too close inshore. The signal was effective.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1891.		
Nov. 17	Point Lookout, coast of New York..	The sunset patrol, east, saw a vessel close to the beach and flashed his red light. She tacked off-shore at once.
Nov. 17	Townsend's Inlet, coast of New Jersey.	A vessel in danger of stranding on the bar was warned off. A Coston signal promptly fired by the patrolman.
Nov. 21	New Inlet, coast of North Carolina..	Early in the evening the patrol showed his danger light to a vessel sailing too near the shore. She changed her course seaward and was soon lost to sight.
Nov. 21	Cape Fear, coast of North Carolina..	At half past 9 o'clock the surfman patrolling north saw a steamer headed straight for the beach and not far out. He hastily fired a Coston signal, whereupon the vessel hauled broad off.
Nov. 24	Pea Island, coast of North Carolina..	A vessel dangerously near New Inlet shoals was warned off by the signal of the early morning watch.
Nov. 24	Chicamiconico, coast of North Carolina.	The timely display of the red warning signal of the morning patrol was instrumental in saving a steamer from running ashore.
Nov. 26	Indian River Inlet, coast of Delaware.	The south patrol, from sunset till 8 o'clock, espied a steamer headed inshore and quite close to the breakers. He ignited a Coston signal, but as it was not at once heeded he fired a second, which was evidently observed by those on the vessel, as she was kept off right away.
Nov. 26	Bodies Island, coast of North Carolina.	At half past 7 o'clock a schooner running toward the land shaped her course seaward on seeing the patrol's warning signal.
Nov. 26	North Manitou Island, coast of Michigan.	During the midwatch a vessel in danger of running ashore wore around and stood out into the lake on seeing the south patrol's warning signal.
Nov. 28	High Head, coast of Massachusetts.	Just before the close of the sunset watch the patrol, south, warned off a steamer.
Nov. 28	.....do .....	At half past 7 o'clock the south patrol flashed his signal of warning to a steamer in danger of stranding. She at once hauled offshore.
Nov. 28	Peaked Hill Bars, coast of Massachusetts.	A steamer approaching the bars kept away on seeing the flash of signal, fired shortly after dark by the surfman of the west patrol.
Nov. 28	Long Beach, coast of New York.....	The patrol of the midwatch warned off a vessel that was in danger of stranding.
Nov. 29	South Brigantine, coast of New Jersey.	A vessel standing into danger kept hard off when the patrol flashed a Coston signal.
Dec. 1	Tathams, coast of New Jersey.....	During the midwatch the surfman on patrol duty warned a vessel out of danger.
Dec. 2	Bonds, coast of New Jersey.....	The early morning watch discovered a vessel standing into danger and set off his signal of warning at once. The craft changed her course and avoided disaster.
Dec. 3	Cobbs Island, coast of Virginia ....	At 7 o'clock the watch discharged a Coston signal as a warning to a vessel close to the shoals. She hauled offshore at once.
Dec. 4	Turtle Gut, coast of New Jersey....	About an hour after sunset the watch fired a signal to warn a vessel of her approach to the beach. She altered her course and went clear.
Dec. 5	Gilgo, coast of New York .....	The midnight patrol flashed his warning signal to a three-masted schooner that was almost in the breakers. She went about at once, narrowly escaping disaster.
Dec. 6	Cuttyhunk, coast of Massachusetts.	Between 4 o'clock and sunrise the watchman set off a Coston light as a warning to a steamer headed inshore. The vessel changed her course.
Dec. 7	Pamet River, coast of Massachusetts.	Just before the close of the sunset watch a Coston signal was fired to warn a tug that was very near the shore. She stood away.
Dec. 8	Crumple Island, coast of Maine.....	At 10 o'clock the surfman on watch discovered a schooner close to the breakers and flashed his night signal. The craft heeded the warning.
Dec. 8	Cape Fear, coast of North Carolina.	Shortly before midnight the patrol saw a steamer headed for the beach and in danger of stranding. He quickly showed a signal of warning, whereupon the vessel hauled broad off.
Dec. 9	Wallops Beach, coast of Virginia ...	A steamer in danger of running upon the shoals changed her course seaward on observing the surfman's warning signal. This occurred a few minutes before midnight.
Dec. 9	Paramores Beach, coast of Virginia.	During the midwatch a vessel running dangerously near the beach was warned off by the patrolman.
Dec. 9	Hog Island, coast of Virginia .....	At 1 o'clock the patrol saw a steamer heading for the bar. He at once touched off his night signal, whereupon the craft kept hard off and soon disappeared.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1891.		
Dec. 12	Wachapreague, coast of Virginia ...	The surfman on patrol discovered a vessel standing into danger, but not until he had fired two Coston signals did she heed the warning and stand out clear of the shoals.
Dec. 15	Indian River Inlet, coast of Delaware.	The patrol, north, of the first night watch descried a steamer standing inshore and showed a danger signal. She at once hauled broad off and disappeared.
Dec. 16	Paramores Beach, coast of Virginia.	A schooner running too near the beach for safety changed her course and went clear on seeing the surfman's warning signal. This occurred between 8 o'clock and midnight.
Dec. 17	Cobbs Island, coast of Virginia .....	At 7 o'clock the patrol warned off a steamer that was in danger of stranding on the shoals.
Dec. 17	Morris Island, coast of South Carolina.	At 9 o'clock the patrol, south, observed a steamship heading for the beach and not far from the breakers. He at once flashed a Coston signal, whereupon the steamer changed her course and avoided the impending peril.
Dec. 19	Smith Island, coast of Virginia.....	The timely display of a red light by the north patrol warned a vessel out of danger.
Dec. 19	Gull Shoal, coast of North Carolina.	The sunset patrol, south, fired a Coston signal on discovering a steamer running toward the beach. The vessel saw the signal, but was so close inshore that she took bottom and stuck a few minutes before she could get pointed seaward.
Dec. 19	Little Kinnakeet, coast of North Carolina.	The surfman patrolling north early in the evening saw the above-mentioned steamer and flashed his signal at the same time as did the patrol from the Gull Shoal Station. These warnings undoubtedly saved the vessel from disaster.
Dec. 20	Peaked Hill Bars, coast of Massachusetts.	A schooner sailing dangerously near the beach hauled broad off on seeing the warning signal of the sunset patrol.
Dec. 21	San Luis, coast of Texas.....	About 10 o'clock the watchman displayed his red light to a vessel close inshore. She immediately went about and stood out clear of the impending danger.
Dec. 23	Wallis Sands, coast of New Hampshire.	A schooner approaching the shore was warned off by the timely display of a Coston signal.
Dec. 25	Long Branch, coast of New Jersey..	The surfman on the midwatch flashed a red light to a schooner standing into danger. She tacked off in time to escape disaster.
Dec. 26	Surfside, coast of Massachusetts.....	At 7 o'clock the patrol, west, set off a Coston light as a warning to a steamer that was too close inshore for safety. She hauled out clear.
Dec. 27	Cobbs Island, coast of Virginia.....	An hour before the close of the midwatch a vessel running dangerously near the shoals was warned off by the flash of the patrolman's red light.
Dec. 28	Indian River Inlet, coast of Delaware.	The early morning patrol, south, espied a vessel standing inshore, and at once displayed a danger signal. The craft went about and soon disappeared from view.
Dec. 28	Aransas, coast of Texas.....	At half past 10 o'clock the watchman fired a Coston signal of warning to a schooner running for the beach, having evidently mistaken the position of the bar. She stood off until morning, and then ran into the pass.
Dec. 29	Forge River, coast of New York...	The prompt display of a Coston light saved from disaster a schooner that was running squarely for the beach.
1892.		
Jan. 2	Crumple Island, coast of Maine.....	A schooner approaching the breakers changed her course and stood clear on seeing the danger signal of the surfman. This was at half past 10 o'clock.
Jan. 2	Peaked Hill Bars, coast of Massachusetts.	The north patrol of the first night watch displayed a signal of warning to a schooner running into danger. The craft kept broad off at once.
Jan. 2	Cobbs Island, coast of Virginia.....	During the midwatch the surfman on duty warned a steamer out of danger by flashing a red light.
Jan. 3	.....do.....	At 1 o'clock the patrol set off a Coston signal as a warning to a steamer headed for the shoals. She heeded the signal in time to avoid disaster.
Jan. 4	Saluria, coast of Texas.....	A schooner sailing dangerously near the beach hauled broad off when the patrol's night signal was flashed. This was in the midwatch.
Jan. 4	Point Adams, coast of Oregon.....	Shortly before daylight the watchman discerned a vessel sailing too close to Clatsop Spit, and set off his signal of warning. The craft went about.
Jan. 5	Atlantic City, coast of New Jersey..	The south patrol of the first night watch displayed a red light on seeing a schooner running for the breakers. She went about and cleared the danger.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892.		
Jan. 5	Absecon, coast of New Jersey.....	At half past 9 o'clock the patrol, south, warned a vessel out of danger by the timely display of a Coston light.
Jan. 5	.....do.....	The surfman of the first night watch while patrolling the north beat observed a schooner standing toward the beach and hastily flashed his red light. The warning was timely, and the vessel went about just in season to avoid disaster.
Jan. 5	Corsons Inlet, coast of New Jersey..	A sailing vessel dangerously near the breakers changed her course and stood seaward when the surfman on patrol duty flashed a red light.
Jan. 5	Cobbs Island, coast of Virginia.....	A steamer running too close to the shoals for safety hauled broad off on seeing the red warning signal of the sunset patrol.
Jan. 6	Ocean City, coast of Maryland.....	The surfman on patrol, south, from midnight until 4 o'clock, warned out of danger a vessel that was too close inshore for safety.
Jan. 7	North Beach, coast of Maryland....	During the midwatch a large steamship was sighted standing in squarely for the beach, and had it not been for the promptness of the surfman in firing his Coston signal the vessel must have speedily met with disaster.
Jan. 7	Wachapreague, coast of Virginia....	Seeing a steamer's lights dangerously near Dawson Shoals, the watchman fired two Coston signals, whereupon the craft stood away.
Jan. 7	Paramores Beach, coast of Virginia.	The timely display of a danger signal by the patrol of the midnight watch caused a vessel to change her course and avoid stranding on the shoals.
Jan. 7	.....do.....	In the first night watch a vessel was warned out of danger by the flash of the patrol's red light.
Jan. 10	Race Point, coast of Massachusetts.	A tow of barges dangerously near the beach was warned of their peril by the signal of the western patrol.
Jan. 10	Short Beach, coast of New York.....	The patrol of the sunset watch warned off a schooner that was in danger of stranding.
Jan. 13	Creeds Hill, coast of North Carolina.	Immediately on seeing the danger signal fired by the patrolman of the midwatch, a schooner that was running toward the beach went about and stood seaward.
Jan. 14	Peaked Hill Bars, coast of Massachusetts.	Observing a steamer running into danger, the patrol of the first night watch lighted a Coston signal, whereupon the vessel stood offshore.
Jan. 15	Cold Spring, coast of New Jersey...	During the watch from midnight until 4 o'clock the surfman on patrol duty warned off a vessel that, but for the signal must soon have stranded.
Jan. 15	Fenwick Island, coast of Delaware..	A schooner avoided stranding by promptly heeding the warning signal of the patrol.
Jan. 16	Green Run Inlet, coast of Maryland.	A red Coston signal displayed by the surfman of the watch from 8 o'clock to midnight saved a schooner from running ashore.
Jan. 16	Paramores Beach, coast of Virginia.	The patrolman of the first night watch warned off a steamer that was in danger of grounding.
Jan. 17	Knobbs Beach, coast of Massachusetts.	At a few minutes before 10 o'clock a schooner avoided stranding by promptly heeding the signal of the patrolman.
Jan. 17	Monmouth Beach, coast of New Jersey.	A steamer running squarely for the beach was warned of the impending peril by the surfman of the morning patrol, and she kept broad away.
Jan. 17	Turtle Gut, coast of New Jersey.....	At half past 9 o'clock a signal was fired as a warning to a schooner standing inshore. She so changed her course as to go clear.
Jan. 18	Race Point, coast of Massachusetts..	The western patrol of the watch from sunset to 8 o'clock flashed his red light, whereupon a schooner that was close inshore tacked seaward.
Jan. 18	Cahoons Hollow, coast of Massachusetts.	A schooner in danger of stranding about a mile south of the station was warned off by the patrol's signal.
Jan. 18	Turtle Gut, coast of New Jersey....	A schooner drifting upon the bar anchored on seeing the danger signal of the midwatch. She proceeded on her way in safety when the breeze sprung up.
Jan. 18	Velasco, coast of Texas.....	At half past 9 o'clock the patrol flashed his Coston light to warn a vessel that was running toward the shore. The craft tacked seaward.
Jan. 19	Wallis Sands, coast of New Hampshire.	A tug with a vessel in tow escaped disaster by heeding the signal of the night watchman.
Jan. 19	Race Point, coast of Massachusetts.	The surfman having the western patrol from 8 o'clock to midnight discovered a vessel in a dangerous position and warned her off by flashing a Coston signal.
Jan. 19	Rehoboth Beach, coast of Delaware.	The sunset patrol, north, warned a steamer out of danger.
Jan. 19	Indian River Inlet, coast of Delaware.	A steamer standing too near the beach for safety was warned off by the patrol of the watch ending at 8 o'clock.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892.		
Jan. 21	Brazos, coast of Texas.....	Shortly before midnight the watchman saw the lights of a steamer approaching the bar, his warning signal was instantly flashed, whereupon the vessel stood offshore.
Jan. 22	Cobbs Island, coast of Virginia.....	The brilliant flash of a Coston signal set off by the patrol of the first night watch, warned a vessel of impending danger, and she bore away.
Jan. 23	Cold Spring, coast of New Jersey....	A vessel standing into danger so changed her course as to avoid disaster on seeing the red light displayed by the sunset patrol.
Jan. 25	Race Point, coast of Massachusetts..	A schooner running too near the bar tacked out of danger on seeing the warning signal of surfman of the sunset watch.
Jan. 26	Townsend's Inlet, coast of New Jersey.	The timely display of a red signal light by the patrol of the watch ending at sunrise warned a vessel of her approach to danger, and she lost no time in making a better offing.
Jan. 30	Cape Henlopen, coast of Delaware..	During the morning watch a steamer was warned out of danger by the flash of the surfman's Coston light.
Jan. 31	Ocracoke, coast of North Carolina..	At 1 o'clock a vessel heading straight for the beach anchored when apprised of her peril by the red flash of the patrol signal.
Feb. 1	Race Point, coast of Massachusetts..	A schooner was observed to be dangerously near the shore by the patrolman on duty. He instantly burned his Coston signal and the vessel went about and stood clear.
Feb. 2	North Scituate, coast of Massachusetts.	The south patrol warned off a vessel whose light he saw close inshore.
Feb. 2	High Head, coast of Massachusetts.	During a snowstorm the surfman on patrol saw a vessel heading squarely toward the beach. She kept off on seeing the Coston signal which he immediately fired.
Feb. 3	Golden Gate Park, coast of California.	At 10 o'clock the south patrol discovered a steamer in imminent danger of stranding and immediately burned his danger signal. She sheered off, but narrowly escaped going into the breakers.
Feb. 5	Great Neck, coast of Massachusetts.	The surfman on duty at half past 11 o'clock observed a vessel approaching the beach head-on and at once fired his Coston signal. She was so near the shore that he called the crew, thinking it impossible for her to go clear, but she managed to get headed off-shore before grounding.
Feb. 5	Cape Henry, coast of Virginia .....	A steamer running directly onto the beach was apprised of her danger by the red light of the first night patrol. The vessel instantly stopped, backed off into deeper water, and proceeded in safety.
Feb. 6	Seatack, coast of Virginia.....	The sunset patrol warned a steamer out of danger.
Feb. 8	Short Beach, coast of New York.....	A steamer in danger of going ashore was warned off by the sunset watch.
Feb. 11	Turtle Gut, coast of New Jersey....	The flash of the patrolman's signal warned away a schooner that was nearing the bar off Cold Spring Inlet.
Feb. 14	Cobbs Island, coast of Virginia.....	The Coston signal of the midwatch caused a vessel standing close to the shoals to steer clear of danger.
Feb. 14	Shoalwater Bay, coast of Washington.	At 10 o'clock the watchman, seeing a steamer's lights near the bar, fired his Coston signal in time to save her from disaster.
Feb. 15	Big Kinnakeet, coast of North Carolina.	A sailing vessel, steering into danger, was notified of her peril by the signal of the south patrol, seeing which she immediately wore short round and stood off the coast, barely in time to avoid stranding.
Feb. 15	Cape Hatteras, coast of North Carolina.	On observing a schooner heading inshore, the sunset patrol, north, fired his red light. The vessel sheered broad off and averted a mishap.
Feb. 16	Great Neck, coast of Massachusetts.	At half past 7 o'clock the patrol burned his Coston signal upon seeing a vessel's light close inshore. She headed seaward.
Feb. 18	Short Beach, coast of New York....	A steamer with a barge in tow heading toward the bar was warned off by the sunrise watch.
Feb. 19	Shinnecock, coast of New York.....	Immediately after the firing of a second Coston light a steamer running too near the shore saw her danger, altered her course, and went clear.
Feb. 20	Long Beach, coast of New York.....	The patrol warned off a vessel by showing a red light.
Feb. 21	Rehoboth Beach, coast of Delaware.	By promptly burning his Coston signal the patrol on duty from sunset to 8 o'clock warned off a steamer in time to prevent stranding.
Feb. 21	Metomkin Inlet, coast of Virginia..	A steamer running directly on the beach in thick, rainy weather did not observe the patrolman's first signal, and it was necessary to burn another before she realized her extreme peril and stood off, barely in time to save herself.



*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892.		
Feb. 22	Metomkin Inlet, coast of Virginia.	A vessel escaped destruction only by promptly heeding the warning signals of the patrol's Coston lights. She was so close inshore that the keeper summoned all the crew, thinking her aground in the very high surf, but she managed to get clear, acknowledging the patrolman's opportune service by blowing two blasts of her steam whistle.
Feb. 22	Paramores Beach, coast of Virginia.	At 10 o'clock the north patrol flashed his danger signal just in time to save a steamer from shipwreck and her crew from almost certain death among the breakers. She was so near the shoals that the keeper of the Wachapreague Station, next north, called his crew and came to offer assistance.
Feb. 23	Highland, coast of Massachusetts.	On seeing the danger signal of the surfman on patrol, a schooner, too near the beach for safety, immediately altered her course and stood offshore.
Feb. 25	Dam Neck Mills, coast of Virginia.	The second Coston signal of the sunrise patrol was observed and heeded by a steamer in danger of stranding. She was so close to the shore that the patrolman, at first sight believed her to be aground.
Feb. 25	Paul Gamie's Hill, coast of North Carolina.	Shortly before 3 o'clock the midwatch discerned through the thick fog prevailing a vessel's light in dangerous proximity to the shore. He immediately burned his red light and alarmed the station crew, but she kept off, narrowly escaping disaster.
Feb. 26	Cedar Creek, coast of New Jersey.	The first night patrol warned off the beach a steamer bound to the northward.
Feb. 26	Ocracoke, coast of North Carolina.	At twenty minutes past 8 o'clock the patrol signal flashed through the fog and saved from stranding a steamer that was heading toward the beach. She promptly hauled offshore and thus escaped mishap.
Feb. 28	Chicamcomico, coast of North Carolina.	The first night patrol, seeing a steamer dangerously near the beach, fired a red Coston signal. The steamer acknowledged the service by displaying a light and immediately changing her course. The warning came none too soon as the vessel was nearly ashore.
Feb. 29	Oregon Inlet, coast of North Carolina.	Between midnight and 3 o'clock in the morning a steamer running directly on the beach was warned off by the surfman on patrol.
Mar. 2	Cape Henlopen, coast of Delaware.	A steamer standing perilously near the Hen and Chicken Shoal stood to the eastward upon seeing the flash of a Coston light from the station.
Mar. 2	North Beach, coast of Maryland.	The north patrol saw what appeared to be a steamship standing too near the shore for safety and burned the danger signal. The vessel avoided further risk by hauling offshore.
Mar. 4	Paramores Beach, coast of Virginia.	At 2 o'clock in the morning a steamer was warned off the beach.
Mar. 5	Hog Island, coast of Virginia.	Early in the morning the patrol of the midwatch saw a vessel's light too near the beach for safety and promptly displayed his danger signal. The vessel profited by the warning, altering her course in time to prevent disaster.
Mar. 9	Point Allerton, coast of Massachusetts.	At 3 o'clock, during the thick fog prevailing, a schooner was described heading toward Nantasket Beach, very near the shore. A signal was instantly flashed, and the vessel, perceiving her extreme peril, went about and stood offshore.
Mar. 9	Oak Island, coast of North Carolina.	A vessel running close to the beach was warned out of danger.
Mar. 10	Moriches, coast of New York.	At half past 10 o'clock a schooner standing close inshore changed her course and went clear by heeding the signal of the patrolman.
Mar. 15	Whales Head, coast of North Carolina.	The sunset patrol burned his red light on seeing a steamer steering toward the beach. She at once responded, shaping her course so as to go clear.
Mar. 16	Fort Point, coast of California.	A pilot boat was discovered very near the rocks. She anchored on seeing the flash of the sunset patrolman's signal.
Mar. 17	Point of Woods, coast of New York.	The surfman on duty from midnight until 4 o'clock seeing a steamer very close to the outer bar ignited his Coston signal. The vessel stood seaward.
Mar. 17	Corsons Inlet, coast of New Jersey.	Shortly after 9 o'clock a vessel standing into danger headed offshore when warned by the patrol.
Mar. 17	Tathams, coast of New Jersey.	Three Coston lights were fired before a steamer for which they were intended became aware of her proximity to the shore and steered a safer course.
Mar. 18	Point Allerton, coast of Massachusetts.	The sunset patrol discovered a schooner running directly for the southeast bar and at once ignited his danger signal. The vessel thereupon hauled to the northward and went clear.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892.		
Mar. 18	Race Point, coast of Massachusetts.	A vessel whose light was seen to be dangerously near the shore, kept off upon receiving warning from the surfman of the western patrol.
Mar. 19	Cuttyhunk, coast of Massachusetts.	In order to prevent a steamer from going ashore, a red light was burned by the surfman on duty. She heeded the warning and went offshore.
Mar. 19	Hog Island, coast of Virginia.....	At 5 o'clock, by the prompt display of his red light, the patrolman on duty prevented the stranding of a large vessel heading directly for the beach.
Mar. 19	Cape Fear, coast of North Carolina.	The burning of a Coston signal caused a vessel sailing dangerously near the coast to alter her course and stand seaward.
Mar. 20	Townsend's Inlet, coast of New Jersey.	A vessel was warned off the beach by the sunset patrol.
Mar. 21	Green Run Inlet, coast of Maryland.	At 9 o'clock a small steamboat was seen to be too near the shore for safety, and was warned off in time to avoid disaster.
Mar. 24	Oregon Inlet, coast of North Carolina.	Two Coston signals were unobserved by a vessel sailing dangerously close inshore, and it was necessary to burn the third light before those on board were brought to a sense of their peril and altered the vessel's course.
Mar. 25	Cobbs Island, coast of Virginia.....	A steamer standing in toward the shoals was notified of her danger by the flash of the patrol signal and immediately hauled offshore.
Mar. 26	Hunniwells Beach, coast of Maine..	The south patrol warned off a steamer by displaying a red light.
Mar. 26	Lewes, coast of Delaware.....	Upon seeing a steamer very near the beach at the point of Cape Henlopen the danger signal was burned by the watchful surfman on patrol, whereupon the vessel was at once stopped, backed, and headed up Delaware Bay.
Mar. 27	Cape Henlopen, coast of Delaware..	By the prompt burning of a Coston signal a steamer was saved from stranding on the round shoal off Cape Henlopen.
Mar. 27	Indian River Inlet, coast of Delaware.	The first night patrol discovered a steamer heading in toward the beach and immediately burned his danger signal. The vessel responded by sheering broad off, just in time to avoid running into the breakers.
Mar. 27	North Beach, coast of Maryland....	A steamer near the shoals was warned off by the north patrol.
Mar. 27	Paramores Beach, coast of Virginia.	During the watch from 8 o'clock till midnight the patrolman warned away a steamer that was dangerously near the shoals.
Mar. 27	Oregon Inlet, coast of North Carolina.	A steamer, running into danger, observed the second signal of the north patrol in time to change her course and haul offshore.
Mar. 28	Cape Henlopen, coast of Delaware..	Between midnight and 4 o'clock a steamer was discovered close to the point of the cape by the patrolman. She was immediately apprised of her peril by his red light, and altered her course so as to proceed in safety.
Mar. 28	Ocean City, coast of Maryland.....	A vessel was discovered to be very close inshore, and a Coston signal immediately ignited by the surfman on patrol. She kept away, but narrowly missed striking bottom.
Mar. 29	Coquille River, coast of Oregon.....	The first night patrol saw a vessel close to the beach and in imminent danger of striking, the heavy sea setting her on shore. He quickly flashed his red light and the vessel stood off into deeper water.
Mar. 29	Point Reyes, coast of California.....	The flash of the patrolman's danger signal warned off a steamer that was approaching the beach too near for safety.
Mar. 30	Oregon Inlet, coast of North Carolina.	A small vessel was saved from stranding by the prompt action of the sunset patrol. She was almost in the breakers when discovered and warned of her danger, and had she not altered her course forthwith, would soon have grounded.
Mar. 31	Point Reyes, coast of California.....	At midnight a vessel heading for the shore was warned off by the timely display of a Coston signal.
Apr. 1	Umpqua River, coast of Oregon.....	Through the heavy rain squalls the midwatch saw a schooner standing in toward the beach on the starboard tack. The wind blowing very strong from the south and there being a heavy surf, she must soon have struck had not the patrol flashed his red light immediately. Seeing this, the vessel tacked and ran out of danger.
Apr. 6	Townsend's Inlet, coast of New Jersey.	During the midwatch a vessel dangerously near the bar was warned off by the patrol signal.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892.		
Apr. 7	Peaked Hill Bars, coast of Massachusetts.	A schooner standing into danger at once put offshore on seeing the red light displayed by the sunset patrol.
Apr. 9	Paramores Beach, coast of Virginia.	A Coston signal ignited by the patrolman of the first night watch warned a steamer out of danger.
Apr. 11	Peaked Hill Bars, coast of Massachusetts.	At half past 8 o'clock the surfman on duty warned away a steamer that was dangerously near the shore.
Apr. 12	North Beach, coast of Maryland....	The patrol on duty from midnight till 4 o'clock observed a vessel to be in too close proximity to the shore. He at once fired his signal, and she steered a course which took her clear of danger.
Apr. 13	Plum Island, coast of Massachusetts.	The north patrol saw a small vessel standing in, very near the South Breaker, and made the appropriate signal, whereupon she tacked and kept offshore.
Apr. 14	Turtle Gut, coast of New Jersey....	A schooner warned off the bar altered her course and stood out into deep water.
Apr. 15	Peaked Hill Bars, coast of Massachusetts.	The red flash of the west patrolman's signal warned off a schooner that was running into danger.
Apr. 15	Cape Henry, coast of Virginia.....	On seeing a large four-masted schooner misstay close inshore, the surfman on duty immediately ignited his danger signal. The vessel anchored and thus saved herself from going on the beach.
Apr. 16	Cahoons Hollow, coast of Massachusetts.	A schooner in danger of running aground was warned off by the patrol signal.
Apr. 16	Point of Woods, coast of New York.	At 11 o'clock, seeing both side lights of a sailing craft, the patrolman hurriedly burned his Coston light to prevent her from running squarely on the beach. The vessel wore short round and headed seaward, but narrowly missed striking.
Apr. 19	Race Point, coast of Massachusetts.	A vessel steering a course which would have resulted disastrously, escaped mishap by heeding the danger signal of the patrol.
Apr. 20	.....do.....	The watchman's red light warned a schooner that she was perilously near the bar. She responded by tacking and standing offshore.
Apr. 20	Brigantine, coast of New Jersey....	The first night watch saw a steamer running into danger and warned her off with his patrol signal.
Apr. 21	Race Point, coast of Massachusetts.	The surfman having the western patrol from 8 o'clock to midnight discovered a schooner close to the bar. She kept offshore at once upon seeing his danger signal.
Apr. 21	Peaked Hill Bars, coast of Massachusetts.	The midnight patrol, by promptly flashing his red light, caused a schooner, standing dangerously close inshore, to sheer broad off and increase her distance from the land.
Apr. 21	Sea Isle City, coast of New Jersey..	A vessel hauled offshore when warned by the vigilant patrolman.
Apr. 22	Rehoboth Beach, coast of Delaware.	The sunset patrol warned a vessel out of danger.
Apr. 22	Indian River Inlet, coast of Delaware.	Immediately upon seeing the flash of the north patrols' signal, a steamer, standing perilously near the beach, hauled broad off and stood out to sea.
Apr. 23	Peaked Hill Bars, coast of Massachusetts.	The sunset patrol's red light warned a steamer running close to the bar of her imminent peril. She instantly changed her course and stood out to sea, acknowledging the patrolman's timely service by blowing three blasts on her steam whistle.
Apr. 23	Metomkin Inlet, coast of Virginia..	When about a mile north of the station the sunset watch, seeing a steamer heading squarely for the beach, immediately burned his Coston signal. The vessel at once wore around and barely avoided striking the shoal.
Apr. 24	Santa Rosa, coast of Florida.....	At 11 o'clock the patrol discovered a schooner standing perilously close inshore, and promptly flashed his red light, whereupon the vessel bore off and avoided disaster.
Apr. 26	.....do.....	Shortly after going on duty, the first night patrol signaled a schooner in dangerous proximity to the shore. She hauled on the wind and went clear.
Apr. 27	Metomkin Inlet, coast of Virginia..	A sailing vessel, seen to be too close inshore for safety, was warned by the surfman of the midwatch. She attempted to go about, but on account of the lightness of the wind was forced to anchor until the breeze freshened, when she got under way and headed seaward.
Apr. 27	Pentwater, coast of Michigan.....	A steamer stood offshore when warned by the signal of the first night patrol.
Apr. 28	Cobbs Island, coast of Virginia....	During the midwatch a vessel cleared the shoals by heeding the danger signal of the patrolman.
Apr. 29	Ottawa Point, coast of Michigan....	Shortly before midnight, the surfman on patrol burned his Coston signal upon discovering a steamer dangerously near the shore. The vessel immediately steered out into the lake.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892. Apr. 30	Highland, coast of Massachusetts.	A schooner, seeing the red light of the first night patrol, sheered broad off and went clear of danger.
May 25	Hammonds Bay, coast of Michigan.	During the first night watch the patrolman on duty warned away a steamer that was approaching the shore too close for safety.
June 2	North Manitou Island, coast of Michigan.	The midnight patrol, seeing a steamer running dangerously near the beach, flashed his Coston signal. The vessel immediately sheered off and stood out into the lake.



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## LETTERS OF ACKNOWLEDGMENT.

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(123)



## LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following letters have been received from captains or owners of vessels and others in grateful acknowledgment of valuable services rendered in their behalf by the crews of various life-saving stations during the year :

GOBLEVILLE, MICHIGAN, *July 7, 1891.*

DEAR SIR : I feel it my duty to tell you of the bravery of the men at the South Haven Life-Saving Station. I think there never was an institution which deserves more praise than the South Haven Station, and I trust that God will never forget their good act in saving my life the 4th of July. My boat capsized, and God only knows whether I would have got out or not. Not many moments, and the brave men were at my side. Words can not express my thoughts for the way they manifested their interest in my life. They are, indeed, men to feel proud of. They have my good wishes through life, and may they always be successful. May God bless them all.

Respectfully, yours,

GEO. LYLE.

GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE,  
*Washington, D. C.*

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SAN FRANCISCO, CALIFORNIA, *July 13, 1891.*

DEAR SIR : I was heaving the lead, which showed between 9 and 12 fathoms, when all at once the vessel struck and thumped along, fetching up on the beach just outside of the breakers. As soon as we struck I commenced to fire signals with a revolver and a rifle. The fog was so dense that I was unable to see anything, and I did not know where I was. Suddenly the fog lightened slightly and I saw your boat coming off to us. You reached us in quick time, and at my request took off my ship's carpenter, his wife and child, and placed them safely on board a tug. Your boat then took to the tugs 3½-inch running lines, enabling us to haul on board their 10-inch hawsers, by which we were finally towed off the beach. You stood by with your force until we were towed into the harbor and beyond all danger. I desire to express to you, and through you to your crew, my thanks for, and high appreciation of, the services you rendered my vessel, as I feel sure that had there been any delay in telephoning for tugs (which was done by you most promptly), my vessel and cargo could not have been saved ; and without the assistance of the Life-Saving Service the lives of all on board would have been in great peril.

Thankfully, yours,

J. A. TOBEY,

*Master of Nicaraguan Bark Don Carlos.*

Captain T. J. HOLLAHAN,

*Keeper of the Golden Gate Park Life-Saving Station,  
San Francisco, California.*



PORTLAND, MAINE, *July 18, 1891.*

DEAR SIR: I think it my duty to state to you the good service and kind treatment rendered to us by Captain Z. H. Spinney and his crew, of Hunniwells Beach Life-Saving Station, on the 3d and 4th instant. Our vessel went ashore on the rocks at Fort Popham, July 3. In about fifteen minutes after we struck the rocks Captain Spinney and his crew came on board and offered their assistance, of which we stood in great need, for our vessel had commenced to leak badly. They turned to, manned the pumps, and at low water got out on the rocks, patched the rents in the schooner (she having knocked her stern-post off) with canvas, and did everything else in their power to assist us. I feel very thankful to Captain Spinney, his crew, and the good service they are in, for I assure you that their prompt arrival and their good work, day and night, saved our vessel from filling, and probably from total loss, as we could never have kept the water out of her with our own crew.

I remain yours, very truly,

JOSEPH H. DODD,

*Master of Schooner James Waples Pouder.*

J. M. RICHARDSON,

*Superintendent First Life-Saving District, Portland, Maine.*

CAPE VINCENT, NEW YORK, *August 26, 1891.*

DEAR SIR: This is to certify that on the night of August 24, 1891, I was greatly benefited by being piloted into Sandy Creek at the commencement of a severe storm from the west. I would state that without the assistance of the captain of the Life-Saving Station and his crew, whom I have always found ready and willing to help, we could not have found the passage, and I do feel that the captain and his crew are the right men in the right place.

Yours, very respectfully,

GUS. R. HINCKLEY,

*Owner and Master of Steam Barge Alberta.*

Superintendent D. P. DOBBINS,

*Ninth Life-Saving District, Buffalo, New York.*

ILLINOIS STEEL COMPANY,

*South Chicago, Illinois, August 28, 1891.*

EDWARD DIONNE, Esq.,

*Captain United States Life-Saving Station,*

*South Chicago, Illinois.*

DEAR SIR: On behalf of the Illinois Steel Company, I desire to express appreciation for the valuable services rendered by yourself and crew at the fire which consumed our engine house at the Old Slip on the morning of the 13th instant.

I also wish to thank you most heartily for the splendid work performed at the fire which occurred on the morning of the 16th at our New Slip. Your work from 6 to 9.30 o'clock A. M. with fire hose and axes undoubtedly saved us from loss running well into the thousands. As it was, however, we suffered only to the extent of about \$300 at the New Slip and at the Old Slip about \$500.

Yours, truly,

D. S. MATHIAS,

*Superintendent.*

Approved:

W. R. WALKER,

*Manager.*

LAKE SUPERIOR, *September 21, 1891.*

DEAR SIR: I am happy to write you of the valuable services rendered me by two of your life-saving crews, those of the Crisps and Two Heart River stations, in assisting to lighten my vessel when ashore on an open and dangerous coast, and also of the assistance rendered the steamer *S. J. Macey*, in a like situation, at the same time.

JOHN THOMPSON,  
*Master of Schooner Mable Wilson.*

Superintendent J. G. KIAH,  
*Sand Beach, Michigan.*

CUSTOM-HOUSE, COOS BAY, OREGON,  
*Collector's Office, October 9, 1891.*

SIR: As you will see by the inclosed wreck report, the fine steel steamer *Arago*, in going out of this harbor on the 3d instant, got stranded on the south spit, just inside the bar. She was in a very dangerous position, the seas breaking over her and the swells so heavy that nothing but a good lifeboat could live in such waters.

The life-saving crew at this place, although a new crew, did most heroic and effective service, preventing the loss of a single life and resulting in the saving of the steamer—the first one ever saved here in like danger.

In company with Hon. Binger Hermann, M. C., and a lot of representative men of this section, I visited the life-saving station on the 7th instant. We witnessed a drill that was highly applauded by everyone, which was creditable alike to the crew and to their most capable captain.

We all agree that without the aid of the Life-Saving Service the *Arago* would now have to be reported lost, while many of the passengers and crew would be sleeping in watery graves.

To witness such a disaster and such a thorough rescue will convince anyone of the wisdom of treating the Life-Saving Service with a liberality befitting a brave and humane people.

Very respectfully, yours,

FRANK A. STEWART,  
*Collector.*

SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, D. C.*

PASS CAVALLLO, *October 21, 1891.*

DEAR SIR: I desire to express thanks to the crew of *Saluria* Life-Saving Station for the timely assistance rendered to the schooner *Emma Thornton* when stranded here at Pass Cavallo. The crew recovered both my anchors with the surfboat and also planted them with seventy-five fathoms of chain out in the channel, by which means my vessel was got off. If it had not been for the crew and surfboat at *Saluria*, she would undoubtedly have been a wreck.

Yours, very truly,

OTTO H. NEWMAN,  
*Master and Owner of Schooner Emma Thornton.*

Captain W. A. HUTCHINGS,  
*Superintendent Eighth Life-Saving District.*

THE KINGSTON AND MONTREAL  
FORWARDING COMPANY (LTD.),  
Portsmouth, Ontario, October 31, 1891.

DEAR SIR: At 1:35 on the morning of the 27th instant our barge *Hiawatha* was going into the harbor of Charlotte, New York, in tow of the tug *Chieftain*, when she broke her line and went ashore. Before the barge struck the shore your men, under the command of Captain Joseph O. Doyle, were on board to save the crew. They took them off and did all in their power to help us.

I write to thank you for the kindness and help received at the hands of the station men.

Yours, very respectfully,

JAMES STEWART,  
*Agent.*

S. I. KIMBALL, Esq.,  
General Superintendent U. S. Life-Saving Service,  
Washington, D. C.

SEVENTH U. S. LIFE-SAVING DISTRICT,  
COAST OF FLORIDA, BISCAYNE BAY HOUSE OF REFUGE,  
November 5, 1891.

I wish to say that Captain Fulford, keeper Biscayne Bay House of Refuge, did all he could do to alleviate our trials and sufferings after our shipwreck on the 2d of November, we having capsized to the north of the station, and clung to the wreck till she drifted on shore ten miles north of the station, where we landed hanging to the wreck exhausted and worn out.

N. BLANCHARD, *Owner.*  
S. J. ROGERO,  
*Sloop Yacht Byron.*

GENERAL SUPERINTENDENT,  
U. S. Life-Saving Service.

THE SOUTHERN OREGON COMPANY,  
Empire City, Oregon, November 7, 1891.

DEAR SIR: I have been intending to write you for some time about the noble work and service rendered by your Coos Bay Life-Saving Crew at the stranding of the steamer *Arago*, but have been waiting for the return of the vessel from San Francisco, the present owners, the O. C. & N. Co., having sent me notice to have the life-saving crew here on the *Arago's* first arrival. They have prepared something for the captain and each of the men in recognition of the good work done by them, both in taking the passengers and crew from the vessel and the assistance rendered in getting lines to the vessel, without which anchors could not have been gotten out. I can truthfully state that without the assistance of your men the vessel never would have been got from her very dangerous position, and the passengers would not have been landed so safely. We all feel very grateful to the officials of the Life Saving Service for having the station moved to its present location, where, with the very efficient service of your present captain (Hodgson) and crew, our lives

and property are much safer than before the station was moved inside the bay. I think I voice the sentiment of every person living on Coos Bay when I say we are all proud of the Coos Bay Life-Saving Station and crew.

Yours, very truly,

GEO. W. LOGGIE,  
*Manager.*

Major BLAKENEY,  
*Superintendent Twelfth Life-Saving District,  
San Francisco, California.*

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KENNEBEC RIVER, *November 9, 1891.*

TO WHOM THIS MAY CONCERN:

I wish to return my sincere thanks to the captain and crew of the Hunniwells Beach Station, First Life-Saving District, for their prompt and speedy response to my appeal for assistance in getting the schooner *Twilight*, of Booth Bay, Maine, afloat, she having grounded on a bank in the river in such a manner that part of the deck load slipped overboard, and strained the vessel so badly that it required both pumping and bailing to keep the water down until she floated. They then removed the schooner to a safe anchorage and pumped her out. It was then found that she did not leak so much as when aground, and the surfmen returned to their station.

A. L. BENNETT,  
*Master of Schooner Twilight.*

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KENNEBEC RIVER, *November 12, 1891.*

DEAR SIR: On coming into the river in a dense fog on the night of November 11, I anchored too near the beach. With the prompt assistance of Captain Z. H. Spinney and crew, who came on board a very few minutes after the anchor was let go, a small anchor was run out and the vessel hauled out clear, after which she was taken to a safe anchorage. With many thanks, I remain,

Yours, very truly,

Captain WM. B. CROSBY,  
*Master of Schooner Thomas B. Garland.*

J. M. RICHARDSON,  
*Superintendent First Life-Saving District,  
Portland, Maine.*

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BATH, ME., *November 14, 1891.*

DEAR SIR: This is to certify that the life-saving men at Hunniwells Beach, Captain Z. H. Spinney and crew, came to my assistance on the night of the 11th inst., at 7 P. M., when my vessel was ashore at Popham Beach, Maine. The weather was thick and rainy, and the night dark, but I must say that they rendered me all the assistance that live men could. They worked night and day, without any regard to sleep or rest, and took more interest in trying to release the schooner from her bad position than any men I ever called upon for help. They have my sincere thanks for what they have done, and deserve to be well rewarded, and

I trust and hope they will be, and receive all the praise they really deserve throughout the community at large, and especially from the marine and seafaring department. I don't know how I can ever repay them for what they have done as good, faithful, and bold men. Hoping they will always be remembered by me and others, and that they will be as successful in all their duties as they have been with me in rescuing the schooner *Mary H. Brockway* from the beach, I remain, with best wishes to all,

Truly, yours,

E. P. BROCKWAY,

*Master of Schooner Mary H. Brockway.*

J. M. RICHARDSON, Esq.,

*Superintendent First Life-Saving District,*

*Portland, Maine.*

HATTERAS INLET, *November 19, 1891.*

TO ALL WHOM IT MAY CONCERN :

Captain Howard and his crew of the Ocracoke Life-Saving Station have my thanks and best wishes for the valuable services rendered on board of my vessel, the schooner *John H. Cannon*, while in trouble in Hatteras Inlet on November 18 and 19, 1891. I also beg that the captain and crew of the Durant's Life-Saving Station will accept my thanks for the services rendered by them on board November 19.

Respectfully,

JOSEPH H. HARRISON,

*Master of Schooner John H. Cannon, of Crisfield, Maryland.*

NEW ENGLAND LOBSTER COMPANY,

*Boston, Massachusetts, November 27, 1891.*

SIR: On the 10th of October my schooner, the *Julia Ellen*, struck a sunken rock in Machias Bay, Maine, and sunk. The vessel had hardly sunk before Captain Wright and part of his crew from the Cross Island Station were with us, and for three days and nights the men worked with a will, and did what other men not accustomed to the business could not have done—that is, saved the vessel. If you will mention at headquarters my appreciation of the great service that Captain Wright and his fine fellows did for me, I will consider it a favor.

Respectfully, yours,

G. L. YOUNG.

Captain J. M. RICHARDSON,

*Superintendent First Life-Saving District,*

*Portland, Maine.*

SMITHS ISLAND, VIRGINIA, *December 1, 1891.*

SIR: I feel that I should be very ungrateful if I failed to inform you of my high appreciation of the gallantry displayed by Keeper G. D. Hitchens, of Smiths Island Life-Saving Station, and his brave crew, in rescuing myself and crew of four men from the schooner *John Hooper*, of Somers Point, New Jersey, which was wrecked on Isaac Shoals during a violent snowstorm November 29, 1891. When rescued the

sea was very high, and I thought no boat could rescue us in that sea. Indeed it would have been impossible for one of less judgment than the keeper to have done so.

JOHN THOMAS,  
*Master.*

Hon. S. I. KIMBALL,  
*General Superintendent U. S. Life-Saving Service,  
Washington, D. C.*

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BUFFALO, NEW YORK, *December 1, 1891.*

MY DEAR SIR: I wish to express my thanks to you and your noble crew for the aid and assistance you rendered me on the night of November 23. I shall never forget your manly, heroic work and untiring zeal in assisting the schooner *Golden Age*.

I am, sir, truly yours,

J. C. FLOR,  
*Master of Schooner Golden Age.*

Captain THOMAS WILLIAMS,  
*U. S. Life-Saving Station.*

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LUDINGTON, MICHIGAN, *December 18, 1891.*

SIR: I feel I owe to the Life-Saving Service, and especially to Captain John Lysaght and crew of the Grand Haven Life-Saving Station, thanks for my life and the lives of my crew. The heroic service done by the Grand Haven crew is a credit to the service in attempting to take us off the wreck of the *Ellen Stephenson* on November 18, 1891.

The schooner's stern came down on their surfboat and smashed her from top to bottom, throwing her astern of the wreck for about fifty feet and causing her to fill to the gunwale, but instead of going ashore they stayed by us and took us in their boat. We, not knowing that she was full of water at the time, got in her. It was a cold, wet, and perilous passage to the shore, for the seas continually washed clear over us, but by the skillful way in which Captain Lysaght handled his boat he landed us all safely on the shore.

No praise can equal the act, as it was a case of row all or perish all. I consider myself a good judge, as being a sailor of twenty-three years' service in fresh and salt water, and as an old surferman can honestly say I did not think a boat could live at all in the tremendous surf which was running at that time.

S. L. NICHOLSEN,  
*Master of Schooner Ella Stephenson.*

S. I. KIMBALL,  
*General Superintendent Life-Saving Service,  
Washington, D. C.*

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CRUMPLE ISLAND, MAINE, *December 27, 1891.*

DEAR SIR: We wish to return thanks to you and your crew for the valuable service rendered us at Browney Island on the morning of

December 27. We shall never forget the care and attention given us while at Crumple Island Station by you and your crew, and we trust that every shipwrecked seaman that falls into your hands will have the same care that we have received.

Yours, truly,

ALVAH P. GUPTILL,  
*Master of Schooner Huntress.*  
 STEPHEN HUNTLEY, *Mate.*  
 WILLIAM MORES, *Cook.*  
 WILLIAM MOSLEY, *Seaman.*  
 LESTER WILCOX, *Seaman.*

Captain WILLIAM MARSHALL,  
*Keeper of Crumple Island Life-Saving Station.*

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UNITED STATES ENGINEER OFFICE,  
*Grand Rapids, Michigan, January 4, 1892.*

SIR: I am now able to testify that the United States life-saving crew belonging to your station, by its timely arrival and determined and efficient work, together with the steamer *Douglas*, succeeded in saving the United States tug *Graham* from what might have been a total loss by fire on the morning of November 5, 1891.

In the name of Colonel Ludlow I render this acknowledgment of the valuable services of yourself and crew in saving the *Graham*.

Very respectfully,

F. W. LEHNARTZ,  
*Assistant Engineer.*

Captain HENRY J. WOODS,  
*Keeper U. S. Life-Saving Station,*  
*Muskegon, Michigan.*

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STEAMSHIP SIR WILLIAM ARMSTRONG,  
*On Beach, Cobbs Island, January 20, 1892.*

DEAR SIR: I have to thank J. E. Johnson, captain of the Hog Island Station, for prompt service in coming to my assistance, having been on shore since 11.30 A. M. yesterday, during fog and snowstorm, until this morning at 9 A. M.; and I consider Captain Johnson has done his duty, considering the distance he has to come from Hog Island, and I thank him and his crew for their promptness.

I remain, dear sir, in haste,

JOHN MCKENZIE,  
*Master.*

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, D. C.*

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CUSTOM-HOUSE, COOS BAY, OREGON,  
*Collector's Office, February 1, 1892.*

SIR: I send you herewith wreck report of the steamer *Emily*, of San Francisco, which vessel has been saved from destruction by the untiring efforts of Captain Hodgson and his brave and skillful crew of the Cape Arago Station, (Twelfth District,) who for six long days, and amidst

dangerous seas, fought successfully for this vessel's life. I witnessed their efforts during the first two days, and have no words strong enough to express my boundless admiration.

Very respectfully, yours,

FRANK A. STEWART,  
*Collector of Customs.*

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
Washington, D. C.

BOSTON, MASSACHUSETTS, *February 10, 1892.*

DEAR SIR: I can not too highly extol the bravery of the crew of the United States Life-Saving Station at Cape Elizabeth, Maine, under your charge, for saving the schooner *Emily A. Staples*, owned by me, on November 28, 1891, twelve miles southeast of their station. I wish you to present my heartfelt thanks to H. G. Trundy, keeper, and S. B. Angel, jr., S. N. Dyer, M. C. Jordan, I. W. Pillsbury, I. A. Barker, I. L. Staples, and E. A. Clark, surfmen, for their heroic and perilous labor in boarding the abandoned vessel floating on the sea and bringing her safely into port without charge. Such noble and disinterested acts ought to call out the thanks and gratitude of not only the shipowners, but of all those who trust their lives and property upon the merciless ocean.

I am, most respectfully, yours,

JOSEPH HAM,  
*Owner of Schooner Emily A. Staples.*

Captain RICHARDSON,  
*Superintendent First Life-Saving District, Portland, Maine.*

RED "D" LINE OF STEAMSHIPS,  
(BOULTON, BLISS & DALLETT, GENERAL MANAGERS.)  
*71 Wall street, New York, February 11, 1892.*

DEAR SIR: The purser of the steamship *Venezuela* will send you a list of the entire ship's company.

I want to thank you and your gallant crew for your great promptness in reporting to Captain Chambers and your willingness to obey at once all orders; and if you will be kind enough to send me a complete list of the names and stations of those comprising the two crews in attendance, I will endeavor to get for you all something in the way of a gratification that you would no doubt accept and appreciate.

Yours, truly,

JOHN T. DALLAS,  
*Superintendent Red "D" Line.*

Captain WM. HOLDZKOM,  
*Keeper Life-Saving Station, South Brigantine, New Jersey.*

GULL SHOAL LIFE-SAVING STATION,  
*North Carolina, March 23, 1892.*

DEAR SIR: I wish to tender my thanks to Captain D. M. Pugh and crew of this station, and also to Captain E. O. Hooper and crew of Little Kinnakeet Station, and Captain J. H. Wescott and crew of Chicamomico Station, for their prompt assistance rendered to me, my wife, and my



crew of seven men. After having been tossed about for four days in a terrible storm, with the loss of our steering gear, we finally stranded near this station, where we were safely landed by means of the breeches-buoy at a quarter past 8 o'clock on the night of the 26th of February. We certainly feel very grateful for the kindness of these dear people. This Life-Saving Service institution is a grand and noble thing.

Respectfully, yours,

JOHN A. MILLS,

*Late Master of Schooner Freddie Hencken.*

Lieutenant W. A. FAILING,

*Assistant Inspector Life-Saving Stations, Sixth District.*

HOG ISLAND, VIRGINIA, *March 7, 1892.*

SIR: We wish, in behalf of the crew on board the schooner *Union*, on March 4, to thank Captain J. E. Johnson and crew for the prompt and timely arrival in saving our lives on that morning. We started out with seven men and a quantity of dynamite and diving apparatus to blow up the sunken schooner *Harvey W. Anderson*, eight miles from this place, and as we were nearly over the bar, the sea being very high, our bobstay parted and both masts broke off by the deck. We were left helpless, drifting in the breakers toward the beach and death. We were seen from the life-saving station at once, and in a short time the lifeboat was out to us through the breakers and had taken us to the station, where we were cared for and treated kindly by Captain Johnson and crew. If the life-saving crew had been a few minutes later we would all have been drowned, as the vessel soon struck on the shoals and sank immediately. Too much praise can not be given the crew for their heroic deeds in saving and going promptly to the rescue of imperiled men, as in the case of the Spanish steamship *San Albano*, to which we were eyewitnesses, and a more trying rescue was never performed than on that occasion.

J. SOOY, *Government Inspector.*

B. T. BOWEN, *Captain.*

JOHN C. ROSS.

WM. A. PRIDE.

J. PONDER MORRIS.

ENOS SMITH.

LLOYD VESSELS.

Hon. S. I. KIMBALL,

*General Superintendent Life-Saving Service.*

ST. ANDREWS, NEW BRUNSWICK, *April 6, 1892.*

DEAR SIR: I regret exceedingly to learn that charges have been made against you and members of your crew for improper conduct in reference to assistance rendered me after the loss of my schooner, the *Franklin Goold*, on the West Sister Ledge, off Portsmouth, and I desire most earnestly to assure you that none of such charges or reports have been made by me or any of my crew. On the contrary, I desire to express to you my warmest thanks for the great kindness, attention, and assistance you rendered me. I feel that I am deeply indebted to you for your services, and will always remember you with the kindest feelings. If you need any further statement from me to set this matter

right before your Government and the public, I will gladly give it, for no person could have more faithfully performed a public official duty than you did in this matter, in which you are most unjustly maligned.

Yours, sincerely and gratefully,

WM. CARSON, *Captain.*

S. H. HARDING, *Esq.,*

*Keeper U. S. Life-Saving Station,  
Jerrys Point, New Hampshire.*

KITTERY POINT, MAINE, *April 8, 1892.*

TO WHOM IT MAY CONCERN :

This is to certify that Captain Wm. Carson, of the wrecked schooner *Franklin Goold*, on the night of the disaster, boarded my vessel and asked for shelter, which was given. The next morning he engaged me and my crew to go out with him and strip his vessel. On coming in sight of her we saw men at work on her who proved to be the crew of the Jerrys Point Life-Saving Station. Captain Carson requested them to continue and help strip the vessel, which they cheerfully did. After she was stripped Captain Carson abandoned her and offered her as a gift to the life-saving crew, but Captain Harding refused to accept her, and urged Captain Carson to stay by her, saying he thought she could soon be floated, but he replied that he wanted no more of her. Soon after this she floated off the rocks, and I, with the help of the life-saving crew, towed her into Little Harbor and beached her. We again offered her to Captain Carson, who again refused to have anything more to do with her. I can also testify that Captain Harding used every effort to secure the highest price possible for the wreckage, but heard one of the junk men say he would not take her as a gift. Captain Carson also offered Captain Harding one of the spars, which he refused to accept unless allowed to pay for it. Both he and his crew exerted themselves to the utmost to assist the shipwrecked men by hard labor on the vessel, and further by offering financial aid if necessary.

E. K. HOMER.

*Master of Schooner Eliza, of Newburyport.*

WOODVILLE, NEW YORK, *April 29, 1892.*

DEAR SIR : I am again indebted to the Life-Saving Service for prompt and valuable services this day rendered me by the captain and crew of the Big Sandy Station. About 7 A. M. I left Oswego, with the schooner *Fiat*, bound for Big Sandy Creek, with a light wind and sea, arriving about 10 A. M. The wind and sea had increased so much that it caused the vessel to take the bottom in attempting to enter the channel, which caused her to lose steerage way, and she grounded on the north shoal of rocks at the entrance to the creek. The captain and crew immediately came to our assistance and helped us into the creek, saving the vessel and cargo from hundreds of dollars of damage, which, without their assistance, would have been done, for which I am very grateful to the Life-Saving Service, especially the captain and crew of the Big Sandy Station.

I am, sir, with respect, truly yours,

WM. A. JENKINS,

Hon. S. I. KIMBALL,

*Master of Schooner Fiat.*

*General Superintendent U. S. Life-Saving Service,*

*Washington, D. C.*

OSWEGO, NEW YORK, *May 24, 1892.*

DEAR SIR: After having witnessed your efforts last Friday night, I deem it no more than my duty to acknowledge the service you and your crew rendered our city.\*

To yourself and the gentlemen comprising the life-saving crew I tender the thanks of our community for their splendid work during the entire night.

Very truly, yours,

W. D. ALLEN,  
*Mayor.*

Captain E. C. CHAPMAN,  
*Keeper U. S. Life-Saving Station.*

LOUISVILLE, KENTUCKY, *June 13, 1892.*

MY DEAR SIR: We wish to express our sincere gratitude and appreciation that such men as Edward Farrell, Anthony Leopold, and Wm. Drazell are in your employ engaged in the work of saving people from watery graves consequent upon the rapidity of the river current and extreme dangerousness of the falls of the Ohio River opposite Louisville. We feel that we are indebted to these noble men, under God's providence, for the salvation of our lives. We wish there were something we could do to repay you in some way for your timely service rendered us last Friday evening, June 10, 1892, at 8 o'clock, when, after fighting hard against the current with the rolling sound of the angry water as it rushed over the falls grating upon our ears as the sound of hungry lions anxiously waiting to devour an almost certain meal of six human beings, having despaired of saving our own lives, and being in such close proximity to the Indiana chute that another moment would have found us battling in the turbulent waters against the inevitable, our eyes being lifted up toward Kentucky, we beheld the forms of three stalwart men rowing a boat as if for life, who, rapidly approaching us, called to us to drop our oars, and in a moment's time they had our little boat, containing six persons, securely tied to theirs, and were laboring hard to manage the two boats as we rapidly floated down the Indiana chute. After some little time they succeeded in landing on a dike, the last landing place this side of the bridge and terrible eddy.

We can not say enough in praise of the services of these men and the crew and captain with whom they labor. It seems to us that if they save but one life in a year the Government would be justified in continuing this work; but as it is, having saved ten lives within three hours' time, with good reports accumulated from many such efficient efforts in saving people, we would rejoice if something could be done to make your labors more remunerative.

If we can serve you, captain, in any way that is right, here we are.

Yours, affectionately,

MENTA STURGEON.  
MRS. MENTA STURGEON.  
LAURA ADAMS.  
C. L. MAJOR.  
MRS. L. L. EVERHART.  
JOHN T. JOHNSON.

Captain WM. DEVAN,  
*Life-Saving Station, Louisville, Kentucky.*

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\* Extensive fire involving grain elevator and lumber yard in the city.

PORT HURON, MICHIGAN, *June 17, 1892.*

DEAR SIR: I have yours of June 17, inclosing copy for wreck report, which I inclose herewith. As to question twenty-nine—"By whom and to what extent assistance was rendered?"—I wish to say that very valuable assistance was rendered us by Captain Persons and his crew at the life-saving station at that point (Thunder Bay Island). The steamer *Colorado* stranded about 7:30 P. M., (June 5,) and at 11:30 P. M. the same night I had notice of the accident from the captain, Captain Persons having taken him from Thunder Bay Island light to Alpena in a small steam launch, which he owns. Besides this, Captain Persons and crew rendered great assistance in running lines, and, in fact, stuck close by the wreck, doing hard work from beginning to end. If all the life-saving crews are as obliging, and are as disinterestedly doing their best for the service of vessels in distress, the Life-Saving Service of the Government is certainly one of very great benefit to the vessel owners of the lakes.

Yours very truly,

T. R. WRIGHT,

*Managing Owner of Steamer Colorado.*

FRANK MILLIS, Esq.,

*Deputy Collector of Customs, Port Huron, Michigan.*

ROCHESTER, NEW YORK, *June 29, 1892.*

DEAR SIR: On behalf of our friends we desire to thank you and the members of the life-saving crew for your prompt assistance on Tuesday last in the hour of our peril. Words fail to convey our feelings of gratitude. Hoping you may live long to continue in your good work, we remain, ever your friends,

CHAS. AUSTIN.

SAM COOPER.

HUGH GALVIN.

Mr. JOSEPH O. DOYLE,

*Keeper Charlotte Life-Saving Station.*

BELFORD, NEW JERSEY, *July 7, 1892.*

MY DEAR FRIEND: I arrived home the 30th all right, and you will never be forgotten by me as long as I shall be permitted to live.

I was thinking how to thank you for the services you rendered me in saving the lives of myself and the crew of the sloop *Bronx* June 21, 1892, and the kindness you showed us while at Beaufort, taking care of us until we could get away. I shall fail to express words of sufficient thankfulness, for if you had failed to send that boat and help I would not have been here to write this letter.

All I can now say is this: I hope and pray you may long live to do unto others as you have to me. I know you have a watchful eye along the coast for the protection of the helpless mariner, for I know you are a man in the right place. I have followed the coast for fifty-four years, and I should know when a man knows his business. All I can say is I hope you may be appreciated by those that hold you in office.

I hope we shall meet again and on a better shore.

HIRAM SEELY,

*Master of the Sloop Bronx.*

Mr. J. W. ETHERIDGE,

*Superintendent Sixth Life-Saving District.*



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**MEDALS OF HONOR.**

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**MEDALS OF HONOR.**

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(139)





## AWARDS OF MEDALS.

In the following table will be found the names of all persons to whom life-saving medals of honor have been awarded by the Secretary of the Treasury under authority of the acts of June 20, 1874, June 18, 1878, and May 4, 1882. While this table contains in brief form a statement of the services for which all awards have been made to the close of this year, more complete accounts of the rescues for which medals were bestowed prior to June 30, 1890, may be found in the annual reports of the Service covering the years in which such awards were made:

### *Awards of medals.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lucien M. Clemons .....	Marblehead, Ohio.	Rescue of two of the crew of the schooner Consuelo, near Kelleys Island, Lake Erie, May 1, 1875. (An. Rpt., 1876.)	Gold medal...	June 19, 1876
Hubbard M. Clemons.....	.....do.....	.....do.....	.....do.....	Do.
A. J. Clemons.....	.....do.....	.....do.....	.....do.....	Do.
Otis N. Wheeler.....	Cape Elizabeth, Me.	Rescue of two men from Watts Ledge, Maine, Nov. 30, 1875. (An. Rpt., 1876.)	Silver medal...	June 23, 1876
John O. Philbrick.....	.....do.....	.....do.....	.....do.....	Do.
James Martin.....	Member of English life-boat crew.	Rescue of eight of the crew of the wrecked American ship Ellen Southard, at the mouth of the River Mersey, England, September 26 and 27, 1875. (An. Rpts., 1876 and 1877.)	Gold medal...	Feb. 27, 1877
Hugh Beard.....	.....do.....	.....do.....	.....do.....	Do.
James Conley.....	.....do.....	.....do.....	.....do.....	Do.
William Gregory.....	.....do.....	.....do.....	.....do.....	Do.
Charles Danslow.....	.....do.....	.....do.....	.....do.....	Do.
John Dolman.....	.....do.....	.....do.....	.....do.....	Do.
George Lee.....	.....do.....	.....do.....	.....do.....	Do.
Philip Murphy.....	.....do.....	.....do.....	.....do.....	Do.
James Munday.....	.....do.....	.....do.....	.....do.....	Do.
William Ruffler.....	.....do.....	.....do.....	.....do.....	Do.
Samuel Richards.....	.....do.....	.....do.....	.....do.....	Do.
William Stewart.....	.....do.....	.....do.....	.....do.....	Do.
R. J. Thomas.....	.....do.....	.....do.....	.....do.....	Do.
Charles Eddington.....	.....do.....	.....do.....	.....do.....	Do.
William Griffith.....	.....do.....	.....do.....	.....do.....	Do.
James Godfrey.....	.....do.....	.....do.....	.....do.....	Do.
W. Jones.....	.....do.....	.....do.....	.....do.....	Do.
John Dean.....	.....do.....	.....do.....	.....do.....	Do.
James Duncan.....	.....do.....	.....do.....	.....do.....	Do.
James Harvey.....	.....do.....	.....do.....	.....do.....	Do.
Robert Lucas.....	.....do.....	.....do.....	.....do.....	Do.
Thomas Maloney.....	.....do.....	.....do.....	.....do.....	Do.
Charles McKenzie.....	.....do.....	.....do.....	.....do.....	Do.
John Powell.....	.....do.....	.....do.....	.....do.....	Do.
John Robinson.....	.....do.....	.....do.....	.....do.....	Do.
E. Crabtree.....	.....do.....	.....do.....	.....do.....	Do.
Henry Williams.....	.....do.....	.....do.....	.....do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
J. Schuyler Crosby .....	New York.....	Rescue of Miss Edith May, and efforts to rescue others from the yacht Mohawk, which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	Gold medal...	June 8, 1877
Carl Fosberg .....	.....do.....	.....do.....	.....do.....	Do.
Henry M. Lee.....	Milwaukee, Wis..	Rescue of nine of the crew of the bark Tanner, which stranded near the harbor of Milwaukee, Sept. 9, 1875. (An. Rpt., 1877.)	Silver medal...	June 11, 1877
N. A. Petersen .....	.....do.....	.....do.....	.....do.....	Do.
Henry Spark .....	.....do.....	.....do.....	.....do.....	Do.
John McKenna .....	.....do.....	.....do.....	.....do.....	Do.
Barnet Oleson .....	.....do.....	.....do.....	.....do.....	Do.
Anton Oleson .....	.....do.....	.....do.....	.....do.....	Do.
Charles H. Smith.....	Master of U. S. light-house tender Rose.	Rescue from drowning of a small boy named Thomas Walsh, who had fallen into the Christiana River at Wilmington, Del., Sept. 17, 1877. (An. Rpt., 1878.)	.....do.....	Nov. 23, 1877
Edward Nordall .....	Seaman on U. S. revenue cutter Tench Coxe.	Rescue from drowning of a man who had fallen from a capsized yacht into the Delaware River, and assisting in the rescue of several others, June 3, 1877. (An. Rpt., 1878.)	.....do.....	Do.
Malachi Corbell.....	Keeper of life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffey's Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	.....do.....	Do.
Philip C. Bleil.....	Metropolitan police of New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal...	Jan. 4, 1878
John Hussey.....	New York.....	Rescue of eighteen persons from drowning in and about the waters of New York Harbor. (An. Rpt., 1878.)	.....do.....	Mar. 28, 1878
H. C. T. Nye.....	Master, U. S. Navy.	Rescue from drowning of Lieut. J. James Franklin, U. S. Navy, off Monomoy Point, Cape Cod, Sept. 1, 1875. (An. Rpt., 1878.)	Silver medal...	Apr. 5, 1878
J. L. Hunsicker.....	.....do.....	.....do.....	.....do.....	Do.
Thomas McBride.....	Metropolitan police of New York.	Rescue of eighteen persons from drowning along his beat on the water front of the East River. (An. Rpt., 1878.)	Gold medal...	Do.
John Carey.....	Jersey City, N. J..	Rescue from drowning of Adolph Gabriel, who had fallen from a ferry-boat into the North River. (An. Rpt., 1878.)	.....do.....	Apr. 13, 1878
Joseph Napier.....	Keeper of life-saving station.	Rescue of the crew of the schooner D. G. Williams near the harbor of St. Joseph, Mich., Oct. 10, 1877. (An. Rpt., 1878.)	.....do.....	May 1, 1878
Michael Gorman.....	Metropolitan police of New York.	Rescue of two men from drowning in the East River on Nov. 18, 1876, and Sept. 4, 1877, respectively. (An. Rpt., 1878.)	Silver medal...	May 3, 1878
Lucien Young.....	Ensign, U. S. Navy	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal...	June 12, 1878

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Michael Gorman.....	Metropolitan police of New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	Gold medal....	Jan. 31, 1879
Timothy C. Murphy.....	Norwich, Conn.....	Rescue of a number of persons from drowning in the Thames River, at Norwich, Conn., at various times between 1874 and 1879. (An. Rpt., 1879.)	Silver medal....	Mar. 4, 1879
Antoine Williams.....	Seaman, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina. (Nov. 23 and 24, 1877.) An. Rpt., 1879.)	Gold medal....	Mar. 13, 1879
William Burke.....	Chicago, Ill.....	Rescue of the crew of the wrecked schooner Jo. Vilas, on Lake Michigan, Oct. 9, 1876. (An. Rpt., 1879.)	Silver medal....	Apr. 2, 1879
Patrick Langan.....	Buffalo, N. Y.....	Rescue of Maurice Langan, who was swept overboard from the schooner Chandler J. Wells, during a gale on Lake Erie, Oct. 6, 1876. (An. Rpt., 1879.)	Gold medal....	Apr. 25, 1879
Frank M. McQuirk.....	do.....	do.....	do.....	Do.
William McGee.....	do.....	do.....	do.....	Do.
Garret J. Benson.....	Albany, N. Y.....	Rescue of a number of persons from drowning in the Hudson River during the several years prior to 1879. (An. Rpt., 1879.)	Silver medal....	May 10, 1879
Thomas F. Sandsbury...	Nantucket, Mass..	Rescue of the crew of the stranded schooner John W. Hall, and the survivors of the crew of the wrecked schooner Emma G. Edwards off Nantucket during the gale of Apr. 1, 1879. (An. Rpt., 1879.)	Gold medal....	Do.
James C. Sandsbury.....	do.....	do.....	Silver medal....	Do.
Henry C. Coffin.....	do.....	do.....	do.....	Do.
Marcus W. Dunham.....	do.....	do.....	do.....	Do.
John B. Dunham.....	do.....	do.....	do.....	Do.
Andrew Brooks.....	do.....	do.....	do.....	Do.
Edwin E. Smith.....	do.....	do.....	do.....	Do.
George E. Coffin.....	do.....	do.....	do.....	Do.
Frederick Kendrick.....	Ludington, Mich..	Rescue of a number of persons from the rigging of the sunken grain barge J. H. Rutter, at Ludington, in the face of a raging storm, Nov. 1, 1878. (An. Rpt., 1879.)	Gold medal....	May 12, 1879
William Cousins.....	Fireman on U. S. revenue cutter Hartley.	Rescuing, at various times, three persons from drowning in the harbor of San Francisco, Cal. (An. Rpt., 1879.)	Silver medal....	Do.
Alex. Labre.....	New York.....	Rescuing in a heroic manner several persons from drowning in the East River, New York, during the years 1875 to 1878. (An. Rpt., 1879.)	Gold medal....	July 1, 1879
John H. Rapp.....	New York.....	Rescue from drowning in the East River, New York, of two persons; one in August, 1877, and the other in September, 1878. (An. Rpt., 1879.) A gold medal was subsequently, on the 4th of March, 1882, awarded Mr. Rapp for saving life.	Silver medal....	July 2, 18

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph O. Doyle.....	Keeper of life-saving station.	Rescuing the crews of the stranded schooners E. P. Dorr (September, 1878), and Star (October, 1878), under specially hazardous circumstances. (An. Rpt., 1879.)	Gold medal ...	Aug. 2, 1879
William Devan.....	Louisville .....	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1875, of no less than forty-five persons. (An. Rpt., 1879.)	.....do.....	Sept. 3, 1879
John Gillooly.....	.....do.....	.....do.....	.....do.....	Do.
John Tully.....	.....do.....	.....do.....	.....do.....	Do.
Isaac F. Mayo.....	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod, Feb. 26, 1879. (An. Rpt., 1879.)	.....do.....	Nov. 10, 1879
Morris Dowd.....	Private, U. S. Army.	Rescue of a fellow soldier, named Charles Lock, from drowning in Frenchmans Creek, Mont., July 20, 1879. (An. Rpt., 1880.)	Silver medal...	Feb. 4, 1880
John Delaney.....	Metropolitan police of New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. Rpt., 1880.)	.....do.....	Mar. 2, 1880
Cheney R. Prouty.....	Indianola, Tex. ....	Rescuing three men from a capsized boat on the Texas coast, May 5, 1878, after almost superhuman exertions. (An. Rpt., 1880.)	Gold medal...	Mar. 16, 1880
Thomas Farley.....	Metropolitan police of New York.	Rescuing a number of persons from drowning in the East River during the years 1877, 1879, and 1880. (An. Rpt., 1880.)	.....do.....	Apr. 2, 1880
Lovell K. Reynolds....	Ensign, U. S. Navy.	Rescuing at sea, during a gale, the crew of the wrecked Austro-Hungarian bark Olivo, Nov. 24, 1879, making several trips through the stormy sea between the U. S. frigate Constellation and the wreck in a small boat in effecting the rescue. (An. Rpt., 1880.)	.....do.....	Do.
William A. Clark.....	Glen Arbor, Mich..	Rescuing, at great risk to his life, two men, the survivors of the crew of seven of the wrecked schooner W. B. Phelps, Nov. 20, 1870, near Glen Arbor. (An. Rpt., 1880.)	.....do.....	Apr. 8, 1880
Charles A. Rosman.....	.....do.....	.....do.....	.....do.....	Do.
W. C. Ray.....	.....do.....	.....do.....	.....do.....	Do.
John Tobin.....	.....do.....	.....do.....	.....do.....	Do.
John Blanchfield.....	.....do.....	.....do.....	.....do.....	Do.
Charles H. Valentine....	Keeper life-saving station.	Rescuing the crews of two vessels, the schooner E. C. Babcock and the Spanish brig Augustina, wrecked on the New Jersey beach during the terrible gale of Feb. 3, 1880. (An. Rpt., 1880.)	.....do.....	June 18, 1880
Garret H. White.....	Surfman .....	.....do.....	.....do.....	Do.
Nelson Lockwood.....	.....do.....	.....do.....	.....do.....	Do.
Benjamin C. Potter....	.....do.....	.....do.....	.....do.....	Do.
William H. Ferguson....	.....do.....	.....do.....	.....do.....	Do.
John Van Brunt.....	.....do.....	.....do.....	.....do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jerome G. Kiah.....	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the life-boat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	Gold medal....	Nov. 8, 1880
Richard Stockton.....	Trenton, N. J. ....	Rescue from drowning of a gentleman, who, while bathing at Long Branch, N. J., got beyond his depth and was being carried seaward by the current, July 31, 1879. (An. Rpt., 1880.)	.....do .....	Nov. 9, 1880
Edith Morgan.....	Hamlin, Mich. ....	Rescuing and assisting to rescue two fisherman whose boat had capsized (Mar. 23, 1878), and the crew of the wrecked steamer City of Toledo (Dec. 21, 1879), near Grande Pointeau Sable, Mich. (An. Rpt., 1880.)	Silver medal...	Do.
Charles Gnewuch.....	Manistee, Mich. ....	Rescuing from drowning twenty-four persons at various times between November, 1874, and October, 1880. (An. Rpt., 1881.)	Gold medal ...	Apr. 18, 1881
William P. Chadwick...	Keeper of life-saving station.	Rescue of the crew of the schooner George Taulane, wrecked on the coast of New Jersey in the terrible storm of Feb. 3, 1880. (An. Rpt., 1881.)	.....do .....	June 10, 1881
Peter Sutfin .....	Surfman.....	.....do .....	.....do .....	Do.
Tylee C. Pearce.....	.....do.....	.....do .....	.....do .....	Do.
Benjamin Truex.....	.....do.....	.....do .....	.....do .....	Do.
William Vannote .....	.....do.....	.....do .....	.....do .....	Do.
Charles Seaman.....	.....do.....	.....do .....	.....do .....	Do.
John Flemming.....	.....do.....	.....do .....	.....do .....	Do.
William H. Brower.....	.....do.....	.....do .....	.....do .....	Do.
Lewis Truex.....	.....do.....	.....do .....	.....do .....	Do.
Abram J. Jones.....	.....do.....	.....do .....	.....do .....	Do.
Charles W. Flemming...	.....do.....	.....do .....	.....do .....	Do.
Demerest T. Herbert...	.....do.....	.....do .....	.....do .....	Do.
William L. Chadwick...	Volunteer.....	.....do .....	.....do .....	Do.
Isaac Osborn.....	.....do.....	.....do .....	.....do .....	Do.
David B. Fisher.....	.....do.....	.....do .....	.....do .....	Do.
David B. Clayton .....	.....do.....	.....do .....	.....do .....	Do.
Abner R. Clayton .....	.....do.....	.....do .....	.....do .....	Do.
Abner Herbert.....	.....do.....	.....do .....	.....do .....	Do.
Charles P. Smith.....	Queens County, N. Y.	Heroic conduct at the time of the burning of the steamer Seawanaka, of which he was captain, June 28, 1880, whereby nearly all of the three hundred persons on board were saved. (An. Rpt., 1881.)	.....do .....	June 25, 1881
Ida Lewis-Wilson .....	Keeper of Lime Rock light-house, Newport, R. I.	Rescuing from drowning at various times at least thirteen persons, and particularly for the rescue of two soldiers who had broken through the ice near Lime Rock on the afternoon of Feb. 4, 1881. (An. Rpt., 1881.)	.....do .....	July 16, 1881
Isaac H. Grant.....	Keeper of the Whitehead light-house, Maine.	Rescue of two men from drowning, Aug. 7, 1881. (An. Rpt., 1882.)	Silver medal...	Jan. 31, 1882
John H. Rapp.....	New York.....	Rescuing a number of persons from drowning in the East River since the silver medal of the Service was awarded him in July, 1879. (An. Rpt., 1882.)	Gold medal....	Mar. 4, 1882

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Ross .....	Seaman on U. S. revenue cutter Commodore Perry.	Rescue from drowning of one of his shipmates, Charles Bates, on the 9th of June, 1877. (An. Rpt., 1882.)	Silver medal ..	Mar. 14, 1882
Samuel S. Cox.....	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-'81 four persons. (An. Rpt., 1882.)	.....do.....	Mar. 15, 1882
C. A. J. Queckberner .....	New York.....	Rescuing from drowning some thirty-five persons between the years 1876 and 1881. (An. Rpt., 1883.) A silver bar was awarded Mr. Queckberner June 14, 1886, for saving life in July and August, 1882.	.....do.....	May 17, 1882
William H. Daily .....	Santa Cruz, Cal....	Rescue of some twenty-eight persons from drowning at various times, and notably the saving of Mr. J. W. De Woolfe, at Santa Cruz, July 5, 1881. (An. Rpt., 1883.)	Gold medal ...	Nov. 1, 1882
Dominick J. Ryder.....	New York.....	Rescue from downing of eleven persons at Rock-away Beach, Long Island, between the years 1876 and 1881. (An. Rpt., 1883.)	.....do.....	Do.
Charles R. Rosevear .....	.....do.....	Rescue of James Haggerty from drowning, he having fallen overboard from a tug in the harbor of New York, June 10, 1882. (An. Rpt., 1883.)	Silver medal ..	Do.
John H. Theis.....	.....do.....	.....do.....	.....do.....	Do.
Julius W. Rohn .....	Milwaukee, Wis....	Rescuing some thirty-nine persons from drowning at various times, and particularly for saving a party of eight excursionists in the harbor of Milwaukee, June 20, 1880. (An. Rpt., 1883.)	.....do.....	Mar. 16, 1883
Joseph Cardran.....	Macinac Island, Michigan.	Rescuing from drowning, after heroic and persistent effort and at the imminent risk of his own life, the keeper of the Spectacle Reef lighthouse, Lake Huron, and two of his assistants, April 15, 1883. (An. Rpt., 1883.)	Gold medal ...	June 7, 1883
Alfred Cardran.....	.....do.....	.....do.....	.....do.....	Do.
Alfred M. Palmer.....	Second Lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, Cal., Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal ..	Mar. 15, 1884
William E. Bowman .....	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	.....do.....	Do.
William Wilson.....	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., of a twelve-year-old lad, Oct. 22, 1882. (An. Rpt., 1884.)	.....do.....	Mar. 31, 1884
F. C. Bartholomew.....	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	.....do.....	June 19, 1884
C. A. Harrison.....	.....do.....	.....do.....	.....do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John Sanders .....	Metropolitan police of New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, of several persons at various times during the summer of 1883. (An. Rpt., 1884.)	Gold medal...	June 27, 1884
John H. Hewitt .....	New Haven, Conn.	Rescue of the crew of the schooner Jane, wrecked off New Haven, Conn., during the furious gale of Feb. 29, 1884. (An. Rpt., 1885.)	Silver medal...	Nov. 29, 1884
Aaron Bradley .....	do.....	do.....	do.....	Do.
Frank Waters .....	do.....	do.....	do.....	Do.
James McFee .....	do.....	do.....	do.....	Do.
Thomas W. Perry .....	do.....	do.....	do.....	Do.
George E. Ball .....	do.....	do.....	do.....	Do.
Eugene Payne .....	do.....	do.....	do.....	Do.
John Burns .....	do.....	do.....	do.....	Do.
A. A. Gould .....	do.....	do.....	do.....	Do.
Alden C. Roberts .....	do.....	do.....	do.....	Do.
William J. Wilson .....	do.....	do.....	do.....	Do.
Charles Parketon .....	do.....	do.....	do.....	Do.
Henry C. Tuncks .....	do.....	do.....	do.....	Do.
E. P. H. Ley .....	do.....	do.....	do.....	Do.
Edward Sneed .....	Providence, R. I.	do.....	do.....	Do.
Carl Johnson .....	Charlestown, Mass.	do.....	do.....	Do.
Ross Ingalls .....	Baltimore, Md.	do.....	do.....	Do.
Charles C. Goodwin .....	Keeper of life-saving station.	Rescuing the crews (twenty-nine persons) of the schooner Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on the 31st of Oct. and the 1st and 11th of Nov., 1883, respectively. Each service was performed at night and during the prevalence of a terrific gale. (An. Rpt., 1885.) Frederick T. Hatch was subsequently—see under date of Feb. 26, 1891—awarded a gold bar for saving life.	Gold medal...	Dec. 3, 1884
Lawrence Distel .....	Surfman.....	do.....	do.....	Do.
John L. Eveleigh .....	do.....	do.....	do.....	Do.
Joseph Goodroe .....	do.....	do.....	do.....	Do.
William Goodwin .....	do.....	do.....	do.....	Do.
Frederick T. Hatch .....	do.....	do.....	do.....	Do.
Delos Hayden .....	do.....	do.....	do.....	Do.
Charles Learned .....	do.....	do.....	do.....	Do.
Jay Lindsay .....	do.....	do.....	do.....	Do.
Charles W. Fraser .....	Caldwell, N. Y.	Rescue of three men from a small sloop yacht capsized on Lake George, N. Y., Oct. 25, 1884. (An. Rpt., 1885.)	Silver medal..	Dec. 18, 1884
Dean Worden .....	Great Captains Island, New York.	Rescue from drowning of Mr. Charles P. Cowies, who broke through the ice while skating near Great Captains Island, Long Island Sound, Feb. 23, 1885. (An. Rpt., 1885.)	do.....	Apr. 24, 1885
Benjamin B. Dailey .....	Keeper of life-saving station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Ephraim Williams, off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles off shore during a gale and through a tremendous sea. (An. Rpt., 1885.)	Gold medal...	Do.
Patrick H. Etheridge .....	do.....	do.....	do.....	Do.
Isaac L. Jennett .....	Surfman.....	do.....	do.....	Do.
Thomas Gray .....	do.....	do.....	do.....	Do.
John H. Midgett .....	do.....	do.....	do.....	Do.
Jabez B. Jennett .....	do.....	do.....	do.....	Do.
Charles Fulcher .....	do.....	do.....	do.....	Do.



*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cornelius Roach.....	Boston, Mass. ....	Rescuing several persons from drowning in the harbor at Boston during the years 1883-'84, at the imminent risk of his own life. (An. Rpt., 1885.)	Gold medal....	Apr. 24, 1885
Marcus A. Hanna.....	Keeper of Cape Elizabeth Light Station, Maine.	Rescue of two of the crew of the schooner Australia, wrecked on Cape Elizabeth, Jan. 28, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	.....do.....	Apr. 25, 1885
Harry Rutter.....	Atlantic City, N. J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal..	May 20, 1885
John P. F. Hagen.....	Philadelphia, Pa.	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal....	May 22, 1885
David Miller.....	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal..	June 2, 1885
Daniel F. Miller.....	Mate.....	.....do.....	Gold medal....	Do.
Patrick H. Daly.....	Seaman .....	.....do.....	.....do.....	Do.
Charles H. Biller.....	Newark, N. J.....	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal..	Aug. 12, 1885
Joseph Greenwald.....	St. Louis, Mo.....	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	.....do.....	Dec. 2, 1885
James Larson.....	Sister Bay, Wis....	Rescuing unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and snow-storm. (An. Rpt., 1886.)	Gold medal....	June 10, 1886
C. A. J. Queckberner.....	New York.....	Rescue of several persons from drowning in July and August, 1882. A silver medal had previously been awarded Mr. Queckberner for saving life (see under date of May 17, 1882).	Silver bar.....	June 14, 1886
Joseph Devine.....	Cranston, R. I.....	Rescuing several persons from drowning in April, 1884, and July, 1885. (An. Rpt., 1887.)	Silver medal..	July 22, 1886
Michael J. Bradford.....	Of the volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug., 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal....	July 26, 1886
Jesse B. Bean.....	.....do.....	.....do.....	Silver medal..	Do.
E. Owens.....	.....do.....	.....do.....	.....do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Hiram Dudley Buck.....	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	Silver medal...	July 26, 1886
George W. Bloomer.....	Chatham, Mass.	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of Dec. 6, 1885. (An. Rpt., 1887.)	.....do.....	Do.
Benjamin Patterson.....	do.....	do.....	do.....	Do.
Andrew H. Bearse.....	do.....	do.....	do.....	Do.
Zenas W. Hawes.....	do.....	do.....	do.....	Do.
Otis C. Eldredge.....	do.....	do.....	do.....	Do.
Zenas H. Gould.....	do.....	do.....	do.....	Do.
Francisco Bloomer.....	do.....	do.....	do.....	Do.
William A. Bloomer.....	do.....	do.....	do.....	Do.
Willis I. Bearse.....	do.....	do.....	do.....	Do.
Wilber H. Patterson.....	do.....	do.....	do.....	Do.
Thomas Reynolds.....	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	.....do.....	Dec. 17, 1886
Charles Richardson.....	Mate of Light-house Tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 7, 1884. (An. Rpt., 1887.)	.....do.....	Dec. 24, 1886
John Jones.....	Seaman.....	do.....	do.....	Do.
Nicolas Dorie.....	do.....	do.....	do.....	Do.
Peter Nesman.....	do.....	do.....	do.....	Do.
August Ripetz.....	do.....	do.....	do.....	Do.
Axel Wiklund.....	do.....	do.....	do.....	Do.
John C. Patterson.....	Keeper of life-saving station.	Rescue of the crew of the yacht Foam, off Key East, N. J., on the 27th of July, 1885, during a heavy onshore gale. (An. Rpt., 1887.)	Gold medal...	Feb. 3, 1887
John Redmond.....	Surfman.....	do.....	Silver medal...	Do.
John H. Pearce.....	do.....	do.....	do.....	Do.
John H. Smith.....	do.....	do.....	do.....	Do.
David Kittell.....	do.....	do.....	do.....	Do.
Henry A. Bennett.....	do.....	do.....	do.....	Do.
Edward Brand.....	do.....	do.....	do.....	Do.
William Newman.....	Volunteer.....	do.....	do.....	Do.
Dixon McQueen.....	Of the fire-boat Zophar Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, N. Y., during the years 1878-'87. (An. Rpt., 1887.)	.....do.....	Feb. 4, 1887
Thomas Conroy.....	Niagara Falls, N. Y.	Rescuing a man from a rock in the Niagara River, just above the falls, where his boat had been swept by the strong current, on the night of Oct. 15, 1886. (An. Rpt., 1887.)	.....do.....	Mar. 28, 1887
Frederic Kernochan.....	New York.....	Rescue from drowning, at Highlands, N. J., on the 4th of Oct., 1886, of a young woman. (An. Rpt., 1887.)	.....do.....	Apr. 7, 1887
Edith Clarke.....	Oakland, Cal.....	Rescue from drowning in Lake Chabot on Aug. 31, 1886, while a pupil at the Convent of Our Lady of the Sacred Heart, at Oakland, of a schoolmate. (An. Rpt., 1887.)	.....do.....	May 26, 1887
William Babb.....	Goderich, Ontario, Canada.	Rescuing the entire crew, seven people, of the American schooner A. C. Maxwell, stranded near Goderich on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Gold medal...	Nov. 12, 1887

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Thomas Finn .....	Goderich, Ontario, Canada.	Rescuing the entire crew—seven people—of the American schooner A. C. Maxwell, stranded near Goderich on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Silver medal ..	Nov. 12, 1887
Daniel McIver .....	do .....	do .....	do .....	Do.
Malcolm McDonald .....	do .....	do .....	do .....	Do.
John McDonald .....	do .....	do .....	do .....	Do.
Neil McIver .....	do .....	do .....	do .....	Do.
John McLean .....	do .....	do .....	do .....	Do.
Henry H. Everett .....	Chicago, Ill. ....	Rescue of several persons from drowning in Lake Michigan at different times in the years 1883-'85. (An. Rpt., 1888.)	do .....	Do.
William R. Everett .....	do .....	do .....	do .....	Do.
John F. Kilty .....	Boston, Mass. ....	Rescue of ten persons from drowning on various occasions during the years 1874-'86. (An. Rpt., 1888.)	do .....	Do.
Frederick A. Walker .....	Schenevus, N. Y. ...	Rescuing from drowning two boys who had broken through the ice while skating Mar. 4, 1887. (An. Rpt., 1888.)	do .....	Jan. 12, 1888
James Huston .....	Bayfield, Ontario, Canada.	Rescuing the crew of eight men of the American schooner George W. Davis, wrecked near Bayfield, Dec. 1, 1886, during a heavy gale and snowstorm. (An. Rpt., 1888.)	do .....	Do.
Cornelius W. Johnston .....	Winneconne, Wis. ...	Rescuing four persons from drowning during the years 1883-'86. (An. Rpt., 1888.)	do .....	Do.
Marie D. Parsons .....	Fireplace Point, Long Island, N. Y.	Rescuing a young man and a little girl from drowning, July 7, 1883. At that time the rescuer was but ten years old. (An. Rpt., 1888.)	do .....	Feb. 7, 1888
James Behan .....	Metropolitan police of New York.	Rescue from drowning of a lad who had fallen from a dock into the East River, and was being swept away by the strong tide, Aug. 18, 1887. (An. Rpt., 1888.)	do .....	Do.
Thomas Sampson .....	New York .....	Rescue from drowning of five boys, three near Fort Hamilton, N. Y., June, 1854; and two in Hell Gate, East River, June, 1856. These rescues were effected in so heroic and gallant a manner that a medal was awarded Mr. Sampson by special act of Congress. (An. Rpt., 1888.)	Gold medal ..	May 14, 1888, by an act of Congress, approved that date.
Henry F. Paige .....	Schenevus, N. Y. ...	Rescuing a companion from drowning in a deep pond near Schenevus, Aug. 8, 1887. (An. Rpt., 1888.)	Silver medal ..	May 31, 1888
Charles Gibbons, jr .....	Philadelphia, Pa. ...	Rescue from drowning, at great personal risk, of a man at Beach Haven, N. J., July 28, 1883. (An. Rpt., 1889.)	Gold medal ..	July 7, 1888
William J. Venable .....	New York .....	Rescuing from drowning at Coney Island, New York, at various times between 1879 and 1888, some thirty persons. (An. Rpt., 1889.)	Silver medal ..	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Mollhagen.....	St. Joseph, Mich...	Rescuing four men, the survivors of the crew of seven of the schooner Havana, wrecked and sunk during the severe gale of Oct. 3, 1887. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
August Kuehn.....	do.....	do.....	do.....	Do.
John H. Langley.....	do.....	do.....	Silver medal ..	Do.
John Carrow.....	do.....	do.....	do.....	Do.
August Habel.....	do.....	do.....	do.....	Do.
George Schneider.....	do.....	do.....	do.....	Do.
Louis Mollhagen.....	do.....	do.....	do.....	Do.
Robert Mollhagen.....	do.....	do.....	do.....	Do.
Alexander Cran.....	do.....	do.....	do.....	Do.
Augustus S. Heckler....	New York .....	Rescue of two persons from drowning in the surf at Asbury Park, New Jersey, Aug. 11, 1885. (An. Rpt., 1889.)	do.....	Do.
William A. Harris .....	San Bernardino, Cal.	Rescue from drowning of a lad who was caught by the undertow while seining for fish and swept offshore beyond the line of breakers, Aug. 2, 1886. (An. Rpt., 1889.)	Gold medal ...	Nov. 17, 1888
Mary Whiteley .....	Charleston, S. C...	Rescuing three men whose boat was capsized in the harbor of Charleston by the heavy wind prevailing on Aug. 21, 1888. (An. Rpt., 1889.)	Silver medal ..	Do.
Maud King .....	do.....	do.....	do.....	Do.
Dennis Q'Hara.....	Metropolitan police of New York.	Rescue from drowning of a woman who fell from a pier into the North River early in the morning of Dec. 2, 1885. (An. Rpt., 1889.)	do.....	Do.
Walter Claus.....	Ontario, Canada..	Rescuing, on Oct. 15, 1886, during a severe storm, four men from the rigging of the American schooner O. M. Bond, wrecked near Rondeau, Canada. (An. Rpt., 1889.)	do.....	Do.
Christopher Ludlam.....	Keeper of life-saving station.	Rescuing, on the night of Dec. 4, 1886, during a heavy northeast gale and snowstorm, the entire crew, five men, of the schooner D. H. Ingraham, afire and stranded amongst the breakers on the bar at Hereford Inlet, N. J. (An. Rpt., 1889.)	Gold medal ...	Do.
Jason Buck .....	Surfman .....	do.....	Silver medal ..	Do.
Henry W. Hildreth.....	do.....	do.....	do.....	Do.
Willard F. Ware.....	do.....	do.....	do.....	Do.
Somers C. Godfrey.....	do.....	do.....	do.....	Do.
Smith S. Hand .....	do.....	do.....	do.....	Do.
Providence S. Ludlam..	do.....	do.....	do.....	Do.
Harry A. George.....	Charlottesville, Va.	Rescuing from drowning a companion who had broken through the ice while skating, Jan. 28. (An. Rpt., 1889.)	do.....	Do.
James Manning.....	Private, Co. B., 6th U. S. Infantry.	Rescue of a fellow-soldier from drowning while crossing the Grand River, Utah, June 6, 1886. (An. Rpt., 1889.)	do.....	Do.
John Coyle.....	Co. B., 22d U. S. Infantry.	Rescuing a lady who but for his gallant action would have lost her life in the "Old Faithful Geyser," Yellowstone Park, Aug. 9, 1888. (An. Rpt., 1889.)	do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John F. Condon.....	New York.....	Rescuing from drowning two persons, one a boy who had broken through the ice, the other a man who had ventured too far from shore while swimming. (An. Rpt., 1890.)	Silver medal ..	Nov. 17, 1888
John T. De Liesseline...	Charleston, S. C. ...	Rescuing from drowning an insane woman who had escaped from her keepers and jumped into the Ashley River, Aug. 13, 1888. (An. Rpt., 1889.)	.....do.....	Dec. 4, 1888
Silas H. Harding.....	Keeper of life-saving station.	Rescuing, on June 26, 1888, during a severe storm and heavy sea, four men from the schooner Oliver Dyer, wrecked on the rocks near the Jerrys Point Station, N. H. (An. Rpt., 1889.)	Gold medal ...	Jan. 10, 1889
George W. Randall.....	Surfman .....	.....do.....	.....do.....	Do.
Winslow A. Amazeen...	.....do.....	.....do.....	.....do.....	Do.
Ephraim S. Hall.....	.....do.....	.....do.....	.....do.....	Do.
Selden F. Wells .....	.....do.....	.....do.....	.....do.....	Do.
Ernest Robinson.....	.....do.....	.....do.....	.....do.....	Do.
John Smith.....	.....do.....	.....do.....	.....do.....	Do.
Joshua James.....	Volunteer of the Massachusetts Humane Society.	Rescuing the crew of eight men of the schooner Gertrude Abbott, wrecked on the rocks at Nantasket Roads by the furious gale early in the evening of Nov. 25, 1888. The heavy sea, together with the darkness and driving snowstorm, rendered the service extremely hazardous. Capt. Joshua Jones had charge of the rescuing boat. (An. Rpt., 1889.)	.....do.....	Do.
Osceola F. James .....	.....do.....	.....do.....	.....do.....	Do.
Alonzo L. Mitchell .....	.....do.....	.....do.....	.....do.....	Do.
H. Webster Mitchell.....	.....do.....	.....do.....	.....do.....	Do.
Ambrose B. Mitchell.....	.....do.....	.....do.....	.....do.....	Do.
John L. Mitchell.....	.....do.....	.....do.....	.....do.....	Do.
Eben T. Pope.....	.....do.....	.....do.....	.....do.....	Do.
George F. Pope.....	.....do.....	.....do.....	.....do.....	Do.
Joseph T. Galiano .....	.....do.....	.....do.....	.....do.....	Do.
Louis F. Galiano.....	.....do.....	.....do.....	.....do.....	Do.
Frederick Smith.....	.....do.....	.....do.....	.....do.....	Do.
Eugene Mitchell.....	.....do.....	Rescue of the survivors, five men, of the schooner H. C. Higginson, stranded on Nantasket Beach, Nov. 26, 1888. Two of the schooner's crew had been washed overboard and lost, and one froze to death in the rigging before succor arrived. Capt. Joshua James, who figured so conspicuously in the preceding case, had charge of the boat on this occasion, and, besides the five men here named, was accompanied by several of his crew of the previous day. (An. Rpt., 1889.)	Silver medal ..	Do.
Eugene Mitchell, jr.....	.....do.....	.....do.....	.....do.....	Do.
William B. Mitchell.....	.....do.....	.....do.....	.....do.....	Do.
Alfred Galliano.....	.....do.....	.....do.....	.....do.....	Do.
George Augustus .....	.....do.....	.....do.....	.....do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hanley .....	New York.....	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-'88. (An. Rpt., 1890.)	Silver medal..	July 2, 1889
James Quigley.....	Metropolitan police of New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	.....do.....	Do.
William B. Miller.....	Elkton, Md.....	Rescue from drowning of a lad who, together with several companions, of whom young Miller was one, was swimming in Big Elk Creek, Md., June 28, 1888. (An. Rpt., 1890.)	.....do.....	Do.
James S. Kintz.....	Surfman of life-saving station.	Rescuing two men from the yacht Collingwood, capsized at the mouth of the Genesee River, N. Y., Aug. 13, 1888. (An. Rpt., 1890.)	.....do.....	Do.
Thomas J. Truxton.....	Keeper of life-saving station.	Rescue from drowning of a bather at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	.....do.....	Do.
C. Allen Maull.....	Lewes, Del.....	Rescue of a woman from drowning in the surf at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	.....do.....	Do.
James Macdonald.....	Gloucester, Mass..	Rescuing, on Jan. 2, 1882, during a northeast gale and snowstorm, the crew of three men of the small schooner Dorado. (An. Rpt., 1890.)	.....do.....	Do.
Patrick G. McInnis.....	.....do.....	.....do.....	.....do.....	Do.
Alexander Brimmer.....	.....do.....	.....do.....	.....do.....	Do.
Fugi Hachitaro.....	Cabin steward of U. S. S. Trenton.	Rescue from drowning at great personal risk of Lieut. John S. Wilson, navigating officer of U. S. S. Vandalia, in Apia Harbor, Samoan Islands, during the great hurricane of Mar. 16, 1889. (An. Rpt., 1890.)	Gold medal....	Nov. 5, 1889
Albert K. Pike.....	Glens Falls, N. Y..	Rescuing a child from drowning in Glen Lake, Sept. 20, 1889. (An. Rpt., 1890.)	Silver medal..	Dec. 9, 1889
Jonas Johns.....	Indian of the Quinalt Agency, Wash.	Rescuing the entire crew (fourteen men) of the schooner Lilly Grace, wrecked near Grays Harbor, January, 1887, and, about a year later, rescuing three of the crew of the British ship Abercorn, wrecked not far from the same place. (An. Rpt., 1890.)	.....do.....	Do.
Sampson Johns.....	.....do.....	.....do.....	.....do.....	Do.
Richard F. Warren.....	Wilmington, N. C.	Rescuing from drowning, at great hazard to himself, a young lady who, while bathing at Wrightsville Beach, N. C., was carried out beyond the breakers by the strong current, June 15, 1889. (An. Rpt., 1890.)	Gold medal....	Apr. 23, 1890
John Boyne .....	South Haven, Mich.	Rescue from drowning of a child that had fallen from a wharf into the harbor of South Haven, Aug. 10, 1889. (An. Rpt., 1890.)	Silver medal..	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Andrew M. Taylor.....	Rondout, N. Y.....	Rescuing several persons from drowning during the years 1882-'83. (An Rpt., 1890.)	Silver medal..	Apr. 23, 1890
Joseph B. Sears.....	Brooklyn, N. Y....	Rescuing the crews—forty-one persons—of the steamers Cleopatra and Crystal Wave, wrecked in a collision off the capes of the Delaware early in the morning of Oct. 29, 1889. (An Rpt., 1890.)	.....do.....	Apr. 13, 1890
Dennis Tracy .....	Bangor, Me.....	Rescue of several persons from drowning in the Penobscot and Kenduskeag rivers at various times during the year 1880. (An Rpt., 1890.)	.....do.....	Do.
Frank Tompkins.....	Governors Island, N. Y.	Rescue from drowning in the Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An Rpt., 1890.)	.....do.....	Do.
James S. Donahue.....	Keeper of light-house at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875-'89. (An Rpt., 1890.)	.....do.....	May 20, 1890
James McMahon.....	New York.....	Rescue of a man from drowning in the surf off Normandie, N. J., at the imminent risk of his life, July 26, 1890.	Gold medal...	Aug. 20, 1890
Jesse Howland.....	Seabright, N. J.....	.....do.....	.....do.....	Do.
Arthur L. Finch .....	Lackawaxen, Pa....	Rescue from drowning of a lad who had fallen into Lackawaxen Creek, which at the time was much swollen by recent heavy rains, July 27, 1890.	Silver medal..	Sept. 11, 1890
Harry H. Moore .....	Brooklyn, N. Y....	Rescuing a girl from drowning near Cos Cob, Conn., Aug. 6, 1890.	.....do.....	Sept. 30, 1890
Lawrence O. Lawson...	Keeper of life-saving station.	Rescue of the crew of the steamer Calumet, wrecked some fifteen miles from the Evanston Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous and the rescue was effected only after the display of extraordinary heroism and courage by the boat's crew.	Gold medal...	Oct. 17, 1890
George Crosby.....	Surfman .....	.....do.....	.....do.....	Do.
William M. Ewing.....	.....do.....	.....do.....	.....do.....	Do.
Jacob Loining .....	.....do.....	.....do.....	.....do.....	Do.
Edson B. Fowler.....	.....do.....	.....do.....	.....do.....	Do.
William L. Wilson.....	.....do.....	.....do.....	.....do.....	Do.
Frank M. Kindig.....	.....do.....	.....do.....	.....do.....	Do.
Thomas M. Webb.....	Wilmington, N.C.	Rescue from drowning in the surf off Wrightsville, N.C., of two ladies who had been carried beyond their depth by the tide, Aug. 30, 1890.	.....do.....	Do.
Daniel J. Reagan .....	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal..	Dec. 22, 1890
Thomas F. Freel.....	New York.....	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884-'89.	.....do.....	Jan. 9, 1891

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Alfred Mitchell.....	Erie, Pa.....	Rescuing, while in command of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal....	Jan. 10, 1891
Jacob N. Lanstra.....	Assistant keeper of Goose Point Light - Vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890.	Silver medal....	Jan. 23, 1891
Frederick T. Hatch.....	Keeper of light-house, Cleveland, Ohio.	Rescue of a lady from drowning at the entrance to the harbor of Cleveland on the night of Oct. 26, 1890. Mr. Hatch had previously, while a surferman at the Cleveland Life-Saving Station, received the gold medal of the Service. (See under date of Dec. 3, 1884.)	Gold bar.....	Feb. 26, 1891
C. A. Carlissen.....	Boatswain's mate on the U. S. S. Despatch.	Rescuing from drowning a man who had broken through the ice off the Washington navy yard, Jan. 9, 1891.	Silver medal....	Feb. 27, 1891
Patrick Kennedy.....	Ordinary seaman.	.....do.....	.....do.....	Do.
William Penn.....	Seaside Park, N. J.	Rescue from drowning of a boy who had fallen into the water from the railroad bridge at Barnegat Bay, N. J., Sept. 13, 1890.	.....do.....	Apr. 7, 1891
Eugene Longstreet.....	Brielle, N. J.	.....do.....	.....do.....	Do.
Custis Harrison.....	Corporal, Troop D, 5th U. S. Cavalry.	Rescuing three persons from drowning in the Red River, near Fort Sill, Tex., Nov. 23, 1890.	.....do.....	Do.
Mabel Mason.....	Mamajuda light-station, Detroit River.	Rescuing a man who had been thrown from his boat into Detroit River by the swash of a passing steamer, May 11, 1890.	.....do.....	Apr. 15, 1891
Calvin Gunn.....	Washington, D. C.	Rescuing from drowning, with great peril to his own life, a boy who had fallen into the river from a wharf at Washington, D. C., May 25, 1891.	.....do.....	July 11, 1891
Albert Owen.....	Trescott, Me.....	Rescue from drowning, with a frail craft, of two men whose boat had capsized near Pembroke, Me., in the swift current, July 10, 1887.	.....do.....	July 16, 1891
Harry T. Thompson.....	New York.....	Rescuing a number of persons from drowning at various times during the years 1882-'86, and particularly for gallantly taking six persons from a boat capsized in New York Bay, Sept., 1886.	Gold medal...	Oct. 14, 1891
Reuben Held.....	.....do.....	Rescue from drowning, June 18, 1891, of a boy who had gone beyond his depth while bathing, at Marion, Mass.	Silver medal..	Oct. 23, 1891
Moritz Rosenthal.....	Riverside, Cal.....	Rescuing from drowning, Aug. 29, 1891, a man who was bathing in Spring Brook, San Bernardino County, Cal. The service was rendered particularly arduous and meritorious by the youth of the rescuer, a boy of fourteen years.	.....do.....	Do.



*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Fernald .....	Surfman of life-saving station.	Rescuing a number of persons from drowning in Portsmouth Harbor, N. H., at various times during the year 1891.	Silver medal.	Oct. 23, 1891
John W. Brindley .....	Private, 15th U. S. Infantry.	Rescue from drowning, at great risk to his own life, of a boy whose boat had capsized in Lake Michigan, July 24, 1891.	.....do.....	Jan. 20, 1892
Charles Van Buren .....	.....do.....	.....do.....	.....do.....	Do.
William Oakmore .....	.....do.....	.....do.....	.....do.....	Do.
John Regnier .....	Surfman of life-saving station.	Recovering the body of a child drowned on Dec. 22, 1888. While aiding in saving lives from the steam collier Mendocino, wrecked on Humboldt Bar, he sprang into the furious surf and took the child from the water after the surfboat had twice failed to make a recovery. (An. Rpt., 1889.)	Gold medal ..	Feb. 6, 1892
John Bergman .....	Gardner, Oregon.	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883. The work was accomplished in the face of great danger, the heavy surf several times capsizing the frail boats in which rescue was made.	.....do.....	Do.
Benjamin Dexter .....	Grays Harbor, Wash.	.....do.....	Silver medal ..	Do.
Robert Breen .....	Empire City, Oregon.	.....do.....	.....do.....	Do.
Edward D. Ballentine ..	Captain of steamer Elfin-Mere.	Rescuing under circumstances of great hazard and difficulty the entire crew—thirteen men—of the steamer Oswegatchie, sinking off Sturgeon Point, Lake Huron, Nov. 26, 1891.	.....do.....	Feb. 23, 1892
John E. Johnson .....	Keeper of life-saving station.	Rescue of nineteen men from the wreck of the Spanish steamer San Albano, off Hog Island, Va., Feb. 23, 24, 1892. Two heroic but futile attempts were made to reach the vessel with the surfboat. Communication was finally made with the beach apparatus by means of the keeper's ingenuity, and all on board were landed in the life car. (An. Rpt., 1892.)	Gold medal ..	Mar. 21, 1892
James K. Carpenter .....	Surfman .....	.....do.....	Silver medal ..	Do.
James A. Doughty .....	.....do.....	.....do.....	.....do.....	Do.
John R. Dunton .....	.....do.....	.....do.....	.....do.....	Do.
John E. Smith .....	.....do.....	.....do.....	.....do.....	Do.
John H. Dewald .....	.....do.....	.....do.....	.....do.....	Do.
Robert C. Joynes .....	.....do.....	.....do.....	.....do.....	Do.
William B. Goffigon .....	.....do.....	.....do.....	.....do.....	Do.
Joshua E. Berton .....	Substitute .....	.....do.....	.....do.....	Do.
Frank Lasley .....	Mackinac Island, Mich.	Rescuing, with great skill and heroism, three soldiers whose boat had been capsized in Mackinac Strait in the heavy wind and sea prevailing Nov. 23, 1891.	Gold medal ..	Apr. 2, 1892
Nicholas Shomlin .....	.....do.....	.....do.....	.....do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Walter N. Chase.....	Keeper of life-saving station.	Rescuing, during heavy gale and sea, the crew of seven men from the rigging of the Canadian schooner H. P. Kirkham, wrecked on Rose and Crown Shoal, fifteen miles from Coskata Station, Nantucket, Mass., Jan. 21, 1892. The men were saved only by the utmost skill and bravery, and were brought to land after battling for twenty-three hours against wind and sea. (An. Rpt., 1892.)	Gold medal....	Apr. 2, 1892
Jesse H. Eldridge.....	Surfman .....	.....do.....	Silver medal..	Do.
Roland H. Perkins.....	.....do.....	.....do.....	.....do.....	Do.
Charles B. Cathcart.....	.....do.....	.....do.....	.....do.....	Do.
John Nyman.....	.....do.....	.....do.....	.....do.....	Do.
Josiah B. Gould.....	Temporary surfman.	.....do.....	.....do.....	Do.
George J. Flood .....	.....do.....	.....do.....	.....do.....	Do.
Mrs. Edward White.....	Copalis, Wash.....	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark Ferndale, wrecked on the coast of Washington, Jan. 29, 1892.	Gold medal....	Apr. 18, 1892
Frank D. Ring.....	Chicago, Ill.....	Rescuing, during a period of six or seven years, several persons from drowning, and particularly for marked heroism in saving the lives of a girl (May 1, 1889) and an old man. (Sept. 12, 1890,) both of whom had fallen into North River.	.....do.....	Apr. 25, 1892
Elias S. Wingate .....	Charleston, S.C.....	Rescuing from drowning a young woman who had fallen overboard in Charleston Harbor, Nov. 7, 1877.	Silver medal..	Do.
Herman C. Schumm.....	Second lieutenant, U.S. Army.	Rescuing, under circumstances which imperiled his own life, two men clinging to a capsized boat off Fort Schuyler, N. Y., June 16, 1891.	.....do.....	June 4, 1892
William Jones.....	Sergeant, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
Harry Kenrick.....	Sergeant, Battery M, Second Artillery.	.....do.....	.....do.....	Do.
Waldo B. Carpenter.....	Corporal, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
William A. Monck.....	Private, Battery M, Second Artillery.	.....do.....	.....do.....	Do.
James Ryan.....	Private, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
James Quinlisk .....	Private, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
Cyrus S. Van Amringe..	Wilmington, N.C.	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	.....do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin U. Jackson...	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	Silver medal...	June 10, 1892
Bertie O. Burr.....	Lincoln, Nebr.....	Rescuing from drown- ing, with heroic brav- ery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal....	June 14, 1892
Samuel Arundale.....	Charlottesville, Va.	Rescue from drowning of a young man who had become exhausted and had sunk while at- tempting to swim across the Rivanna River, June 13, 1891.	Silver medal..	June 20, 1892
William N. Blow, jr.....	First Lieutenant, U. S. Army.	Rescuing, with an unsea- worthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	.....do.....	Do.
Michael Kynan.....	Private, Com- pany H, Fif- teenth Infantry.	.....do.....	.....do.....	Do.
Daniel H. Cleveland...	U. S. Fish Com- mission steam launch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J., Apr. 22, 1892.	.....do.....	Do.

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**TABLE OF CASUALTIES**

**WITHIN THE FIELD OF OPERATIONS OF THE LIFE-SAVING SERVICE.**

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**SEASON OF 1891-1892.**

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(159)

## United States Life-Saving Service.—Table

## DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891. July 3	Western Egg Rock.....	Crumple Island...	Sc. Byrtle, St. John, New Brunswick.	McLean.....	92
July 3	Long Ledge, six miles west-southwest of station.	Cranberry Isles...	Sc. Julia A., Tremont, Me.	McRae.....	14
July 3	One-third mile north by east of station.	H u n n i w e l l s Beach.	Sc. James Waples Ponder, Milton, Del.	Dodd.....	246
July 4	One mile east-southeast of station.	Quoddy Head.....	Sc. Pavilion, Calais, Me.	Ward.....	120
July 16	Seal Cove Ledges.....	Cross Island.....	Sc. Eldora,* Machias, Me.	Cole.....	84
July 19	Two and one-quarter miles east of station.	Quoddy Head.....	Sc. Swallow, St. John, New Brunswick.	Richardson.	90
July 26	One-half mile east-south-east of station.	White Head.....	Sc. J. H. Butler,† Mount Desert, Me.	Brown.....	43
July 31	Negro Island Ledge.....	Fletchers Neck...	Sc. Lyra, Bangor, Me....	Dodge.....	111
Aug. 8	Sperlins Point, Great Cranberry Island.	Cranberry Isles...	Sc. Faustina, Gloucester, Mass.	Benson.....	14
Aug. 9	One and one-quarter miles northeast of station.	Jerrys Point.....	Sloop yacht, Portsmouth, N. H.	.....	.....
Aug. 20	One-third mile northeast of station.	.....do.....	.....do.....	.....	.....
Sept. 4	One and one-half miles northeast of station.	White Head.....	Sc. Katie Hall,† Boston, Mass.	Stinson.....	75
Sept. 8	One and one-half miles east-northeast of station.	Jerrys Point.....	Sl. y. Thelga, Boston, Mass.	.....	.....
Sept. 15	One and one-half miles east of station.	White Head.....	Sl. Grace May, St. George, Me.	.....	.....
Sept. 30	One mile north-northeast of station.	H u n n i w e l l s Beach.	Sc. Mary E. Oliver, Bath, Me.	Kimball.....	148
Oct. 3	Carrying Point Cove.....	Quoddy Head.....	Sc. William Johnson, Somers Point, N. J.	Huntley.....	774
Oct. 6	Two miles west of station.	Cranberry Isles...	Sc. Coquette, South West Harbor, Me.	Bunker.....	12
Oct. 9	One-quarter mile south-east of station.	Crumple Island...	Supply boat belonging to U. S. Government.	.....	.....
Oct. 10	Bear Island Narrows, six miles west of station.	Cross Island.....	Sc. Julia Ellen, Arichat, Cape Breton.	Sherman...	46
Oct. 20	One and one-half miles south-west of station.	Rye Beach.....	Small boats (4).....	.....	.....
Oct. 22	Ledge in Seal Harbor.....	White Head.....	Sl. Grace May, St. George, Me.	.....	.....
Oct. 22	Taylor's Reef.....	Cape Elizabeth.....	Sc. Tolofa,‡ Bath, Me....	Fletcher.....	1,188
Oct. 23	Two Bush Channel, four miles east of station.	White Head.....	Sc. Maud Snare, Bangor, Me.	Lowell.....	279
Oct. 28	Southern Island Bar.....	.....do.....	Sc. B. A. Baker, Machias, Me.	Dunn.....	33
Oct. 23	Three and one-half miles south by east of station.	H u n n i w e l l s Beach.	Small boat.....	.....	.....
Oct. 27	Long Ledge, Seal Harbor.	White Head.....	Sc. Ernest F. Norwood, Gloucester, Mass.	Coffin.....	75
Nov. 3	Hurricane Ledge.....	.....do.....	Sc. Florence, Provincetown, Mass.	Victorino...	64
Nov. 7	Wood Island Harbor.....	Fletchers Neck...	Sc. Oriole, New Bedford, Mass.	Crapo.....	250
Nov. 8	One mile north-northeast of station.	H u n n i w e l l s Beach.	Sc. Twilight, Boothbay, Me.	Bennett.....	59
Nov. 11	Southeast point of Hunniwells Beach.	.....do.....	Sc. Thomas B. Garland, Portsmouth, N. H.	Crosby.....	319
Nov. 11	.....do.....	.....do.....	Sc. Mary H. Brockway, New London, Conn.	Brookway...	440

\* In dangerous position, from which life-saving crew assisted to extricate her.

† In peril, requiring the assistance of the life-saving crew.

*of casualties, season of 1891-'92.*

## OF MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Boston, Mass., to St. John, New Brunswick.		\$3,200		\$3,200	\$3,150	\$50	4	4			
Fishing ground to Bass Harbor, Me.	Fish	500	\$100	600	400	200	4	4			
Philadelphia, Pa., to Augusta, Me.	Coal	8,000	1,600	9,600	9,015	585	6	6			
Beverly, Mass., to Calais, Me.		2,000		2,000		2,000	4	4		4	20
Boston, Mass., to Machias, Me.		1,000		1,000	950	50	3	3			
Hillsboro, New Brunswick, to Boston, Mass.	Lumber	2,000	1,500	3,500	2,900	600	4	4			
Boston, Mass., to Mount Desert, Me.	General	1,000	1,200	2,200	2,200		2	2			
Bangor, Me., to Boston, Mass.	Lumber	800	1,500	2,300	2,150	150	4	4			
Fishing ground to Cranberry Island, Me.	Fish	250	50	300	300		4	4			
Pleasure trip		250		250	250		3	3			
.....do.....		100		100	100		3	3			
Boston, Mass., to Deer Isle, Me.		2,000		2,000	2,000		3	3			
New Castle, N. H., to Cape Porpoise, Me.		600		600	600		2	2			
Seal Harbor, Me., to fishing grounds.		125		125	120	5	1	1			
Bath, Me., to South Amboy, N. J.	Feldspar rock.	1,500	150	1,650	1,650		5	5			
Portsmouth, N. H., to Windsor, Nova Scotia.		30,000		30,000	27,000	3,000	10	10			
Fishing ground to Cranberry Isles, Me.		300		300	300		2	2			
Parted moorings and sank.		600		600		600	(1)				
Machias, Me., to Grand Manan, New Brunswick.	Lobsters	2,000	400	2,400	1,000	1,400	3	3			
Adrift		45		45	45		(1)				
Seal Harbor, Me., to fishing grounds.		125		125	125		1	1			
Philadelphia, Pa., to Portland, Me.	Coal	60,000	8,000	68,000	68,000		11	11			
Bangor, Me., to Charleston, S. C.	Hay and potatoes.	16,000	1,000	17,000	16,400	600	7	7			
Machias, Me., to Boston, Mass.	Lumber	900	500	1,400	1,400		2	2			
		30		30	30		1	1			
Fishing ground to Rockland, Me.	Fish	3,000	500	3,500	3,470	30	12	12			
Gloucester, Mass., to Georges Bank.		4,000		4,000	4,000		12	12			
Saco to Bangor, Me.		2,500		2,500	2,500		6	6			
Bath, Me., to Boston, Mass.	Lumber	1,000	700	1,700	1,640	60	3	3			
Dover, N. H., to Bath, Me.		1,200		1,200	1,200		6	6			
Newport, R. i., to Hurricane Island, Me.		20,000		20,000	20,000		7	7			

† No one on board.

‡ No assistance required of life-saving crew.

*United States Life-Saving Service. — Table*

## DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Nov. 19	Northern Triangles.....	White Head.....	Sc. Silver Wave,* St. John, New Brunswick.	Welch.....	99
Nov. 20	Seal Harbor.....	.....do.....	Small boat belonging to Sc. Exchange, St. George, Me.	.....	.....
Nov. 27	Bakers Island .....	Cranberry Isles ...	Sc. B. F. Simes, Gloucester, Mass.	Smith .....	59
Nov. 28	Ten miles southeast of station.	Cape Elizabeth ...	Sc. Emily A. Staples, Boston, Mass.	Sellers.....	87
Nov. 30	Grindstone Ledge .....	White Head.....	Sc. James M. Flanagan, Boston, Mass.	Hawkes.....	272
Dec. 2	Burnt Island Ledge.....	.....do.....	Sc. Clifford C., St. John, New Brunswick.	Campbell ..	107
Dec. 3	Near Hog Island Ledge.....	.....do.....	Sc. Flora Condon,† Belfast, Me.	Osborne.....	231
Dec. 5	Hardings Ledge, Cranberry Island.	Cranberry Isles ...	Sc. Trojan, Parrsboro, Nova Scotia.	Bentley ....	501
Dec. 26	Browns Island.....	Crumple Island...	Sc. Huntress, Lubec, Me.	Guptill .....	79
Dec. 31	One mile northwest of station.	Cross Island .....	Sc. Monterey,† Portland, Me.	Trefethern ..	33
Dec. 31	Two miles west-southwest of station.	Cranberry Isles ...	Sc. Leader, Ellsworth, Me.	Bulger .....	14
1892.					
Jan. 6	One-half mile east of station.	Wallis Sands.....	Sc. C. H. Eaton, Calais, Me.	Sinclair ....	170
Jan. 31	Wood Island Bar .....	Fletchers Neck.....	Sc. Cosmos, Boston, Mass.	Verrill .....	48
Feb. 18	Seal Harbor.....	White Head.....	Sc. Sea Queen, Waldo-boro, Me.	Connor.....	18
Feb. 20	.....do.....	.....do.....	Sc. Trumpet, Rockland, Me.	Elwell .....	22
Mar. 8	Hart Island Bar.....	Burnt Island.....	Sc. George Washington, Portland, Me.	Freethy .....	73
Mar. 14	Long Point, Spruce Head Island.	White Head.....	Sc. East Wind, Rockport, Me.	Coombs .....	97
Mar. 14	Ledge, two and three-quarter miles north-east of station.	Burnt Island.....	Sc. Fleetwing, Rockland, Me.	Batchelor ..	118
Mar. 17	Ledge near Nortons Island.	White Head.....	Str. Star of the West, Portland, Me.	Davis .....	21
Mar. 29	West Sister Ledge .....	Jerrys Point, Wallis Sands, and Rye Beach.	Sc. Franklin Gould, St. Andrews, New Brunswick.	Carson .....	46
Apr. 5	Bakers Island .....	Cranberry Isles ...	Sc. Byrtle, St. John, New Brunswick.	McLean .....	92
May 2	Eight miles west-southwest of station.	Quoddy Head.....	Sc. Galena, Windsor, Nova Scotia.	Harvey .....	381
May 6	Ebens Island.....	White Head.....	Sc. Victory, Rockland, Me.	Hall .....	34
June 15	One and one-half miles east of station.	Quoddy Head.....	Sc. Try Me, Eastport, Me.	.....	.....
June 17	One-eighth mile south-west of station.	Burnt Island.....	Sloop, South Cushing, Me.	.....	.....
	Total .....	.....	.....	.....	.....

\* No assistance required of life-saving crew.

of casualties, seasons of 1891-'92—Continued.

## MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
St. John, New Brunswick, to Newport, R. I.	Laths .....	\$4,000	\$1,200	\$5,200	\$3,000	\$2,200	5	5			
Adrift .....		20		20	20						
Fishing ground, to Cranberry Island, Harbor, Me.	Fish .....	2,400	140	2,540		2,540	14	14		14	42
Boston, Mass., to Castine, Me.	Grain .....	4,000	500	4,500	4,200	300					
Hillsboro, New Brunswick, to Philadelphia, Pa.	Plaster .....	7,000	3,000	10,000	10,000		7	7			
New York City, to St. John, New Brunswick.	Kerosene oil.	3,000	3,000	6,000	5,950	50	5	5			
Rockland, Me., to New York City.	Lime .....	8,000	3,000	11,000	10,920	80	6	6			
Windsor, Nova Scotia, to New York City.	Plaster .....	30,000	2,000	32,000		32,000	13	13			
New York City, to Pembroke, Me.	Coal .....	1,800	600	2,400		2,400	5	5		5	5
Cutler to Portland, Me.	Lobsters...	2,000	1,000	3,000	3,000		3	3			
Moored for the winter.		400		400	400						
New York City, to Portland, Me.	Coal .....	8,000	1,500	9,500		9,500	5	5		5	15
Dragged anchor .....		2,500		2,500	2,500		3	3			
Moored for the winter.		600		600	590	10	1	1			
Dragging anchors .....		500		500	500		1	1			
Boothbay, to Belfast, Me.	Guano .....	1,000	2,000	3,000		3,000	3	3			
Rockport, Me., to New York City.	Lime .....	3,000	1,400	4,400	4,300	100	4	4			
Rockland, Me., to New York City.	.....do.....	2,000	1,600	3,600	3,500	100	4	4			
Muscle Ridge Islands, to Portland, Me.	Lobsters...	800	260	1,060	1,060		4	4			
Boston, Mass., to St. Andrews, New Brunswick.		800		800		800	3	3		3	3
St. John, New Brunswick, to Boston, Mass.	Lime and lumber.	3,200	1,080	4,280		4,280	4	4		4	12
Hillsboro, New Brunswick, to Newburg, N. Y.	Plaster .....	16,000	675	16,675	400	16,275	7	7			
Rockland, Me., to Danversport, Mass.	Iron .....	1,500	700	2,200	2,200		2	2			
Fishing trip .....		145		145	125	20	2	2		2	2
South Cushing, to Matinicus Island, Me.		300		300	300		2	2			
		267,990	40,855	308,845	225,860	82,985	238	238		37	99

† In dangerous position, from which life-saving crew extricated her.



## United States Life-Saving Service. — Table of

## DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
July 5	Chatham Bar.....	Chatham.....	Sc. William Boardman,* New York City.	Eaton.....	139
July 5	One-quarter mile west-southwest three-quarters west of station.	Cuttyhunk.....	Sc. James Nichols, Boothbay, Me.	Webber.....	64
July 15	Toddy Rocks.....	Point Allerton.....	Catboat Billow, Boston, Mass.	.....	.....
July 24	Nauset Bar.....	Nauset.....	Sc. Kate M. Hilton,† Boston, Mass.	Johnson.....	538
Aug. 19	South Breakers, Ipswich Bar.	Knobbs Beach.....	Sc. Lucy M. Collins, Machias, Me.	Jameson.....	168
Aug. 31	One mile north one-half east of station.	Coskata.....	Sc. Lavinia Bell,‡ Bangor, Me.	Murphy.....	155
Sept. 8	Two and one-half miles southwest of station.	Monomoy.....	Sc. E. A. Williams, Boston, Mass.	Thurber.....	34
Sept. 12	Handkerchief Shoal.....	.....do.....	Sc. Alice J. Crabtree, New York City.	Crabtree.....	360
Oct. 7	Shovelful Shoal.....	.....do.....	Sc. M. M. Merriman, Boston, Mass.	Scott.....	146
Oct. 17	Off Pollock Rip Slue.....	Monomoy.....	Sc. Searsville, St. George, Me.	Meservey.....	221
Oct. 21	Near Toddy Rocks.....	Point Allerton.....	Sc. Sally B.,   Boston, Mass.	Higgins.....	287
Oct. 23	Two-thirds of a mile north of Gurnet Light.	Gurnet.....	Sc. S. B. Franklin, Greenport, N. Y.	Kelley.....	244
Oct. 23	Four and one-half miles southwest by south of station.	Monomoy.....	Sc. Edith T. Gandy, Camden, N. J.	Stiles.....	251
Nov. 1	Three-quarters of a mile west of station.	Race Point.....	Sc. Alice Raymond, Provincetown, Mass.	Rust.....	69
Nov. 5	One and two-thirds miles northwest of station.	Point Allerton.....	Sc. Clara S. Cameron, Dennis, Mass.	Sylvia.....	104
Nov. 17	Windmill Point.....	.....do.....	Sl. Lillie, Boston, Mass.	Colby.....	12
Nov. 20	Shovelful Shoal.....	Monomoy.....	Sc. Abbie H. Hodgman, Camden, Me.	Pendleton.....	153
Nov. 28	Plum Island Point.....	Plum Island.....	Rowboat, Newburyport, Mass.	.....	.....
Dec. 6	.....do.....	.....do.....	Sc. M. L. Wetherell, Gloucester, Mass.	Collins.....	69
Dec. 7	Handkerchief Shoal.....	Monomoy.....	Sc. John P. Kelsey, New York City.	Bernet.....	180
Dec. 9	Chatham Bar.....	Chatham.....	Sc. Emma K. Smalley, Machias, Me.	Cole.....	196
Dec. 18	One and one-quarter miles northeast by east one-half east of station.	Cuttyhunk.....	Catboat, Cuttyhunk, Mass.	.....	.....
Dec. 28	Two miles southwest one-half south of station.	Monomoy.....	Sl. Juno, Hardwick, Mass.	Walker.....	8
Dec. 31	One-fifth mile north-west of station.	Cuttyhunk.....	Catboat, Cuttyhunk, Mass.	.....	.....
1892.					
Jan. 20	Rose and Crown Shoal, fifteen and one-half miles southeast by east three-quarters east of station.	Coskata.....	Sc. H. P. Kirkham, Liverpool, Nova Scotia.	McLeod.....	203
Jan. 31	Three miles southwest of station.	Knobbs Beach.....	Sc. W. H. Y. Hackett, Boston, Mass.	Hasson.....	75
Mar. 11	Long Beach Point.....	Gurnet.....	Sc. Cyrus Chamberlain, Thomaston, Me.	Darby.....	138
Mar. 11	One and seven-eighths miles west by south of station.	Cuttyhunk.....	Sc. Rob and Harry,†† St. John, New Brunswick.	McLean.....	100
Mar. 20	Ten and one-quarter miles southeast by east one-quarter east of station.	Coskata.....	Bk. Western Belle, New Bedford, Mass.	Sweeny.....	1,135

\* No assistance by life-saving crew.

† Got off by wreckers.

‡ Landed in their own boat.

§ In dangerous position, from which life-saving crew extricated her.

casualties, season of 1891-'92—Continued.

## COAST OF MASSACHUSETTS.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
New York City to Scituate, Mass.	Coal.....	\$5,000	\$800	\$5,800		\$5,800	4	4			
Port Johnson, N. J., to Haverhill, Mass.	.....do.....	1,600	350	1,950	\$10	1,940	3	3		3	3
From Boston, Mass.		150		150	140	10					
Matanzas, Cuba, to Boston, Mass.	Molasses..	16,000	15,000	31,000	31,000		9	9			
New York City to Ipswich, Mass.	Coal.....	3,800	1,000	4,800		4,800	5	15			
Gardiner, Me., to New York City.	Lumber...	2,000	1,500	3,500	3,500		5	5			
From fishing grounds	Fishing outfit.	1,500	150	1,650	1,500	150	8	8		5	5
New York City to Boston, Mass.	Coal.....	20,000	2,200	22,200	22,200		9	9			
New York City to Salem, Mass.	.....do.....	5,000	1,000	6,000		6,000	6	6		6	6
New York City to Boston, Mass.	Coal.....	3,000	1,300	4,300	3,300	1,000	5	5			
Boston, Mass., to New York City.		8,000		8,000	7,940	60	6	6			
Friendship, Me., to New York City.	Paving blocks.	5,000	1,500	6,500		6,500	(¶)	(¶)			
Lanesville to New Bedford, Mass.	.....do.....	8,000	2,100	10,100		10,100	5	5			
Provincetown, Mass., to fishing ground.		2,000		2,000	2,000		16	16			
Georges Bank to Boston, Mass.	Fish.....	6,000	1,000	7,000	1,400	5,600	18	18			
Pleasure trip.....		1,200		1,200	1,200		3	3			
New York City to Winterport, Me.	Coal.....	1,200	1,100	2,300	400	1,900	5	5		4	12
Pleasure trip.....		25		25	25		2	2			
Plum Island Point to Boston, Mass.	Sand.....	1,000	100	1,100	1,100		5	5			
Elizabethport, N. J. to Rockland, Me.	Coal.....	3,000	1,000	4,000	2,500	1,500	5	5			
Calais, Me., to New York City.	Laths.....	5,000	2,000	7,000	1,000	6,000	5	5		5	5
From a wrecked vessel to Cuttyhunk.	Coal.....	175	15	190	160	30	(**)				
Chatham to Monomoy, Point, Mass.		800		800	800		2	2			
New Bedford, to Cuttyhunk, Mass.		900		900	900		2	2			
Halifax, Nova Scotia, to New York City.	Fish and laths.	9,000	25,000	34,000		34,000	7	7			
Boston to Ipswich Bar, Mass.		1,500		1,500	500	1,000	3	3			
New York City to Plymouth, Mass.	Coal.....	6,000	1,500	7,500	7,000	500	5	5			
St. John, New Brunswick, to New York City.	Laths.....	2,000	975	2,975		2,975	4	3	1	3	3
Singapore, India, to Boston, Mass.	General...	25,000	300,000	325,000	205,000	120,000	18	18			

¶ A volunteer crew with Massachusetts Humane Society's boat rendered assistance during absence on other duty of all of the life-saving crew but one, who assisted.

¶ No one on board when the vessel stranded. The crew were lost at sea.

\*\* No one on board.

†† Volunteer crew in Massachusetts Humane Society's boat landed two of the crew.

## United States Life-Saving Service.—Table

## DISTRICT NO. 2. — EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Mar. 25	Three and one-half miles south-southeast of station.	Nauset.....	Sc. George M. Adams, Bath, Me.	Standish....	641
Apr. 11	Nauset Inlet Bars.....	.....do.....	Sc. Thrasher,* St. John, New Brunswick.	Thurber.....	123
Apr. 14	Hawes Shoal.....	Muskeget .....	Sc. Lady Ellen, Boston, Mass.	Brett.....	203
Apr. 19	Handkerchief Shoal.....	Monomoy.....	Sc. Elizabeth M. Cook,* Calais, Me.	Clarke.....	282
Apr. 26	Shovelful Shoal.....	.....do.....	Bg. Harry Stewart, New York City.	Baisley.....	300
	Total .....	.....	.....	.....	.....

## DISTRICT NO. 3. — EMBRACING COASTS

1891.					
July 13	Three and one-half miles north of station.	New Shoreham....	Sc. Alice T. Boardman, Calais, Me.	Garnett.....	124
July 28	Two miles west of station.	Rockaway.....	Catboat Gaviota.....	.....	.....
Aug. 9	Watch Hill Point.....	Watch Hill.....	Sc. Sunshine, New York City.	Anderson....	22
Sept. 5	One-half mile northeast of station.	Petunk .....	Catboat, West Hampton, N. Y.	.....	.....
Sept. 18	One-half mile northwest of station.	Bellport .....	.....do.....	.....	.....
Sept. 20	.....do.....	Long Beach.....	Catboat.....	.....	.....
Sept. 24	Fire Island Bar.....	Fire Island and Oak Island.	Sc. Harry Doremus, New York City.	Rogers.....	48
Oct. 9	New Inlet .....	Point Lookout and Short Beach	Sc. Enterprise, Freeport, N. Y.	Smith.....	22
Oct. 23	One-half mile southeast of station.	New Shoreham....	Sc. Rose Brothers, Newport, R. I.	Rose.....	18
Oct. 23	.....do.....	.....do.....	Sl. Yankee Bride, Newport, R. I.	Steadman...	10
Oct. 23	Three-quarters of a mile southwest of station.	Napeague .....	Sl. Thomas Armstrong, Greenport, N. Y.	Glenn .....	13
Nov. 4	Jones Inlet Bar.....	Short Beach and Point Lookout.	Sc. Two Brothers, New York City.	Heinley .....	19
Nov. 7	One mile northeast of station.	Narragansett Pier.	Sloop, New London, Conn.	.....	.....
Nov. 17	Three miles northwest of station.	Eatons Neck .....	Sc. Emma Jane, Patchogue, N. Y.	Prior .....	26
Dec. 4	One-half mile southeast of station.	New Shoreham....	Sc. Eddie H. Weeks, Newport, R. I.	Willis.....	19
Dec. 5	One and one-quarter miles west of Smiths Point Station.	Smiths Point and Bellport.	Sl. y. Idler, Bellport, N. Y.	.....	.....
Dec. 9	Wicopessit Island.....	Watch Hill.....	Sc. John Proctor, Boston, Mass.	Mattheson..	499
Dec. 11	One-half mile east of station.	.....do.....	Sc. Alice M. Ridgeway, Providence, R. I.	Watts.....	26
Dec. 25	Napatree Point.....	.....do.....	Sc. Maggie Cummings, Boston, Mass.	Murch.....	90
1892.					
Jan. 5	One-quarter mile northeast of station.	Smiths Point.....	Rowboat, Brookhaven, N. Y.	.....	.....
Jan. 25	Two miles east of station.	Blue Point .....	Bgn. Harry and Aubrey, Pugwash, Nova Scotia.	Norman ....	228

\* No assistance required of life-saving crew.

*of casualties, season of 1891-'92—Continued.*

## COAST OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Boothbay, Me., to Philadelphia, Pa.	Ice.....	\$15,000	\$600	\$15,600	\$15,600	.....	10	10	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ...	3,000	1,200	4,200	4,200	.....	5	5	.....	.....	.....
New York City to Salem, Mass.	Coal.....	3,000	1,200	4,200	4,200	.....	7	7	.....	.....	.....
New York City to Boston, Mass.	Cedar, mahogany, and fustic	6,000	20,000	26,000	25,000	\$1,000	5	5	.....	.....	.....
South Amboy, N. J., to Boston, Mass.	Coal.....	4,000	1,600	5,600	5,600	.....	6	6	.....	.....	.....
.....	.....	174,850	384,190	559,040	348,175	210,865	198	197	1	26	34

## OF RHODE ISLAND AND LONG ISLAND.

Calais, Me., to New York City.	Lumber ...	2,000	3,000	5,000	5,000	.....	5	5	.....	.....	.....
Pleasure trip.....	.....	250	.....	250	100	150	3	3	.....	.....	.....
Newport, R. I., to New London, Conn.	.....	3,000	.....	3,000	2,930	70	9	9	.....	.....	.....
Pleasure trip.....	.....	150	.....	150	150	.....	1	1	.....	.....	.....
West Hampton to Lone Hill, N. Y.	.....	80	.....	80	80	.....	2	2	.....	.....	.....
Woodsburg, N. Y., on pleasure trip.	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Haverstraw to Oakdale, N. Y.	Brick.....	3,000	240	3,240	400	2,840	3	3	.....	3	6
Albany to Freeport, N. Y.	Lumber ...	3,000	800	3,800	3,800	.....	2	2	.....	.....	.....
Dragging anchors .....	Bait and fishing tackle.	1,000	400	1,400	1,400	.....	(†)	.....	.....	.....	.....
Parted moorings.....	do.....	600	200	800	800	.....	(†)	.....	.....	.....	.....
New Suffolk, N. Y., to New London, Conn.	Clams.....	1,000	50	1,050	1,000	50	(†)	.....	.....	.....	.....
Amityville, N. Y., to Port Johnson, N. J.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
East Greenwich, R. I., to New London, Conn.	.....	150	.....	150	150	.....	1	1	.....	1	1
Patchogue, N. Y., to Bridgeport, Conn.	.....	2,000	.....	2,000	1,600	400	2	1	1	1	1
Dragged anchor and stranded.	Bait and fishing tackle.	1,500	300	1,800	1,800	.....	2	2	.....	.....	.....
.....do.....	.....	900	.....	900	900	.....	(†)	.....	.....	.....	.....
Portland, Me., to Philadelphia, Pa.	.....	14,500	.....	14,500	14,200	300	6	6	.....	1	1
Providence, R. I., to Greenport, N. Y.	Salt .....	800	500	1,300	.....	1,300	3	3	.....	3	11
Providence, R. I., to New York City.	.....	3,500	.....	3,500	.....	3,500	4	4	.....	3	6
Pleasure trip.....	.....	10	.....	10	10	.....	2	2	.....	2	2
San Blas, Colombia, to New York City.	Cocconuts	2,000	6,000	8,000	3,000	5,000	9	9	.....	9	30

† No one on board.

## United States Life-Saving Service.—Table

## DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Mar. 28	One mile east of Blue Point Station.	Blue Point and Bellport.	Sc. Job H. Jackson, jr., Perth Amboy, N. J.	Foster.....	1,159
Apr. 1	Jones Inlet Bar.	Short Beach.	Sl. Kit Carson, Patchogue, N. Y.	Sweezy ..	15
May 3	Three miles west of station.	Fire Island.	Sc. Satilla, Bridgeport, Conn.	Jayne .....	312
May 15	One and one-half miles west of Shinnecock Station.	Shinnecock and Tiana.	Sc. Agnes E. Manson, New Haven, Conn.	Brockin .....	842
June 14	One mile east of station.	Jones Beach.	Sl. Margaret E. Sinclair, Patchogue, N. Y.	Newton .....	16
June 14	Three miles east of station.	Rockaway.	Catboat Siren, Far Rockaway, N. Y.		
June 19	Cards Beach.	Point Judith.	Sc. Nereus, * Philadelphia, Pa.	McIrny .....	1,046
June 19	.....do.....	.....do.....	Str. Mars, * Philadelphia, Pa.	Babbitt.....	278
June 21	One mile west of station.	Long Beach.	Sl. J. H. Seguire, New York City.	Abrams .....	19
	Total .....				

## DISTRICT NO. 4.—EMBRACING

1891.					
July 22	Three-quarters of a mile north of station.	Hereford Inlet.	Sl. y. Dolphin, Philadelphia, Pa.		
July 29	One-half mile north of station.	.....do.....	Sl. Hattie W. Mills, Bridgton, N. J.	Mills.....	14
Aug. 18	Absecon Bar.	Atlantic City.	Sl. y. Ida, Philadelphia, Pa.	Milner.....	27
Aug. 25	Southside, Absecon Inlet.	.....do.....	Sc. Henry M. Clarke, Camden, N. J.	Shaw.....	173
Sept. 7	Two and one-half miles east-southeast of station.	Monmouth Beach	Sl. y. Nan.....		
Sept. 17	Three miles west-northwest of station.	Forked River .....	Yt. Kitty Kelly, New York City.		
Sept. 26	Shark River Inlet.	Shark River.	Rowboat, Shark River, N. J.		
Sept. 30	Hereford Bar.	Hereford Inlet and Tathams.	Sc. William E. Lee, Philadelphia, Pa.	Garwood...	500
Oct. 7	Point of Sandy Hook.	Sandy Hook .....	Sc. Etta, Portland, Me.	Comeau.....	313
Oct. 11	Two miles southeast of station.	.....do.....	Sl. Three Sisters, † New York City.	Beck .....	10
Oct. 16	One-half mile south of station.	Little Egg.....	Sc. Farmer, New York City.	Henderson.	32
Oct. 16	One mile northeast of station.	Ocean City.	Yt. Bay View, Longport, N. J.		
Oct. 20	Romer Shoals.	Sandy Hook.	Sc. Moses B. Bramhall, New York City.	Smith.....	345
Oct. 28	Barnegat Shoals.	Barnegat and Forked River.	Sc. Charles A. Briggs, Fall River, Mass.	Whittier....	758
Nov. 3	One-half mile west of station.	Little Beach.	Sailboat, Atlantic City, N. J.		
Nov. 18	One and one-half miles southeast of station.	Cold Spring.	Skiff belonging to Sc. John G. Whillden.		
Nov. 21	One-half mile north of station.	Long Branch.	Small boat.		
Nov. 24	Romer Shoals.	Sandy Hook .....	Sc. Adele Trudell, Camden, N. J.	Roopey.....	157

\* No assistance by life-saving crew.

of casualties, season of 1891-'92—Continued.

## RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Philadelphia, Pa., to Boston, Mass.	Coal.....	\$45,000	\$6,000	\$51,000	\$50,000	\$1,000	9	9	.....	.....	.....
Elizabethport, N. J., to Sayville, N. Y.	Bone black.	900	500	1,400	900	500	2	2	.....	2	6
Fernandina, Fla., to Patchogue, N. Y.	Lumber...	3,000	4,000	12,000	3,500	8,500	8	8	.....	7	28
Norfolk, Va., to Boston, Mass.	Coal.....	50,000	5,000	55,000	55,000	.....	9	9	.....	.....	.....
Patchogue, N. Y., to Keyport, N. J.	.....	700	.....	700	.....	700	2	2	.....	2	2
Inwood to Far Rockaway, N. J.	.....	300	.....	300	200	100	1	1	.....	.....	.....
Norfolk, Va., to Providence, R. I.	Coal.....	16,000	6,500	22,500	22,400	100	5	5	.....	.....	.....
.....do.....	.....	50,000	.....	50,000	49,900	100	11	11	.....	.....	.....
East Rockaway, N. Y., to Newark, N. J.	.....	1,000	.....	1,000	950	50	2	2	.....	.....	.....
.....	.....	212,360	33,490	245,850	221,190	24,660	107	106	1	34	94

## COAST OF NEW JERSEY.

Philadelphia, Pa., to Anglesea, N. J.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Cape May to Anglesea, N. J.	.....	1,500	.....	1,500	1,500	.....	2	2	.....	.....	.....
Beach Haven to Atlantic City, N. J.	.....	7,000	.....	7,000	6,800	200	3	3	.....	.....	.....
Poughkeepsie, N. Y., to Morris River Cove, N. J.	.....	6,000	.....	6,000	.....	6,000	7	7	.....	.....	.....
Pleasure trip.....	.....	400	.....	400	400	.....	4	4	.....	.....	.....
Fishing trip.....	.....	400	.....	400	400	.....	4	4	.....	.....	.....
.....do.....	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Boston, Mass. to Philadelphia, Pa.	.....	20,000	.....	20,000	.....	20,000	7	7	.....	6	12
Mirimichi, New Brunswick, to Chester, Pa.	Laths.....	5,000	2,200	7,200	.....	7,200	7	7	.....	7	24
Pleasure trip.....	.....	800	.....	800	800	.....	7	7	.....	.....	.....
Little Egg Harbor Bay to New York City.	Clams.....	1,500	200	1,700	1,700	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Charleston, S. C., to New York City.	Railroad ties.	4,000	2,240	6,240	1,120	5,120	7	7	.....	.....	.....
Fall River, Mass., to Norfolk, Va.	.....	18,000	.....	18,000	18,000	.....	8	8	.....	.....	.....
Pleasure trip.....	.....	20	.....	20	20	.....	1	1	.....	1	1
Attempting to board vessel.	.....	80	.....	80	80	.....	3	3	.....	.....	.....
Attempting to land..	.....	125	.....	125	125	.....	5	5	.....	.....	.....
Cape May, N. J., to New York City.	Sand.....	2,000	310	2,310	.....	2,310	8	8	.....	.....	.....

† In extreme peril.

United States Life-Saving Service. —Table

## DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Nov. 30	Hereford Shoals.....	Hereford Inlet.....	Sc. Henry B. Cleaves, Portland, Me.	Wallace.....	390
Dec. 11	One-half mile north of station.	Atlantic City.....	Sc. Annie Godfrey,* Somers Point, N. J.	Bowen.....	18
Dec. 19	Brigantine Shoals.....	Brigantine, South Brigantine, and Atlantic City.	Sc. Benjamin B. Church, New Bedford, Mass.	Allen.....	513
1892.					
Jan. 7	One and one-half miles northwest of station.	Cape May.....	Sc. Jacob Duryea, Somers Point, N. J.	Young.....	59
Jan. 18	Great Egg Harbor Bar.....	Ocean City.....	Sc. J. and H. Scull, Somers Point, N. J.	Ingersoll ..	106
Jan. 22	Barneget Shoals.....	Barneget.....	Sc. Asher S. Parker, Perth Amboy, N. J.	Irons.....	41
Jan. 29	Brigantine Inlet.....	Little Beach.....	Fish boat, Atlantic City, N. J.	.....	.....
Feb. 5	Brigantine Shoals.....	South Brigantine and Brigantine.	SS. Venezuela, Wilmington, Del.	Chambers.....	2,843
Mar. 18	Deal Beach.....	Deal, Long Branch and Shark River.	Sp. Windermere, London, England.	Windermere.	3,000
Apr. 12	Romer Shoals.....	Sandy Hook.....	Sc. Wild Fire, Thomaston, Me.	.....	109
Apr. 13	One-quarter mile northeast of station.	Hereford Inlet.....	St. y. Elva G. Harvey,† Philadelphia, Pa.	Brower.....	15
Apr. 16	Two miles northwest of station.	Cape May.....	Sc. Abbie Green, Cambridge, Md.	.....	.....
May 10	One mile northeast of station.	Hereford Inlet.....	Yt. May, Cape May, N. J.	.....	.....
May 19	One hundred and fifty yards east-northeast of station.	Squan Beach.....	Sc. Mary E. Simmons, New York City.	Taylor.....	200
May 20	Three-quarters of a mile south of station.	Mantoloking.....	Sc. Maggie P. Smith, Philadelphia, Pa.	Griffith.....	191
June 5	One-half mile south of station.	Atlantic City.....	Sc. Annie E. Fowler, Stonington, Conn.	Casto.....	17
June 16	Great Egg Harbor Inlet...	Great Egg Harbor.	Sc. Arthur,* Somers Point, N. J.	Townsend.	56
June 19	North Bar, Hereford Inlet.	Hereford Inlet.....	St. y. Dolphin, Baltimore, Md.	Brower.....	32
June 30	Near station.....	Monmouth Beach	Small boat.....	.....	.....
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 5.—EMBRACING COAST BETWEEN

1891.					
Aug. 11	One and one-quarter miles south by west of station.	North Beach.....	Sc. Seth and Ishmael, Richmond, Va.	Marshall ..	61
Aug. 26	Three and one-half miles northeast of station.	Paramores Beach.	Sc. E. S. Newins, Philadelphia, Pa.]	Gardner.....	81
Sept. 8	Fishermans Island.....	Smiths Island.....	Sl. Ada, Cape Charles City, Va.	Sullivan.....	6
Sept. 10	One mile south one-half east of station.	Indian River Inlet.	Fish boat, Trinity, Del.	.....	.....
Sept. 29	Dawson Shoals.....	Wachapreague and Paramores Beach.	Sc. J. H. Elliott, Philadelphia, Pa.]	Aydelot.....	54
Oct. 10	Two and one-half miles east by north of station.	Assateague Beach.	SS. Despatch, U. S. Government.	Cowles.....	730
Oct. 12	Point of Cape Henlopen..	Lewes and Cape Henlopen.	Str. Rattler, Philadelphia, Pa.	Lindsey.....	140
Oct. 12	One-half mile southwest of station.	Wachapreague.....	Sl. Challenge, New York City.	.....	7

\* No assistance required of life-saving crew.

† No one on board.

‡ Life-saving crew assisted to save the vessel from destruction by fire.

of casualties, season of 1891-'92—Continued.

## COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Kennebec, Me., to Philadelphia, Pa.	Ice.....	\$12,000	\$900	\$12,900	\$12,900	.....	7	7	.....	.....	.....
Fishing to Atlantic City, N. J.	Fish .....	1,000	100	1,100	1,100	.....	3	3	.....	.....	.....
Philadelphia, Pa., to Allens Point, Conn.	Coal .....	12,000	2,800	14,800	14,235	\$565	7	7	.....	.....	.....
Norfolk, Va., to Atlantic City, N. J.	Lumber .....	2,000	450	2,450	300	2,150	4	4	.....	4	11
Bass River, N. C., to Atlantic City, N. J.	.....do.....	8,000	1,000	9,000	335	8,665	6	6	.....	6	12
Little Egg Harbor to Toms River, N. J.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Adrift .....	.....	40	.....	40	40	.....	(†)	.....	.....	.....	.....
La Guayra, Venezuela to New York City.	Coffee and hides.	300,000	550,000	850,000	850,000	.....	72	72	.....	.....	.....
Milford-Haven, England, to New York City.	.....	150,000	.....	150,000	150,000	.....	48	48	.....	46	92
South Amboy, N. J., to Rockland, Me.	Coal.....	3,000	800	3,800	3,300	500	4	4	.....	.....	.....
At anchor .....	.....	4,000	.....	4,000	3,900	100	.....	.....	.....	.....	.....
Fishing trip.....	Nets.....	300	100	400	400	.....	3	3	.....	3	3
Cape May to Stone Harbor, N. J.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Norfolk, Va., to New York City.	Lumber .....	3,000	1,600	4,600	300	4,300	(‡)	.....	.....	.....	.....
Pamunkey River, Va., to New York City.	Railroad ties.	3,200	1,800	5,000	.....	5,000	5	5	.....	5	13
New York City to Atlantic City, N. J.	.....	1,200	.....	1,200	500	700	3	3	.....	.....	.....
Somers Point to Atlantic City, N. J.	Wrecking gear.	3,000	2,000	5,000	.....	5,000	4	4	.....	.....	.....
Fishing trip.....	.....	5,000	.....	5,000	5,000	.....	4	4	.....	.....	.....
.....do.....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
.....	.....	577,100	566,500	1,143,600	1,075,790	67,810	258	258	.....	78	168

## CAPE HENLOPEN AND CAPE CHARLES.

Philadelphia, Pa., to Washington, N. C.	Coal.....	8,500	500	9,000	.....	9,000	6	6	.....	2	2
Fishing trip.....	.....	9,000	.....	9,000	.....	9,000	15	15	.....	.....	.....
Cape Charles City to Smiths Island, Va.	.....	1,200	.....	1,200	1,200	.....	1	1	.....	.....	.....
Fishing trip.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Haverstraw, N. Y., to Hog Island, Va.	Brick.....	5,000	150	5,150	5,150	.....	4	4	.....	.....	.....
Washington, D. C., to New York City.	.....	135,000	.....	135,000	.....	135,000	79	79	.....	74	370
Boston, Mass., to Philadelphia, Pa.	.....	15,000	.....	15,000	.....	15,000	12	12	.....	12	18
Dragging anchor.....	.....	800	.....	800	800	.....	(†)	.....	.....	.....	.....

‡ No one on board when the vessel stranded.

† Crew landed without assistance.

‡ In dangerous position, from which life-saving crew extricated her.



## United States Life-Saving Service.—Table

## DISTRICT NO. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Oct. 14	Two miles from station...	Hog Island.....	Small boat belonging to Sc. Harvey W. Anderson.*		
Oct. 22	Three and one-half miles south one-half east of station.	Indian River Inlet.	Sc. Red Wing, Norfolk, Va.	Johnson.....	28
Nov. 1	One-quarter mile south-west of station.	Matomkin Inlet...	Sl. Star, Chincoteague, Va.	Huzzy.....	8
Nov. 18	Carters Bar.....	Cobbs Island.....	Sc. Union, Cape Charles City, Va.	Bowen.....	19
Nov. 25	One and one-quarter miles south one-half east of station.	Indian River Inlet.	Sc. Northern Light, Wilmington, Del.	Lynch.....	19
Nov. 29	Three-quarters of a mile south of Wachapreague station.	Wachapreague and Paramores Beach.	Sc. Harriet S. Brooks, Philadelphia, Pa.	Smith.....	231
Nov. 29	Isaac Shoals.....	Smiths Island.....	Sc. John Hooper, Somers Point, N. J.	Thomas.....	92
Dec. 1	One and one-quarter miles south one-half east of station.	Indian River Inlet.	Sc. Adella Maud, Wilmington, Del.	Chamberlain.	16
Dec. 23	Fox Shoals.....	Wallops Beach.....	Sc. Congress, Bridgeton, N. J.	Caldwell....	37
Dec. 29	Two miles north of station.	Assateague Beach.	Boat belonging to Winter Quarter light-ship.		
1892.					
Jan. 7	Five and one-half miles south of Wachapreague station.	Wachapreague and Paramores Beach.	SS. Ashburne, Sunderland, England.	Brotherton	2,469
Jan. 12	Four miles south west of station.	Popes Island .....	SS. Miranda, West Hartlepool, England.	Wallace.....	1,668
Jan. 19	Twelve miles south one-quarter east of Hog Island station.	Hog Island and Cobbs Island.	SS. Sir William Armstrong, New Castle, England.	McKenzie..	2,255
Jan. 20	Two miles northeast of station.	Lewes.....	Sc. Mary Rogers, Arichat, Nova Scotia.	Rogers.....	138
Jan. 25	One mile south of station..	Indian River Inlet.	Sc. Wm. Ellison, Wilmington, Del.	Lathbery...	16
Feb. 21	Outer Shoal, Carters Bar..	Cobbs Island.....	SS. Govino, Sunderland, England.†	Gilalty.....	2,220
Feb. 22	Six miles northeast by east of station.	Hog Island.....	SS. San Albano, Bilbao, Spain.	Lagasvaga	1,294
Mar. 4	Three miles south of station.	.....do .....	Sc. Union, Cape Charles City, Va.	Bowen.....	19
Mar. 10	One and one-half miles west of station.	Cobbs Island.....	Skiff, Boxtree, Va.....		
Mar. 15	Rogues Island Bar.....	Hog Island.....	Sc. Edwin Post, New York City.		42
Mar. 31	Cedar Island.....	Matomkin Inlet...	Sc. E. K. Wilson, Beaufort, N. C.	Lupton.....	71
Apr. 5	Carters Bar.....	Cobbs Island.....	Sc. Annie M., Crisfield, Md.	Lewis.....	13
Apr. 25	Williams Shoal.....	Wallops Beach and Assateague Beach.	Sc. William E. Hewlett, Bridgeton, N. J.	Richardson	23
Apr. 29	Indian River Inlet.....	Indian River Inlet.	Sc. Sea Foam, Wilmington, Del.	Steele.....	13
	Total .....				

\* Schooner sprung a leak and foundered.

of casualties, season of 1891-'92—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
From abandoned vessel.		\$25		\$25	\$25		7	7		7	14
Fishing trip		1,000		1,000		\$1,000	6		6		
Swash Bay to Chincoteague, Va.	Oysters.....	125	\$25	150	150		3	3			
Norfolk to Hog Island, Va.	General .....	600	75	675	675		2	2			
Wilmington to Indian River, Del.	Salt.....	800	30	830	830		2	2			
Wachapreague to Petersburg, Va.	Guano .....	3,000	5,000	8,000	8,000		5	5			
Cape Hatteras, N. C., to Atlantic City, N. J.	Lumber .....	6,500	1,200	7,700		7,700	5	5		5	9
Indian River, Del., to Millville, N. J.	.....dc.....	1,200	350	1,550	1,525	25	2	2			
Wachapreague, Va., to Cape May, N. J.	Oysters.....	800	225	1,025	1,025		3	3			
From Winter Quarter Light-ship.		150		150	50	100	4	4		4	4
Sunderland, England, to Baltimore, Md.		100,000		100,000	100,000		26	26			
West Hartlepool, England, to Delaware Breakwater.		6,000		6,000	6,000		22	22			
New Orleans, La., to Havre, France.	Cotton.....	150,000	200,000	350,000	350,000		26	26			
Trinidad, West Indies, to Philadelphia, Pa.	Asphalt....	8,000	4,000	12,000		12,000	6	5	1	4	4
Indian River, Del., to Bridgeton, N. J.	Lumber .....	1,000	200	1,200	1,200		2	2			
Sunderland, England, to Baltimore, Md.		150,000		150,000	150,000		28	28			
New Orleans, La., to Hamburg, Germany.	Cotton, grain, and oil cake.	75,000	120,000	195,000		195,000	27	26	1	26	182
Hog Island to sunken wreck.	Dynamite.	600	1,000	1,600		1,600	7	7		7	12
Cobbs Island to Box-tree, Va.		30		30	30		3	3		3	6
New York City to Hog Island, Va.	Wrecking apparatus.	1,000	1,000	2,000	2,000		10	10			
Newbern, N. C., to Philadelphia, Pa.	Lumber.....	3,000	1,000	4,000	250	3,750	5	5		5	11
Oyster grounds to Cape Charles City, Va.	Oysters.....	800	100	900	900		3	3			
Hog Island, Va., to Cape May, N. J.	.....do.....	1,000	200	1,200	1,200		4	4			
Millville, N. J., to Indian River, Del.	Brick .....	700	60	760	760		2	2			
		685,840	335,115	1,020,955	631,780	389,175	328	320	8	149	632

† No assistance required of life-saving crew.

*United States Life-Saving Service.—Table*

## DISTRICT NO. 6.—EMBRACING COAST BE

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
July 7	Two and one-half miles south of station.	Cape Lookout.....	Sc. A. L. and M. Townsend, Beaufort, N. C.	Davis.....	42
Oct. 12	One and one-half miles west-northwest of station.	Durants.....	Sc. Gilt Edge, Newbern, N. C.	Gray.....	6
Nov. 18	Four miles east-northeast of Ocracoke station.	Ocracoke and Durants.	Sc. John H. Cannon, Crisfield, Md.	Harrison...	220
Nov. 19	Three miles west of station.	Bodies Island.....	Canoe, Chicamomico, N. C.	.....	.....
Nov. 25	Hatteras Bar.....	Ocracoke and Durants.	Sc. John H. Cannon, Crisfield, Md.	Harrison...	220
Dec. 17	Pamlico Sound, three and one-half miles north-northwest of station.	Little Kinnakeet..	Sc. Annie C. Thomas, Newbern, N. C.	Price.....	6
1892.					
Jan. 20	One-sixth of a mile north-east of station.	Seatack.....	Sc. H. W. Race, New York City.	Jackson....	81
Jan. 26	Two-fifths of a mile north-east by east of station.	Cape Henry.....	Sc. James D. Dewell, New Haven, Conn.	Chatfield....	603
Feb. 6	Seven-eighths of a mile northeast of Cape Henry Station.	Cape Henry and Seatack.	SS. Polynesian, Glasgow, Scotland.	Dougall.....	2,023
Feb. 22	Two and one-quarter miles south of Little Kinnakeet Station.	Little Kinnakeet, Gull Shoal, and Big Kinnakeet.	Sc. Annie E. Pierce, Somers Point, N. J.	Somers.....	93
Feb. 24	Four miles west-southwest of station.	Big Kinnakeet.....	St. y. Sybilla, Philadelphia, Pa.	Marshall...	110
Feb. 26	One-half mile south-southeast of Gull Shoal Station.	Gull Shoal, Chicamomico, and Little Kinnakeet.	Sc. Freddie Hencken, New York City.	Mills.....	345
Feb. 29	One-half mile northeast by north of station.	Cape Henry.....	Sc. William Phillips, New Bedford, Mass.	Potter.....	592
Mar. 12	Six miles north of station.	Durants.....	Sc. Southern Cross, Newbern, N. C.	Ballance....	11
Mar. 19	Four miles northeast of station.	Ocracoke and Durants.	Sc. Lizzie S. James, Philadelphia, Pa.	Howard.....	182
Apr. 17	Two miles west of station.	Bodies Island.....	Sl. Sidney Smith, Perth Amboy, N. J.	Carter.....	12
Apr. 18	Three-fifths of a mile east by south of station.	Cape Henry.....	Sc. M. Luella Wood, Rockland, Me.	Spaulding..	557
Apr. 19	Three-quarters of a mile north of station.	Cape Lookout.....	Sc. Harry C. Shepard, Somers Point, N. J.	Booy.....	214
Apr. 25	Pamlico Sound, three-quarters of a mile west of station.	Gull Shoal.....	Canoe, Clarksville, N. C.	.....	.....
June 21	Three miles south-southwest from Beaufort.	.....	Sl. Bronx, Perth Amboy, N. J.	Seely.....	24
June 28	Two miles west of station.	Little Kinnakeet..	Sc. Ospray, Newbern, N. C.	Jennett.....	10
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

1891.					
Aug. 29	One and one-quarter miles north of station.	Jupiter Inlet.....	Sl. Deerhound, Lake Worth, Fla.	.....	.....
Sept. 7	Eight miles south of station.	Orange Grove.....	Sc. Queen, St. Augustine, Fla.	McFadden	15
Sept. 14	One and one-quarter miles north of station.	Jupiter Inlet.....	Sc. Cygnus, Jacksonville, Fla.	McFadden.	12
Sept. 18	One and one-half miles northwest of station.	Morris Island.....	Sloop, Charleston, S. C.	.....	.....
Sept. 23	Three-quarters of a mile north of station.	Jupiter Inlet.....	Sc. Corrinne, St. Augustine, Fla.	Fromberger.	28

\* No one on board.

of casualties, season of 1891-'92—Continued.

TWEEN CAPE HENRY AND CAPE FEAR.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Swansboro, N. C., to Baltimore, Md.	Lumber ...	\$2,000	\$400	\$2,400	.....	\$2,400	4	4	.....	4	4
Dragged anchor and stranded.	.....	400	.....	400	\$400	.....	(*)	.....	.....	.....	.....
Georgetown, S. C., to Baltimore, Md.	Lumber ...	10,500	4,500	15,000	15,000	.....	6	6	.....	.....	.....
Currituck to Chicomamico, N. C.	Corn.....	100	30	130	115	15	(*)	.....	.....	.....	.....
Georgetown, S. C., to Baltimore, Md.	Lumber ...	10,500	4,500	15,000	9,600	5,400	6	6	.....	.....	.....
Elizabeth City to Big Kinnakeet, N. C.	Poles.....	500	20	520	520	.....	4	4	.....	.....	.....
Hampton, Va., to New York City.	Lumber ...	4,000	1,500	5,500	700	4,800	4	4	.....	4	8
Brunswick, Ga., to Elizabethport, N. J.	Railroad ties.	15,000	4,000	19,000	19,000	.....	8	8	.....	8	8
Liverpool, England, to Baltimore, Md.	General ...	300,000	25,000	325,000	325,000	.....	53	53	.....	.....	.....
Bogue Inlet, N. C., to New Bedford, Mass.	Lumber ...	4,000	600	4,600	255	4,345	5	4	1	4	148
From Philadelphia, Pa.	.....	40,000	.....	40,000	40,000	.....	20	20	.....	.....	.....
New York City to James River, Va.	.....	15,000	.....	15,000	.....	15,000	9	9	.....	9	141
Pisagua, Chile, to Hampton Roads, Va.	Saltpeter..	20,000	27,890	47,890	.....	47,890	12	12	.....	12	24
Hatteras to Elizabeth City, N. C.	Fish .....	600	300	900	900	.....	2	2	.....	.....	.....
Philadelphia, Pa., to Newbern, N. C.	Coal .....	5,000	600	5,600	5,600	.....	6	6	.....	.....	.....
Wilmington, N. C., to Sandy Hook, N. J.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Port Royal, S. C., to Baltimore, Md.	Phosphate rock.	15,000	5,000	20,000	20,000	.....	8	8	.....	.....	.....
Philadelphia, Pa., to Wilmington, N. C.	Coal .....	7,000	565	7,565	7,565	.....	6	6	.....	.....	.....
Kinnakeet to Chicomamico, N. C.	.....	150	.....	150	150	.....	1	1	.....	.....	.....
Georgetown, S. C., to Bedford, N. J.	Shingles...	1,800	400	2,200	.....	2,200	3	3	.....	.....	.....
.....	.....	250	.....	250	175	75	(*)	.....	.....	.....	.....
.....	.....	452,800	75,305	528,105	445,980	82,125	159	158	1	41	333

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Florida Keys to Jupiter, Fla.	Plants .....	1,000	500	1,500	1,500	.....	4	4	.....	.....	.....
Melbourne, Fla., to Abaco, Bahamas.	Lumber ...	2,000	250	2,250	150	2,100	3	3	.....	.....	.....
Melbourne, Fla., to the Bahamas.	.....	1,200	.....	1,200	1,200	.....	4	4	.....	.....	.....
Charleston to Morris Island, S. C.	.....	150	.....	150	150	.....	(*)	.....	.....	.....	.....
Ormond to Biscayne Bay, Fla.	General....	1,000	600	1,600	1,540	60	9	9	.....	.....	.....

*United States Life-Saving Service.—Table*

## DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH CARO

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Oct. 23	Drunken Dick Shoals.....	Morris Island.....	Sc. J. A. Levensaler, Charleston, S. C.	.....	21
Oct. 24	Three-quarters of a mile southwest of station.	Chester Shoal.....	Sc. Lumber City.....	.....	6
Nov. 2	Eight miles north of station.	Biscayne Bay.....	Sl. y. Bijou, Cocoa, Fla.	.....	
Nov. 5	Two and one-half miles north of station.	Morris Island.....	Yt. J. M. Poulnot, Charleston, S. C.	.....	
Nov. 12	One and one-half miles northwest of station.	.....do.....	Yt. Old Buck, Charleston, S. C.	.....	
Nov. 21	Three-quarters of a mile southwest of station.	Chester Shoal.....	Sloop.....	.....	
1892.					
Jan. 13	Three-quarters of a mile west-southwest of station.	.....do.....	Sl. Yankee Doodle, St. Augustine, Fla.	Jeffords.....	7
Jan. 14	One and one-half miles north-northeast of station.	Morris Island.....	Sc. Robert E. Lee,† Charleston, S. C.	Graddick.....	35
Jan. 17	Three miles northwest of station.	.....do.....	Sl. H. Seabrook, James Island, S. C.	.....	
Feb. 18	Eight miles northwest of station.	.....do.....	Small boat, Charleston, S. C.	.....	
Feb. 18	Two and one-half miles west of station.	Biscayne Bay.....	Skiff, Ocala, Fla.	.....	
Mar. 5	Three-quarters of a mile north of station.	Jupiter Inlet.....	Sl. Spray, Titusville, Fla.	.....	
Mar. 12	Drunken Dick Shoals.....	Morris Island.....	Sc. y. Seminole, New York City.	.....	21
May 8	Six miles north of station.	.....do.....	Yt. Sure Pop, Charleston, S. C.	.....	
	Total.....	.....	.....	.....	

## DISTRICT NO. 8.—EMBRACING GULF

1891.					
July 5	Four miles north by west of station.	Saluria.....	Sc. Mary Lorena, Corpus Christi, Tex.	Cline.....	28
Sept. 15	Six miles east of station.	Galveston.....	Str. Manin,† London, England.	Lowery.....	1,389
Sept. 29	Twelve miles northeast of station.	San Luis.....	Sc. Pat Christian, Galveston, Tex.	Henricks...	69
Oct. 1	Three miles southwest by west of station.	Velasco.....	Sc. Corilla, Galveston, Tex.	.....	
Oct. 5	Two miles southwest of station.	.....do.....	Sc. C. H. Moore, Corpus Christi, Tex.	Hansen.....	49
Oct. 16	Pelican Spit.....	Galveston.....	Sl. Hildegard, Galveston, Tex.	.....	
Oct. 18	One mile southeast by east of station.	Saluria.....	Sc. Emma Thornton, Lake Charles, La.	Newman...	58
Oct. 28	Three miles east of station.	Santa Rosa.....	Catboat Wave.....	.....	
Oct. 29	Four and one-half miles north-northwest of station.	.....do.....	Sc. G. L. Daboll, Pensacola, Fla.	Rathbone...	49
Nov. 9	Five miles east-southeast of station.	Galveston.....	Sc. Dave Freeman, Galveston, Tex.	Christian-sen.	24
Nov. 9	Ten miles east-northeast of station.	.....do.....	Yawl, Galveston, Tex.	.....	
Nov. 17	Pensacola Bay.....	Santa Rosa.....	Yawl, Pensacola, Fla.	.....	
Nov. 22	.....do.....	.....do.....	Yawl Mocking Bird, Pensacola, Fla.	.....	
Nov. 22	One mile south-southwest of station.	Galveston.....	Sc. Sea Gull, Eagle Pass, Tex.	Cookenboo	19

\* No one on board.

† In dangerous position, from which life-saving crew extricated her.

of casualties, season of 1891-'92.

LINA, GEORGIA, AND EASTERN FLORIDA—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing banks to Charleston, S. C.		\$600		\$600		\$600	4	4			
From Titusville, Fla.	Lumber...	300	\$60	360	\$360		2	2			
Cocoa to Coconut Grove, Fla.	Miscellaneous.	300	500	800		800	2	2		2	4
Charleston to Folly Island, S. C.		200		200	200		1	1		1	3
		500		500	500		(*)				
Titusville to Chester Shoal, Fla.	Lumber and provisions.	400	500	900	900		7	7		4	4
		400		400	400		(*)				
Combahee River to Charleston, S. C.	Rice.....	4,000	3,000	7,000	7,000		4	4			
James Island to Morris Island, S. C.		400		400	400		(*)				
Fort Sumter to Charleston, S. C.	Oysters....	20	5	25	25		1	1			
Cruising.....		30		30	30		5	5			
Titusville to Punta Gorda, Fla.	Merchandise.	1,000	500	1,500	1,475	25	3	3			
Titusville, Fla., to New York City.		3,000		3,000	3,000		4	4			
Long Island to Charleston, S. C.		200		200	200		5	5			
		16,700	5,915	22,615	19,030	3,585	58	58		7	11

COAST OF THE UNITED STATES.

Aranas City to Brazos River, Tex.	General...	1,500	1,000	2,500	2,500		12	12			
London, England, to Galveston, Tex.	do.....	150,000	50,000	200,000	200,000		28	28			
Quintana to Galveston, Tex.		1,200		1,200	1,200		5	5			
Galveston to Port Lavaca, Tex.		300		300	300		3	3			
Rockport to Galveston, Tex.	Furniture.	2,500	1,500	4,000	3,950	50	16	16			
Bolivar Point to Galveston, Tex.		300		300	300		1	1			
Aranas Pass, Tex., to Lake Charles, La.		2,500		2,500	2,500		3	3			
East Pass to Pensacola, Fla.	Fish.....	75	30	105	95	10	1	1			
Pensacola, Fla., fishing.	Ice.....	2,500	150	2,650	2,300	350	7	7			
Broke from moorings.	Provisions.	1,000	30	1,030	730	300	2	2			
Adrift.....		35		35		35	1	1		1	1
Capized.....		75		75	75		1	1			
Adrift.....		100		100	50	50					
Galveston to Pass Cavallo, Tex.	General...	1,600	5,000	6,600	6,300	300	2	2			

† No assistance by life-saving crew.

## United States Life-Saving Service.—Table

## DISTRICT NO. 8.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Nov. 28	One-half mile south-southwest of station.	Galveston.....	Sc. Star, Galveston, Tex.	Hamma.....	33
Nov. 29	One and one-half miles west of station.	Santa Rosa.....	Sl. Tarry Not, Pensacola, Fla.	.....	.....
Dec. 15	Decros Channel.....	Saluria.....	Sc. Sea Gull, Eagle Pass, Tex.	Cooknboo	19
Dec. 25	Pelican Spit .....	Galveston .....	Str. Highland Prince, New Castle, England.	Middleton..	1,516
1892.					
Jan. 10	Pelican Flats.....	.....do.....	Sc. William Murray, Lake Charles, La.	Thomson....	22
Jan. 17	Three miles east-northeast of station.	.....do.....	Str. Ludgate,* Sunderland, England.	Edwards ..	1,552
Jan. 23	One-half mile south-southwest of station.	.....do.....	Sc. Emily, Galveston, Tex.	Crosby.....	18
Feb. 12	One-half mile northeast of station.	.....do.....	Sc. Star, Galveston, Tex.	Siler.....	33
Feb. 27	Three-quarters of a mile north-northeast of station.	Brazos.....	Sc. Ada, Brownsville, Tex.	Baker.....	31
Feb. 28	Four miles south-southwest of station.	San Luis.....	Sl. James Andrew, Galveston, Tex.	.....	.....
Apr. 1	One-half mile east of station.	Aransas.....	Sc. Mary E. Lynch, Galveston, Tex.	Westland..	40
Apr. 16	Three miles west of station.	San Luis.....	Sl. Clarabell, Galveston, Tex.	Deweese ..	9
Apr. 17	Two and one-half miles south by west of station.	Velasco.....	Sc. Fair Play, Galveston, Tex.	Sorensen ..	12
Apr. 26	Three miles east-northeast of station.	Galveston .....	Str. Protection, Galveston, Tex.	Dallahan ..	22
Apr. 26	Three miles southwest of station.	San Luis.....	Sc. C. Colombo, Galveston, Tex.	.....	14
	Total .....	.....	.....	.....	.....

## DISTRICT NO. 9.—EMBRACING

1891.					
July 3	Fifty yards west of station.	Cleveland.....	Sloop yacht, Cleveland, Ohio.	.....	.....
July 3	One-sixth of a mile northwest of station.	.....do.....	Sl. y. Argo, Cleveland, Ohio.	.....	.....
July 3	Four hundred yards south-southwest of station.	Charlotte.....	St. launch Cygnet, Rochester, N. Y.	.....	.....
July 3	One and one-half miles west-northwest of station.	.....do.....	Skiff, Charlotte, N. Y.	.....	.....
July 5	One-half mile south-southwest of station.	Erie.....	Fish boat King Fisher, Erie, Pa.	.....	.....
July 5	One hundred yards northwest of station.	Cleveland.....	Fish boat Sea Lion, Cleveland, Ohio.	.....	.....
July 12	Off Windsor Beach, one-half mile east-southeast of station.	Charlotte.....	Skiff, Ontario Beach, Canada.	.....	.....
July 15	Three hundred yards northeast of station.	Point Marblehead.	Sc. Col. Cook, Cleveland, Ohio.	Patterson ..	266
July 19	Indiana Chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.	.....	.....
July 20	Cross dam, Falls of the Ohio.	.....do.....	Flat, Louisville, Ky.	.....	.....
July 22	One hundred yards northwest of station.	Charlotte.....	Yt. Restless, Rochester, N. Y.	.....	6
Aug. 2	Two and one-half miles north of station.	Big Sandy.....	Sl. y. Mist, Woodville, N. Y.	.....	.....

\* No assistance by life-saving crew.

*of casualties, season of 1891-'92—Continued.*

## COAST OF THE UNITED STATES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Galveston to Pass Cavallo, Tex.	Lumber...	\$1,800	\$500	\$2,300	\$2,300	.....	2	2	.....	.....	.....
From Pensacola, Fla.	.....	100	.....	100	100	.....	2	2	.....	2	4
Matagorda to Galveston, Tex.	Cot'n and general.	1,000	5,000	6,000	6,000	.....	2	2	.....	.....	.....
Tampico, Mex., to Galveston, Tex.	Cement....	200,000	20,000	220,000	220,000	.....	24	24	.....	.....	.....
Lake Charles, La., to San Bernard, Tex.	Lumber...	1,200	400	1,600	1,600	.....	1	1	.....	.....	.....
Galveston, Tex., to Liverpool, England.	Cotton....	248,650	248,000	496,650	496,650	.....	23	23	.....	.....	.....
Galveston to Brazos River, Tex.	General...	1,200	400	1,600	1,600	.....	2	2	.....	.....	.....
Lake Charles, La., to Galveston, Tex.	Lumber...	1,800	500	2,300	2,300	.....	3	3	.....	.....	.....
Cruising.....	.....	23,000	.....	23,000	23,000	.....	3	3	.....	.....	.....
Christmas Bay to Galveston, Tex.	Oysters....	150	20	170	170	.....	1	1	.....	.....	.....
Lake Charles, La., to Aransas Pass, Tex.	Lumber...	2,000	600	2,600	2,600	.....	2	2	.....	.....	.....
Galveston to Christmas Bay, Tex.	.....	1,000	.....	1,000	1,000	.....	4	4	.....	.....	.....
Velasco to Orange, Tex.	.....	2,000	.....	2,000	.....	\$2,000	3	3	.....	3	3
Galveston, Tex., to Government jetty.	.....	6,000	.....	6,000	5,800	200	3	3	.....	.....	.....
Galveston to Brazos River, Tex.	.....	800	.....	800	800	.....	2	2	.....	.....	.....
.....	.....	654,385	333,130	987,515	984,220	3,295	159	159	.....	6	8

## LAKES ONTARIO AND ERIE.

Dragging anchor.....	.....	50	.....	50	45	5	(†)	.....	.....	.....	.....
Parted her moorings..	.....	600	.....	600	595	5	(†)	.....	.....	.....	.....
In harbor.....	.....	1,500	.....	1,500	1,500	.....	2	2	.....	.....	.....
.....do.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	400	.....	400	400	.....	15	15	.....	.....	.....
Adrift.....	.....	200	.....	200	200	.....	(†)	.....	.....	.....	.....
Pleasure trip.....	.....	40	.....	40	40	.....	3	2	1	2	2
Marblehead to Cleveland, Ohio.	Stone.....	2,500	100	2,600	1,700	900	5	5	.....	2	4
Pleasure trip.....	.....	10	.....	10	10	.....	6	6	.....	.....	.....
.....do.....	.....	5	.....	5	5	.....	3	3	.....	.....	.....
Adrift.....	.....	1,000	.....	1,000	1,000	.....	(†)	.....	.....	.....	.....
Pleasure trip.....	.....	100	.....	100	100	.....	10	10	.....	.....	.....

† No one on board.



*United States Life-Saving Service.—Table*

## DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Aug. 2	One-third of a mile south-west of station.	Oswego .....	Sailboat, Oswego, N. Y. ....		
Aug. 16	One mile west of station.	Cleveland.....	Sailboat, Cleveland, Ohio. ....		
Aug. 18	Middle Chute, Falls of the Ohio.	Louisville.....	Flat, Louisville, Ky. ....		
Aug. 20	One mile north of station.	Charlotte.....	Skiff, Ontario Beach, Canada. ....		
Aug. 25	One hundred and fifty yards west of station.	Oswego.....	Skiff, Oswego, N. Y. ....		
Aug. 25	Seventy-five yards north of station.	.....do.....	.....do.....		
Aug. 26	Two miles northwest of station.	.....do.....	.....do.....		
Aug. 28	Fifty yards northwest of station.	Cleveland.....	Sailboat, Cleveland, Ohio. ....		
Aug. 28	Fifty yards southwest of station.	.....do.....	Yt. Ripple, Cleveland, Ohio. ....		
Sept. 5	Three hundred yards southwest of station.	Charlotte.....	Yt. Restless, Rochester, N. Y. ....		6
Sept. 10	Three miles west of station.	Cleveland.....	Catboat Ola,† Cleveland, Ohio. ....		
Sept. 13	One mile south-southwest of station.	Erie.....	Catboat Welch, Erie, Pa. ....		
Sept. 17	One-half mile north-northeast of station.	Charlotte.....	Sl. y. Undine, Rochester, N. Y. ....		
Sept. 19	Horseshoe Reef.....	Buffalo.....	Str. John Johnson, Buffalo, N. Y. ....		60
Sept. 20	One-half mile north-northwest of station.	Cleveland.....	Sloop yacht, Cleveland, Ohio. ....		
Sept. 22	Middle Chute, Falls of the Ohio.	Louisville.....	Flat, Louisville, Ky. ....		
Sept. 23	Two and one-quarter miles northwest of station.	Buffalo.....	Str. Grace Danforth, Buffalo, N. Y. ....	Whalen .....	66
Sept. 23	.....do.....	.....do.....	Str. C. F. Curtis, Buffalo, N. Y. ....	Cunningham. ....	629
Sept. 27	One hundred and fifty yards northwest of station.	Cleveland.....	Str. Iolanthe, Cleveland, Ohio. ....		
Sept. 28	Falls of the Ohio.....	Louisville.....	Flats (2), Pittsburg, Pa. ....		
Oct. 5	One-third of a mile west-southwest of station.	Buffalo.....	Skiff, Buffalo, N. Y. ....		
Oct. 7	One-quarter mile west of station.	Cleveland.....	Yt. Sunbeam, Cleveland, Ohio. ....		
Oct. 8	One-quarter mile southwest of station.	.....do.....	Yt. Sylvia, Cleveland, Ohio. ....		
Oct. 14	One-quarter of a mile north of station.	Fairport .....	Str. George R. Paige, Cleveland, Ohio. ....	Ingraham..	34
Oct. 14	Seven miles east of station.	Cleveland .....	Pile-driver C. H. Strong, Cleveland, Ohio. ....		
Oct. 25	One-third of a mile west of station.	Buffalo.....	Sl. Viking, Port Dover, Ontario. ....	Allan .....	25
Oct. 27	One-half mile east of station.	Charlotte.....	Barge Hiawatha, Kingston, Ontario. ....	Le Duc .....	518
Oct. 27	Seventy yards northwest of station.	Cleveland .....	Yt. Eole, Cleveland, Ohio. ....		
Nov. 1	Off Dunkirk, fifty miles southwest of station.	Buffalo.....	Sc. Elma, Detroit, Mich. ....	Barlow.....	401
Nov. 1	.....do.....	.....do.....	Barge B. W. Jenness, Detroit, Mich. ....	Turner.....	357
Nov. 17	One and one-half miles east of station.	Cleveland .....	Sc. Racine, Detroit, Mich. ....	Prouty.....	168
Nov. 21	One and one-half miles west by south of station.	Erie.....	Sl. Judge, Erie, Pa. ....		
Nov. 23	Horseshoe Reef .....	Buffalo.....	Sc. Golden Age, Milan, Ohio. ....	Flor.....	1,847

\* No one on board.

*of casualties, season of 1891-'92—Continued.*

## LAKES ONTARIO AND ERIE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Pleasure trip.....		\$5		\$5	\$5		3	3			
do.....		50		50	50		2	2			
do.....		5		5	5		1	1			
do.....		40		40	40		1	1			
Fishing trip.....		25		25	25		2	2			
Pleasure trip.....		25		25	55		2	2			
do.....		5		5	5		2	2			
Adrift.....		50		50	50		*)				
do.....		150		150	135	\$15	(*)				
Dragged anchor and stranded.		1,000		1,000	950	50	(*)				
Pleasure trip.....		1,200		1,200	1,175	25	3	3			
do.....		200		200	200		2	2			
do.....		150		150	150		2	2			
In harbor.....		12,000		12,000	12,000		4	4			
Pleasure trip.....		50		50	50		2	2			
do.....		10		10	10		1	1			
Towing in harbor.....		11,000		11,000	6,000	5,000	4	4			
Tonawanda to Buffalo, N. Y.		50,000		50,000	50,000		15	15			
Pleasure trip.....		2,500		2,500	2,500		8	8			
Pittsburg, Pa., to New Orleans, La.		5		5	5		2	2			
Adrift.....		25		25	25		1	1			
In harbor.....		500		500	490	10	(*)				
Parted hermoorings..		1,800		1,800	1,770	30	(*)				
Towing a vessel into harbor.		10,000		10,000	10,000		4	4			
		2,500		2,500	2,450	50	(*)				
Port Dover, Ontario, to Buffalo, N. Y.	Stave bolts	3,000	\$280	3,280	3,280		4	4			
Kingston, Ontario, to Charlotte, N. Y.		22,000		22,000	22,000		7	7		7	7
Parted moorings and stranded.		500		500	475	25	(*)				
Bay City, Mich., to Tonawanda, N. Y.	Lumber	4,500	7,500	12,000	9,350	2,650	6	6			
do.....	do.	3,500	8,000	11,500	10,100	1,400	7	7			
Hammonds Bay, Mich., to Cleveland, Ohio.	Railroad ties.	2,500	1,160	3,660	3,060	600	7	7			
In harbor.....		500		500	500		5	5			
Chicago, Ill., to Buffalo, N. Y.	Oats	70,000	36,000	106,000	105,700	300	9	9			

† Dismasted.

United States Life-Saving Service.—Table

## DISTRICT NO. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Nov. 23	One and one-quarter miles west-southwest of station.	Erie.....	Str. Major, Erie, Pa.....	Tanner.....	101
Nov. 24	Falls of the Ohio.....	Louisville.....	Skiff, Jeffersonville, Ind.		
Nov. 26	Nine and one-half miles east of station.	Cleveland.....	Sailboat, Cleveland, Ohio.		
Nov. 29	Falls of the Ohio.....	Louisville.....	Skiff, Jeffersonville, Ind.		
Dec. 1	Middle Chute, Falls of the Ohio.	.....do.....	Skiff, Louisville, Ky.....		
Dec. 3	Indiana Chute, Falls of the Ohio.	.....do.....	.....do.....		
1892.					
Jan. 21	Falls of the Ohio.....	.....do.....	Shanty boat, Louisville, Ky.		
Mar. 29	.....do.....	.....do.....	Skiff, Louisville, Ky.....		
Apr. 13	Wing Dam, Falls of the Ohio.	.....do.....	Str. Charlie Clark, Pittsburg, Pa.	Applegate..	148
Apr. 13	.....do.....	.....do.....	Barge, Pittsburg, Pa.		
Apr. 29	One-quarter of a mile west of station.	Big Sandy.....	Sc. Fiat, Cape Vincent, N. Y.	Jenkins.....	38
May 1	Middle Chute, Falls of the Ohio.	Louisville.....	St. y. Clara B., Louisville, Ky.		
May 8	Above cross dam, Falls of the Ohio.	.....do.....	Sailboat, Louisville, Ky.		
May 8	Indiana Chute, Falls of the Ohio.	.....do.....	Skiff, Jeffersonville, Ind.		
May 11	One hundred yards north of station.	Cleveland.....	Skiff, Cleveland, Ohio.....		
May 15	Twenty miles southwest one-half south of station.	Buffalo.....	Str. John M. Nicol, Detroit, Mich.	Stewart.....	2, 126
May 16	Two and one-quarter miles southeast of station.	.....do.....	Sl. y. Tigress, Buffalo, N. Y.		
May 28	One and one-half miles northwest of station.	Charlotte.....	Yt. Why Not, Rochester, N. Y.		
May 29	Four hundred yards north of station.	Fairport.....	Rowboat, Fairport, Ohio.		
June 8	One-half mile west of station.	Cleveland.....	Sailboat, Cleveland, Ohio.		
June 10	Above cross dam, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
June 10	Indiana Chute, Falls of the Ohio.	.....do.....	.....do.....		
June 15	Above cross dam, Falls of the Ohio.	.....do.....	Shanty boat, Louisville, Ky.		
June 17	Cross dam, Falls of the Ohio.	.....do.....	Skiff, Louisville, Ky.....		
June 17	One-eighth of a mile west of station.	Cleveland.....	Sailboat, Cleveland, Ohio.		
June 19	One-half mile north of station.	.....do.....	Catamaran, Cleveland, Ohio.		
June 20	One-quarter of a mile south of station.	Oswego.....	Yt. Mattie, Oswego, N. Y.		
June 20	Indiana Chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
June 25	One-sixth of a mile southwest of station.	Charlotte.....	Skiff.....		
June 28	One mile east-northeast of station.	.....do.....	Small boat, Rochester, N. Y.		
June 28	Horseshoe Reef.....	Buffalo.....	Sc. William Home, Detroit, Mich.	Conlin.....	305
	Total.....				

\* No one on board.

of casualties, season of 1891-'92—Continued.

## ONTARIO AND ERIE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Dragging anchors.....		\$8,000		\$8,000	\$8,000		4	4			
Jeffersonville, Ind., to Louisville, Ky.		10		10	10		1	1			
Pleasure trip.....		50		50	50		2	2			
Jeffersonville, Ind., to Louisville, Ky.		15		15	15		1	1			
Pleasure trip.....		10		10	10		1	1			
.....do.....		10		10	10		2	2			
Louisville to West Point, Ky.		30		30	30		1	1			
Pleasure trip.....		10		10	10		4	4			
Pittsburg, Pa., to Portland, Ky.		10,000		10,000	10,000		17	17			
Pittsburg, Pa., to Cairo, Ill.	Coal	1,200	\$600	1,800	1,800		(*)				
Oswego to Woodville, N. Y.	General	2,500	600	3,100	3,100		4	4			
Pleasure trip.....		600		600	600		8	8			
.....do.....		45		45	35	\$10	2	2			
Louisville, Ky., to Jeffersonville, Ind.		10		10	10		1	1			
Adrift .....		25		25	25		1	1			
Duluth, Minn., to Buffalo, N. Y.	Grain	125,000	53,000	178,000	174,000	4,000	21	21			
In harbor.....		400		400	390	10	5	5			
Pleasure trip.....		150		150	140	10	3	3			
.....do.....		5		5		5	4	3	1	3	3
.....do.....		50		50	50		1	1			
.....do.....		10		10	10		4	4			
.....do.....		20		20	20		6	6			
Louisville to West Louisville, Ky.		100		100	100		3	3			
Pleasure trip.....		10		10	10		2	2			
Capsized in harbor...		60		60	60		(*)				
Adrift .....		5		5	5		2	2			
Pleasure trip.....		200		200	200		2	2			
Louisville, Ky., to New Orleans, La.		25		25	25		1	1			
Capsized in harbor...		25		25	25		5	3	2		
Pleasure trip.....		20		20	20		3	3			
Traverse City, Mich., to Tonawanda, N. Y.	Lumber	7,500	4,000	11,500	11,150	350	7	7			
.....		362,345	111,240	473,585	458,135	15,450	269	265	4	14	16

## United States Life-Saving Service.—Table

## DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
July 14	Three miles south of station.	Thunder Bay Island.	Sc. A. J. Rogers,* Sandusky, Ohio.	Moore .....	323
July 14	One mile southwest of station.	Bois Blanc .....	Raft of cedar, Bois Blanc, Mich.	.....	.....
July 16	North Point Reef .....	Thunder Bay Island.	Str. Arthur D., Port Huron, Mich.	Brooks .....	22
July 17	Sixty-five miles east by north of station.	Marquette .....	Str. Empire State, Buffalo, N. Y.	Green .....	1, 117
July 29	Two miles southwest of station.	Bois Blanc .....	Str. H. S. Pickands, Detroit, Mich.	Wilson .....	625
July 29	.....do .....	.....do .....	Sc. Marengo, Detroit, Mich.	Berlin .....	648
July 30	Three miles south of station.	.....do .....	Sailboat, Cheboygan, Mich.	.....	.....
Aug. 4	Sugar Island Reef .....	Thunder Bay Island.	Sc. Theresa, Alpena, Mich.	.....	8
Aug. 8	Poes Reef .....	Bois Blanc .....	Str. Cumberland, Vermilion, Ohio.	Grey .....	1, 601
Aug. 8	Thirteen miles west of station.	.....do .....	Str. James H. Prentice, Port Huron, Mich.	Kelly .....	536
Aug. 20	North Point Reef .....	Thunder Bay Island.	Sc. Herschel, Chicago, Ill.	Clark .....	239
Aug. 20	One mile east of station.	Hammonds Bay ..	Fish boat. O que o c River, Mich.	.....	.....
Aug. 24	Ottawa Bay .....	Ottawa Point .....	Sc. E. R. Williams, Lorain, Ohio.	Humpton ..	294
Aug. 27	New River Reef .....	Grindstone City and Pointe aux Barques.	Raft of logs, Black River, Mich.	.....	.....
Sept. 1	Eight miles southwest of station.	Ottawa Point .....	Str. Margaret Olwill,† Cleveland, Ohio.	Hogamon ..	925
Sept. 1	Poe's Reef .....	Bois Blanc .....	Str. New Orleans, Detroit, Mich.	White .....	1, 458
Sept. 8	Three hundred yards west of station.	Muskallonge Lake.	Pile-driver, Deer Park, Mich.	.....	.....
Sept. 21	Four and one-half miles west by south of Crisp's station.	Crisps and Two Heart River.	Sc. Mabel Wilson, Detroit, Mich.	Thompson ..	1, 225
Sept. 25	One mile northwest of station.	Ship Canal .....	Sc. Monitor, Detroit, Mich.	Anderson ..	314
Sept. 25	.....do .....	.....do .....	Bk. Constitution, Bay City, Mich.	Glendenen.	423
Sept. 29	Two miles east of station.	Sturgeon Point ..	Sc. Samana, Detroit, Mich.	Hoose .....	287
Sept. 30	Four miles west-northwest of Crisp's station.	Crisps and Vermilion Point.	Sc. Commerce, Chicago, Ill.	Mullen .....	327
Oct. 4	One mile east of station.	Sand Beach .....	Sc. Canton, Detroit, Mich.	Jeffrey .....	321
Oct. 11	One and one-half miles west-southwest of station.	Ottawa Point .....	Sc. S. V. R. Watson, Detroit, Mich.	Ryan .....	516
Oct. 12	One and one-half miles northeast of station.	Marquette .....	Rowboat, Marquette, Mich.	.....	.....
Oct. 16	One and one-half miles southwest of station.	Bois Blanc .....	Fish boat, Bois Blanc Island, Mich.	.....	.....
Oct. 19	Two hundred yards southeast of station.	Sand Beach .....	Sl. Janet, Sand Beach, Mich.	.....	.....
Oct. 23	Five miles south-southeast of Pointe aux Barques Station.	Pointe aux Barques and Sand Beach.	Sc. Queen of the Lakes, Kingston, Ontario.	Paroons .....	253
Oct. 26	One and one-half miles west southwest one-quarter west of station.	Hammonds Bay ..	Sc. Pilot, Grand Haven, Mich.	Corlet .....	9
Oct. 27	Five miles northwest by west of station.	Middle Island .....	Sc. Racine,† Detroit, Mich.	Brouty .....	168
Oct. 31	Six miles south-southeast of station.	Pointe aux Barques.	Str. City of Windsor, Windsor, Ontario.	Moore .....	315

\* In a helpless condition when boarded by the life-saving crew.

† Disabled, requiring the assistance of the life-saving crew.

*of casualties, season of 1891-'92—Continued.***LAKES HURON AND SUPERIOR.**

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Sandusky, Ohio, to Green Bay, Wis.	Coal .....	\$6,000	\$1,400	\$7,400	\$6,200	\$1,200	8	8	.....	.....	.....
Adrift .....	.....	100	.....	100	100	.....	2	2	.....	2	2
Thunder Bay Island to Alpena, Mich.	.....	8,500	.....	8,500	8,500	.....	5	5	.....	.....	.....
Duluth, Minn., to Buffalo, N. Y.	Copper and general merchandise.	35,000	250,000	285,000	272,000	13,000	28	28	.....	.....	.....
Toledo, Ohio, to Gladstone, Mich.	Coal .....	30,000	3,300	33,300	32,850	450	14	14	.....	.....	.....
.....do .....	.....do .....	25,000	3,600	28,600	28,600	.....	8	8	.....	.....	.....
Adrift .....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Sugar Island to Alpena, Mich.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Buffalo, N. Y., to Milwaukee, Wis.	Coal .....	60,000	10,000	70,000	70,000	.....	14	14	.....	.....	.....
Ashland, Wis., to Chicago, Ill.	Lumber ..	50,000	3,025	53,025	53,025	.....	15	15	.....	.....	.....
Alpena, Mich., to Chicago, Ill.	.....do .....	7,000	3,170	10,170	9,770	400	9	9	.....	.....	.....
Spences Dock to Oquocoe River, Mich.	.....do .....	100	10	110	100	10	2	2	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	Iron ore...	17,000	35,000	52,000	52,000	.....	4	4	.....	.....	.....
Black River, Mich., to Buffalo, N. Y.	.....	25,000	.....	25,000	25,000	.....	.....	.....	.....	.....	.....
Alabaster, Mich., to Chicago, Ill.	Plaster ....	40,000	37,000	77,000	76,500	500	12	12	.....	.....	.....
Escanaba, Mich., to Fairport, Ohio.	Iron ore...	100,000	7,200	107,200	105,200	2,000	15	15	.....	.....	.....
Adrift .....	.....	1,000	.....	1,000	1,000	.....	.....	.....	.....	.....	.....
Duluth, Minn., to Buffalo, N. Y.	Wheat .....	75,000	68,000	143,000	140,000	3,000	9	9	.....	.....	.....
Ashland, Wis., to Buffalo, N. Y.	Lumber ..	10,000	5,760	15,760	15,260	500	6	6	.....	.....	.....
.....do .....	.....do .....	9,000	6,105	15,105	12,035	3,070	9	9	.....	.....	.....
Torch Lake, Mich., to Tonawanda, N. Y.	.....do .....	4,000	2,300	6,300	5,625	675	7	7	.....	.....	.....
Ashland, Wis., to Chicago, Ill.	.....do .....	11,000	4,000	15,000	14,300	700	7	7	.....	.....	.....
Kelleys Island, Ohio, to Sault Ste. Marie, Mich.	Stone .....	10,000	1,000	11,000	9,500	1,500	7	7	.....	.....	.....
Marquette to Detroit, Mich.	Iron ore ...	17,000	3,800	20,800	20,300	500	8	8	.....	.....	.....
Fishing trip .....	.....	45	.....	45	45	.....	1	1	.....	.....	.....
Cheboygan to Bois Blanc Island, Mich.	.....	250	.....	250	240	10	2	2	.....	.....	.....
Dragging anchor .....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Georgian Bay, Ontario, to Sandusky, Ohio.	Woodpulp	16,000	400	16,400	16,300	100	7	7	.....	.....	.....
Cheboygan to Hammonds Bay, Mich.	General merchandise.	500	600	1,100	700	400	5	5	.....	.....	.....
Detroit to Hammonds Bay, Mich.	.....	2,000	.....	2,000	2,000	.....	7	7	.....	.....	.....
Duck Island, Ontario, to Detroit, Mich.	Fish .....	25,000	2,200	27,200	27,200	.....	22	22	.....	.....	.....

‡ In dangerous position, from which life-saving crew extricated her.

## United States Life-Saving Service.—Table

## DISTRICT NO. 10. — EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Oct. 31	One-quarter of a mile east of station.	Sturgeon Point.....	Sl. Mary Amelia, Detroit, Mich.	Snider.....	95
Nov. 2	Seven miles northwest of station.	Middle Island.....	Sc. Racine, Detroit, Mich.	Brouty.....	168
Nov. 10	Can Buoy Reef.....	Middle Island and Thunder Bay Island.	Str. Harry E. Packer, Buffalo, N. Y.	McKenzie.....	1,142
Nov. 14	North Point.....	Thunder Bay Island.	Sc. Theresa,* Alpena, Mich.	.....	8
Nov. 17	One mile northwest of station.	Pointe aux Barques.	Sailboat, Huron City, Mich.	.....	.....
Nov. 22	One-half mile south of station.	Marquette.....	Sc. Sophia Minch, Cleveland, Ohio.	Hodges.....	636
Nov. 27	North Point Reef.....	Thunder Bay Island.	Sc. Marion W. Page, Milan, Ohio.	Williams...	750
Nov. 29	Pointe aux Barques Reef.	Pointe aux Barques.	Barge H. C. Potter, Port Huron, Mich.	Finlayson...	309
Nov. 29	Nine miles north-northwest of station.	Middle Island.....	Str. Arizona, Bay City, Mich.	Bennett.....	684
Nov. 29	.....do.....	.....do.....	Sc. Plymouth, Port Huron, Mich.	Taylor.....	777
1892.					
Apr. 27	One-quarter of a mile southeast of station.	Bois Blanc.....	Sailboat, Bois Blanc, Mich.	.....	.....
May 1	Four miles north of station.	Sand Beach.....	Str. S. Neff, Port Huron, Mich.	Schafer.....	129
May 10	Four miles north-northwest of station.	.....do.....	Str. John B. Lyon, Buffalo, N. Y.	Perew.....	1,710
May 11	Five miles south-southeast of station.	Pointe aux Barques.	Sc. Anna P. Grover, Toledo, Ohio.	Durand.....	247
May 11	Poes Reef.....	Bois Blanc.....	Sc. Annie M. Petersen, Oswego, N. Y.	Bowen.....	631
May 15	Elm Creek Reef, eight miles south-southeast of station.	Sand Beach.....	Str. Wyoming, Buffalo, N. Y.	Inches.....	351
May 27	One mile west of station.	Ottawa Point.....	Sc. George Davis, Huron, Mich.	Stockman...	15
May 28	Shaws Reef, three-quarters of a mile north-northwest of station.	Pointe aux Barques.	St. y. Little Dick, Detroit, Mich.	.....	.....
May 31	Sixteen miles southwest of station.	Thunder Bay Island.	Sc. Julia, Grand Haven, Mich.	Sims.....	37
June 5	One-half mile southeast of station.	.....do.....	Str. Colorado, Port Huron, Mich.	Dority.....	1,471
June 5	Four miles west-southwest of station.	.....do.....	Str. Annie Molles, Bay City, Mich.	Voisine.....	73
June 30	Off southeast end of Thunder Bay Island.	Thunder Bay Island.	Str. Frank W., Alpena, Mich.	Lillias.....	93
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 11. — EMBRACING

1891.					
July 2	One mile south of station.	Grande Pointeau Sable.	Sc. Alert, Holland, Mich.	.....	18
July 4	Southwest by west of station.	South Haven.....	Rowboat, South Haven, Mich.	.....	.....
July 7	Two miles north-north-east of station.	Racine.....	Sc. Harvey Ransom, Grand Haven, Mich.	Gallagher..	29
July 7	One-quarter mile west of station.	Sturgeon Bay Canal.	Sc. G. D. Douseman, Chicago, Ill.	Christensen.	276
July 12	One-quarter mile north of station.	Point Betsy.....	Sloop, Frankfort, Mich.	.....	.....

\* Disabled, requiring the assistance of the life-saving crew.

of casualties, season of 1891-'92—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessels.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Port Huron to Harrisville, Mich.		\$900		\$900	\$900		4	4		4	4
Hammonds Bay, Mich., to Cleveland, Ohio.	Railroad ties.	2,000	\$1,300	3,300	3,125	\$175	7	7			
Buffalo, N. Y., to Chicago, Ill.	Coal.....	70,000	6,000	76,000	75,400	600	17	17		17	17
North Point to Alpena, Mich.	Fish.....	300	20	320	320		2	2			
Parted moorings.....		50		50	50						
Marquette, Mich., to Cleveland, Ohio.	Iron ore...	14,000	4,000	18,000	18,000		8	8			
Buffalo, N. Y., to Chicago, Ill.	Coal.....	35,000	9,000	44,000	43,740	260	9	9			
Alpena to Detroit, Mich.	Lumber...	3,500	2,000	5,500	1,000	4,500	6	6			
Buffalo, N. Y., to Milwaukee, Wis.	Coal.....	57,000	6,000	63,000	56,170	6,830	13	13			
.....do.....	.....do.....	29,300	6,800	36,100	29,580	6,520	8	8			
Cheboygan to Bois Blanc, Mich.	Groceries..	200	65	265	150	115	2	2		2	2
Harrisville, Mich., to Cleveland, Ohio.	Railroad ties.	7,500	1,500	9,000	8,350	650	10	10			
Chicago, Ill., to Buffalo, N. Y.	Grain.....	100,000	60,000	160,000	70,000	90,000	18	18			
Erie, Pa., to Lake Linden, Mich.	Brick.....	7,000	1,600	8,600	7,650	950	7	7			
Oswego, N. Y., to Chicago, Ill.	Coal.....	18,000	4,875	22,875	15,975	6,900	9	9			
Buffalo, N. Y., to Oscoda, Mich.		15,000		15,000	14,900	100	11	11			
Au Sable to Sebewaug, Mich.	Lumber and laths.	500	100	600	600		3	3			
Detroit to Sault Ste. Marie, Mich.		400		400	390	10	2	2			
Port Huron to Alpena, Mich.		5,000		5,000	5,000		6	6		2	2
Port Huron, Mich., to Duluth, Minn.		60,000		60,000	48,000	12,000	21	21			
Bay City to Alpena, Mich.		9,000		9,000	9,000		9	9			
Hammonds Bay to Alpena, Mich.		18,000		18,000	18,000		7	7			
.....		1,037,645	551,130	1,588,775	1,431,150	157,625	414	414		4	4

ING LAKE MICHIGAN.

Holland to Manistee, Mich.		300		300	300		3	3			
Pleasure trip.....		35		35	35		1	1		1	1
Beaver Island, Mich., to Milwaukee, Wis.	Cedar posts.	1,500	200	1,700	1,650	50	3	3			
Manistee, Mich., to Chicago, Ill.	Lumber...	2,500	3,000	5,500	5,500		7	7			
Pleasure trip.....		150		150	150		3	3		3	3



## United States Life-Saving Service.—Table

## DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
July 13	One and one-half miles east of station.	South Chicago.....	Rowboat, South Chicago, Ill.	.....	.....
July 25	One and one-half miles from station.	Racine.....	Sailboat, Racine, Wis.	.....	.....
Aug. 1	One-fifth of a mile east of station.	Milwaukee.....	Sc. Pathfinder, Milwaukee, Wis.	.....	.....
Aug. 4	One hundred yards south of station.	Racine.....	Rowboat, Racine, Wis.	.....	.....
Aug. 8	One hundred yards north of station.	Point Betsy .....	Rowboat, Point Betsy, Mich.	.....	.....
Aug. 22	Two miles east of station.	Holland .....	Sc. y. Ottawa, Black Lake, Mich.	.....	.....
Aug. 27	One-eighth mile east of station.	Michigan City.....	Sl. Harriet, Michigan City, Ind.	.....	.....
Aug. 27	Three miles north-northeast of station.	Racine.....	Scow Sunrise, Milwaukee, Wis.	.....	.....
Aug. 28	One-sixth mile southeast of station.	Kenosha.....	Sc. Wollin, Milwaukee, Wis.	Weire.....	49
Sept. 2	Ten miles west by north of station.	Beaver Island.....	Str. Huron City, Chicago, Ill.	Caniff.....	369
Sept. 2	.....do.....	.....do.....	Sc. James C. King, Bay City, Mich.	Bennett.....	512
Sept. 6	One-quarter mile southwest of station.	Manistee .....	Rowboat, Manistee, Mich.	.....	.....
Sept. 6	Two and one-half miles southeast of station.	Chicago .....	Sloop, Chicago, Ill.	.....	.....
Sept. 7	One-quarter mile west of station.	Holland .....	Rowboat, Black Lake, Mich.	.....	.....
Sept. 7	One-quarter mile west of station.	Holland .....	Rowboat, Black Lake, Mich.	.....	.....
Sept. 12	One-third mile from station.	Grand Haven .....	Rowboat, Grand Haven, Mich.	.....	.....
Sept. 16	One-third mile west by south of station.	South Haven.....	Str. J. H. Johnson,† Grand Haven, Mich.	Charles.....	67
Sept. 18	Two miles south one-half east of station.	Beaver Island.....	Sc. George Steele, Chicago, Ill.	Keating .....	271
Sept. 24	Two and one-half miles south of station.	Grande Pointe au Sable.	Str. Ida E., Milwaukee, Wis.	Richardson.	182
Sept. 27	Seven miles south of station.	Beaver Island.....	Sc. Waukesha, Chicago, Ill.	Corbett.....	310
Sept. 28	One-quarter mile west-northwest of station.	Pentwater.....	Sc. Libbie Carter, Chicago, Ill.	Halveson...	34
Sept. 28	Racine Harbor.....	Racine.....	Yt. Pastime, Kenosha, Wis.	.....	.....
Oct. 11	Two miles south-southeast of station.	Milwaukee.....	Sc. Pride,† Kenosha, Wis.	Harvey.....	69
Oct. 14	One-quarter mile north of station.	Michigan City. ....	Yawl .....	.....	.....
Oct. 17	One hundred yards southeast of station.	Pentwater.....	Str. George D. Sandford, jr., Grand Haven, Mich.	Oliver.....	52
Oct. 19	One hundred and sixty yards west by south of station.	South Haven .....	Sc. Laura Miller, Chicago, Ill.	.....	56
Oct. 19	Two and one-half miles east of station.	Sheboygan.....	Str. J. Evenson, Milwaukee, Wis.	Larley .....	33
Oct. 19	Three miles south of station.	.....do.....	Scow, Sturgeon Bay, Wis.	.....	.....
Oct. 26	Four and one-half miles south of station.	Chicago.....	Str. Inter-Ocean, Buffalo, N. Y.	Robinson...	1,069
Oct. 26	One-sixth mile east of station.	Racine.....	Sc. German, Milwaukee, Wis.	Gregory .....	78
Oct. 31	Three miles northeast of station.	Michigan City.....	Fish boats (2), Michigan City, Ind.	.....	.....
Nov. 5	One-sixth mile east of station.	Muskegon.....	Str. Col. Graham, U. S. Government.	Kendrick...	48
Nov. 6	One-third mile southwest of station.	.....do.....	Str. D. W. Powers, Chicago, Ill.	Day.....	303

\* No one on board.

† Life-saving crew saved vessel from destruction by fire.

of casualties, season of 1891-'92—Continued.

## LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Pleasure trip.....		\$25		\$25	\$25		2	2			
.....do.....		15		15	15		1	1			
South Point to Milwaukee, Wis.	Gravel.....	200	\$25	225	150	\$75	3	3			
Pleasure trip.....		20		20	20		3	3			
.....do.....		50		50	50		1	1			
.....do.....		150		150	150		12	12			
Dragged anchor and stranded.		200		200	200		(*)				
Adrift.....	Gravel.....	300	30	330	330		4	4			
Baileys Harbor to Kenosha, Wis.	Wood.....	800	250	1,050	1,040	10	4	4			
Ascoton, Mich., to Chicago, Ill.	Timber.....	38,000	5,000	43,000	41,000	2,000	14	14			
.....do.....	Lumber...	6,000	6,500	12,500	12,100	400	7	7			
Pleasure trip.....		25		25	25		1	1			
.....do.....		100		100	90	10	2	2			
.....do.....		20		20	20		1	1			
.....do.....		30		30	30		3	3			
.....do.....		30		30	30		1		1		
Muskegon to St. Joseph, Mich.	Lumber...	5,000	2,500	7,500	7,450	50	6	6			
Ascoton, Mich., to Chicago, Ill.	.....do.....	6,000	4,000	10,000	10,000		7	7			
Chicago, Ill., to Manistee, Mich.		18,000		18,000	18,000		15	15			
Port Huron to Elk Rapids, Mich.		8,000		8,000	8,000		7	7			
Milwaukee, Wis., to Ludington, Mich.		800		800	700	100	3	3		3	3
Pleasure trip.....		100		100	100		2	2			
Racine to Baileys Harbor, Wis.		1,400		1,400	1,400		6	6			
Adrift.....		30		30	30		6	6			
.....do.....		4,000		4,000	4,000		(*)				
Muskegon, Mich., to South Chicago, Ill.	Sawdust...	600	150	750	750		4	4			
Sturgeon Bay to Milwaukee, Wis.		3,000		3,000	3,000		6	6			
.....do.....	Stone.....	1,500	1,500	3,000	1,600	1,400	(*)				
Buffalo, N. Y., to Chicago, Ill.	Coal.....	45,000	7,000	52,000	46,930	5,070	15	15			
Adrift.....	Wood.....	1,200	350	1,550	1,550		(*)				
Fishing trip.....	Fish and nets.	100	50	150	150		4	4			
In harbor.....		10,000		10,000	9,850	150	3	3			
Manistique to Muskegon, Mich.	Lumber...	20,000	5,000	25,000	25,000		14	14			

† In dangerous position, from which life-saving crew assisted to extricate her.

## United States Life-Saving Service.—Table

## DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Nov. 8	Three miles south of station.	North Manitou Island.	Str. Clyde, Buffalo, N. Y.	Keeney.....	1,307
Nov. 12	One-quarter mile north of station.	Michigan City.....	Sc. Middlesex, Port Huron, Mich.	.....	618
Nov. 14	One-quarter mile west-northwest of station.	Frankfort.....	Str. Hattie B. Pereue, Chicago, Ill.	.....	193
Nov. 14	One-quarter mile southwest of station.	Grand Haven.....	Sc. Wonder, Milwaukee, Wis.	Bussey.....	39
Nov. 14	Two miles east of station.	Holland.....	Sl. Alice Royce, Grand Haven, Mich.	.....	14
Nov. 17	One-third mile west-northwest of station.	Manistee.....	Sc. Hattie A. Estell, Chicago, Ill.	Estell.....	311
Nov. 17	Three miles northwest of station.	Ludington.....	Sc. J. B. Newland, Racine, Wis.	.....	158
Nov. 18	One-third mile west of station.	Grand Haven.....	Sc. Ellen Stephenson, Grand Haven, Mich.	Nicholson..	44
Nov. 18	Eight miles northwest of station.	South Haven.....	Sc. Rockaway, Muskegon, Mich.	Thompson..	164
Nov. 20	One-half mile east of station.	Kenosha.....	Sc. Evaline, Milwaukee, Wis.	Gardener..	238
Nov. 23	One-sixth mile south of station.	Muskegon.....	Sc. Lem Ellsworth, Milwaukee, Wis.	Richards..	340
Nov. 27	Five miles west of station.	Point Betsy.....	Sc. Ebenezer, Chicago, Ill.	Swang.....	157
Dec. 3	One-third mile southwest of station.	Muskegon.....	Sc. Daisy, Grand Haven, Mich.	Ingraham..	42
Dec. 6	Three and one-half miles north of station.	Grande Pointe au Sable.	Str. Sitka, Cleveland, Ohio.	Buie.....	1,741
1892.					
Jan. 19	One-sixth mile southeast of station.	Grand Haven.....	Canoe, Grand Haven, Mich.	.....	.....
Jan. 21	One-sixth mile east of station.	Sturgeon Bay Canal.	Str. Osceola, Port Huron, Mich.	Doherty....	981
Mar. 9	One-half mile southeast of station.	Two Rivers.....	Sc. Carrie Currans, Milwaukee, Wis.	Genait.....	9
Mar. 9	.....do.....	.....do.....	Str. Com. Nutt, Two Rivers, Wis.	Leclair.....	5
Mar. 9	One-half mile east of station.	Michigan City.....	Fish boat, Michigan City, Ind.	.....	.....
Apr. 2	One mile northeast of station.	Chicago.....	Rowboat, Chicago, Ill.	.....	.....
Apr. 8	Beaver Harbor.....	Beaver Island.....	Sc. Hattie Fisher, Grand Haven, Mich.	.....	81
Apr. 8	One-fifth mile west of station.	White River.....	Sc. D. A. Wells, Holland, Mich.	Rickley.....	56
Apr. 8	One-eighth mile west of station.	.....do.....	Str. John H. Pauly, Grand Haven, Mich.	Knudson....	185
Apr. 18	Ten miles northwest of station.	Ludington.....	Sc. Cora A., Chicago, Ill.	.....	381
Apr. 24	South Haven Harbor.....	South Haven.....	Sc. X-10-U-8, Grand Haven, Mich.	Allers.....	24
Apr. 24	One hundred and fifty yards southwest of station.	.....do.....	Sc. Una, Grand Haven, Mich.	Kemp.....	44
Apr. 30	Southwest of station.....	.....do.....	Sc. Jessie Winter, Milwaukee, Wis.	Withie.....	56
Apr. 30	North Point.....	Milwaukee.....	Sc. Snowdrop, Chicago, Ill.	Skipworth..	190
May 5	One-half mile northwest of station.	Grande Pointe au Sable.	Sc. F. Fitch, Onkama, Mich.	Fitch.....	.....
May 5	Three-quarters mile east of station.	Milwaukee.....	Skiff, Milwaukee, Wis.	.....	.....
May 12	One hundred yards northeast of station.	South Chicago.....	Str. Pewaukee, Milwaukee, Wis.	Christopher.	310
May 15	Five miles north-northeast of station.	.....do.....	Str. W. P. Thew,* Cleveland, Ohio.	Patterson..	403

\* Life-saving crew assisted to save the vessel from destruction by fire.

*of casualties, season of 1891-'92—Continued.*

## LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Buffalo, N. Y., to Chicago, Ill.	Coal .....	\$12,000	\$5,000	\$17,000	\$17,000	.....	16	16	.....	.....	.....
Michigan City, Ind., to Chicago, Ill.	.....	15,000	.....	15,000	15,000	.....	5	5	.....	.....	.....
Empire, Mich., to Chicago, Ill.	Lumber ..	20,000	5,000	25,000	25,000	.....	15	15	.....	.....	.....
Grand Haven to Holland, Mich.	.....do.....	500	300	800	800	.....	4	4	.....	.....	.....
Holland, Mich., to Racine, Wis.	Fruit .....	1,000	300	1,300	1,300	.....	2	2	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Wheat.....	7,500	19,425	26,925	.....	\$26,925	7	4	3	4	11
Manistee, Mich., to Racine, Wis.	Lumber ..	2,000	1,500	3,500	3,300	200	5	5	.....	.....	.....
St. Joseph to Ludington, Mich.	.....	1,000	.....	1,000	700	300	3	3	.....	3	6
Manistee to Benton Harbor, Mich.	Lumber ..	2,500	2,500	5,000	.....	5,000	5	5	.....	5	20
Chicago, Ill., to Kenosha, Wis.	.....	4,000	.....	4,000	3,900	100	5	5	.....	.....	.....
Portage Bay to Muskegon, Mich.	Stone .....	9,000	5,500	14,500	14,000	500	9	9	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Shingles...	7,000	4,000	11,000	7,000	4,000	5	5	.....	5	5
South Haven to Muskegon, Mich.	.....	600	.....	600	560	40	3	3	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Coal .....	125,000	12,000	137,000	134,200	2,800	17	17	.....	.....	.....
Pleasure trip.....	.....	15	.....	15	15	.....	1	1	.....	.....	.....
Frankfort, Mich., to Kewaunee, Wis.	.....	60,000	.....	60,000	60,000	.....	18	18	.....	.....	.....
Adrift .....	Fish and nets.	2,000	100	2,100	2,100	.....	9	9	.....	.....	.....
Fishing ground to Two Rivers, Wis.	.....do.....	2,000	200	2,200	2,200	.....	9	9	.....	.....	.....
Fishing trip.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	\$30	.....	30	30	.....	3	3	.....	.....	.....
Adrift in the ice.....	.....	2,000	.....	2,000	2,000	.....	.....	.....	.....	.....	.....
Manistee to South Haven, Mich.	Lumber ..	1,000	400	1,400	1,350	50	3	3	.....	.....	.....
White Lake, Mich., to Chicago, Ill.	.....do.....	12,000	3,000	15,000	15,000	.....	9	9	.....	.....	.....
Chicago, Ill., to Traverse City, Mich.	.....	10,000	.....	10,000	9,500	500	8	8	.....	.....	.....
Muskegon to South Haven, Mich.	Lumber and shingles.	600	500	1,100	1,085	15	3	3	.....	.....	.....
.....do.....	.....do.....	1,000	1,300	2,300	2,250	50	3	3	.....	.....	.....
South Haven to Benton Harbor, Mich.	.....do.....	1,500	800	2,300	2,300	.....	3	3	.....	.....	.....
Ford River, Wis., to Chicago, Ill.	Cedar posts.	4,000	2,500	6,500	1,800	4,700	7	7	.....	7	21
Onokama to Holland, Mich.	Wood.....	350	50	400	400	.....	4	4	.....	.....	.....
Fishing.....	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Grand Haven, Mich., to South Chicago, Ill.	.....	13,000	.....	13,000	12,800	200	13	13	.....	.....	.....
South Chicago to Chicago, Ill.	.....	25,000	.....	25,000	17,500	7,500	(†)	.....	.....	.....	.....

† Crew abandoned the vessel.

## United States Life-Saving Service.—Table

## DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
May 15	Six miles north of station.	Milwaukee.....	Str. J. M. Allmendinger, Milwaukee, Wis.	Doak .....	183
May 16	Five miles south of station.	Sturgeon Bay Canal.	Sc. Evaline Bates, Chicago, Ill.	Tyser .....	238
May 20	Racine Reef.....	Racine.....	Str. Lawrence, Chicago, Ill.	.....	447
May 25	One-quarter mile southwest of station.	Milwaukee.....	Skiff, Milwaukee, Wis.	.....	.....
May 26	One mile east of station.	.....do.....	Sailboat, Milwaukee, Wis.	.....	.....
May 29	Seventy yards west of station.	St. Joseph.....	Rowboat, St. Joseph, Mich.	.....	.....
May 31	One-quarter mile north of station.	Racine .....	Sc. Z. G. Simmons, Milwaukee, Wis.	Samuelson.	137
June 1	Eight miles north of station.	.....do.....	Sc. Persia, Racine, Wis.	Martin.....	97
June 2	Three-quarters mile west of station.	Grand Haven.....	Sc. May Cornell, Grand Haven, Mich.	Murphy.....	8
June 3	One hundred and fifty yards west of station.	Pentwater.....	Sc. Agnes, Milwaukee, Wis.	Roberts.....	101
June 4	Seven miles north of station.	St. Joseph.....	Str. J. H. Johnson, Grand Haven, Mich.	Mott.....	67
June 16	Three miles southeast of station.	Chicago .....	Rowboat, Chicago, Ill.	.....	.....
June 18	Three-quarters mile south of station.	Grande Pointe au Sable.	Yt. Betsy Bobbit, Ludington, Mich.	.....	.....
June 19	One-fifth mile west of station.	.....do.....	Str. Spokane, Cleveland, Ohio.	Buie.....	1,742
June 22	One-third mile northeast of station.	Frankfort .....	Str. John D. Dewar,* Frankfort, Mich.	Slyfield.....	53
June 22	Off station .....	Grande Pointe au Sable.	Scow .....	.....	.....
June 27	One-quarter mile north of station.	Grand Haven.....	Sl. Magdalene, Grand Haven, Mich.	.....	.....
June 30	Three miles south of station.	Sheboygan.....	Rowboat, Sheboygan, Wis.	.....	.....
	Total .....	.....	.....	.....	.....

## DISTRICT NO. 12.—EMBRAC

1891.					
July 10	One-half mile south of Golden Gate Park station.	Golden Gate Park and Fort Point.	Bk. Don Carlos, Caleta Buena, Nicaragua.	Tobey.....	694
July 28	Two miles south by east of station.	Cape Arago .....	Str. Emily, San Francisco, Cal.	Roberts .....	286
Aug. 28	Three miles west of station.	Point Adams.....	Fish boat, Ilwaco, Wash.	.....	.....
Sept. 1	Two miles south of station.	Fort Point .....	Fish boat, San Francisco, Cal.	.....	.....
Sept. 3	One-half mile north of Point Lobos.	Golden Gate Park and Fort Point.	Sc. Mary Etta, San Francisco, Cal.	Hanson.....	65
Sept. 9	Two and one-quarter miles west of station.	Coquille River....	Fish boat, Bandon, Oregon.	.....	.....
Oct. 3	South Spit.....	Cape Arago .....	Str. Arago, San Francisco, Cal.	Donaldson.	826
Oct. 19	One and one-half miles south by east of station.	.....do.....	Str. George H. Chance, Portland, Oregon.	Crim .....	106
Nov. 3	Eleven and one-half miles north of station.	Cape Disappointment.	Str. Strathblane, Glasgow, Scotland.	Cuthell.....	1,364

\* Life-saving crew assisted to save the vessel from destruction by fire.

of casualties, season of 1891-'92—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Manistee, Mich., to Milwaukee, Wis.	Lumber...	\$14,000	\$2,250	\$16,250	\$15,450	\$800	9	9			
Beaver Island, Mich., to Chicago, Ill.	Cedar posts and ties.	1,500	500	2,000	2,000		7	7			
Chicago, Ill., to Sheboygan, Wis.	Merchandise.	25,000	10,000	35,000	35,000		25	25			
Milwaukee to Jones Island, Wis.	Junk.....	15	40	55	55		1	1			
Milwaukee to South Point, Wis.		20		20	20		2	2			
Pleasure trip.....		40		40	40		2	2			
Northport, Mich., to Racine, Wis.	Lumber and wood	2,400	600	3,000	3,000		6	6			
Menomonee to Racine, Wis.	Lumber...	1,000	600	1,600	900	700	4	4			
Manistee to Holland, Mich.	Shingles...	600	95	695	670	25	2	2			
Menomonee, Wis., to St. Joseph, Mich.	Lumber...	800	200	1,000	1,000		5	5			
Cruising.....		5,000		5,000	5,000		5	5			
Pleasure trip.....		25		25	25		2	2			
Ludington to Hamlin, Mich.		200		200	200		3	3			
Chicago, Ill., to Ashland, Wis.		180,000		180,000	180,000		19	19			
On fire at dock.....		7,000		7,000	6,500	500	5	5			
Adrift.....		50		50	50						
From fishing trip.....	Fish and nets.	600	100	700	700		3	3		3	3
Adrift.....		20		20	20		2	2			
		755,110	114,315	869,425	805,205	64,220	474	470	4	34	73

ING PACIFIC COAST.

Caleta Buena, Nicaragua, to San Francisco, Cal.	Nitrate.....	17,500	34,000	51,500	46,500	5,000	13	13			
Empire City to San Francisco, Cal.	Lumber...	30,000	15,000	45,000	45,000		28	28			
Adrift.....		250		250	250						
Fishing trip.....		350		350	350		1	1			
Bowens Landing to San Francisco, Cal.	Wood.....	7,000	500	7,500	5,150	2,350	4	4			
Bandon, Oregon, to fishing banks.		40		40	40		3	3			
Coos Bay, Oregon, to San Francisco, Cal.	Coal.....	140,000	4,200	144,200	143,650	550	40	40			
Florence to Empire City, Oregon.	General mdse.	10,000	5,000	15,000	15,000		8	8			
Honolulu, Sandwich Islands, to Portland, Oregon.		59,000		59,000		59,000	30	24	6		

*United States Life-Saving Service.—Table*

## DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Nov. 11	One and one-half miles southwest of station.	Umpqua River.....	Sc. Zampa, San Francisco, Cal.	Peterson ...	386
Nov. 13	One-half mile southwest of station.	Coquille River.....	Sc. Lizzie Prien, San Francisco, Cal.	Nelson .....	96
Nov. 23	One-half mile south of station.	Cape Arago .....	Sc. American Girl, San Francisco, Cal.	.....	225
Dec. 7	Chinook Beach .....	Cape Disappointment.	Sl. May Flower, Astoria, Oregon.	Harris.....	8
Dec. 7	Chinook Spit.....	Point Adams.....	Bkn. Portland, San Francisco, Cal.	Dermot.....	494
Dec. 14	One mile south of station..	Cape Arago .....	Sc. Seven Sisters, San Francisco, Cal.	.....	129
Dec. 29	Chinook Beach .....	Point Adams.....	Bk. Tythonus, Liverpool, England.	Davis .....	1,152
1892.					
Jan. 20	Two miles south-southwest of station.	Cape Arago .....	Str. Emily, San Francisco, Cal.	Roberts ....	286
Jan. 25	Two miles northwest of station.	Fort Point .....	Fish boats (5), San Francisco, Cal.	.....	.....
Jan. 31	One-third mile northwest of station.	Point Adams.....	Fish boat, Astoria, Oregon.	.....	.....
Feb. 15	South spit of Siuslaw River, twenty-two miles north of station.	Umpqua River.....	Str. George H. Chance, Portland, Oregon.	Olsen.....	106
Feb. 23	Three-quarters mile north of station.	Point Adams.....	Scow .....	.....	.....
Mar. 10	South Spit.....	Coquille River....	Sc. Ralph J. Long, Coos Bay, Oregon.	Jorgensen..	90
Mar. 27	Three-eighths mile southwest of station.	Umpqua River.....	Sc. Una, San Francisco, Cal.	Smith .....	208
Mar. 27	One and one-half miles west-northwest of station.	Fort Point .....	Sailboat, San Francisco, Cal.	.....	.....
Mar. 28	One mile south of station..	Cape Disappointment.	Scow, Astoria, Oregon..	.....	.....
Apr. 15	One-half mile northeast of station.	.....do.....	Skiff, Wallicutt River, Wash.	.....	.....
Apr. 28	One mile east of station...	.....do.....	Pile-driver, Ilwaco, Wash.	.....	.....
May 16	One and one-quarter miles west of station.	Fort Point .....	Fish boat, San Francisco, Cal.	.....	.....
May 22	One and one-half miles northwest of station.	.....do.....	.....do.....	.....	.....
May 31	Three-quarters mile southeast of station.	Cape Disappointment.	Fish boat, Astoria, Oregon.	.....	.....
June 10	Coos Bay Bar.....	Cape Arago .....	Sc. Annie Gee, San Francisco, Cal.	Munson ....	155
June 22	Republic Spit .....	Cape Disappointment.	Fish boat, Astoria, Oregon.	.....	.....
	Total .....	.....	.....	.....	.....

of casualties, season of 1891-'92—Continued.

## PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Port Townsend, Wash., to Umpqua River, Oregon.		\$20,000		\$20,000	\$18,500	\$1,500	8	8			
San Francisco, Cal., to Coquille River, Oregon.	Merchandise.	10,000	\$5,000	15,000	15,000		6	6			
San Francisco, Cal., to Coos Bay, Oregon.	Hay	10,000	500	10,500	10,000	500	8	8			
Adrift		1,000		1,000	700	300					
Redondo Beach, Cal., to Knappton, Wash.		18,000		18,000	16,000	2,000	11	11			
San Francisco, Cal., to Coos Bay, Oregon.	Hay	8,000	100	8,100	8,100		6	6			
Portland, Oregon, to Queenstown, Ireland.	Wheat	35,000	75,000	110,000	108,000	2,000	20	20			
San Francisco, Cal., to Coos Bay, Oregon.	General mdse.	35,000	2,000	37,000	35,500	1,500	26	26			
Fishing trip		500		500	200	300	5	5			
Sunk at moorings		200		200	200						
Yaquina to Florence, Oregon.	General mdse.	10,000	8,000	18,000	17,500	500	9	9			
Adrift		75		75	75						
San Francisco, Cal., to Coquille River, Oregon.	Merchandise.	8,000	1,500	9,500	9,350	150	6	6			
Gardiner, Oregon, to San Francisco, Cal.	Lumber	10,000	2,500	12,500	12,500		8	8			
From San Francisco, Cal.		125		125	125		4	2	2	2	2
Adrift		1,000	700	1,700	1,350	350					
Trip to Fort Canby		25		25	25		1	1			
		1,800		1,800	1,800		3	3			
Fishing trip	Fish	100	10	110	110		1	1			
do.	Fishing gear.	300	150	450	450						
do.	Fish and fishing gear.	250	400	650	635	15	2	2		2	2
San Francisco, Cal., to Marshfield, Oregon.		15,000		15,000	15,000		8	8			
Fishing trip	Fish and fishing gear.	450	500	950	900	50	2	2		2	2
		448,965	155,060	604,025	527,960	76,065	261	253	8	8	8



*United States Life-Saving Service.—Table*

## RECAPIT

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	56	\$267,990	\$40,855
District No. 2.....	34	174,850	384,190
District No. 3.....	30	212,360	33,490
District No. 4.....	37	577,100	566,500
District No. 5.....	32	685,840	335,115
District No. 6.....	21	452,800	75,305
District No. 7.....	19	16,700	5,915
District No. 8.....	29	654,385	333,130
District No. 9.....	76	362,345	111,240
District No. 10.....	53	1,037,645	551,130
District No. 11.....	88	755,110	114,315
District No. 12.....	32	448,965	155,060
Aggregate.....	507	5,646,090	2,706,245

of casualties, season of 1891-'92—Continued.

ULATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
\$308,845	\$225,860	\$82,985	238	238	.....	51	113	9
559,040	348,175	210,865	198	197	1	39	47	10
245,850	221,190	24,660	107	106	1	55	117	6
1,143,600	1,075,790	67,810	258	258	.....	93	183	10
1,020,955	631,790	389,175	328	320	8	151	634	10
528,105	445,980	82,125	159	158	1	52	344	6
22,615	19,030	3,585	58	58	.....	58	67	2
987,515	984,220	3,295	159	159	.....	35	37	1
473,585	458,135	15,450	269	265	4	15	17	.....
1,588,775	1,431,150	157,625	414	414	.....	53	97	1
869,425	805,205	64,220	474	470	4	45	87	4
604,025	527,960	76,065	261	253	8	11	11	1
8,352,335	7,174,475	1,177,860	2,923	2,896	27	*658	*1,754	60

\* These figures include 286 persons to whom succor was given who were not on the vessels embraced in the tables, and 344 days of such succor, as follows:

District No. 1, 14 persons 14 days.  
 District No. 2, 13 persons 13 days.  
 District No. 3, 21 persons 23 days.  
 District No. 4, 15 persons 15 days.  
 District No. 5, 2 persons 2 days.  
 District No. 6, 11 persons 11 days.

District No. 7, 51 persons 56 days.  
 District No. 8, 29 persons 29 days.  
 District No. 9, 1 person 1 day.  
 District No. 10, 26 persons 70 days.  
 District No. 11, 11 persons 14 days.  
 District No. 12, 3 persons 3 days.

Total..... 197 persons 251 days.



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## APPROPRIATIONS AND EXPENDITURES.

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(199)



# STATEMENT

SHOWING THE

APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE  
LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1892.

## *Appropriation, Life-Saving Service, 1892.*

For salaries of superintendents of life-saving and lifeboat stations and houses of refuge in the several districts on the sea and lake coasts of the United States, as follows:

Maine and New Hampshire, District No. 1.....	\$1, 500. 00	
Massachusetts, District No. 2.....	1, 500. 00	
Rhode Island and Long Island, District No. 3.....	1, 800. 00	
New Jersey, District No. 4.....	1, 800. 00	
Delaware, Maryland, and Virginia, District No. 5.....	1, 500. 00	
Virginia and North Carolina, District No. 6.....	1, 800. 00	
South Carolina, Georgia, and Florida, District No. 7.....	1, 500. 00	
Gulf of Mexico, District No. 8.....	1, 500. 00	
Lakes Ontario and Erie, District No. 9.....	1, 800. 00	
Lakes Huron and Superior, District No. 10.....	1, 800. 00	
Lake Michigan, District No. 11.....	1, 800. 00	
Washington, Oregon, and California, District No. 12.....	1, 800. 00	
Assistant Superintendent, Rhode Island and Long Island, District No. 3.....	1, 000. 00	
		\$21, 100. 00
For salaries of two hundred and fifty-two keepers of life-saving and lifeboat stations and houses of refuge.....		169, 100. 00
For pay of crews of surfmen employed at the life-saving and lifeboat stations during the period of actual employment; compensation of volunteers at life-saving and lifeboat stations, for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed ten dollars for each volunteer, as the Secretary of the Treasury may determine; pay of volun- teer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and im- provement of same; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; for carrying out the provisions of sections seven and eight of the act approved May fourth, eighteen hundred and eighty-two; for draft animals and maintenance of same; and contingent expenses, including freight, storage, repairs to apparatus, medals, labor, stationery, advertising, and miscellaneous expenses that can not be included under any other head of life-saving stations on the coasts of the United States.....		814, 675. 00
Total .....		1, 004, 875. 00

*Expenditures.*

For salaries of superintendents of life-saving and lifeboat stations and houses of refuge in the several districts, as follows :

District No. 1, July 1, 1891, to June 30, 1892.....	\$1, 500. 00	
District No. 2, July 1, 1891, to June 30, 1892.....	1, 500. 00	
District No. 3, July 1, 1891, to June 30, 1892.....	1, 800. 00	
District No. 4, July 1, 1891, to June 30, 1892.....	1, 800. 00	
District No. 5, July 1, 1891, to June 30, 1892.....	1, 500. 00	
District No. 6, July 1, 1891, to June 30, 1892.....	1, 800. 00	
District No. 7, July 1, 1891, to June 30, 1892.....	1, 500. 00	
District No. 8, July 1, 1891, to June 30, 1892.....	1, 500. 00	
District No. 9, July 1, 1891, to June 30, 1892.....	1, 800. 00	
District No. 10, July 1, 1891, to June 30, 1892.....	1, 800. 00	
District No. 11, July 1, 1891, to June 30, 1892.....	1, 800. 00	
District No. 12, July 1, 1891, to June 30, 1892.....	1, 800. 00	
Salary of assistant superintendent, District No. 3, from July 1, 1891, to June 30, 1892.....	1, 000. 00	
		\$21, 100. 00
Salaries of 234 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1891.....	40, 587. 71	
Salaries of 235 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1891.....	40, 711. 50	
Salaries of 236 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1892.....	41, 114. 94	
Salaries of 236 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1892.....	41, 174. 11	
		163, 588. 26
Pay of surfmen in District No. 1, from September 1, 1891, to April 30, 1892.....	30, 103. 47	
Pay of surfmen in District No. 2, from September 1, 1891, to April 30, 1892.....	61, 350. 00	
Pay of surfmen in District No. 3, from September 1, 1891, to April 30, 1892.....	95, 430. 65	
Pay of surfmen in District No. 4, from September 1, 1891, to April 30, 1892.....	106, 028. 80	
Pay of surfmen in District No. 5, from September 1, 1891, to April 30, 1892.....	44, 673. 94	
Pay of surfmen in District No. 6, from September 1, 1891, to April 30, 1892.....	77, 816. 66	
Pay of surfmen in District No. 7, from September 1, 1891, to April 30, 1892.....	4, 800. 00	
Pay of surfmen in District No. 8, from September 1, 1891, to April 30, 1892.....	19, 590. 18	
Pay of surfmen in District No. 9, from July 1, 1891, to June 30, 1892.....	25, 581. 12	
Pay of surfmen in District No. 10, from July 1 to December 10, 1891, and April 4 to June 30, 1892.....	44, 704. 18	
Pay of surfmen in District No. 11, from July 1 to December 10, 1891, and April 1 to June 30, 1892.....	65, 917. 50	
Pay of surfmen in District No. 12, from July 1, 1891, to June 30, 1892.....	38, 991. 00	
Pay of surfmen as acting keepers :		
Highland Station, District No. 2, August 6 to August 11, 1892.....	9. 66	
Atlantic City Station, District No. 4, December 26, 1891, to January 17, 1892.....	37. 10	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season :		
District No. 8.....	3. 00	
District No. 12.....	9. 00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations :		
District No. 1.....	213. 00	
District No. 2.....	12. 00	

Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations—Continued.

District No. 3.....	\$45. 00	
District No. 4.....	117. 00	
District No. 5.....	15. 00	
District No. 11.....	90. 00	
Pay of surfmen under the provisions of section 7 of the act approved May 4, 1882.....	10, 386. 50	\$625, 924. 76

Pay of volunteer surfmen for services at disasters :

District No. 11.....		40. 00
Apparatus.....	17, 813. 73	
Books, charts, stationery, advertising, etc.....	922. 35	
Care of stations pending appointment of keepers.....	392. 54	
Compensation for special services, labor, etc.....	17, 128. 51	
Draft animals.....	7, 862. 40	
Equipments.....	10, 500. 90	
Freight, packing, storage, telegraphing, etc.....	3, 671. 88	
Fuel and water for stations.....	15, 323. 96	
Furniture.....	4, 145. 54	
Lithographing and engraving.....	34. 00	
Medals.....	1, 550. 80	
Medicines.....	297. 04	
Protection of stations from the encroachments of the sea.....	1, 402. 43	
Rebuilding, repair, and improvement of stations.....	35, 485. 25	
Recording conveyances.....	32. 51	
Removal of stations.....	3, 983. 24	
Rent of offices of inspector and superintendents.....	2, 010. 17	
Repairs to apparatus, equipments, and furniture.....	1, 434. 81	
Sites for stations.....	3, 659. 92	
Subsistence of persons rescued from wrecked vessels.....	261. 45	
Supplies.....	13, 736. 90	
Transporting apparatus to and from wrecks from station where horses are not kept.....	164. 50	
Traveling expenses of officers.....	9, 463. 05	
Pay of disabled keepers, under the provisions of section 7 of the act approved May 4, 1882.....	1, 105. 55	
Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882.....	2, 522. 44	154, 905. 87

Total expenditures from appropriation "Life-Saving Service, 1892" ..	965, 558. 89
Balance of available funds July 1, 1892 .....	39, 316. 11

1, 004, 875. 00

At the beginning of the fiscal year there remained on hand available from the appropriation of the preceding year, the following :

Unexpended balance July 1, 1891 .....	49, 591. 76
To which repayments have been made amounting to.....	2, 394. 37
Total available funds.....	51, 986. 13

The expenditures from this sum during the last year, made in payment of indebtedness standing over from the preceding year, were as follows :

"Life-Saving Service, 1891," available as above .....\$51, 986. 13

Pay of keeper, Point Adams Station, District No. 12, from January 1 to 31, 1891.....	\$60. 30
To reimburse keepers of the following-named stations for expenses incurred for services of temporary surfmen, as follows :	
Crumple Island Station, District No. 1, from February 10 to April 19, 1891.....	115. 60



To reimburse keepers of the following-named stations for expenses incurred for services of temporary surfmen, as follows—Continued.

High Head Station, District No. 2, from May 6 to 13, 1891...	\$12. 90	
Hither Plain Station, District No. 3, from July 1 to August 13, 1890.....	70. 97	
Block Island Station, District No. 3, from April 21 to 29, 1891	15. 00	
Cape Henlopen Station, District No. 5, from January 5 to 21 and February 1 to 14, 1891.....	52. 42	
Wachapeague Station, District No. 5, from March 10 to 23, 1891.....	22. 58	
Milwaukee Station, District No. 11, from May 28 to June 30, 1891.....	54. 84	
Pay of surfmen, Cuttyhunk Station, District No. 2, from April 11 to 17, 1891.....	11. 67	
Pay of surfmen, Point Reyes Station, District No. 12:		
From October 17 to December 12, 1890.....	93. 54	
And from April 1 to May 26, 1891.....	147. 10	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	63. 00	
District No. 5.....	78. 00	
District No. 6.....	60. 00	
Pay of surfmen for assistance rendered the life-saving crew of the Ocracoke Station, District No. 6, on the occasion of disaster to the steamer <i>Bouguin</i> , March 27, 1891.....	12. 00	
Pay of disabled surfmen under provisions of section 7 of the act approved May 4, 1882.....	4, 680. 63	
		\$5, 550. 55
Apparatus.....	852. 26	
Books, charts, stationery, advertising, etc.....	104. 51	
Care of stations pending appointment of keepers.....	116. 67	
Compensation for special services, labor, etc.....	814. 23	
Draft animals.....	1, 703. 45	
Equipments.....	3, 587. 87	
Freight, packing, storage, telegraphing, etc.....	577. 21	
Fuel and water for stations.....	199. 27	
Furniture, supplies, etc.....	1, 751. 26	
Rebuilding, repair, and improvement of stations.....	21, 857. 81	
Recording conveyances.....	13. 50	
Rent of offices of inspector and superintendents.....	791. 91	
Repairs to apparatus, equipments, and furniture.....	164. 19	
Sites for stations.....	276. 00	
Subsistence of persons rescued from wrecked vessels.....	9. 00	
Supplies.....	4, 098. 60	
Transporting apparatus to and from wrecks from stations where horses are not kept.....	41. 50	
Traveling expenses of officers.....	991. 57	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	661. 11	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	1, 569. 35	
		40, 181. 27
Total expenditures from appropriation "Life-Saving Service, 1891,"	45, 731. 82	
Balance of available funds July 1, 1892.....	6, 254. 31	
		51, 986. 13

There also remained unexpended at the beginning of the fiscal year from appropriation of 1890 the following:

"Life-Saving Service, 1890"..... \$19, 077. 17

The expenditures from this balance during the last year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1890, were as follows:

"Life-Saving Service, 1890," available as above.....	\$19, 077. 17
To reimburse keepers of the following-named stations for expenses incurred for services of temporary surfmen, as follows:	
Race Point Station, District No. 2, from January 18 to 25, 1890.....	\$12. 90
Hither Plain Station, District No. 3, from April 25 to June 30, 1890.....	110. 00
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	943. 87
Books, charts, stationery, advertising, etc.....	1. 20
Freight, packing, storage, telegraphing, etc.....	269. 53
Rebuilding, repair, and improvement of stations.....	19. 10
Rent of offices of inspector and superintendents.....	57. 50
Sites for stations.....	1. 00
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	213. 89
<b>Total expenditures from appropriation "Life-Saving Service, 1890"</b>	<b>1, 628. 99</b>
<b>Balance unexpended June 30, 1892 .....</b>	<b>17, 448. 18</b>

Of this unexpended balance there was carried to the surplus fund the sum of \$17,044.05. The difference, \$404.13, is now in the hands of George A. Bartlett, disbursing clerk, and will be deposited by him during the current year and carried to the surplus fund June 30, 1893.

During the fiscal year ended June 30, 1892, Mr. Bartlett, the disbursing clerk, deposited the sum of \$706.94, being the unexpended balance in his hands June 30, 1891, on account of appropriation "Life-Saving Service, 1889," as shown in the report for that year, which sum was on June 30 carried to the surplus fund.

Other appropriations and expenditures for the maintenance of the Life-Saving Service during the fiscal year ended June 30, 1892, are as follows:

"Site Long Branch Life-Saving Station"—	
Appropriation .....	\$10, 000. 00
Expenditures.....	139. 20
Balance on hand June 30, 1892.....	9, 860. 80
"Telephone line, Cape Charles to Assateague Island, Virginia"—	
Appropriation .....	\$15, 500. 00
Expenditures .....	39. 78
Balance on hand June 30, 1892 .....	15, 460. 22

At the beginning of the fiscal year there was on hand available from the appropriation "Rebuilding and Improving Life-Saving Stations (proceeds of sales)," the following:

Unexpended balance July 1, 1891.....	\$4, 247. 33
This sum has been increased by amounts realized from sales of public property belonging to the Life-Saving Service condemned and sold in conformity with provisions of law.....	762. 51
<b>Total available funds.....</b>	<b>5, 009. 84</b>

There have been no expenditures during the year from this appropriation.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1892, were therefore as follows:

"Life-Saving Service, 1892".....	\$965, 558. 89
"Life-Saving Service, 1891".....	45, 731. 82
"Life-Saving Service, 1890".....	1, 628. 99
"Site Long Branch Life-Saving Station".....	139. 20
"Telephone line, Cape Charles to Assateague Island, Virginia".....	39. 78
	<hr/>
	1, 013, 098. 68

Less the following:

Repayments to appropriations:	
"Life-Saving Service, 1891".....	\$2, 394. 37
"Life-Saving Service, 1890".....	706. 94
Excess of deposits, appropriation "Rebuilding and Improving Life-Saving Stations (proceeds of sales)".....	762. 51
	<hr/>
	3, 863. 82

Total net expenditures of the Service..... 1, 009, 234. 86

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1892, available as heretofore stated, the following balances:

"Life-Saving Service, 1892".....	\$39, 316. 11
"Life-Saving Service, 1891".....	6, 254. 31
"Life-Saving Service, 1890".....	17, 448. 18
"Rebuilding and Improving Life-Saving Stations (proceeds of sales)".....	5, 009. 84
"Site Long Branch Life-Saving Station".....	9, 860. 80
"Telephone line, Cape Charles to Assateague Island, Virginia".....	15, 460. 22

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1892, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants .....\$1, 010, 119. 18  
To which should be added amounts in hands of the disbursing clerk June 30, 1891, as shown on page 178 of the report for 1891:

"Life-Saving Service, 1890".....	\$1, 792. 29
"Life-Saving Service, 1891".....	5, 308. 36
	<hr/>
	7, 100. 65
	<hr/>
	1, 017, 219. 83

From which should be deducted amounts in hands of disbursing clerk June 30, 1892:

"Life-Saving Service, 1890".....	404. 13
"Life-Saving Service, 1891".....	459. 42
"Life-Saving Service, 1892".....	6, 099. 50
"Site Long Branch Life-Saving Station".....	860. 80
"Telephone line, Cape Charles to Assateague Island, Virginia".....	160. 22

Items of expense payable from appropriations not expended by warrants until the fiscal year 1892, as stated on page 178 of the report for 1891:

"Life-Saving Service, 1890".....	\$0. 40
"Life-Saving Service, 1891".....	. 50
	<hr/>
	7, 984. 97

Net expenditures from appropriation for the year ..... 1, 009, 234. 86

To the foregoing statement of expenditures for the maintenance of the Life-Saving Service may be added the following :

## APPROPRIATION.

"Salaries office of Life-Saving Service, 1892"..... \$37,780.00

## EXPENDITURES.

Compensation of officers and employes in office of Life-Saving Service .....	\$37,573.52	
Amount in hands of disbursing clerk unexpended.....	206.48	
	<hr/>	37,780.00



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## INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.

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INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK,  
WITH  
INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE  
COASTS OF THE UNITED STATES.

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*Prepared by* Lieut. C. H. McCLELLAN, U. S. R. M., *Assistant Inspector Life-Saving  
Stations, under the direction of the General Superintendent.*

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GENERAL INFORMATION.

Life-saving stations, lifeboat stations, and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the lake coasts, as shown in the list in the latter part of this book, the latitude and longitude being given so far as determined.

All stations on the Atlantic coast, from the eastern extremity of the State of Maine to Cape Fear, North Carolina, are manned annually by crews of experienced surfmen from the 1st of September until the 1st of May following.

Upon the lake coasts the stations are manned from the opening until the close of navigation, with the exception of the one on Beaver Island, Lake Michigan, which depends on a volunteer crew; and upon the Pacific coast they are opened and manned the year round, with the exception of the stations at Neah Bay and Cape Arago, which depend upon volunteer effort from the neighboring people in case of shipwreck.

All life-saving and lifeboat stations are fully supplied with boats, wreck guns, beach apparatus, restoratives, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews; a keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast, with a view of ascertaining whether any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the seaboard.

Most of the life-saving and lifeboat stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported; or obtain the latitude and longitude of the station, where determined; or information as to the weather probabilities in most cases; or, if crippled or disabled, a steam tug or revenue cutter will be telegraphed for, where facilities for telegraphing exist, to the nearest port, if requested.

All services are performed by the life-saving crews without other compensation than their wages from the Government, though in view of the meagerness of their pay they are not prohibited from receiving such



rewards for labor performed or risks incurred at wrecks as owners or masters of vessels, or other persons, may see fit to voluntarily bestow upon them, but *they are strictly forbidden to solicit such rewards.*

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing into danger, he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or, should the vessel be ashore, to let her crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away on the other part of his beat.

*Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts, where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished.* Often when comparatively smooth at sea a dangerous surf is running, which is not perceptible four hundred yards offshore, and the surf, when viewed from a vessel, never appears so dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ship's boats.

The difficulties of rescue by operations from the shore are greatly increased in cases where the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life correspondingly lessened.

#### INSTRUCTIONS.

##### RESCUE WITH THE LIFEBOAT OR SURFBOAT.

The patrolman, after discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water or the lighter surfboat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel, the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented and the captain of the vessel should remain on board to preserve order until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will positively not be taken into the boat until all persons are landed. If any be passed in against the keeper's remonstrance, he is fully authorized to throw the same overboard.

## RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

Should it be inexpedient to use either the lifeboat or surfboat, recourse will be had to the wreck-gun and beach apparatus for the rescue by the breeches buoy or the life car.

A shot with a small line attached will be fired across your vessel.

Get hold of the line as soon as possible and haul on board until you get a tail-block with a whip or endless line rove through it. This tail-block should be hauled on board as quickly as possible to prevent the whip drifting off with the set or fouling with wreckage, etc. Therefore, if you have been driven into the rigging where but one or two men can work to advantage, cut the shot-line and run it through some available block, such as the throat or peak-halyards' block or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

Attached to the tail-block will be a tally-board with the following directions in English on one side and French on the other:

"Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot-line, see that the rope in the block runs free, and show signal to the shore."

The above instructions being complied with, the result will be as shown in Figure 1.

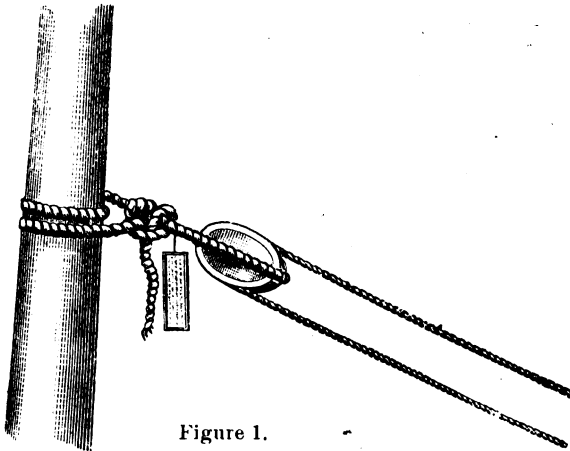


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent onto the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit, you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

"Make this hawser fast about two feet above the tail-block; see all clear, and that the rope in the block runs free, and show signal to the shore."

These instructions being obeyed, the result will be as shown in Figure 2.

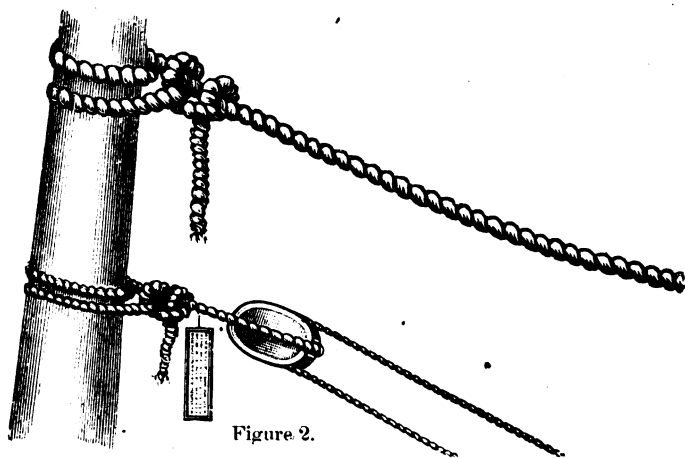


Figure 2.

*Take particular care that there are no turns of the whip-line round the hawser; to prevent this, take the end of the hawser UP BETWEEN the parts of the whip before making it fast.*

When the hawser is made fast, the whip cast off from the hawser, and your signal seen by the life saving crew, they will haul the hawser taut and by means of the whip will haul off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

Figure 3 represents the apparatus rigged, with the breeches buoy hauled off to the ship.

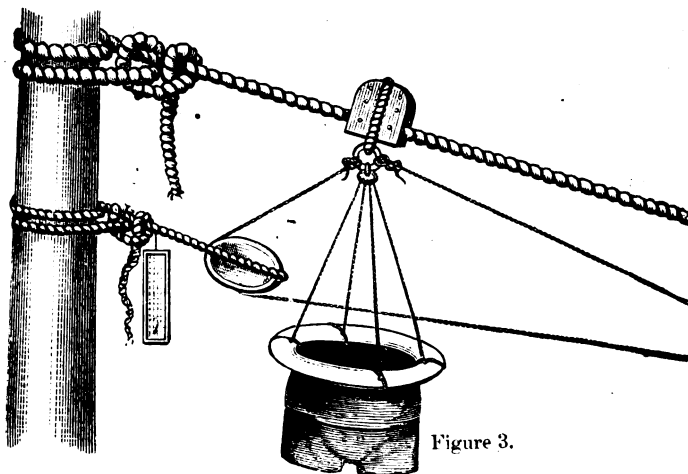


Figure 3.

If the breeches buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life car, remove the hatch, place as many persons in it as it will hold (four to six), and secure the hatch on the outside by the hatch-bar and hook, signal as before, and the buoy or car will be hauled ashore. This will be repeated

until all are landed. On the last trip of the life car the hatch must be secured by the inside hatch-bar.

In many instances two men can be landed in the breeches buoy at the same time, by each putting a leg through a leg of the breeches and holding on to the lifts of the buoy.

Children, when brought ashore by the buoy, should be in the arms of older persons or securely lashed to the buoy. Women and children should be landed first.

In signaling, as directed in the foregoing instructions, if in the day-time, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night, the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

Circumstances may arise, owing to the strength of the current or set, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches buoy or life car will be hauled off instead by the whip, or sent off to you by the shot-line, and you will be hauled ashore through the surf.

If your vessel is stranded during the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the life-saving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman may have to return to his station, perhaps three or four miles distant, and the life-saving crew draw the apparatus or surfboat through the sand or over bad roads to where your vessel is stranded.

Lights on the beach will indicate their arrival, and the sound of cannon-firing from the shore may be taken as evidence that a line has been fired across your vessel. Therefore, upon hearing the cannon, make strict search aloft, fore and aft, for the shot-line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck-gun, and the first shot seldom fails.

#### RECAPITULATION.

Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns of the whip-line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of bringing you and your people safely to land.



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LIST OF LIFE-SAVING DISTRICTS AND STATIONS

IN

THE UNITED STATES.

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# LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

## FIRST DISTRICT.

### COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Quoddy Head.....	Me.....	Carrying Point Cove.....	44 48 40	66 58 50
Cross Island.....	Me.....	Off Machias Port.....	44 36 45	67 16 30
Crumple Island.....	Me.....	Off Jonesport.....	44 26 40	67 36 10
Cranberry Isles.....	Me.....	Little Cranberry Island, off Mount Desert.....	44 15 30	68 12 40
White Head.....	Me.....	On southwest end White Head Island.....	43 58 40	69 08 00
Burnt Island.....	Me.....	Off mouth St. Georges River.....	43 52 20	69 17 40
Hunniwells Beach.....	Me.....	On west side mouth Kennebec River.....	43 45 00	69 46 55
Cape Elizabeth.....	Me.....	Near the Lights.....	43 33 58	70 12 00
Fletchers Neck.....	Me.....	Biddeford Pool, Fletchers Neck.....	43 26 30	70 20 30
Jerrys Point.....	N. H.....	Southeast point Great Island, Portsmouth Harbor.	43 03 30	70 42 45
Wallis Sands.. ..	N. H.....	1¾ miles south of Odiornes Point.....	43 01 15	70 44 00
Rye Beach .....	N. H.....	North end of Rye Beach.....	42 59 30	70 45 20

## SECOND DISTRICT.

### COAST OF MASSACHUSETTS.

Plum Island.....	Mass.....	South of mouth of Merrimac River.....	42 48 30	70 49 00
Knobbs Beach .....	Mass.....	On Plum Island, 2¼ miles from south end.....	42 44 00	70 47 15
Davis Neck.....	Mass.....	Near Annisquam light.....	42 40 10	70 40 20
Point Allerton .....	Mass.....	1 mile west of Point Allerton.....	42 18 20	70 54 00
North Scituate .....	Mass.....	2½ miles south of Minots Ledge light.....	42 14 00	70 45 30
Fourth Cliff.....	Mass.....	South end of Fourth Cliff, Scituate.....	42 09 30	70 42 10
Gurnet .....	Mass.....	4½ miles northeast of Plymouth.....	42 00 10	70 36 10
Manomet Point.....	Mass.....	6½ miles southeast of Plymouth.....	41 55 30	70 32 40
Race Point.....	Mass.....	1½ miles northeast of Race Point light.....	42 04 45	70 13 15
Peaked Hill Bars.....	Mass.....	2½ miles northeast of Provincetown.....	42 04 40	70 09 50
High Head.....	Mass.....	3½ miles northwest of Cape Cod light.....	42 03 55	70 06 50
Highland .....	Mass.....	¾ mile northwest of Cape Cod light.....	42 02 55	70 04 20
Pamet River.....	Mass.....	3½ miles south of Cape Cod light.....	42 00 00	70 01 15
Cahoons Hollow .....	Mass.....	2½ miles east of Wellfleet.....	41 56 45	69 59 05
Nauset.....	Mass.....	1¼ miles south of Nauset lights.....	41 50 40	69 56 45
Orleans.....	Mass.....	Abreast of Ponchet Island.....	41 45 35	69 55 55
Chatham.....	Mass.....	1¼ miles south-southwest of Chatham lights... ..	41 39 10	69 57 10
Monomoy .....	Mass.....	2¼ miles north of Monomoy light.....	41 35 25	69 59 10
Coskata .....	Mass.....	2¼ miles south of Nantucket (Great Point) light.	41 22 00	70 01 15
Surfside.....	Mass.....	2½ miles south of the town of Nantucket.....	41 14 30	70 06 00
Great Neck .....	Mass.....	6 miles west of Surfside.....	41 16 05	70 12 30
Muskeget .....	Mass.....	Near west end of Muskeget Island.....	41 20 20	70 18 50
Cuttyhunk.....	Mass.....	Near east end of Cuttyhunk Island .....	41 25 25	70 54 45

\* Obtained from latest Coast Survey charts.



## THIRD DISTRICT.

## COASTS OF RHODE ISLAND AND LONG ISLAND.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Brentons Point.....	R. I.....	On Prices Neck.....	41 26 58	71 20 10
Narragansett Pier.....	R. I.....	Northern part of the town.....	41 25 45	71 27 20
Point Judith.....	R. I.....	Near light.....	41 21 40	71 29 00
Quonochontaug.....	R. I.....	7½ miles east of Watch Hill light.....	41 19 50	71 43 10
Watch Hill.....	R. I.....	Near light.....	41 18 20	71 51 30
New Shoreham.....	R. I.....	Block Island, east side, near landing.....	41 10 20	71 33 30
Block Island.....	R. I.....	Block Island, west side, near Dickens Point...	41 09 40	71 36 40
Montauk Point.....	N. Y.....	At the light.....	41 04 00	71 51 30
Ditch Plain.....	N. Y.....	3½ miles southwest of Montauk light.....	41 02 10	71 54 30
Hither Plain.....	N. Y.....	½ mile southwest of Fort Pond.....	41 01 30	71 57 50
Napeague.....	N. Y.....	Abreast of Napeague Harbor.....	40 59 45	72 02 40
Amagansett.....	N. Y.....	Abreast of the village.....	40 58 00	72 08 20
Georgica.....	N. Y.....	1 mile south of village of East Hampton.....	40 56 40	72 11 40
Mecox.....	N. Y.....	2 miles south of the village of Bridgehampton..	40 54 10	72 18 00
Southampton.....	N. Y.....	¾ mile south of the village.....	40 52 10	72 23 40
Shinnecock.....	N. Y.....	2 miles southeast of Shinnecock light.....	40 50 40	72 27 50
Tiana.....	N. Y.....	2 miles southwest of Shinnecock light.....	40 49 40	72 31 30
Quogue.....	N. Y.....	½ mile south of the village.....	40 48 20	72 36 00
Petunk.....	N. Y.....	1½ miles southwest of Petunk village.....	40 47 30	72 39 00
Moriches.....	N. Y.....	2½ miles southwest of Speonk village.....	40 46 30	72 43 10
Forge River.....	N. Y.....	3½ miles south of Moriches.....	40 44 30	72 49 00
Smiths Point.....	N. Y.....	Abreast of the point.....	40 44 00	72 52 20
Bellport.....	N. Y.....	4 miles south of the village.....	40 42 40	72 55 50
Blue Point.....	N. Y.....	4½ miles south of Patchogue.....	40 40 40	73 01 20
Lone Hill.....	N. Y.....	8 miles east of Fire Island light.....	40 39 40	73 04 20
Point of Woods.....	N. Y.....	4 miles east of Fire Island light.....	40 38 50	73 08 10
Fire Island.....	N. Y.....	½ mile west of Fire Island light.....	40 37 40	73 13 20
Oak Island.....	N. Y.....	East end of Oak Island.....	40 38 10	73 17 40
Gilgo.....	N. Y.....	West end of Oak Island.....	40 37 20	73 22 20
Jones Beach.....	N. Y.....	East end of Jones Beach.....	40 36 40	73 26 20
Zachs Inlet.....	N. Y.....	West end of Jones Beach.....	40 36 10	73 28 50
Short Beach.....	N. Y.....	½ mile east of Jones Inlet.....	40 35 30	73 31 20
Point Lookout.....	N. Y.....	2 miles west of New Inlet.....	40 35 10	73 35 40
Long Beach.....	N. Y.....	Near west end Long Beach.....	40 35 10	73 40 45
Far Rockaway†.....	N. Y.....	.....	.....	.....
Rockaway.....	N. Y.....	Near the village of Rockaway.....	40 35 30	73 47 30
Rockaway Point.....	N. Y.....	West end of Rockaway Beach.....	40 34 10	73 51 50
Coney Island.....	N. Y.....	Manhattan Beach.....	40 34 20	73 55 30
Eatons Neck.....	N. Y.....	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00

\* Obtained from latest Coast Survey charts.

† Station destroyed by sudden gale while being moved across the water to new site.

## FOURTH DISTRICT.

## COAST OF NEW JERSEY.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Sandy Hook.....	N. J.....	On Bay side, $\frac{1}{2}$ mile south of point of Hook...	40 27 51	74 00 27
Spermaceti Cove.....	N. J.....	$2\frac{1}{2}$ miles south of Sandy Hook light.....	40 25 40	73 59 00
Seabright.....	N. J.....	About a mile south of Navesink light.....	40 22 50	73 58 30
Monmouth Beach.....	N. J.....	About a mile south of Seabright.....	40 20 30	73 58 30
Long Branch.....	N. J.....	Greens Pond.....	40 16 40	73 59 00
Deal.....	N. J.....	Asbury Park.....	40 13 50	73 59 50
Shark River.....	N. J.....	Near the mouth of Shark River.....	40 11 30	74 00 40
Spring Lake.....	N. J.....	$2\frac{1}{2}$ miles south of Shark River.....	40 09 20	74 01 20
Squan Beach.....	N. J.....	1 mile southeast of Squan village.....	41 07 00	74 02 00
Bayhead.....	N. J.....	At the head of Barnegat Bay.....	40 04 00	74 02 40
Mantoloking.....	N. J.....	$2\frac{1}{2}$ miles south of head of Barnegat Bay.....	40 01 40	74 03 10
Chadwicks.....	N. J.....	5 miles south of head of Barnegat Bay.....	39 59 10	74 04 00
Toms River.....	N. J.....	On the beach abreast mouth Toms River.....	39 56 10	74 04 30
Island Beach.....	N. J.....	$1\frac{1}{4}$ miles south of Seaside Park.....	39 53 40	74 05 00
Cedar Creek.....	N. J.....	$5\frac{1}{2}$ miles north of Barnegat Inlet.....	39 51 10	74 05 10
Forked River.....	N. J.....	2 miles north of Barnegat Inlet.....	39 48 10	74 05 40
Barnegat.....	N. J.....	South side of Barnegat Inlet.....	39 45 30	74 06 10
Loveladies Island.....	N. J.....	$2\frac{1}{2}$ miles south of Barnegat Inlet.....	39 43 50	74 07 20
Harveys Cedars.....	N. J.....	$5\frac{1}{2}$ miles south of Barnegat Inlet.....	39 41 20	74 08 30
Ship Bottom.....	N. J.....	Midway of Long Beach.....	39 38 10	74 11 00
Long Beach.....	N. J.....	$1\frac{1}{2}$ miles north of Beach Haven.....	39 35 00	74 13 20
Bonds.....	N. J.....	$2\frac{1}{4}$ miles south of Beach Haven.....	39 32 00	74 15 20
Little Egg.....	N. J.....	Near the light north of Inlet.....	39 30 10	74 17 30
Little Beach.....	N. J.....	South side of Little Egg Inlet.....	39 27 30	74 19 30
Brigantine.....	N. J.....	$5\frac{1}{2}$ miles north of Absecon light.....	39 25 30	74 20 30
South Brigantine.....	N. J.....	$3\frac{1}{8}$ miles north of Absecon light.....	39 24 00	74 22 30
Atlantic City.....	N. J.....	At Absecon light.....	39 22 00	74 24 50
Absecon.....	N. J.....	$2\frac{3}{4}$ miles south of Absecon light.....	39 20 50	74 27 40
Great Egg.....	N. J.....	$6\frac{3}{4}$ miles south of Absecon light.....	39 19 00	74 31 10
Ocean City.....	N. J.....	South side of Egg Harbor Inlet.....	39 17 00	74 34 00
Pecks Beach.....	N. J.....	$3\frac{1}{2}$ miles north of Corsons Inlet.....	39 14 50	74 36 50
Corsons Inlet.....	N. J.....	Near the Inlet, north side.....	39 13 10	74 38 20
Sea Isle City.....	N. J.....	$3\frac{1}{4}$ miles north of Townsends Inlet.....	39 09 40	74 41 05
Townsends Inlet.....	N. J.....	Near the Inlet, north side.....	39 07 30	74 42 45
Tathams.....	N. J.....	$3\frac{1}{2}$ miles north of Hereford Inlet.....	39 03 40	74 45 00
Hereford Inlet.....	N. J.....	Near Hereford light.....	39 00 20	74 47 20
Holly Beach.....	N. J.....	6 miles northeast of Cape May City.....	38 58 40	74 49 50
Turtle Gut.....	N. J.....	4 miles northeast of Cape May City.....	38 57 10	74 51 10
Cold Spring.....	N. J.....	$\frac{1}{2}$ mile east of Cape May City.....	38 56 00	74 54 30
Cape May.....	N. J.....	Near the light.....	38 55 40	74 57 30
Bay Shore.....	N. J.....	$2\frac{1}{2}$ miles west of Cape May City.....	38 56 40	74 58 10

\* Obtained from latest Coast Survey charts.

## FIFTH DISTRICT.

## COASTS OF DELAWARE, MARYLAND, AND VIRGINIA.

(CAPE HENLOPEN TO CAPE CHARLES.)

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Lewes.....	Del .....	2 miles west from Cape Henlopen light.....	38 46 50	75 07 10
Cape Henlopen.....	Del .....	$\frac{1}{2}$ mile southerly of Cape Henlopen light.....	38 45 50	75 04 50
Rehoboth Beach.....	Del .....	Opposite north end of Rehoboth Bay.....	38 41 30	75 04 20
Indian River Inlet.....	Del .....	North of Inlet.....	38 37 50	75 03 40
Fenwick Island.....	Del .....	$1\frac{1}{2}$ miles north of light.....	38 28 20	75 03 00
Ocean City.....	Md .....	Just north of village.....	38 20 00	75 05 00
North Beach.....	Md .....	10 miles south of Ocean City.....	38 11 30	75 09 20
Green Run Inlet.....	Md .....	$13\frac{1}{2}$ miles northeast of Assateague light.....	38 04 30	75 12 50
Popes Island.....	Va.....	10 miles northeast of Assateague light.....	38 00 20	75 15 40
Assateague Beach.....	Va.....	$1\frac{1}{2}$ miles south of Assateague light.....	37 53 40	75 21 40
Wallops Beach.....	Va.....	$1\frac{1}{2}$ miles south of Chincoteague Inlet.....	37 52 00	75 26 50
Metomkin Inlet.....	Va.....	On Metomkin Beach, near the Inlet.....	37 40 45	75 34 50
Wachapreague.....	Va.....	South end of Cedar Island.....	37 35 20	75 36 40
Paramores Beach.....	Va.....	Midway of beach.....	37 32 20	75 37 20
Hog Island.....	Va.....	South end of Hog Island.....	37 22 20	75 42 45
Cobbs Island.....	Va.....	South end of Cobbs Island.....	37 17 30	75 47 00
Smith Island.....	Va.....	At Cape Charles light.....	37 07 00	75 53 40

## SIXTH DISTRICT.

## COASTS OF VIRGINIA AND NORTH CAROLINA.

(CAPE HENRY TO OAK ISLAND.)

Cape Henry.....	Va.....	$\frac{3}{4}$ mile southeast of Cape Henry light.....	36 55 10	75 59 50
Seatack.....	Va.....	$\frac{5}{2}$ miles south of Cape Henry light.....	36 51 10	75 58 40
Dam Neck Mills.....	Va.....	10 miles south of Cape Henry light.....	36 47 10	75 57 30
Little Island.....	Va.....	On beach abreast of North Bay.....	36 41 30	75 55 20
False Cape.....	Va.....	On beach abreast of Back Bay.....	36 36 00	75 52 50
Wash Woods.....	N. C.....	On beach abreast of Knotts Island.....	36 32 00	75 52 10
Currituck Inlet.....	N. C.....	$\frac{5}{4}$ miles north of Currituck Beach light.....	36 27 30	75 50 40
Whales Head.....	N. C.....	$\frac{1}{2}$ mile north of Currituck Beach light.....	36 23 20	75 49 40
Poyners Hill.....	N. C.....	$6\frac{1}{2}$ miles south of Currituck Beach light.....	36 17 10	75 48 00
Caffey's Inlet.....	N. C.....	$10\frac{1}{4}$ miles south of Currituck Beach light.....	36 13 40	75 46 20
Paul Gamels Hill.....	N. C.....	5 miles north of Kitty Hawk.....	36 08 00	75 43 50
Kitty Hawk.....	N. C.....	On the beach abreast of north end of Kitty Hawk Bay.....	36 03 50	75 41 30
Kill Devil Hills.....	N. C.....	$4\frac{1}{2}$ miles south of Kitty Hawk.....	36 00 10	75 39 40
Nags Head.....	N. C.....	9 miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie Island.....	N. C.....	$\frac{1}{2}$ mile northeast of Bodie Island light.....	35 49 40	75 33 20*
Oregon Inlet.....	N. C.....	$\frac{1}{2}$ mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island.....	N. C.....	2 miles north of New Inlet.....	35 43 15	75 29 30
New Inlet.....	N. C.....	$\frac{1}{2}$ mile south of New Inlet.....	35 40 40	75 29 00
Chicamocomo.....	N. C.....	5 miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal.....	N. C.....	$11\frac{3}{4}$ miles south of New Inlet.....	35 29 50	75 28 40
Little Kinnakeet.....	N. C.....	$11\frac{1}{2}$ miles north of Cape Hatteras light.....	35 25 00	75 29 10

\* Obtained from latest Coast Survey charts.

## SIXTH DISTRICT.

## COASTS OF VIRGINIA AND NORTH CAROLINA—Continued.

(CAPE HENRY TO OAK ISLAND.)

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Big Kinnakeet.....	N. C.	5½ miles north of Cape Hatteras light.....	35 20 00	75 30 20
Cape Hatteras.....	N. C.	1 mile south of Cape Hatteras light.....	35 14 20	75 31 20
Creeds Hill.....	N. C.	4 miles west of Cape Hatteras light.....	35 14 30	75 35 15
Durants.....	N. C.	3 miles east of Hatteras Inlet.....	35 12 35	75 41 10
Ocracoke.....	N. C.	1½ miles west of Hatteras Inlet.....	35 11 00	75 46 10
Cape Lookout.....	N. C.	1½ miles south of Cape Lookout light.....	34 36 30	76 32 20
Cape Fear.....	N. C.	On Smith Island, Cape Fear.....	33 50 30	77 57 20
Oak Island.....	N. C.	West side mouth Cape Fear River.....	33 53 20	78 01 20

## SEVENTH DISTRICT.

## COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Morris Island.....	S. C.	Near Charleston light.....	32 42 00	79 52 30
Smiths Creek.....	Fla.	20 miles south of Matanzas Inlet.....	29 26 10	81 06 15
Mosquito Lagoon†.....	Fla.	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal†.....	Fla.	11 miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar†.....				
Bethel Creek†.....	Fla.	11 miles north of Indian River Inlet.....	27 40 00	80 21 20
Indian River Inlet†.....	Fla.	South side of inlet.....	27 29 45	80 17 50
Gilberts Bar†.....	Fla.	St. Lucie Rocks, north side St. Lucie Inlet..	27 12 00	80 09 50
Jupiter Inlet.....	Fla.	South side of Inlet.....	26 55 40	80 04 00
Orange Grove†.....	Fla.	Southern end Lake Worth, 32 miles south of Jupiter Inlet.	26 27 30	80 03 20
Fort Lauderdale†.....	Fla.	7 miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay†.....	Fla.	10 miles north of Boca Ratones, Narrows Cut..	25 54 10	80 08 00

## EIGHTH DISTRICT.

## GULF COAST OF UNITED STATES.

Santa Rosa.....	Fla.	Santa Rosa Island, 3 miles east of Fort Pickens.	30 19 00	87 14 30
Sabine Pass.....	Tex.	West side of Pass.....	29 43 55	93 52 15
Galveston.....	Tex.	East end Galveston Island.....	29 20 10	94 46 10
San Luis.....	Tex.	West end Galveston Island.....	29 07 00	95 04 00
Velasco.....	Tex.	2¼ miles northeast of mouth of Brazos River..	28 57 45	95 16 30
Saluria.....	Tex.	Northeast end Matagorda Island.....	28 23 00	96 24 00
Aransas.....	Tex.	Northeast end Mustang Island.....	27 51 00	97 03 00
Brazos.....	Tex.	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

\* Obtained from latest Coast Survey charts.

† House of refuge. No crew employed.

‡ Discontinued March 30, 1891.

## NINTH DISTRICT.

## LAKES ERIE AND ONTARIO.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Big Sandy.....	N. Y.....	North side mouth of Big Sandy Creek, Lake Ontario.	0 1 "	0 1 "
Salmon Creek†.....	N. Y.....	.....		
Oswego.....	N. Y.....	East side entrance of Oswego Harbor, Lake Ontario.		
Charlotte.....	N. Y.....	East side entrance of Charlotte Harbor, Lake Ontario.		
Buffalo.....	N. Y.....	South side entrance of Buffalo Harbor, Lake Erie.		
Erie.....	Pa.....	North side entrance of Erie Harbor, Lake Erie.		
Fairport.....	Ohio.....	West side entrance of Fairport Harbor, Lake Erie.		
Cleveland.....	Ohio.....	West side entrance of Cleveland Harbor, Lake Erie.		
Point Marblehead.....	Ohio.....	Point Marblehead, near Quarry Docks, Lake Erie.		
Louisville.....	Ky.....	Falls of the Ohio River, Louisville, Ky.....		

## TENTH DISTRICT.

## LAKES HURON AND SUPERIOR.

Sand Beach.....	Mich.....	Inside Sand Beach Harbor, Lake Huron.....		
Pointe aux Barques....	Mich.....	Near light, Lake Huron.....		
Grindstone City.....	Mich.....	2 miles northwest of city, Lake Huron.....		
Ottawa Point.....	Mich.....	Near light, Lake Huron.....		
Sturgeon Point.....	Mich.....	Near light, Lake Huron.....		
Thunder Bay Island....	Mich.....	West side of Island, Lake Huron.....		
Middle Island.....	Mich.....	North end of Middle Island, Lake Huron.....		
Hammonds Bay.....	Mich.....	Hammonds Bay, Lake Huron.....		
Bois Blanc.....	Mich.....	About midway east side of Island, Lake Huron.		
Vermillion Point.....	Mich.....	10 miles west of White Fish Point, Lake Superior.		
Crisps.....	Mich.....	18 miles west of White Fish Point, Lake Superior.		
Two Heart River.....	Mich.....	Near mouth of Two Heart River, Lake Superior.		
Muskallonge Lake ....	Mich.....	Near mouth of Sucker River, Lake Superior.		
Marquette.....	Mich.....	Near light, Lake Superior.....		
Ship-Canal.....	Mich.....	Old Portage Lake Ship-Canal, ¾ mile from north end, on east bank.		

\* Obtained from latest Coast-Survey chart.

† Destroyed by fire.

## ELEVENTH DISTRICT.

## LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Beaver Island.....	Mich.....	Near light.....	43 01 11	82 01 11
North Manitou Island.....	Mich.....	Near Pickards Wharf.....		
Point Betsey.....	Mich.....	Near light.....		
Frankfort.....	Mich.....	South side entrance of harbor.....		
Manistee.....	Mich.....	North side entrance of harbor.....		
Grande Pointe au Sable.....	Mich.....	1 mile south of light.....		
Ludington.....	Mich.....	North side entrance of harbor.....		
Pentwater.....	Mich.....	North side entrance of harbor.....		
White River.....	Mich.....	North side entrance of White Lake.....		
Muskegon.....	Mich.....	North side entrance of harbor, Port Sherman.....		
Grand Haven.....	Mich.....	North side entrance of harbor.....		
Holland.....	Mich.....	In the harbor, south side.....		
South Haven.....	Mich.....	North side entrance of harbor.....		
Saint Joseph.....	Mich.....	In the harbor, north side.....		
Michigan City.....	Ind.....	East side entrance of harbor.....		
South Chicago.....	Ill.....	North side entrance of Calumet Harbor.....		
Chicago.....	Ill.....	In the harbor.....		
Evanston.....	Ill.....	On Northwestern University grounds.....		
Kenosha.....	Wis.....	In the harbor, on Washington Island.....		
Racine.....	Wis.....	In the harbor.....		
Milwaukee.....	Wis.....	Near entrance of harbor, south side.....		
Sheboygan.....	Wis.....	Entrance to harbor, north side.....		
Two Rivers.....	Wis.....	North side entrance of harbor.....		
Sturgeon Bay Canal.....	Wis.....	Eastern entrance of canal, north side.....		

## TWELFTH DISTRICT.

## PACIFIC COAST.

Neah Bay†.....				
Shoalwater Bay.....	Wash.....	Near light-house boat landing.....	46 43 00	124 03 00
Ilwaco Beach.....	Wash.....	13 miles north of Cape Disappointment.....	46 27 50	124 03 25
Cape Disappointment.....	Wash.....	Baker's Bay, ½ mile northeast of light.....	46 16 40	124 03 00
Point Adams.....	Oregon.....	¾ mile southeast of Fort Stevens.....	46 12 00	123 57 00
Umpqua River.....	Oregon.....	Near entrance of river, north side.....	43 42 00	124 10 30
Cape Arago.....	Oregon.....	Coos Bay, north side.....	43 22 50	124 18 00
Coquille River.....	Oregon.....	In town of Bandon.....	43 07 00	124 25 00
Humboldt Bay.....	Cal.....	Near light.....	40 46 00	124 13 00
Point Reyes.....	Cal.....	3½ miles north of light.....	38 02 20	122 59 30
Bolinas Bay†.....	Cal.....			
Fort Point.....	Cal.....	¾ mile east of light.....	37 48 10	122 27 50
Golden Gate Park.....	Cal.....	On beach in Golden Gate Park, San Francisco, ¾ mile south Point Lobos.....	37 46 10	122 30 30

\* Obtained from latest Coast-Survey charts.  
† Discontinued December 17, 1890.

† Destroyed by fire.



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D I R E C T I O N S

FOR

RESTORING THE APPARENTLY DROWNED.

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(227)





## DIRECTIONS

FOR

### RESTORING THE APPARENTLY DROWNED.

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**RULE I.** *Arouse the patient.*—Unless in danger of freezing, do not move the patient, but instantly expose the face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing so as to expose the chest and waist, and give two or three quick, smarting slaps on the stomach and chest with the open hand. If, however, there is reason to believe that considerable time has elapsed since the patient became insensible, do not lose further time by practicing Rule I, but proceed immediately to Rule II. After loosening clothing, etc., if the patient does not revive, then proceed thus :

**RULE II.** *To expel water, etc., from the stomach and chest.*—(See Fig. I.)



FIG. I.—Showing the first step taken, by which the chest is emptied of air, and the ejection of any fluids swallowed is assisted.

If the jaws are clinched, separate them, and keep the mouth open by placing between the teeth a cork or small bit of wood ; turn the patient on the face, a large bundle of tightly-rolled clothing being placed beneath the stomach, and press heavily over it for half a minute, or as long as fluids flow freely from the mouth.

**RULE III. To produce breathing.**—(See Fig. II.)—Clear the mouth and throat of mucus by introducing into the throat the corner of a

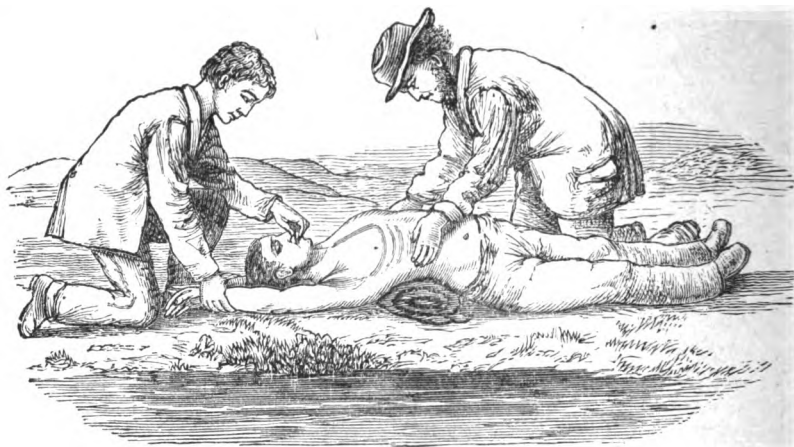


FIG. II.—Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.

handkerchief wrapped closely around the forefinger ; turn the patient on the back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present, let him, with a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth, (this prevents the tongue from falling back and choking the entrance to the windpipe,) and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head, thereby increasing the prominence of the ribs, which tends to enlarge the chest. The two last-named positions are not, however, absolutely essential to success. Kneel beside or astride the patient's hips, and, with the balls of the thumbs resting on either side of the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands, and at the same time squeeze the waist between them, as if you wished to force everything in the chest upward, out of the mouth; deepen the pressure while you can count slowly one, two, three; then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two, three; then repeat the same motions as before at a rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating. If natural breathing be not restored after a trial of the bellows movement for the space of three or four minutes, then turn the patient a second time on the stomach, as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the purpose of freeing the air-passages from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile, after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths.

Continue the drying and rubbing, which should be unceasingly practiced from the beginning by the assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed always in an upward direction towards the body, with firm grasping pressure and energy, using the bare hands, dry flannels or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

**RULE IV. AFTER-TREATMENT.**—*Externally:* As soon as breathing is established, let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. *Internally:* Give whisky or brandy and hot water in doses of a teaspoonful to a tablespoonful according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. *Later manifestations:* After reaction is fully established there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

**NOTE.**—Dr. Labordette, the Supervising Surgeon of the Hospital of Lisieux, in France, appears to have established that the clinching of the jaws and the semicontraction of the fingers, which have hitherto been considered signs of death, are, in fact, evidences of remaining vitality. After numerous experiments with apparently drowned persons, and also with animals, he concludes that these are only signs accompanying the first stage of suffocation by drowning, the jaws and hands becoming relaxed when death ensues.\* This being so, the mere clinching of the jaws and semicontraction of the hands must not be considered as reasons for the discontinuance of efforts to save life, but should serve as a stimulant to vigorous and prolonged efforts to quicken vitality. Persons engaged in the task of resuscitation are, therefore, earnestly desired to take hope and encouragement for the life of the sufferer from the signs above referred to, and to continue their endeavors accordingly. In a number of cases Dr. Labordette restored to life persons whose jaws were so firmly clinched that, to aid respiration, their teeth had to be forced apart with iron instruments.

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\* The muscular rigidity of death (*rigor mortis*) occurs later, after the temporary relaxation here referred to.



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**ABSTRACTS**  
**OF**  
**RETURNS OF WRECKS AND OTHER CASUALTIES TO VESSELS**  
**WHICH HAVE OCCURRED ON AND NEAR THE**  
**COASTS AND ON THE RIVERS OF THE UNITED STATES,**  
**AND TO**  
**AMERICAN VESSELS AT SEA AND ON THE COASTS**  
**OF FOREIGN COUNTRIES,**  
**DURING THE**  
**FISCAL YEAR ENDING JUNE 30, 1892.**

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## WRECKS, COLLISIONS, AND OTHER CASUALTIES AT HOME AND ABROAD.

### REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1891-'92.

The following is the nineteenth annual statement of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries.

The statistics relating to disasters upon our own coasts are compiled from reports obtained and received through the officers of the customs, in compliance with the acts of June 20, 1874, and June 18, 1878.

Those relating to disasters which have occurred to American shipping in foreign waters are derived from reports received from our consular officers abroad, and through the courtesy of officers of foreign governments, an interchange of such information having been effected through the Department of State with most other maritime nations.

In the preparation of the accompanying tables it has been found advisable, in order to facilitate reference, to make the following general divisions:

I. Disasters occurring on the Atlantic and Gulf coasts of the United States, embracing—

- (1) All casualties outside of, but in proximity to, the coast line;
- (2) All casualties occurring in the bays and harbors adjacent to the coasts named;
- (3) All casualties occurring in or near the mouths of rivers emptying into the Ocean or Gulf.

II. Disasters occurring on the Pacific coast of the United States, including those occurring in adjacent waters, as in the first division.

III. Disasters occurring on the Great Lakes, embracing—

- (1) All casualties occurring on Lakes Superior, Michigan, Huron, St. Clair, Erie, and Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;
- (2) All casualties occurring in rivers, straits, etc., connecting the several lakes named;
- (3) All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

IV. Disasters occurring in rivers within the United States, embracing all rivers except those referred to in the foregoing division.

V. Disasters occurring to American shipping at sea or in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows, viz:

(1) *Foundering*s—embracing foundering which resulted from the leaking or capsizing of vessels, but not those which resulted from collisions, strandings, or running against sunken wrecks, piers, snags, or ice.

(2) *Strandings*—embracing disasters resulting from running aground, striking rocks, reefs, bars, or other natural objects, although the vessels may have foundered as a result of such casualties.

(3) *Collisions*—embracing all collisions between vessels only.

(4) *Other causes*—embracing disasters resulting from various causes, as follows, viz:



Fire, irrespective of results;  
 Scuttling, or any intentional damage to vessels;  
 Collisions with fields or quantities of ice, although vessels may be sunk thereby;  
 Striking on sunken wrecks, anchors, buoys, piers, or bridges;  
 Leakage (except when vessel foundered or went ashore for safety);  
 Loss of masts, sails, boats, or any portion of vessels' equipments;  
 Capsizings, when vessels did not sink;  
 Damage to machinery;  
 Fouling of anchors;  
 Striking of lightning;  
 Explosion of boilers;  
 Breakage of wheels;  
 Also, water-logged, missing, and abandoned vessels.

#### ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1891.

Since the publication of the annual statement for the fiscal year ending June 30, 1891, information has been received of the occurrence of disasters during the year to forty-four American vessels, involving the loss of four lives; also the loss of seventeen lives on fourteen vessels suffering no other casualty. The table annexed shows the nature of these disasters and the divisions in which they occurred.

Coasts, etc.	Foundering.			Strandings.			Collisions.			Other causes.			Totals.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts.....	3	93	5	5	244	2	2	477	4	4	940	3	14	1,754	3
Pacific coast.....			3	3	456				4	3,068		7	3	3,524	
Great Lakes.....			4	4	5,408	2	2	1,074	2	646		8	7	7,128	
Rivers.....	1	69	1	1	28				5	1,503	1	7	1	1,600	1
At sea or in foreign waters.....			3	3	813				5	4,682		8	8	5,495	
Total.....	4	162	16	16	6,949	4	4	1,551	20	10,839	4	44	19,501	4	

Coasts, etc.	Vessels totally lost.			Vessels damaged.			Vessels not damaged.			Aggregate.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts.....	9	401	3	5	1,353	3	3	412	3	17	2,166	6
Pacific coast.....	3	374		4	3,150	1			1	8	3,524	1
Great Lakes.....	1	895		7	6,233					8	7,128	
Rivers.....	3	390		4	1,210	1	1	149	1	8	1,749	2
At sea or in foreign waters.....	2	470		6	5,025		9	7,555	12	17	13,050	12
Total.....	18	2,530	3	26	16,971	1	14	8,116	17	58	27,617	21

Of the lives lost, reported above, three were lost from the schooner *Annie F. Collins*, of New York, which sailed from Thomaston, Maine, on May 2, 1891, bound for New York, and was abandoned near the coast of Maine; one was lost on the steamer *City of Charlestown*, of Memphis, Tennessee, which sunk on March 7, 1891, while lying at Bernards Mill, Hatchie River; one was lost by vessels in collision; two were lost by the capsizing of small boats while whaling; four were washed overboard by heavy seas; six fell from aloft; and four fell overboard.

As the foregoing could not properly be included in the report for the

fiscal year just closed, the General Summary Table of the previous year, amended so as to include the particulars furnished by the wreck reports mentioned above, is reprinted. The table will be convenient for comparison with the corresponding table in the statements of the present and other years.

*Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1891.*

## FOUNDERRINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	41	3	15	13	19	91
Tonnage of vessels partially damaged.....	960		289	1,759		3,008
Tonnage of vessels totally lost.....	5,379	117	3,954	126	7,118	16,694
Value of vessels.....dollars.....	149,600	9,000	173,300	97,700	202,700	632,300
Value of cargoes.....do.....	90,145	350	25,785	20,500	85,450	222,230
Loss to vessels.....do.....	97,475	9,000	169,690	45,680	202,700	524,545
Loss to cargoes.....do.....	80,235	350	26,180	4,250	85,450	196,465
Insurance on vessels.....do.....	43,700	3,500	88,500	31,500	65,430	232,630
Insurance on cargoes.....do.....	24,580		12,120	6,200	45,140	88,040
Laden.....	33	1	13	4	16	67
In ballast.....	8	2	2	9	3	24
Unknown whether laden or not.....						
Wrecks involving total loss.....	26	3	14	3	19	65
Casualties involving partial and unknown damage.....	15		1	10		26
Number of passengers.....	1		6	253	2	262
Number in crews.....	153	10	95	127	148	533
Total on board.....	154	10	101	380	150	795
Number of lives lost.....	11	5	29	98	30	173

## STRANDINGS.

	204	29	98	11	62	404
Number of vessels.....						
Tonnage of vessels partially damaged.....	40,525	6,889	79,011	2,886	8,576	137,887
Tonnage of vessels totally lost.....	23,091	6,198	4,019	234	16,403	49,945
Value of vessels.....dollars.....	3,274,050	934,100	5,181,300	187,075	1,120,250	10,696,775
Value of cargoes.....do.....	1,796,650	485,620	782,360	89,490	618,700	3,772,820
Loss to vessels.....do.....	963,960	391,500	308,810	15,075	661,800	2,341,145
Loss to cargoes.....do.....	478,520	271,075	57,020	445	457,540	1,264,900
Insurance on vessels.....do.....	1,078,375	519,600	2,763,305	48,500	610,540	5,020,320
Insurance on cargoes.....do.....	618,415	380,645	470,190	17,890	550,040	2,037,180
Laden.....	135	24	80	8	43	290
In ballast.....	69	5	18	3	18	113
Unknown whether laden or not.....					1	1
Wrecks involving total loss.....	106	15	18	6	41	186
Casualties involving partial and unknown damage.....	98	14	80	5	21	218
Number of passengers.....	1,572	369	266	119	35	2,361
Number in crews.....	1,650	432	1,244	212	750	4,288
Total on board.....	3,222	801	1,510	331	785	6,649
Number of lives lost.....	37	17			3	57

## COLLISIONS.

	298	20	124	40	30	512
Number of vessels.....						
Tonnage of vessels partially damaged.....	154,507	9,761	84,098	20,938	31,480	300,784
Tonnage of vessels totally lost.....	5,733	16	4,536	596	228	11,109
Value of vessels.....dollars.....	12,988,885	585,800	5,917,200	822,600	1,536,000	21,850,485
Value of cargoes.....do.....	1,243,640	77,335	608,930	171,750	136,530	2,238,185
Loss to vessels.....do.....	632,850	19,790	405,110	62,615	84,380	1,254,745
Loss to cargoes.....do.....	65,370		82,960	28,845	28,250	205,425
Insurance on vessels.....do.....	3,957,430	85,000	3,068,373	377,000	309,450	7,797,255
Insurance on cargoes.....do.....	1,035,915		306,805	60,500	71,705	1,474,925
Laden.....	114	8	71	16	19	228
In ballast.....	127	6	37	16	3	189
Unknown whether laden or not.....	97	6	16	8	8	95
Wrecks involving total loss.....	13	1	11	4	1	30
Casualties involving partial and unknown damage.....	285	19	113	36	29	482
Number of passengers.....	8,630	341	1,103	647	204	10,925
Number in crews.....	3,619	315	1,261	446	477	6,118
Total on board.....	12,249	656	2,364	1,093	681	17,043
Number of lives lost.....	80	3	3		2	88

*Number of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, etc.—Continued.*

## OTHER CAUSES.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	120	19	100	106	123	468
Tonnage of vessels partially damaged.....	42,837	7,667	51,202	25,570	85,199	212,475
Tonnage of vessels totally lost.....	4,759	768	4,944	9,609	6,575	26,655
Value of vessels.....dollars...	4,624,850	908,000	3,212,400	1,627,750	4,552,140	14,925,140
Value of cargoes.....do.....	750,660	13,150	723,950	885,365	3,491,925	5,865,050
Loss to vessels.....do.....	497,060	56,850	456,195	446,095	458,060	1,914,260
Loss to cargoes.....do.....	130,540	6,600	77,330	367,045	344,705	926,220
Insurance on vessels.....do.....	2,116,850	291,000	1,946,535	762,265	2,517,510	7,634,160
Insurance on cargoes.....do.....	311,445	.....	232,125	447,400	1,851,290	2,842,260
Laden.....	71	9	58	54	105	297
In ballast.....	49	10	42	52	17	170
Unknown whether laden or not.....	.....	.....	.....	.....	1	1
Wrecks involving total loss.....	22	6	20	33	18	99
Casualties involving partial and unknown damage.....	98	13	80	73	105	369
Number of passengers.....	1,926	237	232	854	405	3,654
Number in crews.....	1,374	383	956	1,911	1,785	6,409
Total on board.....	3,300	620	1,188	2,765	2,190	10,063
Number of lives lost.....	12	2	19	31	69	133

## RECAPITULATION.

Number of vessels.....	663	71	337	170	234	1,475
Laden.....	353	42	222	82	183	882
In ballast.....	253	23	99	80	41	496
Wrecks involving total loss.....	57	6	16	8	10	97
Casualties involving partial and unknown damage.....	167	25	63	46	79	380
Number of passengers.....	496	46	274	124	155	1,095
Number of crews.....	12,129	947	1,607	1,873	646	17,202
Number in crews.....	6,796	1,140	3,556	2,696	3,160	17,348
Total on board.....	18,925	2,087	5,163	4,569	3,806	34,550
Number of lives lost.....	140	27	51	129	104	*451
Total tonnage vessels partially damaged.....	238,829	24,317	214,600	51,153	125,255	654,154
Total tonnage vessels lost.....	38,962	7,099	17,453	10,565	30,324	104,403
Aggregate.....	277,791	31,416	232,053	61,718	155,579	758,557
Total value of vessels.....	21,037,385	2,436,900	14,484,200	2,735,125	7,411,090	48,104,700
Total value of cargoes.....	3,881,095	576,455	2,141,025	1,167,105	4,332,605	12,098,285
Aggregate.....	24,918,480	3,013,355	16,625,225	3,902,230	11,743,695	60,202,985
Total losses to vessels.....	2,241,345	477,140	1,339,805	569,465	1,406,940	6,034,695
Total losses to cargoes.....	754,665	278,025	243,490	400,585	916,245	2,593,010
Aggregate.....	2,996,010	755,165	1,583,295	970,050	2,323,185	8,627,705
Total insurance on vessels.....	7,196,355	899,100	7,866,715	1,219,265	3,502,930	20,684,365
Total insurance on cargoes.....	1,990,355	380,645	1,021,240	531,990	2,518,175	6,442,405
Aggregate.....	9,186,710	1,279,745	8,887,955	1,751,255	6,021,105	27,126,770

\* In addition to the number of lives lost here reported, 335 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 786.

## COMPARATIVE STATISTICS.

The subjoined tables show, by localities, the total number of vessels meeting with casualties, the total value of such vessels and their cargoes, the total losses to both, and the total tonnage involved, and the tonnage of vessels totally lost during the fiscal years 1890-'91 and 1891-'92, with the percentage of increase or decrease of the latter compared with the former:

## NUMBER OF VESSELS INVOLVED.

	1890-'91.	1891-'92.	Per cent of—
Atlantic .....	649	633	Decrease, 2.47
Pacific .....	64	73	Increase, 14.06
Great Lakes .....	329	355	Increase, 7.90
Rivers .....	163	170	Increase, 4.29
At sea or in foreign waters.....	226	265	Increase, 17.26
Aggregate .....	1,431	1,496	Increase, 4.54

## VALUE OF VESSELS AND CARGOES.

Atlantic .....	\$24,858,550	\$19,017,585	Decrease, 23.49
Pacific .....	2,553,475	3,856,275	Increase, 51.02
Great Lakes .....	16,066,475	19,129,225	Increase, 19.06
Rivers .....	3,820,730	3,845,705	Increase, .65
At sea or in foreign waters.....	11,420,195	12,402,130	Increase, 8.60
Aggregate .....	58,719,425	58,250,920	Decrease, .80

## LOSS TO VESSELS AND CARGOES.

Atlantic .....	\$2,985,290	\$2,304,530	Decrease, 22.80
Pacific .....	709,485	696,175	Decrease, 1.88
Great Lakes .....	1,548,740	2,250,425	Increase, 45.31
Rivers .....	940,900	716,800	Decrease, 23.82
At sea or in foreign waters.....	2,309,585	3,831,800	Increase, 65.91
Aggregate .....	8,494,000	9,799,730	Increase, 15.37

## TONNAGE OF VESSELS INVOLVED.

Atlantic .....	276,037	268,110	Decrease, 2.87
Pacific .....	27,892	37,706	Increase, 35.19
Great Lakes .....	224,925	274,736	Increase, 22.14
Rivers .....	60,118	64,467	Increase, 7.23
At sea or in foreign waters.....	150,084	175,993	Increase, 17.26
Aggregate .....	739,056	821,012	Increase, 11.09

## TONNAGE OF VESSELS TOTALLY LOST.

Atlantic .....	38,561	33,390	Decrease, 13.41
Pacific .....	6,725	5,045	Decrease, 24.98
Great Lakes .....	16,558	17,603	Increase, 6.31
Rivers .....	10,175	6,423	Decrease, 36.87
At sea or in foreign waters.....	29,854	46,672	Increase, 56.33
Aggregate .....	101,873	109,133	Increase, 7.13

On June 30, 1892, the total number of registered, enrolled, and licensed vessels belonging to the United States was 24,383, with a total tonnage of 4,764,921. Of this number 1,437 vessels, having a total tonnage of 741,619, met with casualties during the year, being 5.89 per cent of the total number.

The following exhibit shows the number of steam and sailing vessels and barges registered, enrolled, and licensed belonging to the United States on June 30, 1892, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels :

*Comparative table—Casualties to vessels.*

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	6,392	597	As 1 to 10.71
Sailing vessels.....	15,455	801	As 1 to 19.27
Barges.....	1,388	32	As 1 to 43.38
Canal boats.....	1,168	7	As 1 to 166.85
Total.....	24,383	1,437	As 1 to 16.97

During the year 456 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with one another in gales, etc.), the actual number of casualties of this nature was a little less than one-half that number.

Fifty-one foreign vessels, having an aggregate tonnage of 66,275, met with disasters in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the number of vessels here reported, eight foreign vessels collided with American vessels at sea, involving a tonnage of 13,118.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 327 persons perished by drowning or by accident on board, out of crews employed on 289 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard, or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls, or for other purposes. In some instances lives were lost by falling to the deck from aloft and by being struck by spars, tackling, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables, except 64 and 65.

The following exhibits show the number of persons on board vessels suffering casualties, the number of lives lost, the ratio of those lost to the number on board, and the ratio of lives lost to the number of casualties for the last seventeen fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-'76.....	1,553	18,134	*878	As 1 to 20.65	As 1 to 1.77
1876-'77.....	1,547	22,307	*826	As 1 to 27.00	As 1 to 1.87
1877-'78.....	1,483	21,531	*644	As 1 to 33.43	As 1 to 2.30
1878-'79.....	1,545	23,353	*730	As 1 to 31.99	As 1 to 2.12
1879-'80.....	1,624	26,491	*469	As 1 to 56.48	As 1 to 3.46
1880-'81.....	1,528	24,286	*623	As 1 to 38.98	As 1 to 2.45
1881-'82.....	1,514	25,712	*502	As 1 to 51.22	As 1 to 3.02
1882-'83.....	1,416	25,197	*539	As 1 to 46.75	As 1 to 2.63
1883-'84.....	1,647	26,561	*807	As 1 to 32.91	As 1 to 2.04
1884-'85.....	1,407	29,584	*335	As 1 to 88.31	As 1 to 4.20
1885-'86.....	1,650	25,680	*576	As 1 to 44.58	As 1 to 2.86
1886-'87.....	1,569	25,149	*553	As 1 to 45.48	As 1 to 2.84
1887-'88.....	1,534	23,695	*553	As 1 to 42.84	As 1 to 2.77
1888-'89.....	1,526	25,876	*659	As 1 to 39.27	As 1 to 2.32
1889-'90.....	1,470	29,410	*556	As 1 to 52.90	As 1 to 2.64
1890-'91.....	1,475	34,550	*451	As 1 to 76.61	As 1 to 3.27
1891-'92.....	1,496	23,924	*646	As 1 to 37.03	As 1 to 2.31

\*This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the one above, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded :

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-'76.....	1,139	13,487	*501	As 1 to 26.92	As 1 to 2.27
1876-'77.....	1,023	15,977	*278	As 1 to 57.47	As 1 to 3.68
1877-'78.....	1,083	16,785	*403	As 1 to 41.65	As 1 to 2.69
1878-'79.....	1,044	16,245	*222	As 1 to 73.18	As 1 to 4.70
1879-'80.....	1,265	21,691	*170	As 1 to 127.59	As 1 to 7.44
1880-'81.....	1,171	19,713	*272	As 1 to 72.47	As 1 to 4.31
1881-'82.....	1,203	20,495	*241	As 1 to 85.04	As 1 to 4.99
1882-'83.....	1,090	20,623	*328	As 1 to 62.88	As 1 to 3.32
1883-'84.....	1,246	20,364	*327	As 1 to 62.28	As 1 to 3.81
1884-'85.....	1,066	24,302	*107	As 1 to 227.12	As 1 to 9.96
1885-'86.....	1,269	21,076	*266	As 1 to 79.23	As 1 to 4.77
1886-'87.....	1,255	21,306	*302	As 1 to 70.55	As 1 to 4.16
1887-'88.....	1,238	19,308	*244	As 1 to 79.13	As 1 to 5.07
1888-'89.....	1,195	19,996	*263	As 1 to 76.03	As 1 to 4.54
1889-'90.....	1,213	25,975	*273	As 1 to 95.15	As 1 to 4.44
1890-'91.....	1,241	30,744	*347	As 1 to 88.60	As 1 to 3.58
1891-'92.....	1,231	19,676	*195	As 1 to 100.90	As 1 to 6.31

\*This number is exclusive of lives lost where vessels suffered no damage.

## STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1892.

## ATLANTIC AND GULF COASTS.

TABLE 1.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to some where known.

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.		Number.	Amount.		
July.....	52	\$1,793,385	4	27	\$238,010	3	3	49	\$134,920	7	16	\$23,350	.....	17
August.....	37	864,100	2	18	112,190	.....	2	34	62,020	5	9	4,585	.....	11
September.....	57	1,401,050	9	26	352,790	1	6	55	96,370	10	9	4,190	.....	24
October.....	80	1,523,025	7	47	592,850	2	4	80	352,945	5	33	63,640	.....	20
November.....	43	559,295	2	27	119,005	1	1	40	99,925	5	17	19,075	1	12
December.....	63	1,630,000	4	34	545,560	1	1	61	321,310	7	20	92,465	.....	19
January.....	49	1,112,850	3	27	303,240	1	3	45	183,280	7	21	45,305	.....	10
February.....	27	821,500	4	15	221,145	1	4	26	165,200	5	12	43,125	.....	8
March.....	67	1,783,800	5	41	814,295	2	5	64	213,660	8	23	146,245	.....	25
April.....	45	1,454,900	4	24	323,465	2	4	43	96,120	6	13	11,775	.....	17
May.....	22	297,900	5	14	20,650	.....	5	21	50,600	6	9	7,450	.....	10
June.....	41	1,872,900	1	24	378,670	1	1	38	59,795	4	17	8,780	.....	9
Total.....	583	15,004,715	50	324	4,012,870	15	43	556	1,884,535	76	199	469,995	1	182

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

**TABLE 2.**—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE, the number of PERSONS on BOARD, and number of LIVES LOST.*

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July .....	12	37	4	3	56	2,847	27,066	692	633	1
August .....	8	26	3	2	39	728	17,040	634	346	.....
September .....	15	41	7	3	66	3,053	32,759	518	552	1
October .....	31	49	4	3	87	6,216	18,146	127	612	16
November .....	10	30	2	3	45	875	9,976	4	282	1
December .....	21	40	4	2	67	5,111	24,812	181	593	6
January .....	20	25	3	4	52	2,823	14,302	6	375	5
February .....	8	18	4	1	31	2,686	14,253	16	262	5
March .....	16	48	5	3	72	5,280	31,275	340	543	15
April .....	11	32	4	2	49	1,970	23,405	528	515	1
May .....	8	13	5	1	27	1,249	4,323	1	112	5
June .....	10	28	1	3	42	552	17,363	592	469	1
Total .....	170	387	46	30	633	33,390	234,720	3,639	5,294	57

**TABLE 3.**—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.*

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.					Number of ves- sels and cargoes reported not insured.		Number of ves- sels and car- goes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num- ber-	Amount.	Num- ber.	Amount.						
July .....	31	\$916,350	13	\$339,840	\$1,256,190	17	6	8	14	28
August.....	13	313,000	4	2,925	315,925	21	5	5	11	19
September....	27	802,900	6	122,000	924,900	30	15	9	12	33
October.....	39	553,400	10	29,890	583,290	36	13	12	30	34
November.....	23	257,300	7	29,325	286,625	16	11	6	12	15
December....	31	726,200	15	265,300	991,500	23	3	13	21	28
January.....	16	219,050	7	7,850	226,900	26	10	10	14	21
February....	13	286,700	6	48,680	335,380	9	3	9	11	11
March.....	37	979,100	22	493,840	1,472,940	19	10	16	16	24
April.....	27	978,600	10	204,765	1,183,365	15	5	7	15	19
May.....	7	109,000	1	3,200	112,200	12	6	8	12	8
June.....	21	770,850	10	160,165	931,015	19	11	2	5	16
Total ...	285	6,912,450	111	1,707,780	8,620,230	243	98	105	173	251



TABLE 4.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, distinguishing the NATURE of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	1	1	4	12	.....	6	3	2	3	3	3	4	42
Stranded.....	19	13	19	26	16	29	25	9	20	11	5	11	203
Collided.....	30	16	36	31	14	24	18	12	31	22	11	16	261
Abandoned.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2	.....	3
Capsized.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	1	.....	4
Damage to hull, masts, rigging, etc.....	.....	.....	.....	5	3	.....	1	1	5	.....	.....	.....	16
Damage to machinery.....	.....	2	1	2	2	.....	1	1	1	2	1	4	19
Explosion of boiler.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Fire.....	4	1	4	5	3	6	1	4	5	6	3	1	44
Sprung a leak.....	1	1	1	1	.....	.....	1	1	.....	.....	.....	2	11
Struck bridge, sunken wreck, wharf, etc.....	.....	1	1	1	4	.....	2	1	2	5	1	2	21
Waterlogged.....	.....	.....	.....	2	.....	.....	.....	1	1	.....	.....	.....	3
Miscellaneous.....	.....	.....	.....	3	.....	.....	.....	1	1	.....	.....	.....	4
Total.....	56	39	66	87	45	67	52	31	72	49	27	42	633

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, distinguishing the CAUSE of each disaster.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather :</b>					
Calms, currents, and tides.....	.....	14	.....	.....	14
Darkness.....	.....	8	.....	.....	8
Fog.....	.....	26	.....	.....	26
Gales, hurricanes, etc.....	15	46	26	.....	87
Heavy sea.....	1	7	4	.....	12
Snowstorm.....	.....	9	.....	.....	9
Total of class 1.....	16	110	30	.....	156
<b>CLASS 2.—Causes connected with vessels, equipments, or stowage :</b>					
Defective chart.....	.....	1	.....	.....	1
Error in compass.....	.....	6	.....	.....	6
Total of class 2.....	.....	7	.....	.....	7
<b>CLASS 3.—Causes connected with navigation and steamship :</b>					
Error of masters, officers, or crews.....	2	23	1	.....	26
Errors of pilots.....	.....	6	1	.....	7
Total of class 3.....	2	29	2	.....	33
<b>CLASS 4.—Causes connected with machinery or boilers :</b>					
Damage to machinery.....	.....	.....	19	.....	19
Explosion of boiler.....	.....	.....	2	.....	2
Total of class 4.....	.....	.....	21	.....	21
<b>CLASS 5.—Other causes :</b>					
Absence of lights or buoys.....	.....	8	1	.....	9
Capsized.....	2	.....	.....	.....	2
Carelessness.....	.....	1	.....	.....	1
Fire.....	.....	.....	44	.....	44
Misstayd.....	.....	5	.....	.....	5
Sprung a leak.....	21	10	6	.....	37
Struck bridge, rock, sunken wreck, etc.....	.....	4	18	.....	22
Miscellaneous.....	.....	22	4	.....	26
Unknown.....	1	7	1	.....	9
Total of class 5.....	24	57	74	.....	155
Aggregate.....	42	203	127	.....	372

**TABLE 6.**—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....		2	2	4		2							10
Bad management.....		1	1			1	1					1	5
Carelessness.....			1	1	1				1				4
Darkness.....				4				6					13
Error in judgment.....				1	1	2	2			1			7
Error of pilots.....									1			1	2
"Fault of other vessel".....	13	4	16	9	4	6	9	3		11	2	6	90
Fault of tug towing.....					2				4		4		10
Fog.....	4	2	4	2		4			6	2			24
High and baffling winds.....						2			4				8
Misstayes.....		1		2	1								4
Misunderstanding signals.....	6		2			2			2		2	4	18
Snowstorm.....							2						2
Tides, currents, etc.....	4		2	2		2							10
Unavoidable.....			1		2			1		1			5
Want of proper lights.....				2	2								4
Miscellaneous.....							4	2		1			3
Unknown.....	3	4	7	4	2	2	4	2	6	4	3	2	43
Total.....	30	16	36	31	14	24	18	12	31	22	11	16	261

**TABLE 7.**—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	1		2	2	1	2		1	4	2			19
Barks.....	2		2	1		1		1	1	1	4		12
Barkentines.....			1		1			2					4
Brigs.....				1					1				2
Brigantines.....													1
Canalboats.....							1	1					2
Ferryboats.....	4		2	3		3	1		5	4			25
Schooners.....	29	19	32	50	30	34	31	14	44	22	14	18	337
Scows.....					1	1			1	2			4
Ships.....	1												3
Sloops.....	2	5	4	3	1	2						5	23
Steamers.....	14	8	14	15	9	17	14	5	9	12	7	15	139
Steam barges.....			1					1					2
Steam canalboats.....				1			1	1					3
Steamships.....	3	4	8	5	1	6	2	4	4	5		2	44
Steam yachts.....			1			1				1		1	5
Yachts.....		2		1									3
Total.....	56	39	66	87	45	67	52	31	72	49	27	42	633

TABLE 8.—Abstract of returns of disasters to foreign vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing NATIONALITY and DESCRIPTION and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks.....	1																1								1		3
British barkentines.....																										2	1
British brigs.....																										1	1
British brigantines.....																										1	1
British schooners.....	1								1		2		2				2		1		2				9	6	15
British ships.....	1																								2	1	2
British steamers.....	1																				1				10	1	11
British steamships.....	1		1		3		1										1		1						1	1	10
German barks.....																										1	1
Norwegian barks.....																										1	1
Spanish steamships.....																										1	1
Total.....	1	3	1	1	2	4	6	6	1	2	1	3	1	1	1	1	2	2	1	1	2	1			14	23	37
Aggregate.....	4	1	6	1	3	4	3	4	3	4	3	4	3	4	3	4	3	4	2	3	3	3	3	3	37		37

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see summary Table 62.

TABLE 9.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons.....	1	6	2	8	6	11	8	11	1	7	6	7	5	3	1	4	4	5	4	5	2	2	5	8	45	77	122
Over 50 and not exceeding 100 tons.....	3	6	3	4	4	11	3	13	7	5	3	5	4	3	2	1	6	7	3	3	2	4	4	5	44	74	118
Over 100 and not exceeding 200 tons.....	4	6	3	4	1	6	10	14	2	5	6	10	6	7	3	4	1	10	3	3	2	7	1	3	40	79	119
Over 200 and not exceeding 300 tons.....	2	4	1	2	1	5	4	2	3	3	1	3	4	3	1	3	1	3	3	3	3	1	3	1	16	31	47
Over 300 and not exceeding 400 tons.....	1	1	1	1	1	1	3	2	1	2	1	1	1	1	1	1	1	1	2	1	1	1	1	1	7	10	17
Over 400 and not exceeding 500 tons.....	1	6	2	2	1	1	1	1	1	2	1	1	2	2	1	1	4	4	2	1	1	1	1	1	3	22	22
Over 500 and not exceeding 600 tons.....	1	2	1	1	1	1	1	1	1	4	1	1	2	2	1	1	1	1	3	1	1	1	1	1	3	18	21
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	5	4	4	1	5	2	2	1	1	3	3	3	4	4	3	1	3	1	29	30
Over 700 and not exceeding 800 tons.....	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	2	2	3	3	4	4	1	1	3	7	10
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	2	1	2	1	1	1	2	1	1	1	1	3	3	3	1	1	1	1	1	2	12	13
Over 900 and not exceeding 1,000 tons.....	1	3	1	2	1	2	1	2	1	1	1	2	1	1	1	2	1	3	3	1	1	1	1	1	4	15	19
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	2	6	8
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4
Over 1,300 and not exceeding 1,400 tons.....	6	3	3	8	3	8	3	3	2	2	2	3	3	3	5	5	1	5	5	5	2	3	1	3	1	45	46
Over 1,400 tons.....	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	18	18
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	12	44	8	31	15	51	31	56	10	35	21	46	20	32	8	23	16	56	11	38	8	19	10	82	170	463	633
Aggregate.....	56	39	66	87	45	67	52	31	72	49	27	42	633														

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 2.

TABLE 10.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing the number of vessels and distinguishing AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	4	3	8	11	8	7	5	6	8	6	1	8	75
Over 3 and not exceeding 7 years.....	3	5	12	4	2	7	2	2	2	3	3	1	46
Over 7 and not exceeding 10 years.....	14	4	7	14	9	9	13	2	12	3	3	6	101
Over 10 and not exceeding 14 years.....	3	4	6	9	1	4	10	4	5	3	3	5	50
Over 14 and not exceeding 20 years.....	3	2	9	11	8	14	10	4	15	2	2	2	104
Over 20 and not exceeding 25 years.....	9	4	8	13	7	6	10	2	10	3	1	6	81
Over 25 and not exceeding 30 years.....	9	5	4	7	4	3	5	3	6	3	4	6	69
Over 30 and not exceeding 35 years.....	1	2	2	8	3	4	1	6	4	1	1	5	31
Over 35 and not exceeding 40 years.....	1	2	2	5	2	3	2	2	2	1	1	2	23
Over 40 and not exceeding 45 years.....	2	3	1	1	1	2	1	1	2	1	1	1	15
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Over 50 years.....	2	2	2	1	1	1	1	1	1	2	1	1	11
Unknown.....	3	5	1	2	2	2	1	2	2	2	3	1	24
Total.....	56	39	66	87	45	67	52	31	72	49	27	42	633

TABLE 11.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1892, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	23	19	33	34	15	28	21	11	24	19	8	16	251
Asphalt.....	1	1	1	1	1	1	1	2	1	1	1	1	3
Chemicals.....	9	4	4	17	5	11	5	4	10	9	1	2	81
Coal.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Cotton, cotton seed, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Explosives.....	1	1	1	1	1	1	1	1	1	1	1	1	9
Fertilizers.....	2	5	5	5	1	3	1	3	1	1	1	1	28
Fish, oysters, etc.....	1	2	1	1	1	1	1	1	1	1	1	1	4
Fruit, coffee, nuts, spices, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Grain.....	1	1	1	3	1	1	1	3	1	1	1	2	14
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Iron, iron ore, etc.....	1	1	1	3	1	1	1	1	1	1	1	1	1
Lime.....	1	1	1	3	1	2	2	4	1	2	1	1	18
Lumber, timber, etc.....	2	3	3	7	6	9	6	3	4	3	6	4	55
Merchandise (general).....	3	2	4	1	8	1	1	6	5	2	2	3	33
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Railroad iron.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Sand, plaster, etc.....	2	2	5	6	1	1	1	1	1	1	1	1	13
Stone, brick, etc.....	2	2	5	6	1	1	2	1	2	1	2	2	22
Sugar, molasses, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Sulphur.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Tar, turpentine, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Whale oil, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Wood.....	4	1	2	1	1	1	1	1	3	3	2	6	24
Miscellaneous.....	3	2	6	4	2	4	3	4	5	4	5	1	43
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	56	39	66	87	45	67	52	31	72	49	27	42	633

TABLE 12.—*Summary ATLANTIC and GULF coasts.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	42	8,058	653	8,711	27	15	.....	31	11	.....	154	154	7
Strandings.....	203	19,915	40,561	60,476	139	64	.....	103	100	617	1,797	2,414	28
Vessels collided.....	261	1,426	155,573	156,999	100	118	43	12	249	2,290	2,309	4,599	9
Other causes.....	127	3,991	37,933	41,924	73	54	.....	24	103	732	1,034	1,766	13
Total.....	633	33,390	234,720	268,110	339	251	43	170	463	3,639	5,294	8,933	57

\*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

## PACIFIC COAST.

TABLE 13.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1898, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Total value of cargoes.		Unknown whether laden or not.		Losses to vessels.		Losses to cargoes.		Number of cargoes totally lost, amount unknown.		Number of cargoes not damaged, amount unknown.		Number of cargoes totally lost, amount unknown.		Number of cargoes not damaged, amount unknown.	
	Number.	Amount.	Number.	Amount.	Number of cargoes, value unknown.	Unknown whether laden or not.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
July.....	2	\$20,500	1	\$57,700	1	1	1	\$6,830	1	\$2,800	1	\$2,800	1	\$2,800	1	\$2,800	1	\$2,800
August.....	4	47,400	1	9,800	1	1	1	10,500	1	10,500	1	10,500	1	10,500	1	10,500	1	10,500
September.....	4	75,200	1	3,900	1	1	1	24,335	1	24,335	1	24,335	1	24,335	1	24,335	1	24,335
October.....	4	190,200	3	32,250	1	1	4	57,450	4	57,450	4	57,450	4	57,450	4	57,450	4	57,450
November.....	8	504,200	1	12,325	1	1	4	87,500	4	87,500	4	87,500	4	87,500	4	87,500	4	87,500
December.....	15	828,200	1	687,750	1	1	13	181,750	13	181,750	13	181,750	13	181,750	13	181,750	13	181,750
January.....	7	478,600	1	28,680	1	1	6	100,450	6	100,450	6	100,450	6	100,450	6	100,450	6	100,450
February.....	4	204,000	1	3,000	1	1	4	17,200	4	17,200	4	17,200	4	17,200	4	17,200	4	17,200
March.....	5	279,500	2	21,250	1	1	5	49,350	5	49,350	5	49,350	5	49,350	5	49,350	5	49,350
April.....	7	103,700	1	1,100	1	1	1	44,400	1	44,400	1	44,400	1	44,400	1	44,400	1	44,400
May.....	2	50,000	1	1,000	1	1	1	650	1	650	1	650	1	650	1	650	1	650
June.....	3	232,000	1	1,000	1	1	3	76,500	3	76,500	3	76,500	3	76,500	3	76,500	3	76,500
Total.....	68	3,017,500	5	838,775	1	5	62	666,015	62	666,015	62	666,015	62	666,015	62	666,015	62	666,015

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1892, showing the number of VESSELS TOTALLY LOST, the number DAMAGED and their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.*

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July .....		2	1		3		1,783		16	
August .....		4	1		5		12,979		45	
September .....	2	5			7	52	604		39	2
October .....	2	2			4	471	977	14	86	3
November .....	1	3	2	2	8	1,364	5,756	21	175	7
December .....	5	9	1	1	16	1,110	7,411	15	236	10
January .....	1	5	1	1	8	1,350	4,676	59	132	17
February .....	1	3	1		5	160	2,531	77	95	8
March .....	2	3			5	299	3,269		72	5
April .....	4	2			7	239	869	12	110	
May .....		3			2		479		24	
June .....		3			3		1,327	100	43	
Total .....	18	44	7	4	73	5,045	32,661	298	1,073	52

TABLE 15.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1892, showing the number of VESSELS and CARGOES INSURED and UNINSURED and the AMOUNT of INSURANCE, where known.*

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.				Number of ves- sels and cargoes re- ported not in- sured.		Number of ves- sels and cargoes, whether insured or not, unknown.		Vessels in ballast.	
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.		Cargoes.
	Num- ber.	Amount.	Num- ber.	Amount.						
July .....						1	1	2	2	
August .....	3	\$21,000			\$21,000	1	2	1	2	1
September .....	4	17,300			17,300	2	4	1	1	2
October .....	3	107,500			107,500	1	3			5
November .....	3	145,000	1	\$10,000	155,000	3	1	2	1	1
December .....	9	228,650	2	175,000	403,650	4	3	3	2	9
January .....	5	238,750			238,750	1	4	2	2	2
February .....	3	25,850			25,850			2	2	3
March .....	3	231,500			231,500	1	3	1	1	1
April .....	4	56,875			56,875	3			1	5
May .....	2	43,000			43,000		1			1
June .....	2	121,500			121,500	1				3
Total .....	41	1,236,925	3	185,000	1,421,925	18	23	14	14	33



TABLE 16.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1892, distinguishing the NATURE of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....						2			1				3
Stranded.....	1	1	3	3	2	6	4	3	2	5			30
Collided.....	2	2			6	4	4	2			2		22
Capsized.....			1										1
Damage to hull, masts, rigging, etc.....			1			1			1				3
Damage to machinery.....										1			1
Explosion of boiler.....				1									1
Fire.....		2	2			1				1		1	7
Sprung aleak.....												1	1
Struck bridge, wharf, wreck, etc.....						1			1			1	3
Miscellaneous.....						1							1
Total.....	3	5	7	4	8	16	8	5	5	7	2	3	73

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the PACIFIC coast during the year ending June 30, 1892, distinguishing the CAUSE of each disaster.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.— <i>Causes connected with the weather :</i>					
Calms, currents, and tides.....		3	1		4
Fog.....		5			5
Gales, hurricanes, etc.....	2	2	3		14
Heavy sea.....		3	3		6
Total of Class 1.....	2	20	7		29
CLASS 2.— <i>Causes connected with navigation and seamanship :</i>					
Errors of masters.....		2			2
Error of pilot.....		1			1
Total of Class 3.....		3			3
CLASS 4.— <i>Causes connected with machinery or boilers:</i>					
Damage to machinery.....			1		1
Explosion of boiler.....			1		1
Total of Class 4.....			2		2
CLASS 5.— <i>Other causes :</i>					
Fire.....			7		7
Sprung aleak.....	1		1		2
Struck bridge, rock, wreck, etc.....		1	1		2
Miscellaneous.....		5			5
Unknown.....		1			1
Total of Class 5.....	1	7	9		17
Aggregate.....	3	30	18		51

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 18.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1892, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Errors of pilots.....					2								2
"Fault of other vessel".....	1				1	2					1		5
Fog.....		2											2
Gale.....					1								1
High and baffling winds.....							2						2
Missayed.....											1		1
Misunderstanding signals.....							2						2
Unavoidable.....					1	1							2
Want of proper lights.....								1					1
Miscellaneous.....					1								1
Unknown.....	1					1		1					3
Total.....	2	2			6	4	4	2			2		22

TABLE 19.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1892, showing the number of vessels and distinguishing their DESCRIPTION.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barks.....	1					1	1	1		1			5
Barkentines.....					1	1							2
Brigs.....										1			1
Schooners.....	1	3	3		2	2	2	2	1	1	1		18
Ships.....					1	1	2						4
Sloops.....				1		3							4
Steamers.....	1	1	4	2	2	6	1	1	3	3	1	3	28
Steamships.....		1		1	2	2	2	1	1	1			11
Total.....	3	5	7	4	8	16	8	5	5	7	2	3	73

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the PACIFIC coast during the year ending June 30, 1892, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.*

Nationality and rig.	July.		August.		November.		December.		January.		February.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
British barks.....							1	1					1	1
British ships.....				1			1						1	1
British steamship.....													1	1
Nicaraguan bark.....		1											1	1
Norwegian bark.....											1		1	1
Total.....		1		1	1		2	1			1		2	5
Aggregate.....	1		1		1		2		1		1		7	

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see summary, Table 62.

TABLE 21.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1892, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Feb-ruary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons .....	1	1	1	1	2	2	1	1	1	1	3	2	1	1	1	1	1	2	1	1	1	1	1	1	9	9	18
Over 50 and not exceeding 100 tons.....			1	1	1	1					1	2													2	3	5
Over 100 and not exceeding 200 tons.....			1	1	1	1					1	1													1	3	4
Over 200 and not exceeding 300 tons.....				1																					1	4	5
Over 300 and not exceeding 400 tons.....					1							1													1	1	2
Over 400 and not exceeding 500 tons.....												1													1	1	2
Over 500 and not exceeding 600 tons.....												1													1	1	2
Over 600 and not exceeding 700 tons.....												1													1	1	2
Over 700 and not exceeding 800 tons.....	1	1										1													1	1	2
Over 800 and not exceeding 900 tons.....																										1	1
Over 900 and not exceeding 1,000 tons.....												1														1	1
Over 1,000 and not exceeding 1,100 tons.....																										1	1
Over 1,100 and not exceeding 1,200 tons.....	1	1										1														1	1
Over 1,200 and not exceeding 1,300 tons.....																										1	1
Over 1,300 and not exceeding 1,400 tons.....																										1	1
Over 1,400 tons.....												1														1	1
Unknown.....												2														2	3
Total.....	3	5	5	2	5	2	2	2	1	7	5	11	1	7	1	4	2	3	4	3	2	2	3	18	55	73	73
Aggregate.....	3	5	7	4	8	16	8	5	5	7	2	3	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73

Note.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 14.

TABLE 22.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1892, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....		3	4	1		6	4		2	2	1	2	25
Over 3 and not exceeding 7 years.....	1		1	1	3	2	1	1	3				14
Over 7 and not exceeding 10 years.....		1	1	1	1	3	1			1	1		10
Over 10 and not exceeding 14 years.....				1	2								3
Over 14 and not exceeding 20 years.....	2	1				3		3	1			1	11
Over 20 and not exceeding 25 years.....			1		2	1	1						5
Over 25 and not exceeding 30 years.....						1	1	1					2
Over 30 and not exceeding 35 years.....													
Over 35 and not exceeding 40 years.....										1			
Over 40 and not exceeding 45 years.....													1
Over 45 and not exceeding 50 years.....						1							1
Over 50 years.....							1						1
Unknown.....													
Total.....	3	5	7	4	8	16	8	5	5	7	2	3	73

TABLE 23.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1892, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....		1	2	1	5	9	2	3	1	5	1	3	33
Coal.....				1			2		1				4
Fertilizers.....	1												1
Grain.....					1	2							3
Lime.....		1								1			2
Lumber.....		1	1			3			1		1		7
Machinery.....					1	1							1
Merchandise (general).....	1		2		1	1	1	1					6
Provisions.....			1				1	1					3
Whale oil.....			1										1
Wood.....			2						1				3
Miscellaneous.....		1			1	1	1			1			4
Unknown.....	1	1				1	1	1					5
Total.....	3	5	7	4	8	16	8	5	5	7	2	3	73

TABLE 24.—Summary PACIFIC coast.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	3	55	49	104	1	2		2	1		5	5	
Strandings.....	30	4,034	5,705	9,739	18	12		12	18	89	437	526	46
Vessels collided.....	22	31	17,678	17,709	8	9	5	1	21	109	368	477	
Other causes.....	18	925	9,229	10,154	8	10		3	15	100	263	363	6
Total.....	73	5,045	32,661	37,706	35	33	5	18	55	298	1,073	1,371	52

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

## GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels lost, amount unknown.*	Loss to cargoes.		Number of cargoes lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.		Number.	Amount.		
July.....	30	\$1,633,345	2	\$425,720	21	28	\$200,130	4	7	9,070	16			
August.....	31	1,096,850	2	155,050	24	29	58,430	4	9	21,970	19			
September.....	41	2,114,500	1	314,465	29	33	105,175	9	17	28,020	17			
October.....	53	1,780,260	3	386,325	33	49	321,390	4	21	169,630	1			
November.....	77	3,688,200	4	991,450	58	75	468,310	21	36	162,370	20			
December.....	15	816,400	1	135,200	8	13	138,375	5	5	26,000	4			
January.....	1	3,800				1	500							
February.....														
March.....	2	104,000	1	42,000	1	1	4,000	1	1	1,500				
April.....	25	1,088,300	18	217,475	22	36	68,050	3	8	11,340	10			
May.....	39	1,606,500	4	377,815	32	36	158,810	7	11	99,570	25			
June.....	30	1,596,500	2	545,130	19	29	181,055	3	6	14,980	15			
Total.....	344	15,528,585	11	3,600,630	243	316	1,706,025	39	121	544,400	1	146		

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

TABLE 26.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the number of VESSELS TOTALLY LOST, the number DAMAGED and their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.*

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July .....	5	23	2	2	32	1,397	29,051	30	354	4
August .....	7	22	2	2	33	957	20,870	5	310	.....
September .....	7	26	1	8	42	1,460	31,593	40	471	9
October .....	19	30	.....	4	53	6,292	27,539	6	554	6
November .....	14	61	.....	2	77	4,541	58,871	.....	848	12
December .....	2	11	1	1	15	819	12,854	.....	180	3
January .....	.....	1	.....	.....	1	.....	13	.....	6	.....
February .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March .....	1	.....	.....	1	2	64	1,117	.....	15	.....
April .....	2	20	.....	3	25	500	19,338	.....	254	.....
May .....	3	33	4	3	43	562	31,197	66	487	4
June .....	4	25	2	1	32	1,011	24,690	17	341	.....
Total .....	64	252	12	27	355	17,603	257,133	164	3,820	38

TABLE 27.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.*

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July .....	19	\$1, 225, 645	12	\$138, 305	\$1, 363, 950	11	3	2	8	9
August .....	19	1, 763, 500	9	64, 100	1, 827, 600	11	4	3	15	5
September .....	30	1, 297, 245	13	331, 810	1, 629, 055	8	4	4	17	8
October .....	35	1, 194, 575	20	307, 970	1, 502, 545	17	7	1	9	17
November .....	49	2, 142, 230	27	731, 555	2, 873, 785	26	12	2	23	15
December .....	9	263, 640	4	107, 200.	370, 840	5	.....	1	5	6
January .....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
February .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March .....	1	2, 500	1	42, 000	44, 500	1	.....	.....	.....	1
April .....	10	304, 000	6	76, 900	380, 900	13	7	2	5	7
May .....	20	1, 021, 910	11	188, 405	1, 210, 315	18	13	5	12	7
June .....	20	1, 125, 730	8	126, 760	1, 252, 490	9	7	3	6	11
Total .....	212	9, 340, 975	111	2, 115, 005	11, 455, 980	120	57	23	100	87

TABLE 28.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, distinguishing the NATURE of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	1	2	4	3	6	1	.....	.....	.....	5	2	1	20
Stranded.....	9	9	12	21	30	4	.....	.....	.....	11	5	110	
Collided.....	10	10	12	12	10	2	.....	.....	.....	8	18	16	98
Abandoned.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc.....	3	2	.....	2	12	1	.....	.....	.....	.....	.....	.....	22
Damage to machinery.....	.....	1	3	1	1	.....	.....	.....	.....	1	3	2	12
Explosion of boiler.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fire.....	5	3	4	7	8	6	1	.....	1	3	4	5	47
Ice.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Sprung aleak.....	1	2	3	1	1	.....	.....	.....	.....	1	1	2	12
Struck bridge, pier, sunken wreck, etc.....	1	1	3	2	3	.....	.....	.....	.....	.....	1	1	12
Waterlogged.....	.....	3	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	5
Miscellaneous.....	1	.....	.....	3	4	.....	.....	.....	1	2	3	.....	14
Total.....	32	33	42	53	77	15	1	.....	2	25	43	32	355

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the GREAT LAKES during the year ending June 30, 1892, distinguishing the CAUSE of each disaster.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.— <i>Causes connected with the weather :</i>					
Calms, currents, etc.....	.....	1	.....	.....	1
Darkness.....	.....	8	.....	.....	8
Fog.....	.....	22	.....	.....	22
Gales, hurricanes, etc.....	7	28	38	.....	73
Heavy sea.....	3	3	4	.....	10
Snowstorm.....	.....	13	.....	.....	13
Total of Class 1.....	10	75	42	.....	127
CLASS 2.— <i>Causes connected with vessel's equipments or stowage :</i>					
Error in compass.....	.....	1	.....	.....	1
Total of Class 2.....	.....	1	.....	.....	1
CLASS 3.— <i>Causes connected with navigation and seamanship :</i>					
Errors of masters, officers, or crews.....	.....	4	.....	.....	4
Errors of pilots.....	.....	1	.....	.....	1
Total of Class 3.....	.....	5	.....	.....	5
CLASS 4.— <i>Causes connected with machinery or boilers :</i>					
Damage to machinery.....	.....	.....	12	.....	12
Explosion of boiler.....	.....	.....	1	.....	1
Total of Class 4.....	.....	.....	13	.....	13
CLASS 5.— <i>Other causes :</i>					
Absence of lights or buoys.....	.....	1	.....	.....	1
Capsized.....	2	.....	1	.....	3
Fire.....	.....	.....	47	.....	47
Ice.....	.....	.....	1	.....	1
Misstayd.....	.....	2	.....	.....	2
Sprung aleak.....	7	2	8	.....	17
Struck pier, rock, wreck, etc.....	.....	6	11	.....	17
Miscellaneous.....	.....	18	4	.....	22
Unknown.....	1	.....	.....	.....	1
Total of Class 5.....	10	29	72	.....	111
Aggregate.....	20	110	127	.....	257

TABLE 30.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	4	4	2										10
Bad management.....				1									1
Calm and currents.....	2					2							4
Carelessness.....				2									2
Darkness.....					2						2	2	6
"Fault of other vessel".....		1	2		4					4	5	1	17
Fault of tug towing.....	2			7						2	2		13
Fog.....			2								6	6	14
High and baffling winds.....				2	2								4
Misunderstanding signals.....		2	1		1						2	2	8
Negligence.....		2								1		1	4
Unavoidable.....			2										2
Miscellaneous.....		2											2
Unknown.....	2	1	1		1					1	1	4	11
Total.....	10	10	12	12	10	2				8	18	16	98

TABLE 31.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....			1	2						2		1	6
Barks.....			1										1
Schooners.....	14	14	15	28	43	3				12	15	10	152
Scows.....	1	1									1	1	4
Steamers.....	15	15	23	23	34	11	1		2	10	24	20	178
Steam barges.....		2	1	1		1					1		6
Steamships.....	2	1	1	1						1	2		8
Total.....	32	33	42	53	77	15	1		2	25	43	32	355

TABLE 32.—Abstract of returns of disasters to foreign vessels on the GREAT LAKES during the year ending June 30, 1892, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	July.		May.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamers.....		1		1		2	2
Total.....		1		1		2	2
Aggregate.....	1		1		2		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as can they be ascertained, see summary Table 62.



TABLE 33.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.	Aggregate.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.			
Not exceeding 50 tons.....	2	2	3	2	1	1	4	2	2	4	1	1	1	1	1	1	1	1	1	2	1	3	1	12	17	29	
Over 50 and not exceeding 100 tons.....	2	1	1	1	2	1	1	1	3	3	1	1	1	1	1	1	1	1	1	1	2	2	1	8	13	5	
Over 100 and not exceeding 200 tons.....	2	4	3	4	1	1	3	2	3	9	1	1	1	1	1	1	1	1	1	1	3	2	3	11	12	23	
Over 200 and not exceeding 300 tons.....	3	3	4	4	1	4	2	5	4	3	1	1	1	1	1	1	1	1	1	1	3	1	6	10	34		
Over 300 and not exceeding 400 tons.....	1	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	3	2	3	10	14	17	
Over 400 and not exceeding 500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	2	3	11	14	
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	
Over 600 and not exceeding 700 tons.....	2	2	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	2	1	2	1	1	1	16	
Over 700 and not exceeding 800 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	17	
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	2	3	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	5	13	
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	2	3	4	1	2	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	
Over 1,400 tons.....	8	7	7	7	1	1	7	7	1	15	5	1	1	1	1	1	1	1	1	5	9	9	11	1	74	75	
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5	
Total.....	5	27	7	26	7	35	19	34	14	63	2	13	1	1	1	1	1	1	2	23	3	40	4	28	64	291	355
Aggregate.....	32	33	42	53	77	15	1	1	2	2	43	32	355														

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

TABLE 34.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	8	4	13	8	10	4	1	.....	1	5	7	4	65
Over 3 and not exceeding 7 years.....	5	4	6	4	10	3	.....	.....	4	4	4	4	45
Over 7 and not exceeding 10 years.....	3	5	4	3	9	3	.....	.....	.....	1	5	3	39
Over 10 and not exceeding 14 years.....	.....	.....	5	4	6	1	.....	.....	.....	.....	5	3	23
Over 14 and not exceeding 20 years.....	3	2	5	5	20	16	4	.....	1	3	9	5	76
Over 20 and not exceeding 25 years.....	6	3	5	5	11	1	.....	.....	4	3	5	7	47
Over 25 and not exceeding 30 years.....	4	1	3	6	7	.....	.....	.....	4	3	2	2	29
Over 30 and not exceeding 35 years.....	1	5	1	1	6	.....	.....	.....	.....	1	1	1	15
Over 35 and not exceeding 40 years.....	1	.....	1	2	1	.....	.....	.....	1	1	.....	.....	8
Over 40 and not exceeding 45 years.....	1	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	3
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2	1	5
Total.....	32	33	42	53	77	15	1	.....	2	25	43	32	355

TABLE 35.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	9	5	8	17	15	6	1	.....	1	7	7	11	87
Coal.....	6	4	6	9	15	3	.....	.....	.....	.....	.....	2	58
Copper.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fruit.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain.....	1	3	5	4	15	2	.....	.....	1	4	4	1	40
Iron, iron ore, etc.....	6	8	8	6	7	2	.....	.....	.....	.....	5	5	47
Lumber, timber, etc.....	5	8	7	6	17	.....	.....	.....	6	.....	9	6	64
Merchandise (general).....	.....	2	2	2	4	.....	.....	.....	.....	.....	5	2	17
Provisions.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Salt.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Sand, plaster, etc.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Stone, brick, etc.....	1	1	1	1	.....	.....	.....	.....	.....	.....	2	1	7
Sugar.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Wood.....	1	.....	.....	2	1	1	.....	.....	.....	1	1	2	9
Miscellaneous.....	.....	.....	1	3	1	.....	.....	.....	.....	.....	.....	.....	5
Unknown.....	2	2	2	.....	.....	.....	.....	.....	.....	.....	4	2	12
Total.....	32	33	42	53	77	15	1	.....	2	25	43	32	355

TABLE 36.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1892, showing the number of vessels and distinguishing the LAKES and connecting RIVERS on which they occurred.

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie.....	8	6	10	12	15	7	1	.....	.....	6	6	3	74
Lake Huron.....	2	3	6	8	18	.....	.....	.....	.....	3	4	4	48
Lake Michigan.....	10	14	9	18	31	8	.....	.....	1	9	18	17	135
Lake Ontario.....	.....	2	1	.....	.....	.....	.....	.....	1	1	.....	.....	5
Lake Superior.....	2	1	9	2	7	.....	.....	.....	.....	4	4	3	32
Lake St. Clair.....	2	.....	2	2	3	.....	.....	.....	.....	.....	.....	.....	9
Detroit River.....	.....	2	4	4	.....	.....	.....	.....	.....	1	5	4	20
St. Clair River.....	1	.....	.....	3	1	.....	.....	.....	.....	.....	.....	.....	7
St. Marys River.....	7	4	.....	3	2	.....	.....	.....	.....	1	.....	.....	19
Strait of Mackinac.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	2	1	6
Total.....	32	33	42	53	77	15	1	.....	2	25	43	32	355

TABLE 37.—*Summary*—GREAT LAKES.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	20	4,472	771	5,243	19	1	.....	16	4	.....	137	137	13
Strandings.....	110	4,034	94,211	98,245	87	23	.....	15	95	36	1,352	1,388	3
Vessels collided.....	98	4,193	93,404	97,597	67	19	12	9	89	98	1,144	1,242	8
Other causes.....	127	4,904	68,747	73,651	83	44	.....	24	103	30	1,187	1,217	14
Total.....	355	17,603	257,133	274,736	256	87	12	64	291	164	3,820	3,984	38

\*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which, see appropriate column in Table 26.

## RIVERS.

TABLE 38.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to some where known.

Months.	Total value of vessels.		Total value of cargoes.		Number of vessels, value unknown.	Number of cargoes, value unknown.		Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.	Number.	Amount.		Number.	Amount.		Number.	Amount.		Number.	Amount.		
July.....	12	\$724,150	2	\$36,400	2	1	\$44,250	12	1	\$1,000	1	1	\$1,000	1	1
August.....	16	281,500	5	13,625	1	1	15,610	16	1	2,850	4	4	2,850	4	4
September.....	20	536,450	3	35,500	1	1	78,900	20	1	1,500	4	4	1,500	4	4
October.....	19	465,100	9	154,730	1	1	151,825	17	1	92,330	1	1	92,330	1	1
November.....	12	158,750	6	10,360	1	1	18,155	12	1	20	1	1	20	1	1
December.....	13	156,200	6	38,085	1	1	44,725	13	1	26,085	1	1	26,085	1	1
January.....	16	228,000	7	105,870	1	1	41,155	16	1	30,850	4	4	30,850	3	3
February.....	5	147,000	2	6,100	1	1	11,400	4	1	3,500	4	4	3,500	2	2
March.....	13	152,500	5	42,900	2	2	49,500	13	1	31,500	2	2	31,500	4	4
April.....	15	279,200	7	50,200	2	2	17,550	16	1	830	5	5	830	7	7
May.....	10	119,000	1	67,085	2	2	18,515	10	1	4,300	2	2	4,300	4	4
June.....	7	31,500	2	5,500	6	6	25,950	7	7	4,500	2	2	4,500	4	4
Total.....	153	3,279,350	61	566,355	6	10	517,535	* 156	36	199,265	14	36	199,265	41	41

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

TABLE 39.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, showing the number of VESSELS TOTALLY LOST, the number DAMAGED and their TONNAGE, the number of PERSONS on BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July.....	4	8			12	207	6,528	1,220	228	1
August.....	3	13			17	53	5,111	478	305	13
September.....	2	18		1	21	454	9,970	567	357	1
October.....	9	8		2	17	2,276	5,527	210	368	21
November.....	4	8		1	13	126	2,037	20	154	
December.....	7	6		1	14	621	6,046	20	123	
January.....	5	11		1	17	359	4,968	158	285	2
February.....	1	3		2	6	197	3,598	46	131	
March.....	6	7		2	15	1,253	2,636	39	148	6
April.....	4	12		1	17	200	10,768	23	248	1
May.....	3	7		2	12	423	2,530	42	160	1
June.....	3	4			7	254	325	1	47	4
Total.....	51	105		14	170	6,423	58,044	2,824	2,564	50

TABLE 40.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.					Number of ves- sels and cargoes reported not insured.		Number of ves- sels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num-ber.	Amount.	Num-ber.	Amount.						
July.....	7	\$324,500	.....	.....	\$324,500	5	.....	.....	2	10
August.....	4	44,000	3	\$8,500	52,500	9	2	4	3	9
September.....	12	134,700	2	31,500	166,200	7	1	2	16	16
October.....	13	207,850	3	63,400	271,250	5	2	1	5	9
November.....	7	74,200	1	1,000	75,200	6	3	.....	2	7
December.....	8	20,000	1	2,000	22,000	5	3	1	3	7
January.....	10	98,700	1	30,000	128,700	5	3	2	4	9
February.....	.....	.....	1	4,500	4,500	4	1	2	1	3
March.....	7	79,500	2	8,000	87,500	6	.....	2	5	8
April.....	5	43,125	1	1,000	44,125	9	1	3	8	7
May.....	6	58,000	3	61,000	119,000	2	3	4	3	3
June.....	4	9,500	1	300	9,800	3	1	.....	.....	5
Total.....	83	1,094,075	19	211,200	1,305,275	66	20	21	38	93

TABLE 41.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, distinguishing the NATURE of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	1	.....	1	1	1	1	1	.....	1	1	2	1	11
Stranded.....	1	2	2	.....	3	1	1	2	.....	1	1	.....	14
Collided.....	4	4	6	6	4	5	2	2	.....	6	6	.....	51
Capsized.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	3
Damage to hull, masts, rigging, etc.....	1	1	.....	1	1	2	1	1	.....	.....	.....	.....	2
Damage to machinery.....	1	4	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
Fire.....	4	3	6	6	2	4	1	1	5	3	.....	1	36
Ice.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1
Sprung leak.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	1	.....	3
Struck bridge, snag, wharf, wreck, etc.....	.....	1	5	5	2	.....	6	.....	2	4	1	5	31
Miscellaneous.....	.....	1	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	3
Total.....	12	17	21	19	13	14	17	6	15	17	12	7	170

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the RIVERS of the United States during the year ending June 30, 1892, distinguishing the CAUSE of each disaster.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.— <i>Causes connected with the weather :</i>					
Calms, currents, and tides.....	.....	1	3	.....	4
Darkness.....	.....	.....	1	.....	1
Fog.....	.....	2	1	.....	3
Gales, hurricanes, etc.....	3	3	6	.....	12
Total of Class 1.....	3	6	11	.....	20
CLASS 3.— <i>Causes connected with navigation and seamanship :</i>					
Errors of masters, officers, or crews.....	.....	1	.....	.....	1
Errors of pilots.....	.....	3	.....	.....	3
Total of Class 3.....	.....	4	.....	.....	4
CLASS 4.— <i>Causes connected with machinery or boilers :</i>					
Damage to machinery.....	.....	.....	15	.....	15
Total of Class 4.....	.....	.....	15	.....	15
CLASS 5.— <i>Other causes :</i>					
Capsized.....	2	.....	.....	.....	2
Fire.....	.....	.....	36	.....	36
Ice.....	.....	.....	1	.....	1
Sprung leak.....	4	.....	1	.....	5
Struck bridge, pier, snag, wharf, wreck, etc.....	.....	.....	26	.....	26
Miscellaneous.....	1	3	4	.....	8
Unknown.....	1	1	.....	.....	2
Total of Class 5.....	8	4	68	.....	80
Aggregate.....	11	14	94	.....	119

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 43.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....													3
Bad management.....			1			1					2		3
Darkness.....	2												2
Fault of other vessel.....	2	1	4		3	1		3	1	1			16
Fault of tug towing.....									2				2
Fog.....	2				2			2					6
High and baffling winds.....	2				2			2					6
Miscellaneous.....									2	2	2		4
Unknown.....			4	2		1	1		1	1	1		11
Total.....	4	4	6	6	4	5	2	2	6	6	6		51

TABLE 44.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, showing the number of vessels and distinguishing their DESCRIPTION.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	1	1			1	1					1		5
Barks.....							1						1
Brigantines.....		1											1
Ferryboats.....	2	2			2								10
Schooners.....	1	1	1	3	2	3	2	1	1	5	2		22
Sloops.....		2							1				3
Steamers.....	8	10	19	15	7	8	14	5	12	10	8	7	123
Steam barges.....					1								1
Steamships.....						1				2			3
Unknown.....											1		1
Total.....	12	17	21	19	18	14	17	6	15	17	12	7	170

TABLE 45.—*Abstract of returns of disasters to foreign vessels on the RIVERS of the United States during the year ending June 30, 1892, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.*

Nationality and rig.	August.		September.		December.		March.		April.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Belgian steamship.....						1						1	1
British brigantine.....		1										1	1
British steamers.....			1				1					2	2
British steamship.....								1				1	1
Total.....		1		1		1		1		1		5	5
Aggregate.....	1		1		1		1		1		5		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see summary, Table 62.

TABLE 46.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons.....	3	3	3	3	1	3	2	2	4	3	5	1	3	1	1	1	2	1	2	1	1	1	1	1	25	13	39
Over 50 and not exceeding 100 tons.....	1	1	1	1	2	4	2	2	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	2	9	15	34
Over 100 and not exceeding 300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	13	24
Over 300 and not exceeding 400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	13	22
Over 400 and not exceeding 500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	21	25
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	7
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	9
Over 700 and not exceeding 800 tons.....	2	2	2	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	6
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	4
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2
Over 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	7
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2
Total.....	4	8	3	14	2	19	9	10	4	9	7	7	5	12	1	5	6	9	4	13	3	9	3	4	51	119	170
Aggregate.....	12	17	17	21	21	19	19	10	13	14	14	17	6	15	17	6	15	17	17	17	12	12	7	7	170	170	

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 38.



TABLE 47.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, showing the number of vessels and distinguishing AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	1	2	2	4	1	3	2	3	1	8	2	2	29
Over 3 and not exceeding 7 years.....	1	6	3	1	1	1	4	5	2	2	1	1	24
Over 7 and not exceeding 10 years.....	5	2	2	2	2	2	2	2	2	2	5	1	23
Over 10 and not exceeding 14 years.....	2	1	4	5	3	3	3	1	3	1	3	2	31
Over 14 and not exceeding 20 years.....	3	4	4	5	4	5	2	1	3	3	1	1	35
Over 20 and not exceeding 25 years.....	1	1	1	1	1	1	3	1	1	2	1	1	11
Over 25 and not exceeding 30 years.....	2	2	2	2	2	2	2	2	2	1	1	1	5
Over 30 and not exceeding 35 years.....	2	1	1	1	1	1	1	1	1	1	1	1	2
Over 35 and not exceeding 40 years.....	3	1	1	1	1	1	1	1	1	1	1	1	7
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Total.....	12	17	21	19	13	14	17	6	15	17	12	7	170

TABLE 48.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	10	9	16	9	7	7	9	3	8	7	3	5	93
Coal.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Cotton, cotton seed, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	10
Fertilizers.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Fish.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Grain.....	2	2	2	2	2	2	2	2	2	2	2	2	6
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lime.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lumber.....	1	1	1	1	1	1	1	1	1	1	1	1	7
Machinery.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Merchandise (general).....	1	2	2	2	2	2	2	2	2	2	2	2	13
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Provisions, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Sand, plaster, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Stone, brick, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Sugar, molasses, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Miscellaneous.....	2	1	1	1	1	1	2	1	1	1	1	1	7
Unknown.....	1	1	1	1	1	1	1	2	1	2	2	1	11
Total.....	12	17	21	19	13	14	17	6	15	17	12	7	170

TABLE 49.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1892, distinguishing the RIVERS on which they occurred.

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alabama.....				1				1					2
Arkansas.....										1	1	1	3
Atchafalaya Bayou, Louisiana.....									2				2
Bayou Boeuf, Louisiana.....							1						1
Cape Fear, North Carolina.....				1						1			2
Columbia, Oregon.....		1						2					3
Cooper, South Carolina.....									1				1
Delaware.....	3	2	7	4	4	6	1	1	4	7		1	40
Grand, Louisiana.....				1									1
Hackensack, New York.....					1								1
Hudson.....	5	4	2	3	1	2					1		18
James, Virginia.....													1
Kanawha, Great.....			1						1				2
Kennebec, Maine.....			1										1
Little River, Arkansas.....													1
Mississippi.....	1	3	4	4	1	2	7	2	2	1	6	2	35
Missouri.....			1	1						3			5
Monongahela.....	1												1
Neches, Texas.....							1						1
Neuse, North Carolina.....	1	2			3	1	1		2	1		2	13
Ohio.....												1	1
Ouachita, Louisiana.....													1
Passaic, New Jersey.....							1						1
Penobscot, Maine.....		2			1								3
Potomac.....		1	2	3	2								8
Red River, Arkansas.....													1
Roanoke, North Carolina.....										1			2
Sacramento, California.....		1									2		1
Saginaw, Michigan.....			1										1
Saint Croix, Wisconsin.....	1												1
Saint Johns, Florida.....									1	1			2
Saint Lawrence.....						1							1
San Joaquin, California.....	1												1
Savannah, Georgia.....			1										1
Snohomish, Washington.....							1						1
Snoqualmie, Washington.....						1							1
Tallahatchie, Mississippi.....			1										1
Tennessee.....							1						1
White, Arkansas.....				1		1							2
Willamette, Oregon.....							2		1				3
Yazoo, Mississippi.....							1						1
Total.....	12	17	21	19	13	14	17	6	15	17	12	7	170

TABLE 50.—Summary—Rivers of the United States.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	11	580	189	769	2	9		7	4	7	58	65	2
Strandings.....	14	78	6,116	6,194	7	7		2	12	65	183	248	
Vessels collided.....	51	310	31,026	31,336	20	21	10	3	48	1,518	502	2,020	2
Other causes.....	94	5,455	20,713	26,168	38	56		39	55	1,234	1,821	3,055	46
Total.....	170	6,423	58,044	64,467	67	93	10	51	119	2,824	2,564	5,388	50

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

## AT SEA AND IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1892, showing the number and value of vessels and cargoes and amount of loss to same, where known.

Months.	Total value of ves-		Number of vessels, value unknown.	Total value of car-		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels to tally lost, amount unknown.	Number of vessels damaged, amount unknown.	Loss to cargoes.		Number of cargoes to tally lost, amount unknown.	Number of cargoes damaged, or amount unknown.
	Num-ber.	Amount.		Num-ber.	Amount.			Num-ber.	Amount.			Num-ber.	Amount.		
July.....	12	\$208,400	1	11	\$147,615	.....	1	12	\$112,380	.....	.....	6	\$83,295	.....	6
August.....	11	446,500	.....	11	789,950	.....	.....	11	273,400	.....	.....	7	603,950	.....	4
September.....	33	1,158,200	3	20	294,825	3	3	33	267,080	.....	.....	15	37,100	.....	11
October.....	49	1,986,425	1	44	358,030	3	1	47	292,020	.....	.....	28	98,100	.....	20
November.....	24	737,500	1	19	475,765	1	.....	24	339,200	1	.....	5	37,825	.....	15
December.....	14	569,500	2	10	152,750	1	2	14	379,200	.....	.....	6	120,230	.....	7
January.....	24	332,500	2	22	233,570	1	1	25	153,200	.....	.....	1	17,305	.....	13
February.....	32	1,235,100	2	24	509,095	2	2	32	293,395	.....	.....	14	141,990	.....	13
March.....	20	934,000	.....	16	478,060	.....	.....	18	83,925	.....	.....	8	68,570	.....	10
April.....	14	399,000	.....	8	264,775	3	.....	14	96,100	.....	.....	5	23,565	.....	6
May.....	11	241,350	.....	9	112,845	.....	.....	10	193,850	.....	.....	1	62,200	.....	2
June.....	9	106,275	.....	7	190,100	1	.....	9	42,575	.....	.....	5	11,345	.....	3
Total.....	253	8,394,750	12	201	4,007,380	16	10	249	2,526,325	1	15	117	1,305,475	.....	110

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 52.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1892, showing the number of VESSELS TOTALLY LOST, the number DAMAGED and their TONNAGE, the number of PERSONS on BOARD, and number of LIVES LOST.*

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July.....	7	5	1	.....	13	2,483	3,921	1	99	1
August.....	7	4	.....	.....	11	5,438	4,869	.....	168	9
September.....	14	19	3	.....	36	4,686	21,607	54	472	48
October.....	20	27	1	2	50	7,913	28,764	176	644	36
November.....	8	17	.....	.....	25	5,869	12,947	279	313	297
December.....	4	10	2	.....	16	3,676	8,589	10	195	9
January.....	8	17	1	.....	26	4,053	8,575	7	241	9
February.....	11	21	2	.....	34	5,041	14,947	96	476	21
March.....	6	12	.....	2	20	2,023	12,637	59	313	12
April.....	3	11	.....	.....	14	676	8,211	180	184	6
May.....	6	4	.....	1	11	3,760	1,834	1	144	1
June.....	3	6	.....	.....	9	1,054	2,420	54	82	.....
Total.....	97	153	10	5	265	46,672	129,321	917	3,331	449

TABLE 53.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1892, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.*

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.					Number of ves- sels and car- goes reported not insured.		Number of ves- sels and car- goes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total. amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num- ber.	Amount.	Num- ber.	Amount.						
July .....	9	\$114, 400	7	\$127, 000	\$241, 400	3	2	1	3	1
August .....	9	178, 165	7	307, 200	485, 365	1	1	1	3	.....
September.....	24	858, 475	7	20, 700	879, 175	6	4	6	15	10
October.....	30	1, 267, 385	20	97, 090	1, 364, 475	11	2	9	26	2
November.....	14	155, 700	7	113, 655	269, 355	5	7	6	6	5
December.....	9	114, 300	3	8, 400	122, 700	3	.....	4	10	3
January.....	19	208, 900	15	195, 885	404, 785	3	.....	4	9	2
February.....	22	380, 675	13	155, 000	535, 675	8	2	4	12	7
March .....	14	435, 500	5	222, 260	657, 760	4	2	2	11	2
April .....	10	141, 635	7	115, 425	257, 060	3	.....	1	4	2
May .....	9	68, 350	3	82, 745	151, 095	1	3	1	3	2
June.....	7	38, 280	6	118, 400	156, 680	.....	2	2	.....	1
Total .....	176	3, 961, 765	100	1, 563, 760	5, 525, 525	48	25	41	102	38

TABLE 54.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1892, distinguishing the NATURE of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....			2	7	1	1			1	1			13
Stranded.....	8	6	9	8	4	5	2	8	1	4	6	3	64
Collided.....	2		6	2	4	4	2	4					24
Abandoned.....			3	5	1		2	5	2		1		19
Capsized.....					1								1
Damage to hull, masts, riggings, etc.....	2	3	8	17	5	4	9	12	9	6	2	3	80
Damage to machinery.....			1	2	2			2	1			1	9
Fire.....	1	1	1		1		4	1	1	1	1		11
Never heard from.....	1	5	2				1	1	2				13
Sprung aleak.....	1		1	2	4	2	3	1			1	2	17
Struck bridge, wharf, wreck, etc.....									1				1
Waterlogged.....				1	1								2
Miscellaneous.....				4	1		3		2	1			11
Total.....	13	11	36	50	25	16	26	34	20	14	11	9	265

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1892, distinguishing the CAUSE of each disaster.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.— <i>Causes connected with the weather :</i>					
Calms, currents, and tides.....		4			4
Darkness.....		4			4
Fog.....		10			10
Gales, hurricanes, etc.....	9	21	98		128
Heavy sea.....		2	18		20
Total of class 1.....	9	41	116		166
CLASS 2.— <i>Causes connected with vessels, equipments, or stowage :</i>					
Defective chart.....		1			1
Error in chronometer.....		3			3
Total of class 2.....		4			4
CLASS 3.— <i>Causes connected with navigation and seamanship :</i>					
Errors of masters, officers, or crews.....		4			4
Errors of pilots.....		1			1
Total of class 3.....		5			5
CLASS 4.— <i>Causes connected with machinery or boilers :</i>					
Damage to machinery.....			9		9
Total of class 4.....			9		9
CLASS 5.— <i>Other causes :</i>					
Absence of lights or buoys.....		3			3
Fire.....			10		10
Misstayd.....		1			1
Spontaneous combustion.....			1		1
Sprung aleak.....	4	3	11		18
Struck rock, wreck, etc.....		2	1		3
Miscellaneous.....		2	1		3
Unknown.....		3	2	13	18
Total of class 5.....	4	14	26	13	57
Aggregate.....	13	64	151	13	241

TABLE 56.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1892, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....					1								1
Calms and currents.....								2					2
Darkness.....								2					2
"Fault of other vessel".....	1		1		3	1	1						7
Fog.....			2										2
High and baffling winds.....						2							2
Miscellaneous.....				1									1
Unknown.....	1		3	1		1	1						7
Total.....	2		6	2	4	4	2	4					24

TABLE 57.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1892, showing the number of vessels and distinguishing their DESCRIPTION.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....				2									2
Barks.....	2	3	3	2									21
Barkentines.....					1	2	2	3	1	2	2	1	12
Brigs.....	2	3	2	4	1	1	1	3			1		18
Brigantines.....													1
Schooners.....	5	5	20	35	15	7	20	20	16	6	6	6	161
Ships.....		1	2	1	4	1	1			1	1	1	13
Steamers.....			1		2		1			1			6
Steamships.....		2	5	6	2	3		5	3	1			27
Steam yachts.....	1												1
Unknown.....			1				1	1					3
Total.....	13	11	36	50	25	16	26	34	20	14	11	9	265

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1899, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Jan-uary.		Febru-ary.		April.		May.		June.		Total.		Aggregate.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.		
Not exceeding 50 tons.....	2	.....	.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	23		
Over 50 and not exceeding 100 tons.....	.....	1	.....	.....	5	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	10		
Over 100 and not exceeding 200 tons.....	.....	1	.....	.....	2	.....	3	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	32		
Over 200 and not exceeding 300 tons.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	22		
Over 300 and not exceeding 400 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	15		
Over 400 and not exceeding 500 tons.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	32		
Over 500 and not exceeding 600 tons.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	31		
Over 600 and not exceeding 700 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	13		
Over 700 and not exceeding 800 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	20		
Over 800 and not exceeding 900 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	10		
Over 900 and not exceeding 1,000 tons.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	6		
Over 1,000 and not exceeding 1,100 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4		
Over 1,100 and not exceeding 1,200 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3		
Over 1,200 and not exceeding 1,300 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	5		
Over 1,300 and not exceeding 1,400 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4		
Over 1,400 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1		
Unknown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	26		
Total .....	7	6	7	4	14	22	20	30	8	17	4	12	8	18	11	23	6	14	3	11	6	5	3	6	97	285
Aggregate.....	13	11	.....	.....	38	50	.....	26	34	.....	20	.....	14	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	285		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 32.

TABLE 59.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1892, showing the number of vessels and distinguishing AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	2	.....	5	8	2	6	2	3	5	3	2	1	39
Over 3 years and not exceeding 7 years.....	.....	3	4	3	3	1	.....	1	1	1	.....	.....	17
Over 7 years and not exceeding 10 years.....	2	1	5	9	7	3	7	6	12	1	4	3	50
Over 10 years and not exceeding 14 years.....	3	1	3	2	3	1	3	1	6	2	1	1	27
Over 14 years and not exceeding 20 years.....	3	3	11	16	5	2	9	13	4	5	3	2	76
Over 20 years and not exceeding 25 years.....	1	2	3	8	4	1	2	6	1	1	1	2	32
Over 25 years and not exceeding 30 years.....	.....	1	2	2	.....	2	1	2	.....	1	.....	.....	11
Over 30 years and not exceeding 35 years.....	1	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	3
Over 35 years and not exceeding 40 years.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Over 40 years and not exceeding 45 years.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 45 years and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Unknown.....	.....	.....	2	.....	1	.....	1	1	.....	.....	.....	.....	5
Total.....	13	11	36	50	25	16	26	34	20	14	11	9	265

TABLE 60.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1892, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	1	.....	10	2	5	3	2	7	2	3	2	1	38
Asphaltum.....	1	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	3
Chemicals.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Coal.....	.....	1	1	6	5	3	8	2	2	1	1	.....	30
Cotton, cotton seed, etc.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Explosives.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fertilizers.....	.....	1	.....	5	.....	.....	2	2	.....	.....	2	1	15
Fish, oysters, etc.....	.....	2	.....	2	.....	.....	1	3	1	.....	3	1	18
Fruits, coffee, nuts, spices, etc.....	.....	.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	3
Grain.....	1	1	.....	.....	.....	.....	1	1	.....	1	.....	.....	5
Ice.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	4
Lime.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Logwood.....	.....	1	.....	2	.....	.....	1	1	2	.....	.....	.....	7
Lumber, timber, etc.....	3	1	7	18	7	6	4	8	4	1	1	3	63
Merchandise (general).....	1	2	4	4	3	1	.....	3	1	3	.....	1	23
Naval stores.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Petroleum.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Railroad iron.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Salt.....	.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	4
Sand, plaster, etc.....	1	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	4
Stone, brick, etc.....	.....	.....	.....	3	.....	.....	.....	2	.....	.....	1	.....	6
Sugar, molasses, etc.....	.....	1	.....	.....	.....	.....	3	1	2	4	1	1	13
Miscellaneous.....	1	1	1	1	1	.....	1	.....	2	1	.....	.....	9
Unknown.....	1	.....	3	1	.....	2	1	2	.....	.....	.....	.....	10
Total.....	13	11	36	50	25	16	26	34	20	14	11	9	265



TABLE 61.—*Summary—AT SEA and in FOREIGN WATERS.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	13	6,584	.....	6,584	12	1	.....	13	.....	5	93	98	18
Strandings.....	64	19,891	19,956	39,847	47	17	.....	43	21	133	969	1,102	21
Vessels collided.....	24	.....	25,161	25,161	10	4	10	.....	24	10	197	207	.....
Other causes.....	164	20,197	84,204	104,401	148	16	.....	41	123	769	2,072	2,841	410
Total .....	265	46,672	129,321	175,993	217	38	10	97	168	917	3,331	4,248	449

\*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 62.—*Summary of disasters which have occurred to FOREIGN vessels on and near the coasts and on the rivers of the United States during the fiscal year ending June 30, 1892.*

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Atlantic and Gulf coasts.....	37	5,520	35,161	40,681	16	4	17	14	23	6	197	203	8
Pacific coast.....	7	2,714	6,989	9,703	3	.....	12	2	5	12	103	105	24
Great Lakes.....	2	.....	6,384	6,384	.....	.....	.....	.....	2	.....	.....	.....	.....
Rivers.....	5	.....	9,507	9,507	.....	.....	5	.....	5	.....	.....	.....	.....
Total .....	51	8,234	58,041	66,275	19	6	26	16	35	8	300	308	32

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved.....	\$192,900	\$285,500	.....	.....	\$478,400
Total value cargoes involved.....	193,340	149,000	.....	.....	342,340
Aggregate .....	386,240	434,500	.....	.....	820,740
Total losses to vessels.....	181,700	158,500	.....	.....	340,200
Total losses to cargoes.....	55,650	15,000	.....	.....	70,650
Aggregate .....	237,350	173,500	.....	.....	410,850
Total insurance on vessels.....	24,450	135,000	.....	.....	159,450
Total insurance on cargoes.....	17,000	100,000	.....	.....	117,000
Aggregate .....	41,450	235,000	.....	.....	276,450
Total tonnage vessels lost.....	5,520	2,714	.....	.....	8,234
Total tonnage vessels damaged.....	35,161	6,989	6,384	9,507	58,041

NOTE.—In addition to the number of vessels here reported, eight foreign vessels collided with American vessels at sea, involving a tonnage of 13,118.

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.	Insurance on vessels.*	Insurance on cargo.*	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
<b>Founders:</b>																		
Atlantic and Gulf coasts.....	42	8,038	653	\$255,750	\$38,615	\$152,250	\$37,680	\$69,300	13,550	27	15	.....	31	11	.....	154	154	7
Pacific coast.....	3	55	49	5,300	420	3,550	420	.....	.....	2	2	.....	2	1	.....	5	5	13
Great Lakes.....	20	4,472	771	135,450	75,775	122,500	67,675	66,975	31,000	19	1	.....	16	4	.....	137	137	2
Rivers.....	11	580	189	39,450	3,905	24,200	1,015	14,500	7	2	9	.....	7	4	.....	58	65	2
At sea or in foreign waters.....	13	6,584	.....	178,500	103,300	178,500	103,300	52,535	53,300	12	1	.....	13	.....	5	93	98	18
<b>Total.....</b>	<b>89</b>	<b>19,749</b>	<b>1,662</b>	<b>614,450</b>	<b>222,015</b>	<b>481,000</b>	<b>210,090</b>	<b>203,310</b>	<b>97,850</b>	<b>61</b>	<b>28</b>	<b>.....</b>	<b>69</b>	<b>20</b>	<b>12</b>	<b>447</b>	<b>459</b>	<b>40</b>
<b>Strandings:</b>																		
Atlantic and Gulf coasts.....	203	19,915	40,561	3,507,175	1,314,240	1,127,270	318,645	1,241,100	811,080	139	64	.....	103	100	617	1,797	2,414	28
Pacific coast.....	30	4,034	5,705	725,800	170,770	355,200	26,220	290,775	75,040	18	12	.....	12	18	89	437	525	46
Great Lakes.....	110	4,034	94,211	5,959,845	1,270,525	470,040	166,795	4,012,905	738,310	87	23	.....	15	95	36	1,352	1,388	3
Rivers.....	14	78	6,116	283,450	96,740	24,515	29,300	4,500	4,500	7	7	.....	2	12	65	1,183	1,248	.....
At sea or in foreign waters.....	64	19,891	19,956	2,610,350	1,206,585	1,395,320	806,370	1,508,145	359,235	47	17	.....	43	21	133	969	1,102	21
<b>Total.....</b>	<b>421</b>	<b>47,952</b>	<b>166,549</b>	<b>13,086,620</b>	<b>4,058,860</b>	<b>3,282,345</b>	<b>1,347,430</b>	<b>7,685,425</b>	<b>1,988,325</b>	<b>208</b>	<b>123</b>	<b>.....</b>	<b>175</b>	<b>246</b>	<b>940</b>	<b>4,738</b>	<b>5,678</b>	<b>98</b>
<b>Vessels collided:</b>																		
Atlantic and Gulf coasts.....	261	1,426	155,573	3,352,040	1,516,085	257,070	37,640	4,177,600	600,550	100	118	43	12	249	2,280	2,309	4,599	9
Pacific coast.....	22	31	17,678	33,685	43,030	33,685	825	428,650	10,000	8	9	5	1	21	109	368	477	.....
Great Lakes.....	98	4,193	93,404	5,377,700	985,205	550,165	251,230	3,031,170	959,385	67	19	12	9	89	98	1,144	1,242	8
Rivers.....	51	310	31,026	1,600,150	102,080	48,790	1,610	522,125	10,000	20	21	10	3	48	1,518	502	2,020	2
At sea or in foreign waters.....	24	.....	25,161	743,000	137,000	47,340	1,400	500,275	110,600	10	4	10	.....	21	10	197	207	.....
<b>Total.....</b>	<b>456</b>	<b>5,960</b>	<b>322,842</b>	<b>17,250,690</b>	<b>2,772,055</b>	<b>946,395</b>	<b>292,705</b>	<b>8,659,820</b>	<b>1,690,535</b>	<b>205</b>	<b>171</b>	<b>80</b>	<b>25</b>	<b>431</b>	<b>4,025</b>	<b>4,520</b>	<b>8,545</b>	<b>19</b>
<b>Other causes:</b>																		
Atlantic and Gulf coasts.....	127	3,991	37,933	2,889,750	1,143,930	297,945	76,030	1,424,450	282,600	73	54	.....	24	103	782	1,034	1,766	13
Pacific coast.....	18	925	9,229	1,109,240	633,900	264,235	2,595	517,500	100,000	8	10	.....	3	15	100	263	393	6
Great Lakes.....	27	4,904	68,747	4,055,640	1,271,125	563,820	58,700	2,229,925	386,110	83	44	.....	24	103	30	1,187	1,217	14
Rivers.....	94	5,455	20,713	1,356,300	363,630	420,030	167,340	1,624,950	196,700	38	56	.....	39	55	234	1,821	2,065	46
At sea or in foreign waters.....	164	20,197	84,204	4,862,900	2,560,495	995,165	394,465	1,900,810	1,040,625	148	16	.....	41	123	769	2,072	2,841	410
<b>Total.....</b>	<b>530</b>	<b>35,472</b>	<b>220,826</b>	<b>14,273,750</b>	<b>5,973,080</b>	<b>2,540,695</b>	<b>699,070</b>	<b>6,597,635</b>	<b>2,006,035</b>	<b>350</b>	<b>180</b>	<b>.....</b>	<b>131</b>	<b>369</b>	<b>2,865</b>	<b>6,377</b>	<b>9,242</b>	<b>489</b>
<b>Grand total.....</b>	<b>1,496</b>	<b>109,133</b>	<b>711,879</b>	<b>45,224,910</b>	<b>13,026,010</b>	<b>7,250,435</b>	<b>2,549,295</b>	<b>22,546,190</b>	<b>5,782,745</b>	<b>914</b>	<b>502</b>	<b>80</b>	<b>400</b>	<b>1,096</b>	<b>7,842</b>	<b>16,082</b>	<b>23,924</b>	<b>646</b>

\*The amount of insurance is on 797 vessels and on 344 cargoes.

† In addition to the number of lives lost here reported, 327 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 973.

## RECAPITULATION.—(GENERAL SUMMARY.)

Coasts, etc.	Number of vessels.										Number of lives lost.			
	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.			
Atlantic and Gulf coasts.....	633	234,720	268,110	330	251	43	170	463	3,630	5,294	8,933			
Pacific coast.....	773	32,663	37,706	35	35	5	18	57	298	1,073	1,371			
Great Lakes.....	345	257,133	274,736	243	243	12	64	291	161	3,959	4,120			
Rivers.....	70	6,423	188,044	67	68	10	51	119	2,894	2,564	5,458			
At sea or in foreign waters.....	263	123,321	173,983	217	38	10	97	168	917	3,331	4,248			
Total.....	1,496	711,879	821,012	914	502	80	400	1,096	7,842	16,082	23,924			
	Atlantic and Gulf coasts.			Pacific coast.		Great Lakes.		Rivers.		At sea or in foreign waters.		Aggregate.		
	Total value vessels involved	Total value cargoes involved												
Total value vessels involved.....	\$15,004,715	\$3,017,500	\$15,528,595					\$3,279,350		\$8,394,750		\$45,224,910		
Total value cargoes involved.....	4,012,870	838,775	3,600,630					566,355		4,007,380		13,026,010		
Aggregate.....	19,017,585	3,856,275	19,129,225					3,845,705		12,402,130		58,250,920		
Total losses to vessels.....	1,824,535	666,015	1,706,025					517,535		2,526,325		7,250,435		
Total losses to cargoes.....	469,996	30,160	544,400					196,265		1,306,475		2,549,295		
Aggregate.....	2,304,530	696,175	2,250,425					716,800		3,831,800		9,799,730		
Total insurance on vessels*.....	6,912,450	1,236,925	9,340,975					1,094,075		3,961,765		22,546,190		
Total insurance on cargoes*.....	1,707,780	185,000	2,115,005					211,200		1,563,760		5,782,745		
Aggregate.....	8,620,230	1,421,925	11,455,980					1,305,275		5,525,525		28,328,935		
Total tonnage vessels lost.....	33,390	5,045	17,603					6,423		46,672		109,133		
Total tonnage vessels damaged.....	234,720	32,661	257,133					58,044		129,321		711,879		

\*The amount of insurance is on 797 vessels and on 344 cargoes.

†In addition to the number of lives lost here reported, 327 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 973.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea or in foreign waters, involving LOSS OF LIFE, during the year ending June 30, 1892, in four divisions, viz: (1) Foundering; (2) Strandings; (3) Collisions; and (4) Casualties from other causes; showing in each case, when known, the DESCRIPTION of the VESSEL and the CARGO, the number of PASSENGERS, the number in CREWS, the number of LIVES LOST, and the DATE and PLACE of disaster, etc.*

## (1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of passengers.	Number in crews.	Number of lives lost.	Place of disaster.
1891.											
Sept. 29	Frank Ferew.....	American schooner....	525	Cleveland, Ohio.....	Marquette, Mich.....	Total.....	Coal.....	.....	7	6	Fifteen miles from Whitefish Point, Lake Superior, Mich. At sea.
Oct. 10	William L. Bradley.....	.....do.....	509	Charleston, S. C.....	Weymouth, Mass.....	.....do.....	Phosphate rock.....	.....	9	8	Do.
Oct. 23	David Brown.....	American barge.....	830	Norfolk, Va.....	Boston, Mass.....	.....do.....	Coal.....	.....	4	4	Off Cape Henlopen, Del.
Oct. 23	Nippon.....	.....do.....	1,084	.....do.....	.....do.....	.....do.....	.....do.....	.....	3	1	Sixteen miles south of Grand River, Lake Erie.
Nov. 17	George C. Finney.....	American schooner....	301	Toledo, Ohio.....	Buffalo, N. Y.....	.....do.....	Wheat.....	.....	7	7	At sea.
Dec. 8	General Butler.....	American bark.....	1,224	Port Gamble, Wash.....	San Francisco, Cal.....	.....do.....	Lumber.....	12	6	6	New York Harbor.
Dec. 16	Three Brothers.....	American steamer.....	10	New York City.....	Newark, N. J.....	.....do.....	Ballast.....	5	1	1	Near Edisto, S. C.
Dec. —	Secret.....	American schooner....	107	Charleston, S. C.....	Fishing grounds.....	.....do.....	.....do.....	5	5	5	Cairo, Ill., Mississippi River.
1892.											
Jan. 20	George W. Stone.....	American steamer.....	107	Lying at Cairo, Ill.....	Hunters Bridge, N. C.....	No damage.....	Guan.....	2	2	2	Off Mauls Point, Pamlico River, N. C.
Feb. 20	Bessie.....	American schooner....	8	Washington, N. C.....	Roseville, Ark.....	Total.....	Cotton, corn and cotton seed.	5	17	1	Breedens Landing, Arkansas River.
May 2	Robert Lawson.....	American steamer.....	319	Little Rock, Ark.....							

Totals: Vessels, 11; tonnage, 4,955; total losses, 10; no damage, 1; number of passengers, 7; number in crews, 78; number of lives lost, 42.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*  
(2) STRANDINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Number of pas- sengers.	Number in crews.	Number of lives lost.	Place of disaster.
1891, July 15	Sea Gull.....	American bark.....	313	Boston, Mass.....	West coast of Africa.	Total.....	Palm oil, tobacco, and gen- eral mer- chandise.	10	1		Addah, Gold Coast, West Af- rica.
Oct. 23 Oct. 23	Red Wing .....	American schooner.....	28	New York City.....	Fishing.....	do.....	Fish.....	6	6		Indian River Inlet, Del.
	S. B. Franklin*.....	do.....	244	Friendship, Me.....	New York City.....	do.....	Stone.....	6	6		One-half mile north of Gurnet Point Lights, Plymouth, Mass.
Nov. 3	Strathblane .....	British ship.....	1,364	Honolulu, Sand- wich Islands.....	Astoria, Oregon.....	do.....	Ballast.....	2	28	7	Ten miles north of North Beach, Cape Disappointment, Wash.
Nov. 9	D. W. McLean.....	American schooner.....	296	Frontera, Mexico.....	Chiltepec, Mexico.....	do.....	Mahogany.....	6	1	3	Chiltepec Bar, Mexico.
Nov. 17	Hattie A. Estelle.....	do.....	311	Chicago, Ill.....	Buffalo, N. Y.....	do.....	Wheat.....	7	3		Manistee, Mich., Lake Michi- gan.
Dec. 21 1892.	West Coast.....	American steamer.....	180	Hernes Landing, Cal.....	Point Arena, Cal.....	do.....	Railroad ties.....	14	9		Point Arena, Cal.
Jan. 6	Albert Gallatin.....	United States steamer.....	213	Kittery Cove, Me.....	Provincetown, Mass.....	do.....	Ballast.....	35	1		Boo Hoo Ledge, Manchester, Mass.
Jan. 20	Mary Rogers.....	British schooner.....	138	Trinidad, West In- dies.....	Philadelphia, Pa.....	do.....	Asphalt.....	6	1		Delaware Breakwater.
Jan. 29	Ferndale.....	British bark.....	1,350	Newcastle, Austra- lia.....	Portland, Oregon.....	do.....	Coal.....	23	17		Fifteen miles north of Grays Harbor, Wash.
Feb. 2	Tamerlane.....	American bark.....	373	San Francisco, Cal.....	Whaling voyage.....	do.....	Ballast.....	38	19		Puna Island, Hawaiian Isles.
Feb. 22	San Albano.....	Spanish steamship.....	1,291	New Orleans, La.....	Hamburg, Ger- many.....	do.....	Cotton, grain, and oil cake.	27	1		Hog Island, Va.
Feb. 22 Feb. 25	Annie E. Pierce.....	American schooner.....	93	Bogue Inlet, N. C.....	New Bedford, Mass.....	do.....	Lumber.....	5	1		Near Little Kinnakeet, N. C.
Feb. 25	Big River.....	do.....	160	San Francisco, Cal.....	Grays Harbor, Wash.....	do.....	Ballast.....	8	8		Grays Harbor, Wash.
Mar. 2	Tecumseh.....	do.....	1,658	Newport News, Va.....	Boston, Mass.....	do.....	Coal.....	11	11		Fenwick Island Shoals, Md.
Mar. 11	Rob and Harry.....	British schooner.....	100	Vineyard Haven, Mass.....	New York City.....	do.....	Lumber.....	4	1		Cuttyhunk Island, Vineyard Sound, Mass.
Mar. 27	Venture.....	American steamer.....	250	San Francisco, Cal.....	Rockport, Cal.....	do.....	do.....	16	5		Rockport, Cal.

\*The crew, having abandoned the vessel, were lost in a small boat before the vessel stranded.  
Totals: Vessels, 17; tonnage, 8,362; total losses, 17; number of passengers, 2; number in crews 250; number of lives lost, 98.

## (3) COLLISIONS.

1891.	Helena	American schooner	864	Ashtabula, Ohio	Marquette, Mich.	Total	Coal		St. Marys River.
July 25	No name*	Sailboat						9	1
Aug. 8	No name†	Fish boat						3	1
Aug. 9	No name†	do							2
Aug. 9	No name†	do						2	2
Sept. 1	Edw'd H. Jenks	American steamer	150	Kelleys Island, Ohio.	Detroit, Mich.	Unkn'n	Ballast.	2	1
Sept. 5	Erie	do	30	Employed in harbor.		Total	Stone.	9	3
Sept. 12	No name?	Skiff				Partial	Ballast.	5	1
Sept. 12	No name?	do							
Sept. 12	No name?	do				No dam-	do	1	1
Sept. 12	No name?	do				age.	do		
Oct. 6	McCaldin Bros.	American steamer	63	Brooklyn, N. Y.	Hudson River, N. Y.	Total	do	8	2
Oct. 6	Yawl belonging to schooner Hunter Savidge.			Chicago, Ill.	Grand Haven, Mich.	Total	do	5	1
Oct. 16	Yawl belonging to schooner Hunter Savidge.								
Oct. 31	Assistance.	American steamer	100	Brooklyn, N. Y.	New York City	Partial	do	7	1
Nov. 1	William Aldrich	American schooner	192	Nahma, Mich.	Milwaukee, Wis.	Total	Lumber	6	1
1892.									
Jan. 11	White and Price	American steamer	14	Employed in harbor.		Partial	Ballast.	3	1
Feb. 3	Lucy Jones	American schooner	123	City Island, N. Y.	Bucksport, Me.	Total	Sulphur	5	3
Mar. 30	City of Norwalk	American steamer	266	Norwalk, Conn.	New York City	Partial	General	10	1
Apr. 28	Lizzie Williams	American schooner	61	Boston, Mass.	Fishing.	Total	Ballast.	14	1
May 1	Russia	American steamer	1,502	Buffalo, N. Y.	Chicago, Ill.	Partial	Coal and general merchan-	20	1
							dise.		
May 28	Washburn	do	32	Detroit, Mich.		do	Ballast.	2	2
June 4	No name†	Small boat.				Unkn'n	do	3	3
June 11	No name**	Rowboat.				do	do	2	2
June 13	Jed Frye	American schooner	147	New York City	Danversport, Mass.	Total	Coal	5	1

Totals: Vessels, 20; tonnage, 3,544; total losses, 7; partial losses, 6; no damage, 7; number of passengers, 2; number in crews, 123; number of lives lost, 30.  
 \*Collision with a scow in tow of steamer Maud S.  
 †Collision with steamship Mexico.  
 ‡Collision with steamer T. J. Potter.  
 §Collision with steamer Spread Eagle.  
 ¶Collision with steamer Wisconsin.  
 \*\*Collision with steam yacht Alva.

TABLE 64. — *Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

## (4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	Number of passengers.	Number of lives lost.	Place of disaster.	Nature of casualty.
1891.											
July 1	Pearl.....	Am. bg.....	205	Ponce, Puerto Rico.	New York City.....	No damage.	Merchandise.....	8	1	At sea.....	Jumped overboard while insane.
July 2	Pioneer.....	Am. str.....	161	Port Townsend, Wash.	Vancouver, British Columbia.	do.	Unknown.....	7	10	Straits of Fuca.....	Fell overboard.
July 3	Stephen K. Lane.	Am. sc.....	36	Lying at dock.	do.	do.	do.	4	1	East River, N. Y.	Do.
July 5	Francis.....	Am. ship.....	2,077	Baltimore, Md.	San Francisco, Cal.	do.	do.	24	1	At sea.....	Fell overboard from aloft.
July 5	Danica.....	Am. sl.....	5	Galveston, Tex.	Fishing.	do.	Ballast.....	6	5	Galveston Bay, Tex.	Vessel capsized.
July 6	Smoky City.....	Am. str.....	549	New Orleans, La.	Louisville, Ky.	Partial.	do.	42	1	Mississippi River.....	Lost overboard in a cyclone.
July 7	Silver Cloud.....	Am. sc.....	97	Baileys Harbor, Mich.	Milwaukee, Wis.	Total.	Wood.....	2	4	Lake Michigan.....	Vessel waterlogged and capsized.
July 8	Grace Linwood.....	Am. bkn.....	625	Newport News, Va.	Norfolk, Va.	No damage.	Unknown.....	9	1	Norfolk Harbor, Va.	Capsizing of small boat.
July 8	Iolanthe.....	Am. sc.....	74	Arichat, Cape Breton.	Gloucester, Mass.	do.	do.	8	1	At sea.....	Fell overboard from bowsprit.
July 10	Edward Johnson.....	do.	400	Fernandina, Fla.	New York City.....	do.	do.	8	1	New York Harbor.....	Fell overboard from rail.
July 11	Howard Holbrook.....	do.	97	Cape Breton, N. Y.	Grand Bank.....	do.	do.	18	1	At sea.....	Washed overboard from jib boom.
July 13	J. B. Lozen.....	do.	565	Newfoundland.	Cleveland, Ohio.....	do.	Ballast.....	8	1	Lake Erie.....	Lost overboard.
July 13	Specular.....	Am. str.....	1,741	Lying in port.	do.	do.	Unknown.....	1	1	Cleveland, Ohio.....	Fell into hold and died from injuries received.
July 13	Jane Moseley.....	do.	801	Norfolk, Va.	Portsmouth, Va.	Partial.	Miscellaneous.	28	1	Portsmouth, Va., Elizabeth River.	Explosion.
July 13	Walla Walla.....	Am. ss.....	3,070	Victoria, British Columbia.	San Francisco, Cal.	No damage.	Merchandise and coal.	232	83	At sea.....	Jumped overboard.
July 14	Gen'l Butler.....	Am. bk.....	1,224	Newcastle, New South Wales.	do.	do.	Unknown.....	15	1	do.	Fell overboard from mainyard.
July 14	Procyon.....	Am. sc.....	114	Fortune Bay, Newfoundland.	Flemish Cap.....	do.	do.	18	2	do.	Capsizing of dory while attending trawls.
July 17	Fremont.....	Am. bkn.....	346	San Francisco, Cal.	Fishing.	do.	do.	39	1	do.	Do.

July 18	Hiawatha.....	Am. str.....	240	St. Louis, Mo.....	Harrisonville, Ill.....	do.....	Ballast.....	25	1	Mississippi River.....	Fell overboard while attempting to draw water.
July 19	Starke.....	do.....	49	Milwaukee, Wis.....	do.....	do.....	do.....	5	1	Milwaukee, Wis., Lake Michigan.	Fell overboard from rail.
July 21	Elnorah.....	Am. sc.....	145	San Pedro, Cal.....	Eureka, Cal.....	do.....	do.....	6	1	At sea.....	Jumped over board (supposed).
July 22	Agla.....	Am. str.....	115	New Orleans, La.....	do.....	do.....	do.....	6	1	New Orleans, La., Mississippi River.	Jumped overboard.
July 26	Vine.....	Am. sc.....	222	San Francisco, Cal.....	Port Townsend, Wash.....	do.....	Merchandise.....	1	7	At sea.....	Fell overboard.
July 28	D. A. Nisbet.....	Am. str.....	65	Chicago, Ill.....	do.....	do.....	Unknown.....	8	1	Green River, Ky.....	Knocked overboard.
July 29	Minnie Slauson.....	Am. sc.....	366	do.....	Marquette, Wis.....	do.....	Ballast.....	8	1	Lake Michigan.....	Fell overboard while intoxicated.
July 29	Major Reybold.....	Am. str.....	531	Salem, N. J.....	Philadelphia, Pa.....	do.....	Unknown.....	50	15	Salem Creek, N. J.....	Fell overboard.
July 31	Owego.....	do.....	2,612	Chicago, Ill.....	Buffalo, N. Y.....	do.....	Grain.....	30	1	Near Sanilac, Mich., Lake Huron.	Do.
Aug. 6	Cleone.....	do.....	197	San Francisco, Cal.....	Usal, Cal.....	do.....	Unknown.....	2	14	Usal, Cal.....	Killed by lumber falling upon him from the wharf.
Aug. 9	Gus Fowler.....	do.....	310	Lying in port.....	do.....	do.....	do.....	.....	1	Paducah, Ky., Ohio River.	Fell overboard while asleep.
Aug. 9	Idlewild.....	do.....	520	Commerce, Mo.....	St. Louis, Mo.....	do.....	Grain.....	45	83	St. Genevieve, Mo., Mississippi River.	Bursting of steam-pipe.
Aug. 11	Annie Reed.....	Am. bk.....	747	Auckland, New Zealand	New York City.....	do.....	Miscellaneous.....	14	1	At sea.....	Fell overboard from aloft.
Aug. 11	Sanilac.....	Am. str.....	310	Bay City, Mich.....	Cleveland, Ohio.....	do.....	Ballast.....	22	1	Cleveland, Ohio, Lake Erie.	While excursionists were landing from the vessel, the hurricane deck was blown off and falling on the people, inflicted injuries which resulted in the death of thirteen persons.
Aug. 12	Republic.....	Am. barge.....	301	Lying at wharf.....	do.....	Partial.....	do.....	350	4	Cold Spring Harbor, N. Y., Hudson River.	Fell overboard.
Aug. 14	Enoch Pratt.....	Am. str.....	572	Salisbury, Md.....	Baltimore, Md.....	No damage.	Unknown.....	30	23	Nanticoke River, Md., Chesapeake Bay.	Fell into hold and died from injuries received.
Aug. 14	F. M. Wheeler.....	do.....	1,688	Duluth, Minn.....	Ashland, Wis.....	do.....	do.....	.....	1	Lake Superior.....	Frightened by ca-reening of boat and jumped overboard.
Aug. 14	Magnolia.....	do.....	12	New Orleans, La.....	Petersburg, La.....	do.....	do.....	.....	5	Mississippi River.....	Killed in the crank room by the starting of the machinery.
Aug. 14	Air Line.....	do.....	71	Saugerties, N. Y.....	Tivoli, N. Y.....	do.....	Ballast.....	.....	3	Hudson River.....	Knocked overboard by boom.
Aug. 17	Gypsy.....	Am. sc.....	16	Port Townsend, Wash.....	Fishing grounds.....	do.....	do.....	.....	4	Straits of Fuca.....	



TABLE 64. — *Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of passengers.	Number of lives lost.	Place of disaster.	Nature of casualty.
1891.											
Aug. 18	Arago .....	Am. str. ....	828	San Francisco, Cal.	Coos Bay, Oregon.	No damage.	Unknown ....	12	26	Near Cape Mendocino, Cal.	Jumped overboard (supposed).
Aug. 18	Hallette .....	do. ....	296	New Orleans, La.	Shreveport, La.	do.	do.	52	1	Red River, La.	Fell overboard.
Aug. 20	Courier .....	do. ....	295	Wheeling, W. Va.	Parkersburg, W. Va.	do.	Miscellaneous.	32	35	Ohio River .....	Fell overboard while drawing water.
Aug. 20	John Worster .....	Am. bkn. ....	612	Newcastle, New South Wales.	San Francisco, Cal.	do.	Coal.	10	1	At sea .....	Do.
Aug. 22	State of Texas .....	Am. st. sp. ....	1,736	Fernandina, Fla.	New York City .....	do.	Unknown .....	39	1	do.	Jumped overboard.
Aug. 22	General .....	Am. str. ....	332	Albany, N. Y.	Catskill, N. Y.	do.	Merchandise.	160	16	Hudson River .....	Fell overboard; supposed in a fit.
Aug. 23	Norman .....	Am. st. sp. ....	1,861	Ashtabula, Ohio.	Escanaba, Mich.	do.	Ballast .....	1	20	Lake St. Clair .....	Jumped overboard.
Aug. 24	Hettie .....	Ferryboat .....	177	New Orleans, La.	Brooklyn, N. Y.	do.	do.	7	1	Mississippi River .....	Do.
Aug. 24	M. and J. Tracey .....	St. canal boat.	109	Brooklyn, N. Y.	do.	do.	Unknown .....	5	1	New York Harbor .....	Killed by escaping steam.
Aug. 26	James Borden, No. 7.	Am. str. ....	51	West Superior, Wis.	Fond du Lac, Minn.	do.	Ballast.	.....	1	Lake Superior .....	Lost overboard.
Aug. 31	Charles B. Kenney .....	Am. bk. ....	1,128	Newshagak, Alaska.	San Francisco, Cal.	do.	Unknown .....	70	1	At sea .....	Fell overboard.
Sept. 1	Carib .....	Am. bg. ....	295	Norfolk, Va.	St. Lucia.	Total.	Coal.	9	9	do.	Never heard from.
Sept. 1	H. P. Baldwin .....	Am. sc. ....	495	Lying at dock .....	do.	No damage.	do.	7	1	Escanaba, Mich., Lake Michigan.	Killed by falling into hold.
Sept. 3	W. W. Corcoran .....	Am. str. ....	441	Marshall Hall, Md.	Washington, D. C.	Total.	Ballast .....	14	1	Washington, D. C. ....	Vessel destroyed by fire.
Sept. 3	C. C. Trowbridge .....	Am. sc. ....	243	Sheboygan, Mich.	Chicago, Ill.	No damage.	Lumber.	7	1	Straits of Mackinac .....	Lost overboard.
Sept. 5	Cherokee .....	Am. str. ....	631	St. Louis, Mo.	Memphis, Tenn.	do.	Unknown .....	35	48	Cairo, Ill., Mississippi River.	Fell overboard.
Sept. 7	Chicago .....	U. S. ss. ....	4,500	Portland, Me.	do.	do.	Ballast.	420	1	Portland Harbor, Me.	While the steam barge was being hoisted, the hook of purchase block broke and the barge fell, crushing the man. Vessel capsized.
Sept. 8	Rose Sparks .....	Am. sc. ....	44	Bowens Landing, Cal.	San Francisco, Cal.	Partial.	Bar.	.....	4	Near Point Reyes, Cal.	

Sept. 9	Orange	Ferryboat	1,097	Hoboken, N. J.	New York City	No damage.	Ballast	7	1	New York Harbor	Jumped overboard.	
Sept. 11	D. H. Pike	Am. str.	466	St. Louis, Mo.	Montezuma, Ill.	do.	Wheat	40	1	St. Louis, Mo., Mississippi River.	Fell overboard in a ft.	
Sept. 13	William J. Rotch	Am. ship	1,718	Philadelphia, Pa.	Higo, Japan.	do.	Unknown	24	2	At sea	Washed overboard.	
Sept. 13	Emma Missouri	Am. sl	6	Norfolk, Va.	Nansemond River, Va.	do.	Fruit	2	1	Nansemond River, Va.	Knocked overboard by main boom.	
Sept. 13	Pearl Nelson.	Am. sc.	123	Cape Broyle, Newfoundland.	Grand Banks.	do.	Fish.	16	1	At sea	Capizing of small boat.	
Sept. 15	Lottie.	do	186	Thomaston, Me.	New York City	do.	Unknown.	5	1	Off Whitestone Point, Long Island Sound.	Fell overboard.	
Sept. 15	Nellie Dixon.	do	106	Boston, Mass.	Fishing.	do.	Fish.	9	2	At sea	Capizing of dory while attending trawls.	
Sept. 17	Elexena.	do	21	Tangier, Md.	Norfolk, Va.	do.	Ballast.	3	1	Norfolk Harbor	Jumped overboard.	
Sept. 23	Emma M. Dyer	do	81	Kings Cove, Newfoundland.	Flemish Cap	do.	Unknown.	14	1	At sea	Caught by staysail sheet and thrown overboard.	
Sept. 23	James Lee.	Am. str.	748	Memphis, Tenn.	do	do.	do		1	Memphis, Tenn., Mississippi River.	Fell overboard.	
Sept. 24	Clarence S. Beament.	Am. ship.	1,999	New York City	San Francisco, Cal.	do.	do	27	1	At sea	Do.	
Sept. 24	Magnolia.	Am. sc.	114	Burgeo, Newfoundland.	Mizzen Bank	do.	Ballast.	18	2	do	Capizing of dory while attending trawls.	
Sept. 26	C. E. Satterlee	Am. str.	264	Shreveport, La.	Alexandria, La.	do.	Unknown	5	35	Red River, La.	Fell overboard.	
Sept. 28	Robert Garrett	do	1,593	New York City	Staten Island, N. Y.	do.	do	100	13	New York Harbor	Jumped overboard.	
Sept. 28	Kate McNamara.	Am. sc.	71	Philadelphia, Pa.	Baltimore, Md.	do.	do	4	1	Baltimore Harbor	Fell overboard.	
Sept. 30	Cosmopolis	Am. str.	331	San Francisco, Cal.	Humboldt Bay,	Partial.	Merchandise.	15	1	Humboldt Bar, Cal.	Lost overboard.	
Sept. 30	Andrew Christy.	Am. str.	425	St. Louis, Mo.	East St. Louis, Ill.	No damage.	Unknown	7	6	Mississippi River.	Jumped overboard while intoxicated.	
Sept. 30	Nat. F. Dorth.	do.	303	New Orleans, La.	Coushatta, La.	do.	do.	42	1	Red River, La.	Fell overboard from a barge in tow.	
Sept. —	Albert Woodbury.	Am. sc.	33	Liverpool, Nova Scotia.	Fishing grounds.	Total	Fish.	12	12	At sea	Never heard from.	
Sept. —	Georgie D. Paine.	do.	168	Boston, Mass.	Surinam, Dutch Guiana.	do.	Ice.	7	7	do.	Do.	
Sept. —	Ada.	do.	16	Pensacola, Fla.	Fishing.	do.	Fish.	5	5	do.	Do.	
Sept. —	Percy.	do.	72	Gloucester, Mass.	Georges Bank.	do.	Ballast.	12	12	do.	Do.	
Sept. —	City Point.	do.	63	Portland, Me.	La. Have, Nova Scotia.	do.	do.	12	12	do.	Do.	
Oct. 1	Lizzie M. Stanwood.	do.	106	Shelburne, Nova Scotia.	Green Bank.	No damage.	Unknown.	16	2	do.	Capizing of dory.	
Oct. 1	Armenia.	Am. sl.	14	Chuckatuck, Va.	Smithfield, Va.	do.	Ballast.	4	1	Nansemond River, Va.	Jerked overboard by the mainsheet.	
Oct. 2	Jersey City.	Am. str.	881	Jersey City, N. J.	New York City	do.	Unknown	200	7	New York Harbor	Fell overboard from wheelhouse.	
Oct. 3	E. R. Blake.	Am. sc.	201	Manistique Mich.	Chicago, Ill.	do.	Bark.	do	6	1	Near Milwaukee, Wis., Lake Michigan.	Knocked overboard by foreboom.
Oct. 3	Resolute.	U. S. str.	70	Boston, Mass.	do.	do.	Ballast	do	1	Boston Harbor	Fell overboard while intoxicated.	

TABLE 64. — *Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of passengers.	Number in crews.	Number lost.	Place of disaster.	Nature of casualty.
1891.												
Oct. 4	Charles W. Parker.	Am. str.	36	Lying in port.		Total.	Ballast.	.....	5	4	Chicago Harbor, Ill.	Explosion of boiler.
Oct. 5	Lucy Lowe.	do.	86	San Francisco, Cal.	Point Reyes, Cal.	No damage.	Unknown.	.....	8	2	Point Reyes, Cal.	Capsizing of small boat.
Oct. 6	Gladiator.	Am. sc.	113	Canso, Nova Scotia.	Grand Bank.	Partial.	Fish.	.....	16	1	At sea	Washed overboard by heavy sea.
Oct. 6	Mabel Leighton.	do.	75	do.	do.	No damage.	Unknown.	.....	14	1	do.	Do.
Oct. 9	G. A. Hayden.	do.	108	New York City.	Newport, R. I.	do.	Grain.	.....	5	1	Near Point Judith, R. I.	Knocked overboard by boom.
Oct. 10	Edith McIntyre.	do.	160	Provincetown, Mass.	Grand Bank.	do.	Fish, etc.	.....	21	1	At sea	Capsizing of small boat while fishing.
Oct. 11	Isaac Jackson.	Am. bk.	617	Caleta Buena, Chile.	Baltimore, Md.	do.	Nitrate of soda.	.....	11	1	do.	Fell overboard from main royal yard.
Oct. 11	S. Warren Hall.	Am. sc.	160	Bogue Inlet, N. C.	New York City.	Partial.	Lumber.	.....	6	1	do.	Lost overboard in gale.
Oct. 12	Spartan.	do.	623	Fall River, Mass.	Baltimore, Md.	No damage.	Unknown.	.....	8	1	do.	Fell overboard while reefing sail.
Oct. 12	Charles H. Marshall.	do.	45	Cruising.		do.	do.	.....	7	1	Fifteen miles southeast of Barnegat, N. J.	Washed overboard in gale.
Oct. 12	A. Lincoln.	do.	47	do.		Partial.	Fish.	.....	10	1	Off Barnegat, N. J.	Do.
Oct. 12	Eureka.	Am. ship.	2,101	Baltimore, Md.	San Francisco, Cal.	No damage.	Coal.	.....	24	1	At sea	Lost overboard.
Oct. 13	Mike Corry.	Am. sc.	381	Menominee, Mich.	Chicago, Ill.	do.	Lumber.	.....	6	1	Chicago Harbor, Ill.	Capsizing of yawl.
Oct. 14	Evangel.	Am. str.	149	Port Townsend, Wash.		Partial.	Ballast.	.....	12	3	Whatcom, Puget Sound.	Explosion of boiler.
Oct. 14	Mary Fisher.	do.	53	Baton Rouge, La.	Tarbert Landing, Miss.	No damage.	Unknown.	.....	15	1	Mississippi River.	Jumped overboard.
Oct. 14	Venture.	do.	250	Rockport, Cal.	San Francisco, Cal.	do.	do.	.....	2	15	Rockport, Cal.	Capsizing of small boat.
Oct. 15	Samuel Washington.	Am. sc.	44	Baltimore, Md.	Dredging grounds, Chesapeake Bay.	do.	do.	.....	10	1	Chesapeake Bay, Md.	Fell overboard while intoxicated.

Oct. 18	Thomas F. Bayard.	70	Cruising	.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	8	1	At sea	Knocked overboard by boom.
Oct. 18	L. W. Perry	254	Menominee, Wis.	Chicago, Ill.	.....do.....	.....do.....	.....do.....	Lumber	7	1	Near Port Washington, Lake Michigan.	Do.
Oct. 19	N. Star	7	Line River	Bay City, Mich.	.....do.....	.....do.....	.....do.....	Shingle bolts	2	1	Saginaw Bay, Lake Huron.	Do.
Oct. 20	Frances and Louisa.	27	Mobile, Ala.	Fishing grounds	.....do.....	.....do.....	.....do.....	Fish	5	1	At sea	Fell overboard from bowsprit while furling sail.
Oct. 20	Anna Cora	10	Oxford, Md.	.....do.....	.....do.....	.....do.....	.....do.....	Unknown	7	1	Chesapeake Bay	Fell overboard while drawing water.
Oct. 20	Russian	306	Alpena, Mich.	Cleveland, Ohio	.....do.....	.....do.....	.....do.....	.....do.....	6	1	Cleveland Harbor, Ohio.	Fell overboard while putting anchor over rail.
Oct. 20	Reporter	84	Sidney, Cape Breton.	Fishing grounds	.....do.....	.....do.....	.....do.....	Ballast	16	1	At sea	Washed overboard in gale.
Oct. 21	Mary A. Kirwan	39	Baltimore, Md.	Dredging grounds, Chesapeake Bay	.....do.....	.....do.....	.....do.....	.....do.....	10	1	Chesapeake Bay	Knocked overboard while dredging for oysters.
Oct. 22	Margaret	137	Harbor Briton, Newfoundland.	Grand Bank	.....do.....	.....do.....	.....do.....	Fish	16	1	Grand Bank	Capsizing of boat while attending trawls.
Oct. 23	George M. Adams	641	Kennebec River, Me.	Washington, D. C.	No damage.	.....do.....	.....do.....	Ice	10	1	At sea	Killed by heavy sea.
Oct. 23	Yale	717	Lying at dock	.....do.....	.....do.....	.....do.....	.....do.....	Unknown	8	1	Baltimore, Md.	Killed by cake of ice falling on him.
Oct. 23	Kate L. Pray	59	Somes Sound, Me.	Boston, Mass.	.....do.....	.....do.....	.....do.....	Stone	3	1	Blue Hill Bay, Me.	Fell overboard while reefing sail.
Oct. 23	Reuben Eastman	115	Gardiner, Me.	New York City	Partial	.....do.....	.....do.....	Lumber	5	1	Near Cape Cod, Mass.	Lost overboard in a hurricane.
Oct. 26	Hattie Wel	432	Tennants Harbor, Me.	.....do.....	Total	.....do.....	.....do.....	Stone	7	1	At sea	Washed overboard.
Oct. 28	Minnesota	1,138	Escanaba, Mich.	Milwaukee, Wis.	No damage.	.....do.....	.....do.....	Ballast	18	1	Milwaukee, Wis., Lake Michigan.	Fell into hold.
Oct. 29	Leader	57	Boston, Mass.	Fishing	.....do.....	.....do.....	.....do.....	Unknown	14	1	At sea	Lost in dory while attending trawls.
Oct. 29	Nora	10	Baltimore, Md.	Choptank River, Md.	.....do.....	.....do.....	.....do.....	.....do.....	5	1	Chesapeake Bay, Md.	Thrown overboard by rolling of vessel.
Oct. 29	Oliver Beirne	1,018	St. Louis, Mo.	New Orleans, La.	Total	.....do.....	.....do.....	Cotton and 106 miscellaneous vegetables	53	19	Millikens Bend, Mississippi River.	Vessel destroyed by fire.
Oct. 31	C. R. Truax	33	Marine City, Mich.	Au Sable, Mich.	.....do.....	.....do.....	.....do.....	Vegetables	2	2	Saginaw Bay, Lake Michigan.	Unknown.
Oct. —	R. M. Brookings	170	Gardiner, Me.	New York City	.....do.....	.....do.....	.....do.....	Lumber	6	6	At sea	Never heard from.
Oct. —	Hattie N. Reed	44	Boston, Mass.	Fishing	.....do.....	.....do.....	.....do.....	Ballast	15	15	.....do.....	Do.
Nov. 1	William Matheson	111	St. Peters, Nova Scotia.	Provincetown, Mass.	No damage.	.....do.....	.....do.....	Fish	16	1	.....do.....	Carried away on spar by heavy sea while furling jib.
Nov. 3	Emerald	216	Alpena, Mich.	Thunder Bay, Mich.	.....do.....	.....do.....	.....do.....	Ballast	16	1	Thunder Bay, Mich., Lake Huron.	Submarine diver drowned by life line getting fast while working on wreck.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of passengers.	Number of lives lost.	Place of disaster.	Nature of casualty.
1891. Nov. 6	Frederick Billings.	Am. ship.	2,629	New York City	San Francisco, Cal.	Partial.	Merchandise.	28	6	At sea	Lost overboard by parting of back ropes in a gale. Fell overboard.
Nov. 7	S. H. Fortis	Am. sc.		Buffalo, N. Y.			Unknown.		1	Lake Erie	Do.
Nov. 7	Henry Sackman	Am. str.	600	St. Louis, Mo.	East St. Louis, Ill.	No damage.	do.	7	1	Mississippi River	Knocked overboard by a sail.
Nov. 7	J. M. Coleman	Am. sc.	464	San Francisco, Cal.	Shoalwater Bay, Wash.	do.	do.	10	1	At sea	Fell overboard.
Nov. 7	Samuel H. Foster	do.	637	Buffalo, N. Y.	Chicago, Ill.	do.	Coal.	7	1	Lake Erie	Fell overboard (supposed).
Nov. 10	Alert	Am. str.	36			do.	Ballast.	14	1	Little Egg Harbor, N. J.	Fell overboard while reefing sail.
Nov. 10	Lavinia	Am. sc.	11	Tilghmans Island, Md.	Oxford, Md.	do.	Unknown.	6	1	Chesapeake Bay, Md.	Fell overboard while reefing sail.
Nov. 12	John Holland	do.	1,166	Portsmouth, N. H.		do.	do.		1	Vineyard Haven, Mass.	Fell from aloft to deck.
Nov. 12	Two Brothers	Am. str.	91	Lying in port		do.	do.	7	1	New York Harbor	Fell overboard from rail.
Nov. 13	Business	do.	986	do.		do.	do.		1	Houghton, Mich., Lake Superior.	Whirlshovelingsnow on deck was knocked into the hold by a coal bucket and killed.
Nov. 14	Lady Lee	do.	289	New Madrid, Mo.	Memphis, Tenn.	do.	do.		2	Mississippi River	Lost from yawl while trying to extricate vessel from perilous position.
Nov. 15	Abbie	Am. sc.	88	White Hall, Mich.	Sheboygan, Wis.	do.	Lumber	4	1	Lake Michigan	Do.
Nov. 17	Geneva	Am. bkn.	464	Rosario, Mexico	Boston, Mass.	do.	Miscellaneous.	9	1	At sea	Fell overboard.
Nov. 17	John F. Randall	Am. sc.	1,585	Baltimore, Md.	Providence, R. I.	do.	Unknown.	11	1	do.	Caught in sheet and thrown overboard. Vessel capsized.
Nov. 17	Emmie Jane	do.	26	Blue Point, Me.	Bridgeport, Me.	Partial.	Ballast.	2	1	Near Eatons Neck, Long Island Sound, N. Y.	

Nov 17	North Bend	Am. bkn.	376	Port Blakeley, Wash.	Port Townsend, Wash.	No damage.	Unknown	10	3	Port Townsend, Wash., Puget Sound.	Capsize of small boat.
Nov 19	Eleazar W. Clark	Am. sc.	888	Philadelphia, Pa.	Cienfuegos, Cuba.	do	Coal	9	1	At sea.	Lost overboard in gale.
Nov 20	Tallor	do	298	Bay City, Mich.	Buffalo, N. Y.	Partial	Lumber	6	1	Dunkirk, N. Y., Lake Erie.	Supposed to have been lost overboard with part of deck load.
Nov 23	Aurelia Francis	do	38	Baltimore, Md.	Oyster beds, Chesapeake Bay.	No damage.	Ballast	11	1	Month of Choptank River, Chesapeake Bay, Md.	Lost overboard in gale.
Nov 24	J. Paine	do	28	Portland, Me.	Rockland, Me.	do	do	6	1	Casco Bay, Me.	Fell from aloft to deck.
Nov 25	A. McCallum	Am. ship.	1,951	New York City	San Francisco, Cal.	do	Unknown	24	1	At sea.	Washed overboard.
Nov 26	Parks Poster	Am. str.	1,730	Milwaukee, Wis.	Duluth, Minn.	do	Ballast	18	1	Cleveland Ohio, Lake Erie.	Fell into the hold and died from injuries received.
Nov 26	Robert Wallace	do	1,190	Cleveland, Ohio	Milwaukee, Wis.	do	Unknown	15	1	Saginaw Bay, Lake Huron.	Slipped overboard from icy deck.
Nov 27	Yaquina	Am. ss.	356	San Francisco, Cal.	Pigeon Point, Cal.	No damage.	Merchandise	20	1	At sea.	Jumped overboard (supposed).
Nov 28	Caroline Vought	Am. sc.	84	Provincetown, Mass.	Fishing grounds, Mexico	do	Ballast	18	1	do.	Capsize of dory.
Nov 30	Warren	Am. str.	528	New Orleans, La.	do	do	Unknown	270	1	Mississippi River.	Fell overboard.
Nov. —	Tahiti	Am. bgtn.	290	Gilbert Islands.	Mexico	Total	do	20	290	Off west coast of Mexico.	Vessel found, capsized, by American steamer Roselle.
Dec. 1	Lily	Am. sc.	143	San Francisco, Cal.	Umpqua River, Oregon.	No damage.	do	7	1	At sea	Knocked overboard by main boom.
Dec. 1	Eastern Oregon	Am. ss.	883	Seattle, Wash.	Olympia, Wash.	Total	Ballast	40	1	Olympia, Wash.	Vessel destroyed by fire.
Dec. 2	Edward S. Pease	Am. st. bge.	721	Escanaba, Mich.	Cleveland, Ohio.	Partial	Iron ore	13	2	Cleveland, Ohio.	Engineer jumped overboard. Vessel on fire.
Dec. 4	John K. Speed	Am. str.	1,090	Cincinnati, Ohio.	Memphis, Tenn.	No damage.	Miscellaneous	20	55	Ohio River.	Struck and fatally injured by a capstan bar as the capstan suddenly revolved.
Dec. 5	Dexter	do	245	Geneva, Ala.	Caryville, Fla.	do	Cotton	14	1	Choctawhatchie River.	Fell overboard.
Dec. 5	Ann R. Rogers	Am. sc.	53	Baltimore, Md.	Oyster beds, Chesapeake Bay.	do	Ballast	11	1	Patuxent River, Md.	Do.
Dec. 5	Ariadne	Am. str.	22	Cairo, Ill.	do	do	Unknown	7	1	Near Cairo, Ill.	Do.
Dec. 7	Rebecca T. Ruark	Am. sc.	11	Baltimore, Md.	do	do	Oysters	7	1	Hongo River, Md.	Knocked overboard while reefing sail.
Dec. 7	Harry Brown	Am. str.	772	Cincinnati, Ohio.	Pittsburg, Pa.	do	Unknown	35	1	Ohio River.	Fell overboard from guards.
Dec. 7	Maggie Ross	do	253	Coos Bay, Oregon.	San Francisco, Cal.	do	Lumber	14	2	At sea.	One killed, the other washed overboard by heavy sea.
Dec. 9	Ananda F. Lewis	Am. sc.	48	Anchored in Hong Kong River.	do	Partial	Unknown	12	1	Hongo River, Md.	Walked overboard (supposed).

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	Number of passengers.	Number in crews.	Number lost.	Place of disaster.	Nature of casualty.
1891.												
Dec. 11	Lottie S. Haskins.	Am. sc.....	58	Boston, Mass.....	Fishing.....	No dam- age.	Ballast.....	.....	14	1	At sea.....	Washed out of dory by heavy sea.
Dec. 11	D. H. Rivers.....	do.....	1,072	St. Simons, Ga.....	Liverpool, Eng- land.....	Partial.	Lumber.....	.....	9	1	do.....	Lost overboard in a hurricane.
Dec. 12	Susie Hitch.....	Am. str.....	258	Hamilton, N. C.....	Monroese, N. C.....	No dam- age.	Cotton and peanuts.....	.....	14	1	Roanoke River, N. C.....	Fell overboard from gang plank.
Dec. 12	Laura.....	do.....	21	Newbern, N. C.....	Snow Hill, N. C.....	do.....	Unknown.....	.....	5	1	Neuse River, N. C.....	Fell overboard.
Dec. 13	R. E. Schuck.....	do.....	1,808	Buffalo, N. Y.....	Sandusky, Ohio.....	Partial.	Ballast.....	.....	16	1	Sandusky, Ohio.....	Killed by falling into hold.
Dec. 14	Yorktown.....	Am. ship.....	1,956	Baltimore, Md.....	San Francisco, Cal.....	No dam- age.	Unknown.....	.....	25	1	At sea.....	Fell overboard from aloft while furling sail.
Dec. 17	Napoleon Mulli- ken.	Am. str.....	354	East St. Louis, Ill.....	St. Louis, Mo.....	do.....	do.....	17	6	1	St. Louis, Mo.....	Drowned while at- tempting to jump from vessel to wharf boat.
Dec. 21	Corona.....	do.....	1,492	Port Harford, Cal.....	San Francisco, Cal.....	do.....	Merchandise.....	75	65	2	San Francisco Bar, Cal.....	Washed overboard (supposed).
Dec. 22	Cecil H. Lowe.....	Am. sc.....	79	Gloucester, Mass.....	Fortune Bay, New- foundland.....	do.....	Unknown.....	.....	7	1	At sea.....	Washed overboard in gale.
Dec. 22	Natchez.....	Am. str.....	485	New Orleans, La.....	Vicksburg, Miss.....	do.....	do.....	10	60	1	Near New Orleans, La.....	Walked overboard at night.
Dec. 23	Rival.....	do.....	266	San Francisco, Cal.....	Fort Bragg, Cal.....	do.....	do.....	.....	15	1	Fort Bragg Harbor, Cal.....	Capsizing of small boat.
Dec. 23	Mary A. Clark.....	Am. sc.....	84	Gloucester, Mass.....	Cashes Bank.....	do.....	Ballast.....	.....	16	1	Cashes Bank.....	Capsizing of dory.
Dec. 23	Winnie Wood.....	Ferry boat.....	35	Lying in harbor.....	do.....	do.....	do.....	.....	5	1	New Orleans, La.....	Fell overboard.
Dec. 23	Hudson.....	Am. str.....	742	Cincinnati, Ohio.....	Pittsburg, Pa.....	do.....	Merchandise.....	37	24	1	Ohio River.....	Do.
Dec. 26	Maggie C. Russ.....	Am. sc.....	196	San Francisco, Cal.....	Eureka, Cal.....	do.....	Unknown.....	.....	8	1	Off Cape Mendocino, Cal.....	Washed overboard.
Dec. 29	Amanda F. Lewis.....	do.....	48	Baltimore, Md.....	Oyster beds, Ches- apeake Bay.....	do.....	Ballast.....	.....	11	1	Chesapeake Bay, Md.....	Knocked overboard by jib boom.
Dec. 30	Susquehanna.....	Am. ship.....	2,628	New York City.....	San Francisco, Cal.....	do.....	Unknown.....	.....	33	1	At sea.....	Fell overboard from the mainyard.
Dec. 30	Marjorie.....	Am. sc.....	1,460	Baltimore, Md.....	Salem, Mass.....	do.....	Coal.....	.....	11	1	Massachusetts Bay.....	Washed overboard.
Dec. 31	Belle Prince.....	Am. str.....	109	Wheeling, W. Va.....	Pittsburg, Pa.....	do.....	Lumber.....	.....	11	1	Ohio River.....	Fell overboard.

1892.	Patrol	U. S. str.	122	St. Louis, Mo.	Donaldsonville, La.	Partial	Ballast	18	1	Mississippi River	Vessel capsized.
Jan. 1	Ark.	Am. str.	295	Cincinnati, Ohio	Pittsburg, Pa.	No dam-	do.	25	1	Ohio River	Fell overboard.
Jan. 2											
Jan. 4	Rhode Island.	Am. sc.	719	Savannah, Ga.	Portland, Me.	do.	Unknown.		1	At sea.	Washed overboard in gale.
Jan. 4	L. H. Cutler	Am. str.	42	Newbern, N. C.	Fishing banks	do.	Lumber.	5	1	Neuse River, N. C.	Fell overboard.
Jan. 6	Hustler	Am. sc.	98	Gloucester, Mass.	Gloucester, Mass.	do.	Ballast	20	1	At sea.	Capsizing of dory.
Jan. 6	Thomas J. Stew-	Am. bkn.	889	Trapani, Sicily	Gloucester, Mass.	do.	Salt	13	1	do	Fell overboard from aloft.
Jan. 6	Lizzie Smith	Am. sc.	77	St. Peters, Cape Breton.	Provincetown, Mass.	do.	Fish	6	1	do	Lost overboard while furling sail.
Jan. 6	Georgianna	do	55	Blue Hill, Me.	Rockland, Me.	Total	Wood	4	2	Rockland Harbor, Me.	Vessel struck break-water.
Jan. 7	Daisy	Am. hgn.	440	Montevideo, South America.	New York City	No dam-	Hides and wool.	8	1	At sea.	Jumped or fell overboard.
Jan. 13	E. K. Hart	Am. sc.	91	Petersburg, Va.	Washington, D. C.	do.	Lumber	5	1	James River, Va.	Fell overboard.
Jan. 18	Keystone State	Am. str.	599	Pittsburg, Pa.	Cincinnati, Ohio	do.	Unknown	25	1	Ohio River	Walked overboard while intoxicated.
Jan. 20	Henry S. Lawson.	Am. sc.	40	Baltimore, Md.	Patuxent River, Md.	do.	do.	11	1	Patuxent River, Md.	Jumped overboard.
Jan. 21	Joseph Warren	do	53	Gloucester, Mass.	Jeffreys Bank, Boston, Mass.	do.	Ballast	14	2	At sea.	Capsizing of dory.
Jan. 22	Joseph Southern	do	381	Port Royal, S. C.		do.	Lumber	7	1	do	Washed overboard from rigging.
Jan. 24	Oscocia	Am. str.	719	Frankfort, Mich.	Keweenaw, Wis.	do.	Ballast	19	1	Frankfort, Mich.	Bursting of steam pipe.
Jan. 24	George Shiras.	do	140	Cincinnati, Ohio	Pittsburg, Pa.	do.	do.	21	1	Ohio River	Shipped on icy deck and fell overboard.
Jan. 24	William T. Don-	Am. sc.	538	Jewetts Cove, Me.	New York City	do.	Unknown	8	1	Shrepscott Bay, Me.	Fell overboard while casting off line.
Jan. 26	Centennial	Am. sl.	10	Lying at wharf.		do.	Ballast	2	1	Charleston, S. C.	Fell overboard while intoxicated.
Jan. 26	Maggie E. Mc-	Am. sc.	161	Future Bay, New-	Gloucester, Mass.	do.	Unknown	10	1	At sea.	Washed overboard in gale.
Jan. 26	Kenzie.	Am. str.	56	foundland.		do.					Lost overboard.
Jan. 27	Jas. A. Wright	do	569	Cruising	Lakeport, Ark.	do.	Ballast	7	1	Mobile Bay, Ala	Fell overboard.
Jan. 27	T. P. Leathers.	do	569	New Orleans, La.		do.	Cotton and cotton seed.	2	1	Mississippi River	Do.
Jan. 30	M. M. Davis.	Am. sc.	10	Baltimore, Md.	Eastern Bay, Md.	do.	Unknown	9	1	Chesapeake Bay	Washed overboard.
Jan. 30	Loftie S. Morton.	do	64	Gloucester, Mass.	Georges Bank.	do.	Ballast	12	1	At sea.	Fell overboard while furling sail.
Jan. 30	Ada G. Shortland.	Am. sc.	227	St. George, Me.	New York City	do.	Unknown	6	1	East River, New York	Never heard from.
Jan. 30	Kate M. Hilton	do	538	Philadelphia, Pa.	Havana, Cuba.	Total	Coal	9	9	At sea.	Fell overboard while furling sail.
Feb. 1	Carrier	Am. str.	141	Gloucester, Mass.	Fishing	No dam-	Unknown	14	2	Alabama River	Never heard from.
Feb. 8	Oresa.	Am. sc.	87	Baltimore, Md.	San Francisco, Cal.	do.	Ballast	21	1	At sea.	Intoxicated.
Feb. 8	Llewellyn J. Morse.	Am. ship	1,393	Parkersburg, W. Va.	Pittsburg, Pa.	do.	Unknown	8	1	do	Lost in dory while attending trawls.
Feb. 9	Elaine.	Am. str.	158	Towing in harbor.		do.	do	8	1	Ohio River	Fell overboard from aloft.
Feb. 11	Nellie Prior.	do	24			do.	Ballast	4	1	Philadelphia, Pa.	Fell overboard.
Feb. 11											Do.



TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	Number of passengers.	Number of lives lost.	Place of disaster.	Nature of casualty.
1892.											
Feb. 11	Rosa Scarborough.	Am. sc....	6	Key West, Fla.....	Tampa, Fla.....	No damage.	Ballast.....	4	4	Off Menlo Inlet, Fla....	Vessel capsized in a squall.
Feb. 12	William H. Jordan.	do.....	91	Shelburne, Nova Scotia.	Western Bank.....	Partial.	Fish.....	16	1	Near Newfoundland.	Washed overboard in gale.
Feb. 12	Arlington.....	Am. bkn..	565	Boston, Mass.....	Rosario, Mexico....	No damage.	Lumber.....	10	2	At sea.....	Knocked overboard by a sail.
Feb. 12	Francis Goodnow.	Am. sc....	342	Lying in harbor....		do.....	Ballast.....	7	1	Boston Harbor, Mass.	Fell from aloft to deck.
Feb. 12	Wm. S. Kirby.....	do.....	46	Jamesville, N. C....	Plymouth, N. C....	do.....	Unknown.....		1	Roanoke River.....	Fell overboard.
Feb. 12	Laurel.....	do.....	119	St. Jacques, Newfoundland.	Gloucester, Mass....	do.....	do.....	9	1	At sea.....	Washed overboard.
Feb. 12	E. J. Hamilton.....	do.....	188	Chickahominy River, Va.	New York City.....	do.....	Wood.....	6	1	do.....	Knocked overboard by the jib.
Feb. 14	Andrew Hicks....	Am. bark.	303	San Francisco, Cal.	Whaling voyage....	do.....	Ballast.....	38	1	do.....	While whaling, was struck by a whale and killed.
Feb. 15	John D. Brewer....	do.....	962	Iloilo, Philippine Islands.	Sandy Hook, N. J....	do.....	Sugar.....	1	15	do.....	Fell from aloft to deck.
Feb. 17	Reub. L. Richardson.	Am. sc....	97	Gloucester, Mass....	La Have Bank.....	do.....	Unknown.....	20	1	do.....	Knocked overboard by heavy sea.
Feb. 17	John McDonald....	Am. ship..	2,281	New York City....	San Francisco, Cal..	do.....	do.....	28	1	do.....	Fell overboard from aloft.
Feb. 17	Lena Willing.....	Am. sc....	54	Hoopersville, Md..	Baltimore, Md.....	do.....	do.....	11	1	Chesapeake Bay.....	Knocked overboard by jib.
Feb. 18	L. H. Sargent.....	Am. str....	85			No damage.	Unknown.....		1	Mississippi River.....	Fell overboard.
Feb. 20	George Stetson....	Am. ship..	1,845	Havre, France.....	Baltimore, Md.....	do.....	Ballast.....	23	1	At sea.....	Fell overboard (supposed).
Feb. 22	H. and J. Blenderman.	Am. sc....	498	Philadelphia, Pa....	Key West, Fla.....	do.....	Coal.....	8	1	do.....	Lost overboard.
Feb. 22	Arthur Lambert....	Am. str....	125	New Orleans, La....	Greenville, Miss....	do.....	Unknown.....	45	1	Mississippi River.....	Fell through hatchway of barge in tow.
Feb. 22	Robert James....	Am. sc....	9	Cambridge, Md.....	Oyster beds, Chesapeake Bay.	do.....	Ballast.....	7	2	Mouth of Choptank River, Md.	Vessel capsized in a whirlwind.

Feb. 24	Colorado	Am. bk.	1,075	Departure Bay, British Columbia	San Francisco, Cal.	do	Unknown	12	1	Chemainus, British Columbia	Killed by falling from gangway while intoxicated.
Feb. 26	May Fisher	Am. str.	53	Lying at wharf	Grand Bank	do	do	7	1	Baton Rouge, La.	Fell overboard.
Feb. 27	Lizzie Griffin	Am. sc.	106	Gloucester, Mass.	do	do	Ballast	18	2	At sea	Capizing of dory while attending trawls.
Feb. —	B. I. Hazard	do	393	Georgetown, S. C.	New York City	Partial	Naval stores	7	1	do	Lost overboard in a gale.
Mar. 1	Fannie E. Thrasher	do	24	Gloucester, Mass.	Pensacola, Fla.	No damage	Ballast	6	2	Near Normans Woe, Mass.	Drowned while attempting to land in dory in heavy sea and wind.
Mar. 4	Daisy	Am. bg.	440	Montevideo, South America	New York City	do	Unknown	8	1	At sea	Fell overboard at night.
Mar. 4	Alice	Am. sc.	232	Eureka, Cal.	San Pedro, Cal.	do	do	8	1	do	Do.
Mar. 5	Emily	Am. str.	286	Coos Bay, Oregon	San Francisco, Cal.	do	do	22	1	Coos Bay, Oregon	Fell overboard.
Mar. 5	Arthur Lambert	do	125	Greenville, Miss.	New Orleans, La.	do	do	45	1	Mississippi River	Lost overboard.
Mar. 8	Joseph L. Colby	do	1,245	Progreso, Mexico	Hemp	do	do	22	1	Progreso, Mexico	Fell overboard.
Mar. 8	J. C. Armiger	Am. sc.	9	Baltimore, Md.	Oyster grounds, Chesapeake Bay	do	Ballast	9	1	Month of Choptank River, Md.	Do.
Mar. 9	Coquille	do	103	San Francisco, Cal.	Coquille River, Oregon	do	do	6	1	At sea	Jumped overboard.
Mar. 10	Puritan	do	10	Oxford, Md.	Oyster grounds, Chesapeake Bay	do	Oysters	6	1	Choptank River, Md.	Knocked overboard by main boom.
Mar. 10	George Waverly	do	7	Crickett Hill, Va.	Gwynns Island, Va.	do	do	3	1	Chesapeake Bay	Knocked overboard by main sheet.
Mar. 10	Flirt of the Wave	do	36	Baltimore, Md.	Patuxent River, Md.	do	Unknown	7	1	do	Thrown overboard by sudden lurching of vessel.
Mar. 10	Clyde	do	10	Rappahannock River, Va.	Oxford, Md.	Partial	Ballast	1	1	do	Vessel capsized.
Mar. 11	Henry Stanbury	do	59	Gloucester, Mass.	Georges Bank	No damage	do	12	1	At sea	Struck by a sea and killed.
Mar. 12	David Kemp	Am. str.	58	Jacksonville, Fla.	Mayport, Fla.	do	Miscellaneous	18	6	St. Johns River, Fla.	Fell overboard while intoxicated.
Mar. 13	Arabia	Am. ship	2,081	Antwerp, Belgium	New York City	do	Cement	23	1	At sea	Fell overboard.
Mar. 15	Cornel Goldman	Am. str.	172	Gloucester, Mass.	Grand Bank	do	Unknown	1	1	Mississippi River	Walked overboard while intoxicated.
Mar. 16	Robin Hood	Am. sc.	93	Gloucester, Mass.	do	do	do	14	1	At sea	Washed overboard from bowsprit.
Mar. 17	Monterey	do	126	San Francisco, Cal.	Bourne Landing, Cal.	do	do	6	2	Bourne Landing, Cal.	Washed out of small boat while running lines.
Mar. 18	Guy C. Goss	Am. bk.	1,532	New York City	Seattle, Wash.	do	do	21	1	At sea	Killed by falling from aloft.
Mar. 18	Saginaw	Am. str.	1,855	Sanchez	Macoris, St. Domingo	do	do	22	38	do	Fell overboard.
Mar. 19	Future City	Am. str.	589	Cairo, Ill.	New Orleans, La.	do	do	36	1	Cairo, Ill.	Leaped overboard while crazed by drink.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	Number of passengers.	Number of lives lost.	Place of disaster.	Nature of casualty.
1892											
Mar. 19	Charles C. Dame.	Am. sc.	598	Lying in port.		No damage.	Phosphate rock.	8	2	Charleston Harbor, S. C.	Capsizing of small boat.
Mar. 20	San Rafael.	Am. str.	692	Sausalito, Cal.	San Francisco, Cal.	do.	Ballast.	500	13	San Francisco, Cal.	Fell overboard while sailing.
Mar. 25	Mary L. Hatcher.	do.	55	Cattlettsburg, Ky.	Portland, Ky.	do.	Unknown.		16	Ohio River.	While carrying a sack of corn, ran against a snag and fell overboard.
Mar. 26	Charon.	do.	97	Bellaire, Ohio.	Benwood, W. Va.	do.	Ballast.	12	3	do.	Jumped overboard.
Mar. 28	Morris W. Child.	Am. sc.	513	Pensacola, Fla.	Boston, Mass.	do.	Lumber.		8	At sea.	Washed overboard.
Mar. 29	Bonita.	Am. str.	489	San Francisco, Cal.	Port Harford, Cal.	do.	Unknown.	19	26	do.	Fell overboard.
Mar. 31	Golden Rule.	do.	881	Lying at wharf.		Total.	Miscellaneous.		53	Cincinnati, Ohio.	Vessel destroyed by fire.
Mar. —	Nettie Cushing.	Am. sc.	118	Thomaston, Me.	New York City.	Partial.	Line.		4	Near Chatham, Mass.	Washed overboard.
Mar. —	Taylor and Mather.	do.	280	Fort Monroe, Va.	New York City.	Total.	Unknown.		6	At sea.	Never heard from.
Mar. —	Wm. Martin.	do.	91	Miragoane, Haiti.	Boston, Mass.	do.	Logwood, lignum-vitæ, and coffee.		6	do.	Do.
Apr. 2	Diamond.	Am. str.	291	Louisville, Ky.	New Orleans, La.	No damage.	Unknown.		35	Near Evansville, Ind.	Caught in the machinery and killed.
Apr. 5	Wm. M. Flanders.	do.	58	Pensacola, Fla.	Milton, Fla.	do.	Ballast.		7	Pensacola Bay, Fla.	Fell overboard from small boat (supplied).
Apr. 5	Jos. W. Gould.	do.	135	Cincinnati, Ohio.	Pittsburg, Pa.	Partial.	do.		20	Wellsburg, W. Va.	Knocked overboard by piece of metal from broken machinery.
Apr. 7	Yemassee.	do.	1,880	Jacksonville, Fla.	New York City.	No damage.	Miscellaneous.	80	34	St. Johns River, Fla.	Capsizing of small boat.
Apr. 12	Charles Stewart.	Am. sc.	10	Galveston, Tex.	Buffalo Bayou, Tex.	do.	Ballast.		2	Galveston Bay, Tex.	Knocked overboard by main boom.

Apr. 15	Edward W. Young.	425	Philadelphia, Pa.	Jacksonville, Fla.	do.	do.	3	7	1	At sea	Fell overboard from jib boom while furling sail.
Apr. 23	Bowhead.	103	San Francisco, Cal.	Hunting and fishing.	do.	do.		23	1	do.	Small boat stove in by a whale.
Apr. 24	S. M. Stephenson.	512			do.	Unknown			1	St. Mary's River, Mich.	Fell overboard while boarding vessel.
Apr. 25	Russell Hinckley.	328			do.	Ballast.			1	Mississippi River.	Jumping from wharf boat to vessel, fell between them.
Apr. 25	Idaho.	1,111	Buffalo, N. Y.	Hancock, Mich.	do.	General	132	38	1	Lake Erie.	Lost overboard.
Apr. 26	Cincinnati	927	Jersey City, N. J.	New York City	do.	Unknown	125	7	1	New York Harbor.	Fell into the crank pit, and was killed.
Apr. 27	W. F. Babcock.	2,130	Nanaimo, British Columbia.	San Francisco, Cal.	do.	Coal.		20	1	At sea	Fell from aloft, striking rail; died from injuries received.
Apr. 27	Panther	13	Provincetown, Mass.	Fishing.	do.	Ballast.		5	1	Cape Cod Bay.	Fell overboard from small boat.
Apr. 28	R. G. Magill.	66	James River, Va.	Philadelphia, Pa.	do.	Lumber		4	1	Chesapeake Bay.	Knocked overboard by boom.
Apr. 30	Fredonia	115	Gloucester, Mass.	Cape North.	do.	Unknown		18	1	Scatarey, Cape Breton.	Capizing of dory while overloaded with fish.
Apr. —	H. E. Willard	104	Barbados, West Indies.	Bangor, Me.	Total	Molasses		6	6	At sea.	Never heard from.
May 3	Alice M. Beers	154	Good Harbor, Mich.	Milwaukee, Wis.	No damage.	Unknown		6	1	Lake Michigan.	Washed overboard.
May 3	Glad Tidings.	183	Ludington, Mich.	Chicago, Ill.	do.	Lumber		6	1	Chicago Harbor, Ill.	Fell overboard from jib boom while furling sail.
May 6	M. P. Grace.	1,928	New York City.	San Francisco, Cal.	do.	Unknown		26	1	At sea.	Fell overboard from aloft.
May 9	Garland.	261	New Orleans, La.	Shreveport, La.	do.	do.	7	48	1	Red River, La.	Fell overboard.
May 9	Thomas Heidel.	10	Memphis, Tenn.	Island No. 40.	do.	do.			1	Mississippi River.	Do.
May 9	Reverly	440	Camden, N. J.	Philadelphia, Pa.	do.	Ballast.			1	Delaware River.	Jumped overboard.
May 13	Minnesota.	90	St. Pierre, Miquelon.	Flemish Cap.	do.	do.		16	2	At sea.	Capizing of dory while attending trawls.
May 13	C. B. Paine.	196	South Amboy, N. J.	Portsmouth, N. H.	do.	Unknown	6	6	1	Portsmouth, N. H.	Fell overboard.
May 13	Edward P. Boynton.	81	Gloucester, Mass.	Fishing.	do.	Ballast.	14	14	2	At sea.	Fell overboard while furling sail.
May 15	David Carll.	125	Tarpon Bay, Bahamas.	Baltimore, Md.	do.	Unknown		6	1	do.	Fell overboard.
May 16	Octavia.	95	Brashear, La.	New Iberia, La.	do.	do.		28	1	Bayou Teche, La.	Do.
May 16	New York.	1,922	Chicago, Ill.	Buffalo, N. Y.	do.	do.		18	1	Lake Erie.	Thrown overboard by falling of stage.
May 17	Valley Queen	411	New Orleans, La.	Shreveport, La.	do.	do.	3	50	2	Red River, La.	Died from injuries received from explosion of coal gas; vessel was destroyed by fire.
May 17	St. Charles.	1,749	Nanaimo, British Columbia.	San Francisco, Cal.	Total	Coal.		19	1	At sea.	

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Number of pas- sengers.	Number in crews.	Number lost.	Place of disaster.	Nature of casualty.
1892.												
May 19	Ogarilla .....	Am. lg. ....	575	Duluth, Minn. ....	Kingston, Ontario.	No dam- age.	Wheat. ....	.....	7	1	Lake Erie. ....	Fell overboard from bowsprit.
May 19	Lizzie Hoyer .....	Am. sc. ....	380	New York City. ....	Satilla, Ga. ....	.....do.	Unknown. ....	.....	7	1	Near Cape Henry, Va.	Fell from aloft.
May 19	Joseph B. Wil- liams. ....	Am. str. ....	802	New Orleans, La. ....	Louisville, Ky. ....	.....do.	Coal. ....	.....	57	1	Mississippi River. ....	Walked overboard while intoxicated (supposed).
May 19	Dan Kunz. ....	.....do. ....	99	Sandusky, Ohio. ....	Marblehead, Ohio. ....	.....do.	Ballast. ....	.....	10	1	Lake Erie. ....	Thrown overboard while standing on the rail by lurching of vessel.
May 19	Horace Taber. ....	Am. sc. ....	268	Cheboygan, Mich. ....	Chicago, Ill. ....	Partial ..	Cedar ties. ....	.....	7	1	Lake Michigan. ....	Thrown overboard by shifting of deck load in a gale.
May 20	City of London. ....	Am. str. ....	2,006	Duluth, Minn. ....	Buffalo, N. Y. ....	No dam- age.	Ballast. ....	.....	17	2	Buffalo Harbor, N. Y.	Fell into hold and died from injuries received.
May 20	L. P. ....	Br. sc. ....	98	St. John, New Brunswick. ....	New Bedford, Mass.	Total ....	Lumber and lime. ....	.....	5	5	Near Nauset Beach, Mass.	Lives lost by capsiz- ing of small boat. Vessel destroyed by fire.
May 21	William Renton. ....	Am. sc. ....	447	Pisagua, Chile. ....	San Francisco, Cal.	No dam- age.	Unknown. ....	.....	10	1	At sea. ....	Fell overboard from jib boom.
May 21	Minnette. ....	.....do. ....	24	San Francisco, Cal.	San Rafael, Cal. ....	.....do.	.....do. ....	.....	3	1	San Francisco Bay, Cal.	Fell overboard.
May 22	Rochester. ....	Am. str. ....	2,220	Milwaukee, Wis. ....	Buffalo, N. Y. ....	.....do.	.....do. ....	.....	25	1	Buffalo Harbor, N. Y.	Caught in the ma- chinery, and died from injuries re- ceived.
May 23	Truman Moss. ....	Am. sc. ....	219	Martins Bay, Mich.	Chicago, Ill. ....	.....do.	Cedar posts. ....	.....	7	1	Chicago Harbor, Ill.	Fell overboard.
May 26	James Guthrie. ....	Am. str. ....	732	Louisville, Ky. ....	Evansville, Ind. ....	.....do.	Unknown. ....	.....	.....	1	Evansville, Ind. ....	Fell overboard be- tween steamer and wharf while land- ing.

May 27	Hattie.....	Am. barge	85	Galveston, Tex.....	Sabine Pass, Tex.....	do.....	Ballast.....	12	1	Sabine Pass, Tex.....	Fell overboard from boat, which capsized while being hoisted. Bursting of steam pipe.
May 29	Imperial.....	Am. str.	17	New York City.....	Wilmington, N. C.....	do.....	do.....	3	1	Bordentown, N. J.....	Fell overboard while furling sail.
May 29	Mary C. Decker.....	Am. sc.	91	do.....	Green Turtle Cay, Abaco, Bahamas, New Orleans, La.....	do.....	Unknown.....	5	1	At sea.....	Fell overboard from barge in tow.
May 29	J. P. Jackson.....	Am. str.	258	Evansville, Ind.....	Port Townsend, Wash.....	do.....	Ballast.....	26	1	Ohio River.....	Fell overboard from rail.
May 31	Hesper.....	Am. bk.	695	Shanghai, China.....	San Francisco, Cal.....	do.....	Lumber.....	14	1	At sea.....	Jumped overboard (supposed).
June 1	Sagamore.....	do.	1,342	Port Gamble, Wash.....	do.....	do.....	Total.....	16	1	do.....	Vessel struck bridge, turned on beam ends, and broke up.
June 3	John Mathews.....	Am. str.	155	Lying in harbor.....	do.....	No damage.	Ballast.....	12	4	Van Buren, Ark.....	While shifting a cannon from one side of the vessel to the other, it discharged, injuring a seaman, who subsequently died.
June 8	Columbia.....	Am. sc.	106	do.....	do.....	do.....	Ballast.....	2	1	New York Harbor.....	Fell overboard while standing on rail.
June 9	Tasmania.....	do.	979	Ashtabula, Ohio.....	Ashland, Wis.....	do.....	do.....	8	1	Near Sand Beach, Mich.....	Fell overboard while furling sail.
June 11	Lakme.....	Am. str.	529	Guatemala, Central America.....	San Francisco, Cal.....	do.....	Unknown.....	21	1	At sea.....	Jumped overboard while insane.
June 11	Plymouth.....	do.	3,771	New York City.....	Fall River, Mass.....	do.....	General.....	742	1	Near Watch Hill, R. I.....	Jumped overboard (supposed).
June 12	Rebecca M.....	Am. sc.	23	Cruising.....	do.....	do.....	Unknown.....	16	4	New York Harbor.....	Vessel capsized by a whirlwind.
June 14	Annie.....	Am. st. launch.	5	Hamden, Me.....	Bangor, Me.....	do.....	Ballast.....	15	2	Penobscot River.....	Fell from aloft.
June 15	Elmiranda.....	Am. bk.	656	Portland, Me.....	Buenos Ayres, South America.....	do.....	Unknown.....	25	1	Ohio River.....	While climbing up side of vessel, lost hold on rope and fell overboard.
June 15	John Barrett.....	Am. str.	187	Cincinnati, Ohio.....	Hathaway, Tenn.....	do.....	Ballast.....	38	1	Norfolk, Va.....	Caught in tow line, and pulled overboard.
June 15	Essex.....	Am. ss.	2,531	Baltimore, Md.....	Boston, Mass.....	do.....	Unknown.....	7	1	Detroit, Mich.....	Fell overboard while intoxicated.
June 18	James C. King.....	Am. sc.	512	Manistee, Mich.....	Tonawanda, N. Y.....	do.....	do.....	7	1	Gulf of Mexico.....	Jumped overboard.
June 20	Annie Root.....	do.	47	Galveston, Tex.....	Sabine Pass, Tex.....	do.....	General.....	7	1	Hudson River.....	While intoxicated, went to sleep on bowsprit and fell overboard.
June 25	Tolchester.....	Am. str.	672	New York City.....	Peekskill, N. Y.....	do.....	Ballast.....	18	1	Savannah, Ga.....	Fell overboard from rail.
June 25	Charlotte.....	Am. sc.	73	Lying at wharf.....	do.....	do.....	Shells.....	6	1	Delaware River.....	
June 26	Major Reybold.....	Am. str.	531	Wilmington, Del.....	Fort Delaware, Del.....	do.....	Unknown.....	400	1	do.....	

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Number of pas- sengers.	Number of lives lost.	Place of disaster.	Nature of casualty.
1892 June 27	C. P. Minch .....	Am. sc. ....	408	Portage Entry, Mich.	Buffalo, N. Y. ....	No dam- age.	Stone .....	.....	7	Lake Erie .....	Fell overboard while reefing sail.
June 28	Kennebec .....	Am. ss. ....	1,652	Boston, Mass. ....	Bath, Me. ....	do .....	General .....	160	35	Near Seguin Island, Me.	Thrown overboard by sudden lurching of vessel.
June 28	Napoleon Mulli- ken.	Am. str. ....	354	St. Louis, Mo. ....	East St. Louis, Ill. ....	do .....	Unknown .....	25	6	Mississippi River .....	Jumping from the wharfboat to steam- er, fell into the river.
June 29	Howard Hol- brook.	Am. sc. ....	97	Bay Bulls, New- foundland.	Grand Bank. ....	do .....	do .....	.....	16	At sea .....	Capsizing of dory while returning from trawls.

Totals: Vessels, 330; tonnage, 161,905; total losses, 25; partial losses, 24; no damage and damage unknown, 281; number of passengers, 4,892; number in crews, 5,264; number of lives lost, 803.

TABLE 65.—Summary of wrecks and casualties on or near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1892, involving loss of life.

Coasts, etc.	Foundering.				Strandings.				Collisions.				Other causes.				Totals.				
	Vessels.	Tonnage.	Passengers.	Crews.	Lives lost.*	Vessels.	Tonnage.	Passengers.	Crews.	Lives lost.*	Vessels.	Tonnage.	Passengers.	Crews.	Lives lost.*	Vessels.	Tonnage.	Passengers.	Crews.	Lives lost.*	
Atlantic and Gulf coasts.....	3	1,132	.....	13	7	8	3,765	.....	100	28	7	741	.....	49	6	8	1,270	.....	58	13	220
Pacific coast.....	2	829	.....	14	13	5	3,314	.....	2	80	46	2,740	.....	2	53	7	3,321	.....	2	71	160
Great Lakes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
Rivers.....	.....	426	5	24	2	1	311	.....	1	3	5	63	.....	8	2	8	3,602	.....	7	15	38
At sea and in foreign waters.....	.....	2,563	.....	25	18	3	982	.....	54	21	1	.....	.....	.....	.....	22	9,066	.....	247	410	498
Total.....	10	4,947	5	76	40	17	8,362	2	250	98	13	3,544	2	105	19	49	18,656	765	635	489	774
Coasts, etc.																					
Vessels totally lost.										Vessels damaged.										Aggregate.	
Vessels.	Tonnage.	Passengers.	Crews.	Lives lost.*	Vessels.	Tonnage.	Passengers.	Crews.	Lives lost.*	Vessels.	Tonnage.	Passengers.	Crews.	Lives lost.	Vessels.	Tonnage.	Passengers.	Crews.	Lives lost.*		
Atlantic and Gulf coasts.....	16	5,381	.....	146	47	10	1,827	.....	74	10	68	26,530	1,452	1,123	82	94	33,438	1,452	1,343	139	
Pacific coast.....	6	4,187	.....	129	47	3	824	.....	31	3	16	6,535	620	228	23	25	11,246	622	388	76	
Great Lakes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Rivers.....	.....	2,509	2	56	30	6	4,689	.....	2	68	40	28,734	1,333	395	41	55	35,932	1,337	517	79	
At sea and in foreign waters.....	.....	2,984	130	166	34	1	1,107	368	.....	72	16	70	21,517	1,658	1,347	73	81	25,608	2,156	1,585	122
Total.....	21	7,890	270	436	.....	7	4,711	.....	96	13	95	59,941	2,061	1,556	108	123	72,542	538	1,892	557	
Total.....	59	22,951	404	727	594	30	12,558	370	389	52	289	143,257	4,129	4,649	327	378	178,766	4,903	5,715	973	

\* Exclusive of lives lost on vessels not damaged, for the number of which see appropriate column.

NOTE.—Of the 646 lives lost on vessels sustaining material damage, 79 were lost on steamers and 567 on sailing vessels.



TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years.*

## ATLANTIC AND GULF COASTS.\*

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MAINE.											
Blue Hill Bay:											
Black Island.....	1										1
Blue Hill Falls.....								1			1
Burnt Coat Island (ledge southwest of).....			1								1
Heron Island.....				1							1
Placentia Island.....				1							1
Tinkers Island.....									1		1
York Narrows.....					1						1
Blue Hill Bay approaches:											
Black Ledge.....	1										1
Brimstone Ledge, near Burnt Coat Harbor.....						1					1
Burnt Coat Harbor.....							1				1
Great Duck Island.....	1				1					1	3
Great Spoon Island, off Isle au Haut.....						1					1
Johns Island Ledge, near Burnt Coat Island.....	1										1
Little Duck Island.....								1			1
Long Island.....							1	1			2
Sisters, The, near Burnt Coat Island.....				1							1
Spoon Island.....								1			1
Boothbay:											
Boothbay and Townsend Harbor.....	3			1						1	5
Damiscove Island.....			1			1					2
McKowns Point.....								1			1
Southport Island.....								1			1
Spruce Point.....										1	1
Squirrel Island.....			1		2						3
Cape Elizabeth.....	1	1	2	1						1	6
High Head.....						1					1
Maxwell's Point.....									1		1
Portland Head.....						1					1
Cape Neddick:											
Cape Neddick Roads.....							1				1
Boon Island.....								1			1
Boon Island Ledge.....			1							2	3
Cape Porpoise.....				1	1					1	3
Bumpkin Island.....				1							1
Folly Island.....					1	1				1	3
Old Prince, The.....						1					1
Timber Island.....							1				1
Cape Small Point.....		2		1				1			3
Fullers or Glovers Rock.....							1				1
Carvers Harbor.....				1							1
Bunkers Ledge.....	1										1
Casco Bay:											
Aldens Rock.....			1		1						2
Bangs Island.....			1			1	1				3
Birch Point Ledge.....									1		1
Broad Cove Rock.....		1									1
Chebeag Island.....			1								1
Cundiz Harbor.....								1			1
Green Island Reef.....				1							1
Haddock Rock, Broad Sound.....					1						1
Half Way Rock.....								1			1
Harpswell.....					1					1	2
Junk of Pork.....										2	2
Long Island.....							1				1
Peaks Island.....	1					1				1	3
Ragged Island.....								1			1
Ram Island.....		1	2								3
Richmonds Island.....			3				1	2			6
White Head Passage.....								1			1
Cobscook Bay:											
Leightons Rock.....					1						1
Sunken Ledge in.....							1				1
Cranberry Island, Great.....	1	2		2		1		1		1	8
South Bunkers Ledge.....			1						1		2
Sperlins Point.....			1	2						1	4
West Bunkers Ledge.....								1			1
Cranberry Island, Little.....	3	6	4	2	4	1	1	1	1	1	24
Hadlocks Point.....						1					1
Hardings Ledge.....										1	1
Cutler and approaches.....	2		1	6	1	1	3	2	1		17

\*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MAINE—continued.											
Damariscotta River and approaches:											
Bristol Neck.....							1				1
Fishermans Island.....							1				1
Heron Island, outer.....									1		1
Heron Island Ledge, outer.....				1							1
Hypocrite Ledge.....					1	1					2
Thread of Life Ledge.....								1			1
Deer Island Thoroughfare:											
Andrews Island (ledge near).....						1					1
Crotch Island Ledge.....						1					1
Dow Ledges.....	1										1
Dumpling or Eastern Mark Island Ledge.....				1						1	2
Moose Island.....									1		1
Webbs Cove.....						1					1
Deer Isle:											
Greens Landing.....					1					2	3
Eastport Harbor.....									1		1
Clarkes Ledge.....		1									1
Gleasons Cove.....						1					1
Halletts Point, near Buckmans Head.....				2							2
Paines Ledge.....			1								1
Eggemoggin Reach:											
Harbor Island.....							1				1
Triangles, The.....					1						1
Englishmans Bay:											
Man Island.....		2									2
Steel Coat or Steel Harbor Island.....	1	1	1								3
Fishermans Island Passage. (See Moos-a-bee Reach.)											
Fletchers Neck.....	1	2	3	2			5		2		15
Beach Island Ledge.....	1										1
Dansburys Reef.....				1							1
Fox Island Thoroughfare:											
Fiddlers Ledge.....	1										1
Iron Point.....					1						1
Mullens Cove.....							1				1
Thomas Ledge.....		1									1
Youngs Point.....	1										1
Frenchmans Bay:											
Grindstone Neck.....									1		1
Pulpit Ledge.....										1	1
Round Porcupine Island.....									1		1
Sullivan Harbor.....							1	1			2
Frenchmans Bay approaches:											
Bakers Island.....					1				2	2	5
Schoodic Island.....								1			1
Harrington Bay and River.....				1							1
Pinneos Point.....						1					1
Strouts Island.....									1		1
Kennebec River (mouth of).....		2				1	2		1	2	8
Dix Island.....									1		1
Hunniwells Beach.....		1	2		1				1	3	8
Hunniwells Point.....	1	2	1				3				7
Jacks Rock.....									1		1
Long Island.....					1				1		2
Parkers Flats.....									1	1	2
Perkins Island Flats.....									1		1
Pond Island.....					1						1
Stage Island.....			1			1					2
Sugar Loaves, The.....			1	1		1	4	1			8
Whales Back.....								1			1
Wood Island Ledges.....				1							1
Kennebec River approaches:											
Heron Island.....				1							1
Seguin Ledges.....									1		1
Kennebunkport.....					1	1				1	3
Lubec Narrows.....		1								1	2
Machias Bay:											
Bare Island.....										2	2
Birch Point.....				1							1
Chances Island.....								1			1
Cross Island.....		2	1					3			6
Dogfish Ledges.....					1						1
Fosters Island.....									1		1
Libbey Islands.....	2		1			1		1	2		7

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MAINE— continued.											
Machias Bay—Continued.											
Machias.....										1	1
Ram Island.....								1			1
Salt Island.....						1					1
Spragues Neck.....		1									1
Starboard Island.....									1	1	2
Machias Bay, Little:											
Double Headed or Double Shot Island.....	1							1			2
Old Man Island.....								1			1
Moos-a-bee Reach:											
Beals Island.....									1		1
Browney Island Ledge, Fishermans Island Pas- sage.....										1	1
Channel Rock.....	1										1
Corn Ledge, Fishermans Island Passage.....			1								1
Crumple Island, Fishermans Island Passage.....					1			1			2
Duck Ledges.....			1	1							2
Egg Rock, Fishermans Island Passage.....								1			1
Fishermans Island.....			1								1
Goose Island.....									1		1
Great Wass Island.....			1					1			2
Green Island Ledge.....	1				1						2
Hardwood Island.....			1	1							2
Head Harbor Island.....					1						1
Hopkins Point.....									1		1
Horse Ledge.....							1				1
Jonesport.....		1				3		2			6
Kelleys Point and ledges near.....			3			1			2		6
Knights Island.....		1									1
Novas Rock.....		1					2				3
Sawyers Cove.....					1	3					4
Sea Duck Rock, Fishermans Island Passage.....						1					1
Sea Horse Rock, Fishermans Island Passage.....	1										1
Sheep Island.....		1									1
Western Egg Rock, Fishermans Island Passage.....							1			1	2
Moose Cove:											
Shag Rocks.....										1	1
Mount Desert Island:											
Bar Harbor.....				1					1		2
Bass Harbor Bar and Head.....							1				3
East Bunkers Ledge (south of island).....	2		1							2	5
Seal Cove (west side of island).....			1								1
Seal Harbor.....					1						1
Southwest Harbor.....						1			1		2
Suttons Island (ledges near).....	1	1	1	1	2	1	2		2		10
Mount Desert Rock.....	1										1
Muscle Ridge Channel:											
Andrews Island.....							1				1
Ash Island Ledge.....										1	1
Burnt Island and Ledges.....			1	1	1					2	5
Channel Rock.....		1					1				1
Clam Ledges.....											1
Dix Island.....											1
Ebens Island.....											1
Grindstone Ledge.....		2		1				1			5
Hay Island Ledge.....		1				1	5				8
Hurricane Ledge.....	1					1					3
Lark Ledges.....											1
Long Ledge, Seal Harbor.....		3		3	2	3		1			13
Lower Gangway Ledge.....		1			1		2				4
Munroe Island.....	1			1	1						3
Northwest Ledge.....										1	1
Nortons Island and Ledges.....								1	1		3
Otter Island Ledge.....	1					1					3
Rackliffs Island, Seal Harbor.....	2										2
Seal Harbor.....		2	3	3	1	1	1	3	1	1	16
Sheep Island Bar.....		1		1							2
South Thomaston (ledge near).....		1									1
Spruce Head Island.....	1	1					2				6
Sunken Ledge.....						1					1
Upper Gangway Ledges.....								1			1
Weskeag River (mouth of).....				1	1						2
White Head Island.....	1			1	1			3	1		7
Yellow Ledges.....			1					1			2

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MAINE—continued.											
Muscongus Bay:											
Devils Back Ledge.....	*		1								1
Half-Tide Ledge.....						1					1
Kegs, The.....					1						1
Muscongus Bay approaches:											
Monhegan Island.....		1								2	3
Monhegan Island and Penaquid Point (between).....			1								1
New Harbor, Sunken Ledge.....				1							1
Narragaus Bay and approaches:											
Bois Bubert Island.....							1				1
Millbridge (ledge near).....						1				1	2
Pond Island.....										1	1
Pembroke.....	1										1
Penobscot Bay:											
Fort Point.....								1			1
Fox Islands.....				2				1			3
Isle au Haut.....					1		1				2
Long Island.....			1								1
Ragged Island.....					1					1	2
Seal Island.....								1			1
Vinal Haven Island, Carvers Harbor.....							1				1
Vinal Haven Island, Roberts Harbor.....										1	1
Penobscot Bay, East:											
Holbrooks Island.....					1						1
Kimballs Island and Ledges.....	1			1							2
Western Island.....									1		1
Penobscot Bay, West:											
Camden.....		1									1
Crabtree Point.....				1							1
Crow Cove, Long Island.....							1				1
Drunkards Ledge.....								1			1
Goose Rock (off Rockport).....							1				1
Green Island, near Leadbetters Island.....									1		1
Green Island, Little (west of Metinic Island).....							1				1
Heron Neck (ledge near).....									1		1
Matinicus Island.....			1								1
Meticinic Island.....				2							2
Northern Triangles, The.....			1		1					1	3
Northport.....					1						1
Old Man Ledge.....			1	1	2						4
Outer Green Island Ledges.....						1					1
Outer Ledge, entrance Camden Harbor.....	1										1
Owls Head.....		1					1				2
Roaring Bull Ledges.....								1			1
Rockland.....						2	2			2	6
Rockport.....		1						1		1	3
Sears or Brigadier Island.....			1								1
Searsport.....							1	1			2
Seven Hundred Acre Island.....									1		1
Ten Pound Island.....								1			1
Two Bush Reef.....		1									1
Pigeon Hill Bay:											
Egg Rock.....								1			1
Pleasant Bay approaches:											
Green Island.....							1				1
Nashs Island.....		1			2			1			4
Wass Point.....	1										1
Portland Harbor:											
Cushings Point.....							1				1
Fort Preble (near).....		1									1
Hog Island Ledge.....	1										1
Spring Point Ledge.....						1		1			2
Portsmouth Harbor (Maine side):											
Clarks Island.....				1	1						2
Fishing Islands.....	1							1	1		3
Gerrish Islands.....	2							1			3
Hicks Rocks.....									1		1
Jamaica Island (near Kittery).....	1							1			2
Kittery Point.....			1			1					2
Kittery (ledge near).....		1	1								2
Seaveys Island.....			1								1
West Sister, The.....										1	1
Wood Island.....			1					1			2
Prospect Harbor.....									1		1
Old Man, The.....							2				2

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Fiscal year ending June 30—											
Name of place.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Total.
MAINE—continued.											
Quoddy Roads:											
Black Rock.....						2					2
Crowells Ledge.....		1	2	2		1					6
Middle Ground.....	2	2	2	3							9
One mile northwest of life-saving station.....						1					1
Sail Rock.....		1				1			1		3
West Quoddy Head.....	1	1	2	7						2	13
West Quoddy Head, Carrying Point Cove.....						1				1	2
Woodwards Point.....							1				1
Wormells Ledge.....	1		1	2		5	1	1			11
Saco Bay:											
Eagle Island.....									1		1
Lobster Rocks.....		1						1			2
Negro Island.....		1	1		1	1	2	1	1	2	10
Old Orchard Beach.....						1					1
Prouts Neck (rock off).....				1							1
Stage Island.....		1									1
Strattons Island and Rocks near.....					1				1		2
Wood Island.....	1	1	1	1	2	2	1			2	11
Saint Croix River:											
Red Beach.....							1				1
Saint Georges River and approaches:											
Davis Straits.....					1		3				4
Georges Islands.....			1								1
Harts Island Bar and Ledges.....								1		2	3
Herring Gut.....				1							1
Mosquito Island.....	1				1			1	1	2	6
Old Cilley Ledge.....					1				1		2
Port Clyde.....		1	1				1				3
Sheepscot Bay and River.....			1								1
Barters Island.....						1					1
Black Rock.....				1							1
Clows Ledges.....			1								1
Cuckhold*, The.....	1						1				2
Hardings Ledge.....										1	1
Jewetts Cove.....										1	1
McMahons Island.....							1				1
Southport Island (Christmas Cove).....				1							1
Toms Rock.....				1	1						2
Tennants Harbor.....				1	1		1			1	4
Harts Ledge.....		1									1
Harts Neck.....											1
Long Cove.....						1					1
Southern Island.....				1			1			1	3
White Ledge.....		1									1
Trescott Shag Rocks.....					1						1
West Quoddy Head. (See Quoddy Roads.)											
Whealers Bay.....	1										1
Clarks Island.....						1					1
Hen Island.....	1										1
High Island Ledge.....						1					1
Norton Island Ledges.....					1			1			2
York River and Approaches:											
Harris Point Ledge.....							1				1
Stones Rock.....								1			1
York Ledge.....									1	2	3
NEW HAMPSHIRE.											
Hampton:											
Hampton Ledges.....	1		1	1							3
Hampton Shoals.....					1						1
Little Boars Head.....			1								1
Isles of Shoals:											
Andersons Ledge.....			1								1
Smutty Nose Island.....	1										1
Square Rock.....								1			1
Star Island.....		1									1
Portsmouth Harbor (New Hampshire side):											
Port Point.....		1					2	1	2		5
Jerrys Point.....							1				4
Odiornes Point.....			1	1				1			3
Portsmouth.....		4									4
Rye Beach.....					2	1					3
Foss Ledges.....				1	1						2
Wallis Sand.....										1	1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MASSACHUSETTS.											
Boston Bay and Harbor.....				1					1	1	3
Brewsters, The.....		1		1			1				3
Calf Island.....				1							1
Castle Island.....									1		1
Cohasset Harbor.....							1				1
Cohasset Rocks.....			1								1
Deer Island.....				1			1	1			3
Devils Back.....	1				1		1		1		4
Fawn Bar.....										1	1
Gallups Island.....	2				1						3
Georges Island.....					1			2		3	6
Graves, The.....							1				1
Great Fawn Bar.....					2						2
Green Hill.....			1								1
Hardings Ledge.....	1	1					3		1		6
Hog Island.....							1		1		2
Hull Beach.....							1				1
Little Nahant.....		1									1
Long Island.....				1							1
Lovells Island.....				1	1	1	1	2			6
Middle Ground.....								1			1
Nahant.....									1		1
Nantasket Beach.....				1			2				3
Peddocks Island.....					1						1
Pleasant Beach.....							1				1
Point Allerton.....		1					1	1			3
Presidents Roads.....				1							1
Quincy Beach.....							1				1
Rainsford Island.....		1									1
Rams Head.....			1						1		2
Shag Rocks.....			1								1
Toddy Rocks.....					1		1			1	3
Weir River, entrance to Hingham Harbor.....							1				1
Windmill Point.....								1	1	1	3
Buzzards Bay:											
Bents Ledge.....						1					1
Black Rock.....						1					1
Clarks Point (rock near).....						1					1
Dumpling Rock.....										1	1
Egg Island.....						1					1
Great Ledge.....							1				1
Hen and Chickens.....	1				1		1		1		4
Mattapoisett Ledge.....			1								1
Mishaum Point.....					1						1
Moshers Point.....							1				1
New Bedford Harbor.....	1		1		1		1				4
Onset Island.....		1									1
Penikese Island.....		1									1
Ram Island.....						1					1
Buzzards Bay approaches:											
Gooseberry Neck.....	1										1
Horse Neck Beach.....			1								1
Cape Ann:											
Annisquam.....									2		2
Averys Ledge (approaching Rockport).....	1		2								3
Bemo Ledges.....		1		1		1					3
Braces Cove.....									1		1
Brier Neck.....							1				1
Eastern Point.....		1	3					1			5
Fresh Water Cove.....											1
Gloucester.....	1	1	1	1	1	2	2		1		10
Lanesville.....			1	1		1	2	1			6
Londoner, The (near Thatchers Island).....	1							2	1		4
Milk Island.....					2		1	1			4
Normans Woe.....	1			1							2
Pigeon Cove.....							1			1	2
Rockport.....	1	1								1	3
Salt Island Ledge.....		1									1
Salvages, The (off Rockport).....				1				1			2
Straitsmouth Island.....	1		1				1				3
Ten Pound Island.....				1			1				2
Thatchers Island.....			1	1							2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MASSACHUSETTS—continued.											
Cape Cod:											
Bearse Shoal.....		3	1		1	2	1		2		10
Cahoons Hollow.....				1			1				2
Chatham.....	2	1				1		1			5
Chatham Bar.....	2	3	2	6	1	2	4	4	2	2	28
East Orleans.....	1										1
Highland Light.....			1		1						2
Monomoy Point.....	2	1				1		1			5
Nauset Beach.....	1		2	2	2	1		1	2	3	14
Orleans Beach.....	1					3		1	1		7
Panet River.....				1	1			1			3
Peaked Hill Bar.....		2	3	6	2	2	2				18
Pollock Rip.....	1	1	1	1	2	2	1		5	1	15
Race Point.....	1	2	2	2		2	5	3	3	1	21
Shovelfull Shoal.....		5	2	5	3	1	1	3	5		25
Stone Horse Shoal.....	1	1			1	1	1	1			6
Cape Cod Bay:											
Barnstable.....							1				1
Billingsgate Shoal.....				1							1
East Dennis.....							1				1
Long Point.....				1		2				1	4
Manomet Point.....					1						1
North Dennis.....										1	1
Provincetown.....		1		1			2		3		7
Sandwich.....						1	1				2
South Truro.....						1					1
Wellfleet.....		1		1				2	1		5
Wood End.....				2					3		5
Yarmouth Flats.....									1		1
Duxbury Beach.....					1						1
Brant or Green Harbor Point.....						2					2
High Pine Ledge.....			1		1						2
Fall River.....					1						1
Gurnet Point.....		1	2							1	4
Ipswich Bay:											
Essex Bar.....					1						1
Ipswich Bar.....	2		1	1		1	1		1	2	9
Squam Beach.....	1	1					2	1			5
Lynn Harbor.....		1						1	1		4
Manchester.....										1	1
Marblehead.....							2				2
Martha Vineyard:											
Cape Poge.....	2	1	1			1			1	2	8
Cedar Tree Neck.....							1				1
Chappaquiddick Point.....			1	1			1				3
Cottage City.....				1							1
East Chop.....				1							1
Edgartown.....		3		3	1	2	2	1	3	4	19
Gay Head.....	2		1	1					2		6
Gay Head, Devil's Bridge.....		1								1	2
Menemsha Bight.....							1	2			4
Old Mans Ledge (near No Mans Land).....		1									1
Vineyard Haven.....	1	3	2	1	6	1	1	4		3	22
West Chop.....		1			1	1		1	4		8
Nahant Bay:											
Phillips Point.....		1				1					2
Swampscott.....									1		1
Nantucket:											
Bar and Bay.....	1		3		1	2					7
East Side of.....								1			1
Great Point and Great Rip.....		2	2		3	1	3	3			14
Squam Head.....				1							1
Surfside.....				1	2						3
Nantucket Shoals.....	2	2		2	1	2		1		2	12
Nantucket Sound:											
Bishop and Clerks Shoal.....		1						3			4
Centerville (ledge near).....		1									1
Common Flats (near Chatham Roads).....	1	1	1		1	1	2				7
Dennisport and Beach.....						1			5		6
Eldridges Shoal.....				1						1	2
Great Round Shoal.....		1						1		1	2
Handkerchief Shoal.....	2	1		3	1	3	5	1	6	3	25
Hardings Beach, Chatham Roads.....		3									3
Harwichport.....										2	2
Hawes Shoal.....	1								1		2



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
Herring River Bar (off Harwich).....						1					1
Horseshoe Shoal.....		1									1
Hyannis.....	1				1	1	1		1		5
Hyannis Roads, Middle Ground.....						1					1
Kill Pond Bar.....				3				1			4
Long Shoal.....		1					1				2
Monomoy Island (shoals west side of).....				1						2	3
Muskeget Island.....		1	4								5
Osterville.....				1		1					2
Shovelful Shoal (near Tuckernuck Shoal).....						1			4		5
Tuckernuck Shoals.....	2		6				1	1			9
Wreck Shoals.....							1				1
Newburyport approaches:											
Black Rocks.....			1								1
Newburyport Bar.....	2	6	2	2	3	1		1	4		21
Plum Island Point.....											1
Salisbury Point.....			1	1							2
Plum Island.....	2	2		3	2		1		1	1	12
Plymouth Bay:											
Browns Bank, or Browns Island.....		3		1	2	1	1				8
Dicks Flat.....	1		1		1						3
Long Beach.....					1						1
Plymouth.....		1	1				2			1	5
Salem Harbor and approaches:											
Bakers Island and Shoals.....					3						3
Coney Island Ledges.....						1	1				2
Misery Island and Ledges.....							1		1		2
Salem Harbor.....		1	1				1			1	4
South Gooseberry, The.....					1						1
Scituate.....		3	1	4	3		4	1	2	1	19
Fourth Cliff.....					1	2					3
Vineyard Sound:											
Cuttyhunk Island.....		2		1		2	3	3	5	2	18
Falmouth.....						1	1				2
Hedge Fence Shoal.....	2	2	1	1		2					8
L'Homme à Dieu Shoal.....		1		2	1		2	1	4	1	12
Middle Ground.....				1							1
Nashawena Island.....					1	2	1				4
Naushon Island.....	1				4				1	1	7
Nobska Point.....						1		1			2
Nonamesset Island.....	2								1		3
Pasque Island.....					1		3		2	5	11
Quicks Hole.....				1				1			2
Robinsons Hole.....		1					1			1	3
Sow and Pigs.....		1	1	2			1		1		6
Squash Meadow Shoals.....					1						1
Tarpaulin Cove.....				1					3	1	5
Woods Holl.....	2	1		1				1	1	1	7
RHODE ISLAND.											
Block Island.....		2									2
Black Rock.....									1		1
Block Island Breakwater.....			1	1		1	1		1	1	6
Clay Head Point.....				1							1
East side of.....	6		4	1	2	6		2		2	23
Northwest shore of.....	2				1						3
Sandy Point.....			1								1
South and southwest shore of.....	1	2	1		2			1			7
West side of.....	1				5	1		1			8
Charlestown Beach.....	1									2	4
Narragansett Bay:											
Beaver Tail Point.....		1									1
Black Point.....									1		1
Brentons Reef.....									1		1
Butter Ball Rock.....									1		1
Caseys Point.....			1							1	2
Castle Hill.....				2							2
Coasters Harbor Island.....										1	1
Coddington Point.....								1			1
Conanicut Island.....	1			1				2			4
Despair Island.....			1								1
Dutch Island.....		2	1				1		2	1	7



TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Dyers Island (rocks off).....			1		1				1		2
Fullers Rock, Providence River.....											1
Gould Island, Sakonnet River.....						1					1
Hog Island.....						1	1				2
Narragansett Pier.....		1				2		1			4
Nayat Point.....			1								1
Newport.....	1					1			4		6
Popasquash Point.....					1				1		2
Portsmouth.....										1	1
Plum Beach Shoal.....						1					1
Prudence Island.....		2		1					2		5
Rose Island.....		1					1			1	3
Sakonnet Point.....		1		1	2				1		5
Sisters, The.....										2	2
Warrens Point, Elishas Ledge.....						1					1
Warwick Neck.....	1		1								2
Wesqueague Beach.....				1							1
Wickford.....	1										1
Narragansett Bay, Little:											
Seal Rocks.....			1								1
Point Judith.....	1	3		2	2	2	3	1			14
Three miles west of.....											1
Squid Ledge.....	1							1			2
Quonocontaug Beach.....			1	1		1					3
Watch Hill.....			2	1	1		3		1	2	10
Catumb Reef.....			1	1					2		4
Napatree Point.....				2	1	1	2	4	2	1	13
Sugar Reef.....	1	1						1			3
CONNECTICUT.											
Black Point (rock 3 miles west of).....				1							1
Branford Reef.....									1		1
Bridgeport.....	1				1	1					3
Charles Island.....			1								1
Connecticut River (mouth of):											
Blackhall Point.....								1			1
Cornfield Point.....	1								1		2
Cornfield Point Shoal.....		1		1							2
Hatchetts Reef.....		1							1		1
Saybrook Bar.....		1	1	1					2		5
Cows, The, near Shippan Point.....	1										1
Fishers Island Sound:											
Bartletts Reef.....						1					1
Groton Long Point.....							1				1
Latimers Reef.....	1		1					1		1	4
Middle Ground.....					1						1
Morgans Point.....		1									1
Noank (near).....									1		1
Noyes Rocks.....				1							1
Windmill Point.....			1								1
Greenwich Point.....									1		1
Guilford.....		1						1			1
Hammonasset Point.....					1						1
Long Island Sound (near the coast of Connecticut):											
Bartletts Reef (near light-vessel).....	1							1			2
Calf Island, or The Calves.....	1										1
Captains Islands.....							1		1		2
Crane Reef.....	1		1								2
Faulkners Island.....			1						1		2
Goose Island (near Faulkners Island).....				1							1
Greens Ledge (west of the Norwalk Islands).....					1				1		1
Long Sand Shoal.....											1
Norwalk Islands.....								1	2	1	4
Penfields Reef.....	1							1		1	3
Stratfords Shoals, or Middle Ground.....		2									2
Squaw Island.....						1					1
Thimbles, The.....								1			1
Wheatons Reef.....	1			2							3
Madison.....								1			1
Merwins Point.....		4									4
Millstone Point (near Niantic Bay).....	1								1		2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
CONNECTICUT—continued.											
New Haven Harbor:											
Adams Fall Ledge.....			1			1					2
Luddington Rock.....	1	1		1							3
Marion Point.....						1					1
New Haven.....		2	2	2			1	2			9
New London Harbor and approaches:											
Black Rock.....	1						1	1			3
Eastern Point.....							1				1
Goshen Reef.....		1			1						2
New London.....					1	1					2
Pequot (near).....						1					1
Sachems Head.....						1					1
Shippan Point Shoals.....				1			1		1		3
Stamford.....				1							1
Stonington Harbor.....		1	1								2
Stratford Bar.....				1				1			2
Stratford Beach.....	1					1					2
NEW YORK.											
Block Island Sound:											
Fort Pond Bay.....		1									1
Gardiners Island.....		1						1	1		3
Shagwong Reef.....				1				1			2
Washington Shoal.....		1									1
East River:											
Blackwells Island.....	1	2		1			1		1	3	9
College Point.....		1	1		1	1					4
Factory Rock.....								1			1
Governors Island.....									2	1	3
Hell Gate.....	2		1	1		1	1	5	4		15
Hell Gate, Flood Rock.....	1	1			1	2		1			6
Hell Gate, Halletts Point.....						1					1
Hell Gate, Mill Rock.....										1	1
Hell Gate, Negro Head.....	1	2									3
Hell Gate, Rylanders Reef.....									1		1
Hell Gate, Sealy Rock.....			1								1
Hell Gate, The Gridiron.....	1										1
Hell Gate, The Hogs Back.....		1					1		1		3
Lawrence Point.....										2	2
Man-of-War Rock.....										2	2
Middle Ground, near Lawrence Point.....				1			1	1			3
Newtown Creek (mouth of).....		1	1								2
North Brother.....			2		1				1		4
Randalls Island.....	1						1				2
Reef off Tenth street, New York City.....									1		1
Rikers Island.....			1		1		1				3
Rock off East Fifty-sixth street, New York City.....										1	1
South Brother, The.....						1	1				2
Sunken Meadows, The.....				1		1	2				4
Wards Island.....									1		1
Gardiners Bay:											
Bens Point.....					1						1
Deep Hole.....				1							1
Gardiners Island (see Block Island Sound).											
Long Beach Bar.....						1					1
Long Island (outside):											
Amagansett.....		1									1
Coney Island.....	1	1	1				5	2			10
Ditch Plain.....							1				1
East Hampton Beach.....				1							1
Fire Island Beach.....	1	2	3		2		2	1	1	2	14
Fire Island Inlet.....	1				1	7	6	2	1	2	20
Hog Island Inlet.....	2	2	1	1		1					7
Jamaica Bay.....										1	1
Jones Beach.....		1					1	3		1	6
Long Beach.....					1				1		2
Montauk Point.....		1				1	1	1			4
Moriches Beach.....			3	2	2			1			8
Napeague.....		2			2	3	1			1	9
New, or Jones Inlet.....	1	1	3	2	1		1	2	3	3	17
Oak Island.....	1	1	1	1		1					5
Rockaway and Far Rockaway Beach.....	1			2			1		1	1	6
Rockaway Inlet and Shoals.....		1	4	4	2	2	6	3	2	2	26
Shinnecock Beach.....		1	2	1						1	5
Smith Point.....	1										1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
NEW YORK—continued.											
Long Island Sound:											
Baiting Hallow Beach .....				1			1				2
Browns Hills .....							1	1			2
Center Island Reef .....					1						1
City Island .....			3	2							5
Crab Meadow .....					1						1
Duck Pond Point .....								1			1
East Clump (rock near) .....				1							1
Eatons Neck .....	5			1	2	1	5	2		1	17
Execution Rocks .....							1				1
Fishers Island .....	2	1	1	1	1	2	2			1	11
Gangway Rock .....		1									1
Glen Cove .....										1	1
Hallocks Landing .....								1			1
Hart Island .....	2			2	2			1	1		8
Hewletts Point .....		1		1						1	3
Hortons Point .....		1							1		2
Huntington .....						1		1			2
Kings Point .....				1							1
Larchmont .....										2	2
Little Gull Island .....									1	1	2
Lloyds Neck .....			1		2		1			1	5
Luces Landing (near Jacobs Hill) .....		1									1
Matinecock Point .....		2									2
Mattituck Beach .....		1									1
Mount Misery .....							1				1
New Rochelle Harbor .....								1			1
Northwest (3 miles east of Sag Harbor) .....		1									1
Oak Neck Point .....			1								1
Old Field Point Light .....		1						1			2
Orient Beach .....				1							1
Oyster Bay .....			1							2	3
Oyster Pond Reef .....		1									1
Peconic Bay, Little .....										1	1
Pine Island .....										1	1
Plum Island .....		1			2	1		1	1	1	7
Prospect Point .....									1		1
Race Point (near) .....								1			1
Race Rock .....		1						1			2
Rocky Point Landing (near Herods Point) .....					1						1
Rocky Point (west of Terrys Point) .....					2						2
Rye Point .....		1		2						1	4
Sands Point .....		1			1			1		1	4
Seal Rocks (near Fishers Island) .....		1				1					1
Success Rock .....		1									1
Throgs Point .....							1				1
Valiant Rock .....								1			1
Wading River .....						1					1
West Clump .....			1								1
Wicopesset Island and Reefs .....	1			1		2	1			1	6
Woodhulls Landing (east of Port Jefferson) .....							1				1
Woodville Landing (near Herods Point) .....								1			1
New York Bay and Harbor:											
Bath Beach .....										1	1
Bay Ridge .....						3					3
Beddoes Island (rock 1 mile west of) .....							1				1
East bank .....							1				1
Fort Hamilton .....				1							1
Middle Ground .....		1	1								2
Oyster Island .....					1			2			3
Princess Bay .....								1		1	2
Romer Shoal .....	1	1	5	3	3	1	1	2	4	2	24
Staten Island .....	1		1	2		2				1	7
West Bank .....							1	1			2
NEW JERSEY.											
Absecon Beach .....	1	1		2				1		1	6
Absecon Inlet .....	6	2	1	2	8	6	7	1		4	37
Atlantic City .....	1	1	1	4	1			1			9
Barnegat Bay .....			1				1				2
Barnegat Inlet .....	3	10	2	4	1	10		4	1	2	37
Brigantine Beach and Shoals .....	1	4	2			1		2		3	13
Cape May .....		4	4	2	4	2	2		2	1	21
Cold Spring Inlet .....	1	1	3	3	1	2	3				14

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
NEW JERSEY—continued.											
Corsons Inlet Bar.....		2						1	2		5
Deal Beach.....	1								1	1	3
Delaware Bay (also see Delaware):											
Egg Island Flats.....				1							1
Fishing Creek Shoal.....						1					1
Maurice River (near).....							1				1
Miah Maull Shoals.....				1							1
Overfalls, or South Shoals.....							1				1
Town Bank.....							1				1
Five Mile Beach.....				1							1
Forked River.....								1			1
Great Egg Harbor.....		1									1
Great Egg Harbor Inlet.....	1	2	2	1	1		2	5		2	16
Hereford Inlet.....	4	3	1	1	7	3	2	6	6	3	36
Highlands.....					1			1			2
Island Beach.....	2	3	2	3	4	3	2	3		1	23
Leaming Beach.....			1	2	1			1			5
Little Egg Harbor.....	1	6	4	3	3	1					18
Little Egg Harbor Inlet, or New Inlet.....	2	1			2	3	3	3	4	1	19
Anchorage Islands.....	1										1
Long Beach.....	2	1	2	2	2	2	1				12
Long Branch.....	1						1	1			4
Monmouth Beach.....		1	1	2	1				1		6
Ocean Grove.....	2			1							3
Pecks Beach.....						1					1
Port Monmouth.....								1			1
Raritan Bay:											
Keyport.....					1		1	3			5
Point Comfort.....								1			1
Red Bank.....								1			1
Sandy Hook.....	4	4	12	5	10	4	6	4	9	1	59
False Hook.....							2				2
Flynn's Knoll.....	3			2		2	2	1			10
Outer Middle Ground.....			2								2
Swash Channel (west side).....						1					1
Seabright.....	1		1	2	1						5
Shark River.....	1	1		1							3
Spring Lake.....				2							2
Squan Beach.....		3			1	1				1	6
Toms River.....				1							1
Townsend's Inlet.....	4	5	2		2	2		1			16
Tuckers or Short Beach.....		1		1	1						3
Turtle Gut Inlet.....	2		1		1				1		5
Wreck Pond Inlet.....	1					1					2
DELAWARE.											
Cape Henlopen.....	3	1	8	4	3	1	4	4		1	29
Hen and Chickens Shoal.....	2		1		2	2		1	1		9
Delaware Bay (also see New Jersey):											
Boyd Shoal.....	1										1
Brandywine Shoal.....	2		1	1		1	1	2	1	1	10
Broadkill River (mouth of).....					1	1			1		3
Fourteen Feet Bank.....								3			3
Joe Flogger Shoals.....	2	1	1			1			1	1	7
Mispillion River.....								1			1
Shears, The.....		4				1					5
Slaughter Beach.....								1			1
Delaware Breakwater.....		3		1	1	1	2	1		2	11
Indian River Inlet.....	3	1	2	1	2	2		2	5	5	23
Six miles south of.....					1						1
Lewes.....	1	61	1	3	3	19	4	21	2		115
Rehoboth Beach.....					2	2	1	1			6
MARYLAND.											
Chesapeake Bay:											
Billys Island.....						1					1
Black Walnut Bar.....		1									1
Cedar Point.....				1						1	2
Cedar Point and Point No Point (between).....						1					1
Chester River (mouth of).....								1		1	2
Choptank River (mouth of).....								1	1		2
Cornfield Harbor.....				1							1
Cornfield Point (mouth of Potomac River).....							1				1
Cove Point.....						1					1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MARYLAND—continued.											
Chesapeake Bay—Continued.											
Cove Point (7 miles north of).....					1						1
Crisfield Harbor.....						1					1
Dells Island.....						1					1
Ditch Rock.....					1						1
Governors Run and Cove Point (between).....				1							1
Hacketts Point.....									1		1
Hawkins Point.....				1							1
Herring Bay.....							1		1		2
Hills Point.....					1	1					2
Holland Point (near Herring Bay).....					1						1
Hoopers Island.....					1						1
James Point.....										1	1
Kedges Strait.....				1							1
Kent Island.....	1		1	1							3
Long Point Bar, Tangier Sound.....						1					1
Magothy River (mouth of).....				1		1					2
Millers Island.....						1		1			2
Patapsco River (mouth of).....	1	1	1	2	2	2				1	11
Patuxent River (mouth of).....		1							1		2
Plum Point Shoal.....					1						1
Point Lookout.....		1		1					1		3
Point No Point.....				1		1			1		3
Rock Hall (off).....								1			1
Rock Point.....				1	1	1					3
St. Georges Island (mouth of Potomac River).....					1						1
Sandy Point.....									1		1
Sharps Island Bar.....				1	1				1		3
Smiths Creek (mouth of Potomac River).....						1					1
Solomons Island (mouth of Patuxent River).....							1				1
Spesutie Island.....		1									1
Swan Point.....	1						1				2
Tallys Point.....								1			1
Thomas Point Shoal.....	1				1	1					3
Tilghmans Island (mouth of Choptank River).....			1								1
Tolchester Beach.....					2						2
Eastern Bay.....				1							1
Kent Point (near).....						1					1
Tilghmans Point.....				2							2
Wades Point.....				1		1					2
Fenwicks Island.....	5			2	2				2		11
Fenwicks Island Shoals.....		1		1						1	3
Green Run Inlet.....						1		1			2
North Beach.....				1	2				2	1	6
Ocean City.....				2	1	1		1			5
VIRGINIA.											
Assateague Island.....	1	1	1	3					2	1	9
Fishing Point.....					1						1
Turners Shoal.....	1										1
Assawaman Inlet.....			1								1
Cape Charles.....			1		1		1		1		4
Fishermans Island.....							2				2
Cape Henry.....		2	1	3	1	1	2	4	4	4	22
Cedar Island.....	2									1	3
Chesapeake Bay:											
Back River Shoals.....				1				1	1		3
Bluff Point.....		1									2
Cape Charles City.....					1	1					2
East River (mouth of).....				1			1				2
Gwinns Island.....									1		1
Horse Shoe Shoal.....						1			1		2
Hungers Creek Bar.....						1					1
Inner Middle Ground.....	1	1									2
Jeffers Creek.....							1				1
Little Bay.....			1								1
Middle Ground.....			1								1
Nadua Creek.....			1								1
New Point Comfort.....	2	1			1			1			5
North Point (near Rappahannock River).....				1							1
Ocean View.....							1	1			2
Piankatank River (mouth of).....							1		1		2
Rappahannock River (mouth of).....							1				1
Smiths Point.....	2								1	1	4

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
VIRGINIA—continued.											
Chesapeake Bay—Continued.											
Tangier Island.....						1					1
Willoughby Spit.....			1	3	1	3					8
Wolf-Trap Shoal, Mobjack Bay.....	1										1
York River (mouth of).....							1				1
York Spit.....								1	1		2
Chincoteague Inlet.....		1	4	2	4	2	1	2	2	2	20
Chincoteague Shoals (off Fishing Point).....		1								1	2
Cobbs Island.....	1		1		1		1	2	1	1	8
Carters Shoals.....	1	2		2		2	2		2	3	14
Dam Neck Mills.....		1			1	1	1				4
Elizabeth River:											
Lamberts Point.....		1			1						2
Pinner Point.....						1					1
Western Branch (mouth of).....						1					1
False Cape.....	2	1	1	2	2	1	1				10
Fishermans Island (near Cape Charles).....		1						2		1	4
Great Machipongo Inlet.....		1	1		2	2			1	1	8
Hampton Roads:											
Browns Shoals (mouth of James River).....						1					1
Craney Island Flats.....									1		1
Days Point (mouth of James River).....							1				1
Hampton Bar.....		1	1	1							3
Hampton Flats.....						1			1		2
Masons Creek.....				1							1
Mulberry Island (mouth of James River).....	1										1
Nansemond River (mouth of).....							5				5
Old Point Comfort.....	1									1	2
Pagan Creek (mouth of James River).....							1				1
Pig Point.....										1	1
Rip Raps.....						1					1
Sewalls Point.....				1			1				2
White Shoal (mouth of James River).....							1	2			1
Hog Island.....	2	5	1	2	3		4	2		2	21
Little Island.....		1		2		3		1			7
Little Machipongo Inlet.....					1						1
Lynn Haven Bay.....		1		1	1	1	1	2			7
Metomkin Beach.....					1	1					2
Metomkin Inlet.....		1	3					3	1	1	9
Myrtle Island.....	1								1		2
Paramores Beach.....	1	3	1		1		1		1	1	9
Sand Shoal Inlet.....		2	1		1		1	2	7		14
Ship Shoals.....			2				1				3
Smiths Island.....	3			1	1	3	1		1		10
Isaacs Shoals.....	2	4				1	2	3	1	1	14
Nautilus Shoal.....					1						1
Smiths Island Inlet.....					1						1
Virginia Beach.....					1	3	3	1	1	1	10
Wachapreague Inlet.....	1			1	1	1				2	6
Dawson Shoals.....	2	2		2	1	3	2	1	1		14
Wallops Beach.....				1	1				1		3
Winter Quarter Shoals.....				1							1
NORTH CAROLINA.											
Albemarle Sound:											
Croatan.....								1			1
Flatty Creek Bar.....								1			1
North River Bar.....	1										1
Reeds Point.....									1		1
Roanoke River (mouth of).....	1						1				1
Sandy Point.....	1										1
Barren Inlet.....	1						1				2
Bear Inlet.....								1			1
Beaufort.....		2					1			1	4
Big Kinnakeet (also see Pamlico Sound).....			1	2		1	2				6
Bodies Island (also see Pamlico Sound).....								1	1	1	3
Bogue Island and Inlet.....					1	1				2	4
Caffays Inlet.....	2			1							3
Cape Fear, Frying Pan Shoals.....	3		1	2	3	1		1	1		12
Cape Fear River (mouth of).....	2	11	3	5	1	1	2	2	1		28
Cape Hatteras.....	1	1	1				3	1			7
Diamond Shoals (inner and outer).....		1			2		3	1			7
Hatteras Roads.....						1					1
Cape Lookout.....				1					1		2
Cape Lookout Shoals.....			1		1			1		1	4



TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
NORTH CAROLINA—continued.											
Chicamecomico.....		1					1	1	1		4
Core Beach.....	1	1	3	1		1	1	1			9
Currituck Beach.....	1		1	2		1	2	2	2		11
Durants (also see Pamlico Sound).....	1	1						1			3
Gull Shoal (also see Pamlico Sound).....		2	2	2	3	2	4		1	1	4
Hatteras Inlet (also see Pamlico Sound).....	3	2	2	2	3	2	4		1	3	22
Kitty Hawk.....			1								1
Little Kinnakeet (also see Pamlico Sound).....								1		1	2
Little River Inlet.....										1	1
Nags Head.....		2					1	1			4
New Inlet.....	3							1	1		5
New River Inlet.....		1						1			2
Ocracoke Inlet.....		1							1		2
Ocracoke Island.....	1		2			1		2	3		9
Old Topsail Inlet.....	1										1
Oregon Inlet.....	1	1		1		1	1				5
Pamlico Sound:											
Big Kinnakeet.....							3	2	1	1	7
Bodies Island.....										1	1
Cape Hatteras.....				2			2		1		5
Creeds Hill.....	1										1
Drum Inlet Shoal.....			1								1
Durants.....	1									1	2
Great Island.....			1								1
Gull Island.....				2		1			1		4
Hatteras Inlet.....								1	1		2
Howard Reef.....			1								1
Little Kinnakeet.....				2		1	1		1	2	7
Log Shoal.....										1	1
Long Shoal.....										1	1
Moores Inlet.....						1					1
Neuse River.....							2				2
Olivers Reef.....	1		2			2	2		1		8
Swan Island.....				1							1
Portsmouth Island.....								1			1
Shallotte Inlet.....						1					1
SOUTH CAROLINA.											
Bay Point, St. Phillips Island.....				1							1
Black Island.....				1							1
Bulls Bay.....				1							1
Calibogue Sound:											
Daufuskie Island.....										1	1
Charleston.....				6			1		1		8
Charleston Bar.....	2	1	2	2		1	1		1	4	14
Drunken Dick Shoal.....					1				1	1	2
Pumpkin Hill Shoal.....											1
Edisto Island.....				2			1				3
Gaskin Bank (off Hilton Head Island).....					1						1
Georgetown Breakers.....		1		1			3		1		6
Little River Inlet.....	1						1				2
MacClellanville.....				1				1			2
Morris Island.....				1					1		3
North Edisto River (mouth of).....				1							1
North Island Beach.....	1	1						2			4
Pawleys Island (15 miles north of Georgetown Light).....	1										1
Port Royal Bar.....	1					1					2
St. Helena Sound and approaches.....				1		1					2
Pelican Bank.....	1										1
South Island Point.....									1		1
Stono Inlet.....	1		1								2
GEORGIA.											
Cumberland Island (shoal north end of).....					1						1
Pelican Shoal.....									1		1
Doboy Sound and approaches.....					1	1		2			4
Ossabaw Island.....								1			1
St. Catherine's Island.....								1	1		2
Johnsons Creek.....				1							1
St. Simons Bar.....					1	1		1	2	1	6
Sapelo Sound and approaches.....						1	1				2
Savannah River (mouth of).....		1						1			2
Tybee Island.....	1							1			2
Wolf Island Spit.....									1		1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
FLORIDA.											
Alligator Point.....	1										1
Appalachee Bay.....				1							1
Marsh Island.....				1							1
Apalachicola Bay:											
Apalachicola.....				6							6
Carrabelle.....					1						1
East Pass Bar.....					1						1
St. James Island.....	1										1
Sand Island Shoals.....			1								1
West Pass.....										1	1
Barrancas.....									1		1
Bethel Creek.....									1		1
Biscayne Bay.....								1			1
Cape Canaveral.....								1		1	2
Fifteen miles north of.....							1				1
Cape San Blas.....	1				1						2
Cedar Keys.....				1							1
Choctawhatchie Bay.....							1				1
Dog Island.....									1		1
Flag Island Shoals.....									1		1
Fernandina Bar.....								1	1		2
Florida Reefs:											
Bird Key (near Tortugas).....				2							2
Boco Grande Key.....	1										1
Carysfort Reef (11 miles from).....				1							1
Coffins Patches.....							2				2
Conch Reef.....						1					1
Elbow Reef.....								1			1
French Reef.....			1				1				2
Marquesas Key.....	2				3						5
Molasses Key.....	2										2
Pulaski Shoals.....										2	2
Rebecca Shoals.....							1				1
Tennessee Reef.....								1			1
Tortugas.....	5	1	1	3	1	3	1	1	1	1	18
Washerwoman Shoal.....							1				1
Western Dry Docks.....					1					2	3
Fort Pickens Point.....		1									1
Gilberts Bar.....				1							1
Indian River Inlet.....			1								1
Twenty miles north of.....							1				1
Jupiter Inlet.....					2	6	1	2		2	13
Lake Worth (beach, south end of).....		1	1								2
Lake Worth Inlet.....					1					2	3
Matanzas Inlet (south of).....							2				2
Musquito Inlet.....				2							2
Nassau Sound.....							1				1
New River Inlet.....						1				1	2
New River Inlet (8 miles north of).....						1		1			2
Orange Grove (8 miles south of).....										1	1
Pensacola.....										1	1
Pensacola Bar.....					1				1		2
Perdido River (mouth of).....					1					1	1
St. Augustine Bar.....	1			2		1	1	2	1		8
St. Georges Island.....					1						1
St. Georges Sound (east end).....											1
St. Johns Bar.....	1	1	3	1							6
St. Josephs Bay.....								1			1
St. Josephs Point.....								1			1
St. Lucie:									1		1
St. Lucie Rocks.....				1							1
St. Vincent-Sound (west end).....				1							1
Sanibel Island.....		1									1
Santa Rosa Inlet:											
Twenty-five miles east of.....						1					1
Santa Rosa Island.....	1					2		1	1		5
Fifteen miles east of.....									1		1
Tampa Bay:											
Anna Maria Key.....									1		1
Passage Key.....									1		1
ALABAMA.											
Mobile Bay and approaches:											
Dauphin Island.....					1						1
Dixie Island.....			1		2						3



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
ALABAMA—continued											
Mobile Bay and approaches—Continued.											
Mobile Bay.....				1				1			2
Mobile Point.....				1						1	2
Petit Bois Island.....					1	1					2
Sand Island.....				1	1						2
MISSISSIPPI.											
Mississippi Sound:											
Horn Island.....			1	1			1	1			4
Ship Island.....				1				1		1	3
LOUISIANA.											
Calcasieu Bar.....		1				1					2
Chandeleur Island.....				1			1	3	1	1	7
Mississippi River (mouth of):											
South Pass.....		2	1								3
Ship Shoal Light (18 miles northeast of).....							1				1
TEXAS.											
Aransas Pass.....	3		1	1	2	3					10
Bolivar Beach.....							1				1
Brazos River (mouth of).....					3		1				4
Brazos River and San Louis Pass (between).....	1				1						2
Brazos Santiago.....		3	3	1	2	1		4	2	2	13
Corpus Christi.....	1										1
Espiritu Santo Bay.....					1						1
Galveston Bar.....	1			4	5		1	5	2	3	21
Galveston Bay:											
Pelican Island and Flats.....			1							2	3
Pelican Spit.....								1		1	2
Galveston Island.....		1	1	1		1	2	1	1	2	10
Matagorda Bay.....					2					1	3
Powder Horn Lake.....					3						3
Matagorda Island.....	2				1	1	1				5
Matagorda Peninsula.....				1	2						3
Mustang Island.....		1					2		1	1	5
Padre Island.....	4			3				1	1		9
Pass Cavallo.....	2		1			2	3	1		2	11
Pelican Island.....						1					1
Sabine Pass.....			1	2	2	1	1	2	1		10
East of.....									1		1
West of.....			1		1						2
St. Joseph Island.....		1			1			1	1		4
San Bernard Bar.....	1		1		1					2	5
San Louis Pass.....	1	2	1	1					1		6
Two miles northeast of.....	1										1
Two miles southeast of.....	1										1
Four miles southwest of.....					1						1

## PACIFIC COAST.\*

ALASKA TERRITORY.											
Admiralty Island.....				1				1			2
Belkofsky (10 miles north of).....		1									1
Cape Fairweather.....								1			1
Cape Prince of Wales (20 miles north of).....		1									1
Cape Smith (Bering Sea).....							1				1
Chernobour Rocks.....	1										1
Chignik Bay.....									1		1
Coal Bay.....									1		1
Douglas Island.....						1					1
Harkanock.....								1			1
Kalgin Island, Cooks Inlet.....								1			1
Karlue, Kodiak Island.....						1					1

\*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
ALASKA TERRITORY—continued.											
Karonsky Island (unknown reef near).....		1									1
Loring, Naha Bay, Revilla—Gigedo Islands.....								1			1
Middleton Island.....									1		1
Morzovia Bay.....							1				1
Neva Point.....									1		1
Nounivak Island.....							1				1
Ounga Island.....							1	1			2
Pirates Cove.....							1	1			1
Point Barrow (reef near).....							2			1	3
Point Belcher.....		1									1
Point Gustavus (lat. 58° 24' N., long. 135° 43' W.).....					1						1
Point Hope.....							1		1		2
Point Houghton.....							1				1
Pribilof Islands.....										1	1
Prince of Wales Island.....		1									1
St. Lawrence Island.....									1		1
Sankin Island.....									1		1
Sannakh Islands:											
Hennings Rock.....								1		1	2
Shumagin Islands.....				1					1		1
Sitka (4½ miles southeast of).....	1										1
Tugidak Island.....							1				1
Wainwrights Inlet (west coast of).....				1							1
Wayanda Rock, Peril Straits.....	1										1
WASHINGTON.											
Cape Disappointment.....										1	1
Ten miles north of.....				1					1	1	3
Cape Flattery.....									1		1
Columbia River (10 miles north of).....		1									1
Destruction Island.....							1				1
Flattery Rocks.....		1			1						2
Grays Harbor.....										2	2
Fifteen miles north of.....										1	1
Nine miles north of.....							1				1
South Spit.....				1							1
Two miles north of.....					1			1			1
Point Greenville.....					1						1
Puget Sound:											
Admiralty Head.....						1					1
Anderson Island.....								1			1
Gig Harbor.....								1			1
Marrowstone Point.....	1		1							1	3
Maury Island.....		1									1
Millers Point.....								1			1
Oak Harbor (rock in).....				1							1
Ossete River (mouth of).....										1	1
Point Hudson.....					1	1					2
Point Wilson.....							1		1		2
Port Ludlow.....			1								1
Port Susan.....		1									1
Port Townsend.....										1	1
Protection Island.....			1								1
Snohomish River (mouth of).....										1	1
Table Rock.....							1				1
Tacoma.....	1							1			2
Ten miles north of.....				1							1
Utsalady Bay.....	1										1
Whidbey Island.....						2					2
Shoalwater Bay.....			2	2	2	1		2		*	9
Straits of Fuca:											
Crescent Bay.....								2			2
Washington Sound:											
Bellingham Bay.....							1		2		3
Bird Rocks.....				1							1
Burrows Islands.....		1									1
Center Island.....					1						1
Deception Pass.....								1		1	2
Fidalgo Island.....					1				1		2
Goose Island, San Juan Channel.....							1				1
Henry Island.....									1		1
Orcas Island.....										1	1
Pearl Island.....		1									1
San Juan Island.....										1	1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
MOUTH OF COLUMBIA RIVER.											
Chinook Sands.....									1	1	3
Chinook Spit.....											6
Columbia River Bar.....	1	1		1	1						4
Clatsop Spit.....		3	1			1					5
Peacock Spit.....	1										1
OREGON.											
Astoria.....	1										1
Cape Arago.....			1						1	4	6
Cape Blanco.....		1									1
Columbia River Bar (12 miles southeast of).....		1									1
Coos Bay Bar.....			2				2	2	1	2	9
Coquille River (mouth of).....					1			2		2	5
Nehalem River (mouth of).....						1					1
Nestugga Bay.....					1						1
Point Adams.....				1							1
Port Blacklock.....			1		1						2
Port Orford.....		1				1					2
Rogue River Bar.....			1				1		1		3
Rogue River Reef.....								1			1
Siuslaw River (mouth of).....					1					1	2
Tillamook Bar.....							1				1
Umpquah Bar.....								1		2	3
Four miles north of.....	1										1
Yaquina Bar.....		1		1		1	1	1			5
CALIFORNIA.											
Albion River (mouth of).....		1			4	1					6
Bodega Bar.....		1									1
Bollinas.....			1								1
Bowens Landing, Mendocino County.....	1	1				1					3
Bridgeport Landing, Mendocino County.....		1									1
Cape Mendocino.....									1		1
Caspar.....	1			1					1		3
Crescent City.....		1			1		1		1		4
Cuffeys Cove.....	1			2							3
Drakes Bay.....					1	1			1		3
Duxbury Point Reef.....						1					1
Eel River Bar.....			2	1			1			1	5
Farallon Islands.....									1		1
Fergusons Cove, near Point Arena.....	2	1									3
Fish Rocks.....						1	1	1			3
Fish Mills, Sonoma County.....							2				2
Fort Bragg, Mendocino County.....						1	2	1			4
Fort Ross.....				1		1	1				3
Golden Gate.....	1				1		1		1	1	5
Eight miles south of.....					1						1
Fort Point.....			2		1	1	1	1			6
Lime Point.....		1									1
Mill Rocks.....	1			1		1	1				4
Point Cavallo.....										1	1
Point Diablo.....									1		1
Point Lobos.....								1	1		2
Hueneme, Ventura County.....	1				1						2
Humboldt Bar.....	2	1	1	3		2	2	1	1	1	14
Humboldt Peninsula.....								1			1
Klamath River (mouth of).....									1	1	2
Laguna, Mendocino County.....			1								1
Little River (mouth of).....	3		1						1		5
Lompoc Landing.....					1			1			2
Los Angeles, Ballona Harbor.....					1						1
Mendocino.....				2							2
Monterey Harbor.....					1						1
Morro Rock, Estero Bay.....		1									1
Navarro River, (mouth of).....			1	1		2				1	5
New Haven, Mendocino County.....								2			2
Newport.....	1										1
Point Arena.....				1	2		4	1		1	9
Eight miles south of.....		2									2
Thirteen miles south of.....								1			1
Point Bonita.....						1					1
Fourteen miles north of.....				1							1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
CALIFORNIA—continued.											
Point Conception.....			1								
Point Fermin.....					1						
Point Gorda, (10 miles south of).....			1								
Point Montara Reef (near).....										1	
Point New Year.....					1						
Point Reyes.....	1	1		1	1		2				
Point Vincent.....									1		
Rockport.....	1									1	
Rocky Point.....					1						
Russian Landing, Sonoma County.....				1			1				
Salina River (mouth of).....								1		1	
San Buenaventura.....						1					
San Diego Bay.....			1	1	1	2					
San Francisco Bay and Harbor.....			2					1	1		
Hen and Chickens Rocks.....				1							
North Beach.....				1							
Oakland.....				1							
San Juan de Capistrano.....	1										
San Pablo Bay.....	1										
The Sisters.....		1									
San Pedro Bay.....					1	1					
San Simeon.....				1							
Santa Barbara.....								1			
Santa Barbara Islands:											
San Clemente Island.....				1							
San Miguel Island.....				1							
Santa Catalina Island.....									1		
Santa Rosa Island.....			1								
Saunders Reef, below Point Arena.....						1					
Shelter Cove, Humboldt Bay.....								1			
Smiths Point, Marin County.....							1				
Smiths River, (mouth of).....			1		3						
Stewarts Point, Sonoma County.....			1			1		1			
Ten Mile Beach, (7 miles north of Big River).....		1									
Tennessee Cove (near), Marin County.....										1	
Timber Cove.....	1			1						1	
Tomas Point, Mendocino County.....											
Westport, Mendocino County.....				2		1					
Whitesboro Landing, Mendocino County.....	1		1	2	2	1					
Wilmington.....					1						

## GREAT LAKES.\*

LAKE ONTARIO.											
Amherst Island, Canada.....		1									1
Bear Creek, N. Y.....								1			1
Big Sandy Creek, N. Y.....	4	1				2	3	1	1	1	13
Five miles north of.....					1						1
Big Sodus.....		1									1
Big Stony Creek (mouth of).....						1					1
Braddocks Point.....	1		1		2						4
Cape Vincent.....	1										1
Charity Shoal.....		1									1
Charlotte.....		1		1	1		1		1	1	6
Fourteen miles east of.....						1					1
West of.....					1						1
Eleven Foot Shoals (near Kingston), Canada.....				1							1
Fair Haven.....		1								1	2
Seven miles west of.....		1									1
False Duck Island, Gull Reef, Canada.....				1							1
Feather Bed Shoals, St. Lawrence River.....								1			1
Ford Shoal.....		1			1	1					3
Galloo Island.....							1	1			2
Napanee, Canada.....	1										1
Oak Orchard Reef.....							1				1
Oswego.....	2	2		2	1				1		8
Seven miles west of.....							1		1		2
Three and one-half miles west of.....		1									1

\*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
LAKE ONTARIO—continued.											
Pigeon Island, Canada.....			1						1		2
Point Peninsular.....					2						2
Port Dalhousie, Ontario.....									2		2
Port Ontario, N. Y.....			2		1						4
Quinte Bay, Canada.....	1										1
Salmon Point, Canada.....	1										1
Simcoe Island, Canada.....	1										1
Sodus Harbor, N. Y.....	1										1
Stony Island.....				1							1
Stony Point.....					1						1
Whitby, Canada.....			1								1
Wilson Harbor.....		1									1
Wolf, or Long Island, Long Point, Canada.....							1				1
LAKE ERIE.											
Ashtabula, Ohio.....			1	1	1			1	1	2	7
Eight miles southwest of.....		1									1
Avon Point, Ohio.....							1			2	3
Ballast Island Reef.....						1			1		2
Bar Point, Canada.....		2					1			2	5
Bay View.....		1									1
Black River, Ohio.....	1										1
Buffalo, N. Y.....	5	2	2	1	1	1	1	1	2	4	20
Cattaraugus Creek (mouth of), N. Y.....		1									1
Cedar Point, Sandusky Bay, Ohio.....		1		1	1	1		2			6
Chick-e-no-lee Reef, Canada.....	1										1
Cleveland, Ohio.....		5		1	1	1		2	2		12
Colchester Reef, Canada.....										1	1
Dover Bay, Ohio.....							1				1
Dunkirk.....									1		1
Elk Creek, Pa.....						1					1
Erie, Pa.....					2		2		2	1	8
Fairport, Ohio.....	1	1		1				2	2		8
Green Island, Ohio.....	1										1
Hen and Chickens Island, Canada.....			1							1	2
Horse Shoe Reef.....	3		2	2		1	2	2		3	15
Kelleys Island, Ohio.....	1	4			2			1	1		9
Kingsville, Canada.....			1								1
Limekiln Shoals, Canada.....				1				4			5
Long Point, Canada.....		4				1		1			6
Lorain, Ohio.....	1										1
Madison, Ohio.....										1	1
Marblehead, Ohio.....	1		3			1		1			6
Middle Bass Island, Ohio.....		1			2						3
Mohawk Island, Canada.....	1		1								2
Mouse Island Shoals, Ohio.....				1							1
Niagara River.....							2		1	1	4
Noble Point (14 miles east of Cleveland), Ohio.....						1	1				2
Point Abino, Canada.....		1				3			1		5
Pointe au Pelée, Canada.....	1		1		1	1	2	1		2	8
Middle Ground.....			1				1		1		4
Pointe au Pelée Island, Canada.....	1			1		2	1	1		1	7
Port Burwell (3 miles east of), Canada.....					1						1
Port Clinton, Ohio.....			1								1
Port Colborne, Canada.....				1	1		1			1	4
Presque Isle, Pa.....	1	1			1	1					4
Rondeau, Canada.....				1							1
Roses Reef, Canada.....					1	1			1		3
Sandusky Bay, Ohio.....		1		1	1	1			1		5
Selkirk, Ontario.....										2	2
Starve Island Reef, Ohio.....	1			2		2	1	2		1	9
Stony Point (near), N. Y.....		1									1
Sturgeon Point, N. Y.....										2	2
Toledo, Ohio.....	1							2			3
Turtle Island, Ohio.....	1								1	1	3
West Harbor Reef, Ohio.....			1	1							2
Windmill Point, Canada.....		1			1	1		1			4
DETROIT RIVER.											
Amherstburg, Canada.....							1				1
Belle Isle, Mich.....						1					1
Bois Blanc Island, Canada.....	1	1						4	1		7
Detroit River.....										1	1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
DETROIT RIVER—continued.											
Fighting Island.....				1	2	1	1	1	1	1	7
Grassy Island.....				1	2				1		4
Limekiln Crossing.....		2		3		1		1	2	1	10
McDougalls Rock.....									1		1
Stony Island.....										1	1
LAKE AND RIVER ST. CLAIR.											
Grosse Point, Mich.....	1	2					5	2			10
Hersons Island, Mich.....				1				1			2
Middle Ground (near Port Huron), Mich.....						1				1	2
Peach Island, Canada.....								1			1
Point Edward, Canada.....	2	3			2	1	1	2			11
St. Clair Flats.....	3	1	3	5		2	5	1	4		24
St. Clair River.....							3	1	2		6
Stag Island, Canada.....			3	1	1	4	1	1		2	13
Thames River (mouth of).....										1	1
Windmill Point (rock near).....						1		1			2
LAKE HURON.											
Alabaster, Mich.....		1								1	2
Au Sable, Mich.....	1							2			3
Bayfield (near), Canada.....					1						1
Beaver Tail Point, Mich.....			1								1
Black River, Mich.....		1				2					3
Black River Island and Reef, Mich.....			1				1	2			4
Burnt Cabin Point Reef, Mich.....		1				3					4
Caseville, Mich.....	2						1				3
Eight miles northeast of.....		1									1
Charity Islands, Mich.....				1		1					2
Cheboygan (9 miles southeast of), Mich.....								1	1		2
Cockburn Island, Canada.....						1			1		2
Collingwood, Canada.....		1	1								2
Detour, Detour Passage, Mich.....	3	1	1		1	1		1	2		10
Drummond Island, Mich.....					1					2	3
Elm Creek, Mich.....										2	2
False Presque Isle, Mich.....		1			1	1					3
Fish Point, Mich.....								2			2
Flat Rock Point Reef, Mich.....					1	1					2
Forest Bay, Mich.....										1	1
Forestville, Mich.....				1							1
Fort Gratiot, Mich.....								1			1
Forty Mile Point, Mich.....	1										1
Georgian Bay, Canada.....				1	1						2
Cove Island.....		1		1		1					3
Fitz Williams Island.....			1								1
Fox Island.....						1					1
Hope Island.....											1
Lions Head.....						1			2		3
Missinauga Point.....							1				1
Pine Point.....		1							1		1
Rabbit Island.....								1			1
Snake Island.....			1								2
Three Star Shoal.....			1								1
Western Island.....										1	1
Goderich (4 miles south of), Canada.....				1					1		1
Fifteen miles north of.....		1									1
Grand Manitoulin, Canada.....		1				1				1	3
Gravelly Bay, Mich.....						1					1
Gravelly Point, Mich.....	1		1								2
Great Duck Island, Canada.....											1
Grindstone City, Mich.....		1	1			1	3		1		7
Hammonds Bay, Mich.....						2			2		4
Eight miles northwest of life-saving station.....								1		1	2
Eighteen miles northwest of life-saving station.....								1			1
Fifteen miles northwest of life-saving station.....					1	1					2
Five miles northwest of life-saving station.....						1					1
Hardwood Point, near Sand Beach, Mich.....							1		1		2
Huron, Canada.....		1									1
Johnsons Reef.....										1	1
Kincardine, Ontario.....									1		1
Lexington, Mich.....	1			1							2
Ten miles north of.....	1										1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
LAKE HURON—continued.											
McKays Bay, Mich.....						1					1
Michael Bay (rock near), Canada.....											1
Middle Island, Mich.....	2	3	3		2	1	1	2		1	15
Four miles southwest of.....						1	1		2		4
Can Buoy Reef.....				1							1
North Point, Mich.....		2		1		4	3		1	4	15
Oak Point, Mich.....	1										1
Oscoda, Mich.....				2	1	2	1				6
Ottawa Point, Mich.....	1		2		5	1			3	1	13
Pointe aux Barques, Mich.....	1	4	1		2	2	3		3	1	17
Point Clark (25 miles north of Goderich), Canada.....						1					1
Pointe aux Gres, Mich.....	1										1
Port Austin, Mich.....						2					2
Port Elgin, Ontario.....							1				1
Port Hope, Mich.....	1		1			2	1		1	2	8
Port Sanilac, Canada.....		1	1	1							3
Prentiss Bay, Mich.....								1			1
Presque Isle, Mich.....		1	1		1	3		1		2	9
Richmondville, Mich.....									1		1
Rogers City, Mich.....						1					1
Saginaw Bay, White Stone Point, Mich.....				1			1	1			3
Saginaw River (mouth of), Mich.....		2							1		3
Sand Beach.....	4	4	3	3	1		3	2	1	2	23
Nine miles north of.....						1					1
Seven miles south of.....		1					2				3
Six miles north of.....						3					3
Scarecrow Island, Mich.....									1		1
Spectacle Reef, Mich.....		2									2
Sturgeon Point, Mich.....	1						1	1		1	4
Four miles north of.....								1			1
Nine miles north of.....						1			2		3
Sugar Island, Mich.....					1		1				2
Swan Bay (near Adams Point), Mich.....			1						1		2
Tawas Harbor, Mich.....	1		1		1						3
Thunder Bay.....					1	1		1			3
Thunder Bay Island, Mich.....	1	2			1		1			1	6
Thunder Bay River (mouth of), Mich.....									1		1
Tobins Reef, Mich.....				1							1
White Rock (south of Sand Beach), Mich.....		2		1							3
ST. MARYS RIVER.											
Middle Ground, entrance, Mich.....				2							2
Nebish Rapids.....	1			1		1	1		3	1	8
Pipe Island.....		1							1		2
Pointe aux Pins, Canada.....				1			2				3
Round Island.....				2						1	4
Sailors Encampment Island.....							2	1	1		4
St. Josephs Island, Canada.....								3	1		4
St. Marys River.....		1	1	2	5	1	1	5	7	7	30
Sugar Island.....								1	1		2
Topsail Island.....							2	1	1	2	6
LAKE SUPERIOR.											
Bad River (mouth of), Wis.....		1									1
Brulé Point, Minn.....				1							1
Burlington Bay, Minn.....						3					3
Duluth, Minn.....			1		1	1					2
Eight miles northeast of.....					1						1
Eagle Harbor, Mich.....							1		1		2
Eagle River, Mich.....					1			1			2
Fourteen Mile Point (east of Ontonagon), Mich.....									1		1
Grand Island, Mich.....		1			1						2
Grand Marais, Mich.....			1				1				2
Grand Marais, Minn.....			1		1						2
Six miles west of.....						1					1
Grand Portage, Minn.....					1				1		2
Heron Bay, Minn.....										1	1
Huron River Point, Mich.....				2							2
Isle Royal, Mich.....				1	2		1		1		5
Keweenaw Bay, Mich.: Baraga.....								1			1
Lamb Island Light (near), Canada.....							1				1
Lone Rock (1 mile west of), Minn.....		1									1



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
LAKE SUPERIOR—continued.											
Manitou Island, Mich.....								1			1
Marquette, Mich.....		1	1		3			1			6
Michigan Island, Wis.....							2				2
Minnesota Point, Minn.....		1		1							2
Outer Island, Wis.....				1							1
Pancake Shoal, Canada.....					2					1	3
Parisian Island, Canada.....				1	1	1					3
Pictured Rocks, Mich.....		1									1
Pointe au Sable, Mich.....		1	1							1	3
Point Iroquois, Mich.....			1						1		2
Point Isabelle, Mich.....									1	1	2
Presque Isle, Mich.....						1		1			2
Raspberry Bay, Wis.....						1					1
Salmon Trout River, Mich.....							1				1
Sandy Island, Canada.....							2				2
Ship Canal, Mich.....					1	5	1	6		1	14
Ten miles west of.....				2							2
Shot Point, Mich.....		1				2					3
Steamboat Island, Wis.....					1						1
Sucker River (near), Mich.....		1			1	2	2	2			8
Thunder Bay, Canada:											
Fort William.....					1					1	2
Hare Island.....										1	1
Traverse Island Reef, Mich.....		1									1
Two Harbors, Minn.....					1				1		2
Rock 5 miles north of.....				1							1
Seven miles north of.....							2				2
Twelve miles northeast of.....					1						1
Two Heart River, Mich.....			1	1				1	3	2	8
Vermillion Point, Mich.....					1		1				2
Waika Bay, Mich.....			1					1			2
West Superior, Wis.....									1		1
White Fish Bay, Mich.....		1		1				1			3
White Fish Point, Mich.....						1		1	1		3
Williams Island, Mich.....					1						1
STRAITS OF MACKINAC.											
Bois Blanc Island.....			1			3			5	4	13
Carp River (mouth of).....										1	1
Cheboygan, Mich.....		1							1		2
Goose Island, Mich.....							1			1	2
Grahams Shoals, Mich.....		1		1			1				3
Isle Marquette, Mich.....							1				1
MacGulpins Point, Mich.....					1						1
Mackinac Island, Mich.....				1	3	3					7
Old Fort Mackinac, Mich.....				1	1					1	3
Poe Reef, Mich.....										3	3
Pointe La Barbe.....					1						1
Point St. Ignace.....		1			1						2
Rabbits Back Peak, Mich.....			1								1
Round Island, Mich.....				1		1	1		1		4
St. Helena Island, Mich.....				1	1						2
St. Helena Shoal, Mich.....								1			1
LAKE MICHIGAN.											
Ahnapee, Wis.....										2	2
Baileys Harbor, Wis.....		1		2		1	2	1	2	1	10
Beaver Island, Mich.....		1	2	4	3	2	4	2	5	5	30
Benton, Ill.....							1				1
Biddle Point, Mich.....								1			1
Calumet, Ill.....										1	1
South of.....									1		1
Cat Head Point, Mich.....		2									2
Cedar River, Mich.....			1	1						1	3
Charlevoix, Mich.....						1			1		2
Chicago Harbor, Ill.....		1					1				2
Hyde Park (off).....		4	2	1		1	2		1	1	14
Clay Banks, Wis.....		1				1					2
Cross Village (3 miles north of), Mich.....				1							1
Six miles south of.....					1				1		2
Deaths Door, Wis.....								1	1		2
Detroit Island, Wis.....						1	1			2	4
Edgemore, Ind.....							1				1



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
LAKE MICHIGAN—continued.											
Edgewater, Mich.....										1	1
Elk Rapids, Mich.....		1								1	2
Empire, Mich.....							1	1			2
Evanston, Ill.....			1		1	1	1		2		6
Fishermans Island, Mich.....		3	1								4
Fishermans Shoals, Wis.....	1	1	1	1	2	2	1			1	10
Fort Sheridan, Mich.....								1			1
Fox Point, Wis.....			2	3	2		2	1			10
Four miles North of.....		1									1
Frankfort, Mich.....	1	1							2	1	5
Frankfort and Pierport (between), Mich.....					2						2
Free Soil, Mich.....	1										1
Garden Island, Mich.....								1			1
Garretts Bay (entrance to Green Bay), Wis.....				1			1				2
Gills Pier (8 miles north of Leland), Mich.....			1							1	2
Glen Arbor, Mich.....	1										1
Glencoe, Ill.....				1		2					3
Glen Haven, Mich.....								1			1
Good Harbor Bay, Mich.....		1	1		1	1					4
Grand Calumet Heights, Ind.....						1					1
Grand Haven, Mich.....	1	2		2				1	1	1	8
Ten miles south of.....		1	1								2
Grande Pointe au Sable, Mich.....	1		1	1	2	1		1	1	4	12
Six miles north of.....	1										1
Grand Traverse Bay, Mich.....					2			1			3
Dougherty's Harbor.....					1						1
Gravelly Island (entrance to Green Bay), Mich.....		1					2				3
Grays Reef, Mich.....	1					1	2	6	1	1	12
Green Bay:											
Bark River (mouth of), Mich.....								1			1
Corona Shoal, Mich.....									1		1
Corsica Shoal.....										1	1
Eagle Bluff, Mich.....								1			1
Eleven Foot Shoals, Mich.....	2								1		3
Escanaba, Mich.....					1					3	4
Escanaba (6 miles south of), Mich.....	1										1
Ford River, Mich.....			1					1			2
Garden Bluff, Mich.....									1		1
Little Harbor, Mich.....								1			1
Menominee, Mich.....				1							1
Misery Bay, Wis.....										1	1
Peninsula Point, Mich.....						1			1	1	3
Peshigo River (mouth of), Wis.....	1	2							1		4
Pointe au Sable Bar, Wis.....	1										1
Sturgeon Bay (entrance to), Wis.....							1				1
Sturgeon River (mouth of), Mich.....						1					1
Whale Back Shoal.....	1				1			1			3
Grosse Pointe, Ill.....	1	1							1		2
Gull Island and Reef, Mich.....	1	1								1	3
Hamlin, Mich.....			3		2	1					6
Hedge Hog Harbor, Wis.....		2		1							3
High Island.....										2	2
Highland Park, Ill.....							1				1
Hog Island and Reef, Mich.....		1	5		1	1					8
Holland, Mich.....					2	4	4	2	1		13
Jacksonport, Wis.....	1	1	2	1		1				2	8
Juddville, Wis.....							1				1
Kenosha, Wis.....		1	2				3				6
Kewaunee, Wis.....					2						2
Lees Pier, Mich.....										1	1
Leland, Mich.....					1		1	1			3
Five miles north of.....		1		2							3
Little Harbor, Mich.....								1			1
Little Pointe au Sable, Mich.....								1	1		2
Little Traverse Bay, Mich.....			1								1
Long Tail Point, Wis.....		1									1
Ludington, Mich.....	1	1	1		1		4	1	2	3	14
Manistee, Mich.....	1	2			3	3	1	4	4	1	19
Michigan City, Ind.....		1			1	1			1		4
Ten miles west of.....				1							1
Milwaukee, Wis.....	1	4		2		2	1	1			11
Eight miles south of.....	1						1				2
Five miles south of.....								2			2
Six miles north of.....						1	1				2
Mission Point, Mich.....				1	1						2

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
LAKE MICHIGAN—continued.											
Manistique, Mich.....						1				1	2
Muskegon, Mich.....	1	3	2	1	8	3	4	4	3	1	30
Naubinway, Mich.....									1	1	2
New Buffalo, Mich.....					1						1
North Bay, Wis.....		1			2						3
North Fox Island, Mich.....	1		1			1				2	5
North Manitou Island, Mich.....	1	3		5	2	3	4	3	1	1	23
North Point, Wis.....	2	1			1	1	1	1	2	2	11
Northport, Mich.....				1		1					2
Otter Creek (mouth of), Mich.....							1				1
Pentwater, Mich.....		3	1			1	1	1		2	9
Pierport, Mich.....	1					1	1				3
Pilot Island, Wis.....	1		1			1	2	2		1	8
Plum Island, Wis.....		1	1								2
Point Betsy, Mich.....				1		1	1				4
Point Detour, Mich.....					1						1
Portage Bay, Mich.....	1										1
Port Sheldon, Mich.....				1							1
Port Washington, Wis.....					1	1	1				3
Five miles north of.....						1			1		2
Poverty Island (entrance to Green Bay), Mich.....	1						1				2
Pyramid Point, Mich.....	1	2									3
Racine, Wis.....	4							4	2	1	12
Racine Point, Wis.....			1						1		2
Racine Reef, Wis.....	2	2				2	1	1	3	2	13
Rock Island, Wis.....	1										1
Rowleys Bay, Wis.....				3						1	4
St. Joseph, Mich.....	2	2	1		2	2				1	10
Fourteen miles south of.....		1							1		2
Seven miles north of.....										1	1
St. Martins Island, Mich.....		1									1
Saugatuck, Mich.....		2	1					1			4
Scotts Point, Mich.....			1	1			1				3
Sheboygan, Wis.....	1	2	1	1	1	2	1			1	10
Seven miles south of.....								1			1
Six miles north of.....	2								1		3
Simmons Reef, Mich.....				1							1
Sister Bay, Wis.....		1									1
Skulligalee, Mich.....						2		1			3
Sleeping Bear Point, Mich.....			1		1	1		3	1	1	8
South Fox Island, Mich.....									2	2	5
South Haven, Mich.....			1			2	5	2	2	2	14
South Manitou Island, Mich.....		3	1		2		1	2	1		10
Spider Island, Wis.....						1					1
Squaw Island, Mich.....									1	1	2
Sturgeon Bay, Wis.....		1		1				3	1	1	7
Summer Island (entrance to Green Bay), Mich.....		1					1				2
Torch Lake, Mich.....										1	1
Twin Rivers, Wis.....	3	1	2								6
Twin Rivers Point, Wis.....				1	2		1				4
Washington Island, Wis.....		1			1			1	1	1	5
Waugoshance Island, Mich.....	1		1	1	1	1			1	1	7
Whiskey Island Reef, Wis.....		1	1					1			3
White Fish Bay, Wis.....	1				1	1	2		1		7
White River Harbor, Mich.....	1					2		4			7
White Shoals, Mich.....	1						2				3
Wilmette, Ill.....								4			4
Wind Point, Wis.....	1	1									2
Winnetka, Ill.....	1				1	1		1			4

TABLE 67.—*List of places where American vessels have stranded during the last ten years.*

## AT SEA AND IN FOREIGN WATERS.\*

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
Abrolhas Island, Brazil .....							1			1	1
Acajutla, San Salvador, Central America .....				1							1
Adjuah, west coast of Africa .....		1									1
Aigues Mortes, France .....											1
Alacran Reef, Gulf of Mexico .....		1								1	1
Alceste Reef, near Gaspar Strait, East Indies .....		1									1
Alicante, Spain .....		1									1
Altata Harbor, Mexico .....									1		1
Alvarado Bar, Mexico .....								1			1
Anegada Reef (15 miles from Vera Cruz), Mexico .....		1									1
Antigua, British West Indies .....			1						1		2
Apia, Samoan Islands .....							4				4
Arthurstown (near), Ireland .....						1					1
Aspinwall, United States of Colombia .....		1		5				1			7
Atlas Straits, East Indies .....		1									1
Australia (reef east of), Pacific Ocean .....							1				1
Aves Island, Venezuela, Caribbean Sea .....								1			1
Azores (Fayal Island) .....									1		1
Bahamas .....	1		1	1			2				5
Abaco Island .....	2	1		1	1		1			1	7
Andros Island .....		1									1
Barnetts Point Reef .....					1						1
Bimini Island .....								1	1	2	4
Bad Rock Reef .....	1										1
Caicos Islands and Reefs .....	1	1	1	1	1		2	1			8
Crooked Island .....					1						1
Crossing Rocks Reef .....			1								1
Diamond Bank .....						1					1
Egg Island .....				1							1
Elbow Cay .....						1					1
Eleuthera Island .....	1		1		2				1		5
Exuma Island .....		1									1
Fish Cay Bank .....				1							1
Fortune Cay, Fish Cay Reef .....			1		1	1	1		1		5
Great Bahama Bank .....										1	1
Gun Key (near) .....				1							1
Harbor Island .....			1								1
Hogsties Reef .....		1			1						2
Inagua Islands and Reefs .....			1			1			1		3
Little Bahama Island .....	2										2
Long Bank .....					2						2
Long Island .....								1			1
Man-of-War Cay .....								1			1
Mantanilla Reef .....							1				1
Memory Rock .....				1	1						2
Miraporous Island .....				1							1
Moselle Reef .....					1		2				3
Naujack Cay .....				1	1						2
Nassau, New Providence .....		1				1					2
Orange Key .....	2					1					3
Pequoit Rock .....			1								1
Plana Keys .....		1									1
Ragged Island Harbor (entrance to) .....				1							1
Sandy Cay .....					1	1	1			1	4
Wattling Island .....		1									2
Bahia, Brazil .....										1	1
Balabac, East Indies .....			1								1
Barbuda Island, British West Indies .....		1				1					2
Barge Point, Labrador, Dominion of Canada .....			1								1
Basket Island, Terra del Fuego, South America .....	1										1
Baxo Nuevo, or New Bank, Caribbean Sea .....			1								1
Bay Islands, Bay of Honduras, Central America:											
Helena Islands .....				1							1
Ruatán Island .....						1					1
Bay of Bengal, Palmyras Reef, Indian Ocean .....						1					1
Bella Bella, British Columbia .....								1			1
Bermudas .....	2	1			1						4
St. George Island .....		1					1				2
Billiton Island, Dutch East Indies, China Sea .....	1							1			2
Boco del Rio, Mexico .....											1
Bramble Cay Straits, New Guinea .....								1			1
Bristol, England .....				1							1
Bristol Channel, England .....						1					1
British Honduras (Glovers Rock) .....									1		1
Buen Ayre, Dutch West Indies .....			1								1
Buenos Ayres, South America .....					1						1

\* In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 67.—*List of places where American vessels have stranded during the last ten years—*  
Continued.

## AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
Buffalo River (mouth of), South Africa.....		1									1
Butaritari Island, South Pacific Ocean.....			1								1
Cantiles Key, east of the Isle of Pines, West Indies..							1				1
Cape Breton Island:											
Cheticamp.....					1						1
Cox Bay.....		2							1		3
Creightons Island, Black Ledge.....			1								1
Flint Island.....			1							1	1
Ingonish Harbor.....	1										1
Louisburg.....		1				1	1		1	1	5
St. Esprit Island.....									1	1	1
Scatary.....						1					1
Sydney.....				1							1
Cape Bruat, Corea.....								1			1
Cape Colony (Strays Bay), Africa.....				1				1			2
Cape Frio, southwest coast of Africa.....		1									1
Cape Gracias-à-Dios, Honduras, Central America.....		1			1				1		3
Cape St. Roque (20 miles west of), Brazil.....		1									1
Cape Verde Islands:											
Brava.....					1						1
Porto Praya.....			1								1
Santiago.....		1									1
Caroline Islands, Pacific Ocean:											
Kusaie Island.....		2									2
Pelew Island (near).....		1									1
Pouinipete Island Reef.....			1								1
Providence Island.....							1	1			1
Susanna Reef.....							1				1
Carzonas, Mexico.....									1		1
Castle Island, West Indies.....		1									1
Caymans:											
Grand Cayman Island.....				1		1	1	1		2	6
Little Cayman Island.....									1		1
Cedar Rapids, St. Lawrence River, Canada.....									1		1
Chiltepec Bar, Mexico.....	1		1								2
Chincorro Reef, off east coast of Yucatan, Mexico.....							2				2
Coatzacoalcas River Bar, Mexico.....								1			1
Colinas, Mexico.....							1				1
Concession Reef, north coast of Brazil.....									1		1
Cooks Island, Polynesia.....									1		1
Corn Island, Central America.....	1				1						2
Cuba, West Indies:											
Anguilla Key.....	1										1
Baracoa Harbor.....				1		1					2
Cape San Antonio.....							1				1
Cardenas.....	1		3		2						6
Cape Verde.....				1							1
Cienfuegos.....	1			1			1				3
Colorado Reef.....	1					1	1		1	2	6
Doce Leguas Keys.....			1					1			1
Donkey Key.....								1			1
Guanato.....									1		1
Havana.....										1	1
Isle of Pines (south of).....										1	1
Marie (entrance to).....						1					1
Matanzas Harbor.....					1						1
Matanzas (17 miles east of).....		1								1	2
Mona Key.....	1		1								2
Nuevitas Harbor (near).....			1								1
Nuevitas (12 miles east of).....				1							1
Reef (north side of).....			1								1
Reef (south coast of).....											1
Romano Cayo.....	1										1
Sagua la Grande Harbor.....	1		1	1	2		2			1	8
Sagua, Boca de (entrance to).....		1									1
Salt Key.....	1							1			2
Tunamo, Sagua Reef.....						1					1
Downs, England.....						1					1
Drobak (near), Norway.....							1				1
Dungeness Spit, Strait of Magellan.....											1
East Lammock Island (rock near), China.....	1										1
East London, Africa.....		1									1
Falkland Islands, South Atlantic Ocean.....									1		1
Flores Straits, Malay Archipelago.....				1							1
Formosa Channel (Tan Rocks), China.....						1					1
Frazer River (mouth of), British Columbia.....								1			1
Frontera, Mexico.....								1			1
Gander Islands, Hecate Strait, British Columbia.....							1				1

TABLE 67.—List of places where American vessels have stranded during the last ten years—Continued.

## AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
Gasper Strait, Malay Archipelago.....					1						1
Gerrit Dennis Island, near New Guinea, Pacific Ocean.....									1		1
Grand Turk Island, British West Indies.....			3	1	1	1					6
Cotton Cay.....				1							1
Guadalupe, Caribbee Isles.....									1		1
Gulf of Georgia:											
Bell Chain Reefs.....					2						2
Gabriola Reef.....					1						1
Gossip Island.....						1					1
Hawaii:											
Hawaii.....				1	1				1		3
Honolulu.....				1							1
Mahukona.....								1			1
Molokai.....								1			1
Oahu.....				1	1						2
Puna Island.....										1	1
Haiti:											
Aux Cayes.....									1		1
Isle la Vache (south of).....				1					1		2
Jeremie Harbor.....						1		1			2
Port au Prince.....								1			1
Port à Paix.....					1						1
Port Gravois (near).....					1						1
Rochelois Reefs.....				1							1
Helicon Point (entrance to Bahia Harbor, Brazil).....		1									1
Herald Island (reef near), Arctic Ocean.....								1			1
Berschel Island, near Cape Horn, South America.....	1										1
Hull, England.....	1								1		2
Iceland (rock near Bordestrand).....				1							1
Isle of France, or Mauritius.....									1		1
Isle of Wight, England.....				1							1
Jamaica, West Indies:											
Alligator Reef.....		1									1
Montego Bay.....		1									1
Montego Bay (10 miles east of).....		1									1
Morant Cays.....					1						1
St. Ann's Bay.....		1									1
Japan:											
Hakodadi.....									1		1
Kanagawa.....									1		1
Kooril Island.....				1							1
Koonasheer Island.....					2						2
Kurasaki Cape, Yeddo Bay.....								1			1
Loo Choo Island.....									1		1
Nagasaki (near).....								1			1
Sagami Point, Yeddo Bay.....				1							1
Shimoda, or Simoda Harbor.....				1							1
Sucho Ri Hama.....								1			1
Java:											
Banyuwany, Bali Strait.....					1						1
Batavia, Sedaric Reef.....			1								1
Boompjes Island (off coast of).....			1								1
Johnsons Island, 700 miles southwest of Honolulu.....								1			1
Laguna Bay, Mexico.....								1			1
Lance-au-Loup, Straits of Belle Isle, Labrador.....								1			1
Little Fish Bay (60 miles south of), west coast of Africa.....	1										1
Liverpool Harbor, England.....						1	1				2
Macassar Straits, East Indies.....			1								1
Brill Reef (south of).....				1							1
Macayo (43 miles south of), Brazil.....			1								1
Madagascar Island, Indian Ocean.....				1							1
Madeira Islands.....				1							1
Magdalen Islands, Gulf of St. Lawrence.....	1	1						1	2	1	6
Magdalena Point, Buenos Ayres, South America.....									2		2
Magdalena River (mouth of), United States of Colombia.....	1			2							3
Manacles Rocks, English Channel.....				1							1
Manuel Lagoon (entrance to), Lower California.....	1										1
Maranhm Bay (Cora Grande Reef), Brazil.....					1						1
Marshall Islands (Ebon Island), Pacific Ocean.....							1		1		2
Martinique Islands, West Indies.....										3	3
Mazatlan, Mexico.....				1							1
Medoline Bay, coast of Istria, Austria.....		1									1
Meloria Bank, 5 miles from Leghorn, Italy.....	1										1
Mindora Straits, East Indies.....			1								1
Mocha Island, Chile.....	1										1

TABLE 67.—*List of places where American vessels have stranded during the last ten years—Continued.*

## AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
Mona Island, Mona Passage, West Indies.....		1									1
Moresby Island, Washington Sound, British Colom- bia.....									1		1
Nassau Bay, Cape Horn.....									1		1
Natal, Brazil.....								1			1
New Brunswick:											
Campobello Island.....						2	2	1			5
Cape Lepreaux, Bay of Fundy.....		1	1							1	3
Deer Island.....					1						1
Grand Manan Island.....	1	2		1		1		1		1	7
Hopewell Cape.....					1						1
Mispec, Bay of Fundy.....						1					1
Moncton (near).....						1					1
Murr Ledges, Grand Manan Island.....			1								1
Musquash, Bay of Fundy.....					1					1	2
Sackville.....								1			1
St. John.....	1	1	1	1	1	1			1		7
Newcastle (The Nobbys), New South Wales.....			1								1
Newfoundland:											
Baccalieu Island.....									1		1
Bears Cove.....								1			1
Bona Vista Bay.....									1		1
Broad Sound.....									1		1
Burin.....									2		2
Cape Race.....		1								1	2
Flower Rock.....										1	1
Fortune Bay (Fells Cove).....								1			1
Friar Island.....									1		1
Holyrood, Conception Bay.....		1									1
Miquelon.....				1			1	1			3
North Point, Conception Bay.....										1	1
Pass Island, Hermitage Bay.....						1					1
Placentia Bay.....								1			1
Point May.....				1							1
Port aux Basques.....	1										1
Port au Port.....									1		1
Portugal Cove.....						1					1
St. Jacques Harbor.....			1								1
St. Johns Harbor (entrance to).....			1								1
St. Pierre Island (off south coast).....				1		1		1		1	4
New Zealand (Cooks Strait).....					1						1
Nicaragua (coast of).....		1				1					2
Greytown.....									1		1
Mosquito Coast (Blewfields).....								1			1
Mosquito Coast (Sandy River).....								1			1
Normans Island, West Indies.....				1							1
Nova Scotia:											
Advocate Bay.....							1				1
Apple River (mouth of).....								1			1
Argyle.....								1			1
Barrington.....	1										1
Beaver Island Light (7 miles west of Sober Island).....			1								1
Blanche Island.....						1					1
Brier Island.....				1						1	2
Bull Ledge (near Shelbourne).....						1					1
Cape Canso.....			1				1			3	5
Cape Island.....					1						1
Cape Negro.....								1		1	2
Cape Sable.....		1						1		2	4
Cape St. Mary.....									1		1
Catherines River.....				1							1
Centerville.....										1	1
Cheverie.....										1	1
Ellingwood Island.....	1										2
Fishermans Harbor, Guysboro County.....					1						1
Gannet Rock Ledges, near Yarmouth.....					1						1
Halifax.....											1
Isaacs Harbor.....								1			1
La Have River (mouth of).....										1	1
Lewis Head.....									1		1
Little Harbor.....									1		1
Little Hope Harbor, near Liverpool.....						1					1
Liverpool Harbor.....		1							1		3
Lockport.....										1	1
Minas Basin.....				1	1						2
Murder Island.....								1			1
Petit Passage, Digby County.....						1					1



TABLE 67.—*List of places where American vessels have stranded during the last ten years—Continued.*

## AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
Nova Scotia—Continued.											
Pudding Pan Rocks, near Liverpool.....			1								1
Robinsons Creek.....										1	1
Sable Island.....			1								1
Seal Island.....				2	1				3		7
Shelbourne.....	1		1	1				1			3
West Bay.....	1										1
Westport.....				1							1
Whitehead.....		1									1
Yarmouth.....					1	1	2			1	5
Old Providence Island, Caribbean Sea.....	1	1				1	1				4
Reef 43 miles northeast of.....			1								1
Palmerston Island, Pacific Ocean.....				1							1
Pamurang Island, East Indies.....		1									1
Panuco River (mouth of), Mexico.....						1					1
Para River (near mouth of), Brazil.....							1				1
Parahiba (reefs off), Brazil.....				1							1
Pemba Islands (5 miles north of) off coast of Africa.....	1										1
Philippine Islands:											
Alegua.....								1			1
Boilo.....							2				2
Luzon Island.....				1							1
Manilla Bay.....	3										3
Samara.....									1		1
Platte River (mouth of), South America.....			1							1	2
Point Espada (off Cape St. Rafael), West Indies.....		1									1
Point St. Eugenia (near), Lower California, Mexico.....								1			1
Port Toro, United States of Colombia.....		1									1
Port Elizabeth, South Africa.....			1								1
Port Ellen, Island ofIslay, Scotland.....							1				1
Port Simon, Central America.....	1										1
Porto Cabello, Venezuela, South America.....		1									1
Porto Rico, West Indies:											
Arecibo.....				1				1			2
Mayaguez.....		1									1
Yabucoa.....	1										1
Prince Edward Island:											
Hardys Channel.....								1			1
Richmond Bay.....									1		1
Souris Harbor.....					1						1
Progreso, Mexico.....	1	1									2
Queen Charlottes Island, British Columbia.....									1		1
Queenstown Harbor, Ireland.....		1					1				2
Quinto Sueno Bank, Caribbean Sea.....				1							1
Raratonga, Cook Islands, Pacific Ocean.....							1	1			2
Raza Island, Gulf of Mexico, Mexico.....								1			1
Redcar Rocks, Yorkshire, England.....	1								1		1
Rio Grande do Sul Bar, Brazil.....		1									1
St. Andrews Island, Caribbean Sea.....			1								1
St. Lucia Island (Vigi Reefs), West Indies.....		1									1
San Andrews Harbor (reef near), United States of Colombia.....				1							1
San Domingo (near), Lower California.....							1				1
San Felipe, Lower California.....									1		1
San Fernando, Trinidad.....											1
San Pedro River (near mouth of), Gambia, Africa.....				1							1
Santa Cruz, West Indies.....								1			1
Santanilla or Swan Islands, Caribbean Sea.....			1								1
Santo Domingo, West Indies.....	3	1	1	1							6
Ozama River (mouth of).....							1				1
Porto Plata.....							1				1
Saona Island.....							1				1
Sapadillo Keys, Guatemala.....										1	1
Semao or Simao Island, Malay Archipelago.....					1						1
Serrana Keys, Caribbean Sea, Central America.....			1				4				5
Shaw, The, Denmark.....								1			1
Smythes Channel, Southwest coast of South America.....										1	1
Solomon Island, Guadalcanar, Pacific Ocean.....	1										1
Sooloo Sea, or Sea of Mindora, East Indies.....		1	1								2
Straits of Sunda, East Indies.....	1										1
Suvarrow Reef, South Pacific Ocean.....				1							1
Tabasco River (mouth of), Mexico.....	2										2
Tahiti, Society Islands.....									1		1
Tamatave (reefs near), Madagascar, Indian Ocean.....						2					2
Tamaulipas, Mexico.....					1						1
Tampico, Mexico.....								1			1
Tela Bay, Honduras.....									1		1

TABLE 67.—*List of places where American vessels have stranded during the last ten years—Continued.*

## AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	
Timor Laut, Malay Archipelago.....						1					1
Tonala Bar, Mexico.....	1	1	1	1		1				1	6
Torres Strait, Australia.....				1							2
Triangle Reef, Campeche Bay, Mexico.....	1			1							2
Truxillo, Honduras, Central America.....				1							1
Tumbo Island (reef of), British Columbia.....				1							1
Turtle Bay, Lower California.....	1										1
Tuspan River Bar, Mexico.....	1										1
Twin Island, Strait of Belle Isle.....										1	1
Ujae Island (north latitude 8° 54', east longitude 165° 36'), Pacific Ocean.....		1									1
Urbana Point, Brazil.....								1			1
Valparaiso Bay, Chile.....							1				1
Vancouver Island, British Columbia:											
Bonilla Point.....		1			1						2
Cape Beale.....									1		1
Chemainus.....						2					2
Hesquit Harbor.....	1										1
Nitinat.....					1						1
Rosedale Reef.....								1			1
San Juan.....		1									1
Venezuela (coast of), South America.....	1										1
Vera Cruz, Mexico.....	1										1
Victoria Harbor, British Columbia.....	2										2
Vieque, or Crab Island, West Indies.....				1			1	2			4
Vivorilla Cay, off Honduras, Central America.....				1							1
Waterford Harbor, Ireland.....							1				1
Woo-Sung River, China.....				1							1
Zanzibar (near), east coast of Africa.....								1			1





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REPORT  
OF THE  
BOARD ON LIFE-SAVING APPLIANCES.

NEW YORK MEETING, JUNE, 1892.

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(333)



## LETTER OF TRANSMITTAL.

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OFFICE OF INSPECTOR OF U. S. LIFE-SAVING STATIONS,  
*No. 24 State street, New York, June 29, 1892.*

SIR: I have the honor to transmit herewith report of the Board on Life-Saving Appliances, etc., constituted by Department letter dated January 3, 1882, together with accompanying papers.

Very respectfully,

C. H. PEABODY,  
*President of the Board.*

SUMNER I. KIMBALL, Esq.,  
*General Superintendent U. S. Life-Saving Service,  
Washington, D. C.*



# REPORT.

BOARD ON LIFE-SAVING APPLIANCES,  
*New York, June 29, 1892.*

## I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the Honorable the Secretary of the Treasury in Department letter of January 3, 1882, met at New York in the office of the Inspector of Life-Saving Stations, No. 24 State street, at 11 A. M., on June 21, 1892, upon the call of the president of the Board, dated June 6, 1892, for the transaction of such business as should properly be brought before it.

The president of the Board, Mr. Edward Burgess, having died since the last meeting of the Board, the Secretary of the Treasury, in Department letter dated January 6, 1892, appointed Professor Cecil H. Peabody, of the Massachusetts Institute of Technology, Boston, Massachusetts, president of the Board, vice Burgess, deceased. A copy of this letter is appended, and marked "I."

Lieutenant Worth G. Ross, U. S. R. M., assistant inspector of life-saving stations, having been relieved from duty with the Life-Saving Service and ordered to a distant station, Lieutenant Thomas D. Walker, U. S. R. M., assistant inspector of life-saving stations, was detailed by Department letter dated May 11, 1891, as a member and recorder of the Board, vice Ross, relieved. A copy of this letter is appended, and marked "II."

Superintendent D. P. Dobbins, Ninth Life-Saving District, having resigned his position as a member of the Board in letter dated January 8, 1892, Superintendent Jerome G. Kiah, of the Tenth Life-Saving District, was detailed by Department letter dated June 10, 1892, as a member of the Board, vice Dobbins, resigned. A copy of this letter is also appended, and marked "III."

Present: Professor C. H. Peabody, president; Captain C. A. Abbey, U. S. R. M.; Captain D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant Thomas D. Walker, U. S. R. M., recorder; Superintendent B. C. Sparrow, Second District, Life-Saving Service; Superintendent J. G. Kiah, Tenth District, Life-Saving Service; Assistant Superintendent H. M. Knowles, Third District, Life-Saving Service.

## II.—DOCKET.

### CLASS I.—WRECK ORDNANCE.

1. Device for throwing lines. The Unexcelled Fireworks Company, New York.
2. Method of faking shot lines. (C. W. Gilbert's). Thomas C. Orndorff, Worcester, Massachusetts.

## CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Self-bailing surfboat. Lieutenant C. H. McLellan, U. S. R. M.
2. Self-righting and self-bailing surfboat. Lieutenant C. H. McLellan, U. S. R. M.
3. Improved self-righting, self-bailing, self-water-ballasting, center-board and sail surf lifeboat. Superintendent D. P. Dobbins, U. S. L. S. S.
4. Improved self-righting, self-bailing, insubmersible surf lifeboat. Superintendent D. P. Dobbins, U. S. L. S. S.
5. Improved open self-righting surfboat. Superintendent D. P. Dobbins, U. S. L. S. S.
6. Improved open self-righting dinghy. Superintendent D. P. Dobbins, U. S. L. S. S.
7. Steam lifeboat. J. B. Glazier, Franklin, Massachusetts.
8. Lifeboat. W. Luth & Co., Newport, Rhode Island.
9. Electric life-saving craft. A. B. Shearer, Reno, Nevada.
10. Wooden folding boat. Geo. W. Schermerhorn, Philadelphia, Pennsylvania.
11. Amphibious combined surfboat, lifeboat, and life raft. Francis J. Barry, New York.
12. Life car and boat. P. F. Schenck, Highlands, New Jersey.
13. Life-saving car. Sydney S. Bradford, Richmond, Virginia.
14. Improvement in life car. Superintendent D. P. Dobbins, U. S. L. S. S.
15. Life and surf boat transport launching wagon. Superintendent D. P. Dobbins, U. S. L. S. S.
16. Surfboat-launching wagon. Keeper C. C. Kenyon, U. S. L. S. S.
17. Improvement in boat wagons. Captain C. A. Abbey, U. S. R. M.
18. Boat wagon. W. H. St. John, Bay Shore, New York.
19. Boat wagon. Lieutenant C. H. McLellan, U. S. R. M.
20. Boat wagon. Lieutenant F. G. F. Wadsworth, U. S. R. M.
21. Boat-launching wagon. Lieutenant O. C. Hamlet, U. S. R. M.
22. Boat carriage. Superintendent J. M. Richardson, U. S. L. S. S.
23. Improved boat-launching carriage. Keeper H. J. Woods, U. S. L. S. S.
24. Tilting boat-launching ways. Superintendent D. P. Dobbins, U. S. L. S. S.
25. Patent oarlocks. Keeper H. J. Woods, U. S. L. S. S.
26. Improvement in handcarts. Superintendent J. M. Richardson, U. S. L. S. S.
27. Floating rope (cotton). E. Maynard, Brooklyn, New York.
28. Appliance for connecting ends of whiplines. Superintendent J. M. Richardson, U. S. L. S. S.
29. Automatic breeches-buoy block. Superintendent J. M. Richardson, U. S. L. S. S.
30. Improved breeches-buoy block. Superintendent D. P. Dobbins, U. S. L. S. S.
31. Patent anchor. John T. Williams, Pittsburg, Pennsylvania.
32. "Dirigo" folding anchor. T. Laughlin & Son, Portland, Maine.
33. Wells light. Messrs. Keegan and Halpin, New York.
34. Lucigen light. Industrial Light Company, New York.
35. Box for Coston signals. Keeper J. T. Wescott, U. S. L. S. S.
36. Belt and pouch for Coston signals. Keeper T. B. Pearce, U. S. L. S. S.
37. Lucigraph. John W. Hayward, New York.

38. Antifriction wheel. Chaplin Manufacturing Company, Hartford, Connecticut.

39. Marine messenger buoy. W. B. Smith, Lawtey, Florida.

40. Canvas case for marine glasses. S. Thaxter & Son, Boston, Massachusetts.

41. Nippers for hawsers. Superintendent J. M. Richardson, U. S. L. S. S.

42. Telemeter. The Lowry Manufacturing Company, New York.

43. Fell's forced respiration apparatus. G. M. Bailey, Buffalo, New York.

44. Plan for hauling whiplines to stranded vessels. W. B. Smith, Lawtey, Florida.

### III.—COMMITTEES.

#### 1. Committees appointed.

1. *On resolutions upon the death of the late president, Edward Burgess, of Boston.*—Captain C. A. Abbey, U. S. R. M.; Captain D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant Thomas D. Walker, U. S. R. M.

2. *On method of faking shollines—(Gilbert's).*—Captain C. A. Abbey, U. S. R. M.; Assistant Superintendent H. M. Knowles, Third Life-Saving Service.

3. *On the revision of the rules and regulations of the Board.*—Professor C. H. Peabody, president of the Board; Captain C. A. Abbey, U. S. R. M.; Lieutenant Thomas D. Walker, U. S. R. M.

4. *On lifeboats and surfboats.*—The full Board.

5. *On boat wagons and devices for the transportation of the apparatus.*—Professor C. H. Peabody, president of the Board; Captain D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant Thomas D. Walker, U. S. R. M.; Superintendent B. C. Sparrow, Second Life-Saving District; Assistant Superintendent H. M. Knowles, Third Life-Saving District.

6. *On patent "oarlocks" (Woods's).*—Captain C. A. Abbey, U. S. R. M.; Superintendent B. C. Sparrow, Second Life-Saving District; Superintendent J. G. Kiah, Tenth Life-Saving District.

7. *On canvas case for marine glasses (Thaxter's).*—Captain C. A. Abbey, U. S. R. M.; Superintendent B. C. Sparrow, Second Life-Saving District; Superintendent J. G. Kiah, Tenth Life-Saving District.

8. *On beach and signal lights.*—The full Board.

9. *On Fell's forced respiration apparatus.*—Captain D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant Thomas D. Walker, U. S. R. M.; Superintendent B. C. Sparrow, Second Life-Saving District.

10. *On breeches-buoy blocks (Dobbins's and Richardson's).*—Captain C. A. Abbey, U. S. R. M.; Superintendent J. G. Kiah, Tenth Life-Saving District.

11. *On floating cotton rope (Maynard's).*—Captain C. A. Abbey, U. S. R. M.; Superintendent J. G. Kiah, Tenth Life-Saving District; Assistant Superintendent H. M. Knowles, Third Life-Saving District.

12. *On marine messenger buoy (Smith's).*—Captain C. A. Abbey, U. S. R. M.; Superintendent J. G. Kiah, Tenth Life-Saving District; Assistant Superintendent H. M. Knowles, Third Life-Saving District.

13. *On plan for hauling whiplines to stranded vessels (Smith's).*—Captain C. A. Abbey, U. S. R. M.; Superintendent J. G. Kiah, Tenth Life-Saving District; Assistant Superintendent H. M. Knowles, Third Life-Saving District.



14. *On clutch for connecting ends of whiplines (Richardson's).*—Captain C. A. Abbey, U. S. R. M.; Superintendent J. G. Kiah, Tenth Life-Saving District; Assistant Superintendent H. M. Knowles, Third Life-Saving District.

15. *On "lucigraph" (Hayward's).*—Captain C. A. Abbey, U. S. R. M.; Superintendent J. G. Kiah, Tenth Life-Saving District; Assistant Superintendent H. M. Knowles, Third Life-Saving District.

16. *On boat-launching wagon (Hamlet's).*—Professor C. H. Peabody, president of the Board; Superintendent B. C. Sparrow, Second Life-Saving District; Assistant Superintendent H. M. Knowles, Third Life-Saving District. (Subcommittee.)

17. *On telemeter (Lowry-Bowyer).*—Captain C. A. Abbey, U. S. R. M.; Captain D. A. Lyle, Ordnance Department, U. S. Army.

## 2. Committees continued.

1. On method of faking shotlines.
2. On lifeboats and surfboats.
3. On boat wagons and other devices for the transportation of the apparatus.
4. On boat wagon (Hamlet's), subcommittee.
5. On boat-launching carriage (Woods's), subcommittee.
6. On telemeter (Lowry-Bowyer).

## 3. Committees reported.

1. On resolutions upon the death of the late president, Edward Burgess.
2. On the revision of the rules and regulations of the Board.
3. On patent rowlocks (Woods's).
4. On canvas case for marine glasses (Thaxter's).
5. On Fell's forced respiration apparatus (Bailey's).
6. On automatic breeches-buoy block (Richardson's).
7. On improved breeches-buoy block (Dobbins's).
8. On floating cotton rope (Maynard's).
9. On marine messenger buoy (Smith's).
10. On attachment for ends of whiplines (Richardson's).
11. On "lucigraph" (Hayward's).
12. On plan for hauling whiplines to stranded vessels (Smith's).
13. On patent anchor (Williams's).
14. On "Dirigo" folding anchor (Laughlin's).
15. On box for Coston signals (Wescott's).
16. On belt and pouch for Coston signals (Pearce's).
17. On patent life-saving car or boat (Schenck's).

## IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to be present for the purpose of explaining their devices.

## V.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

### 1. Device for throwing lines (*The Unexcelled Fireworks Company*).

RESULTS.—The company was informed of the date upon which the Board would convene, and requested to submit their device for examination and trial. Nothing has been received from the company relating to this device, and the subject is therefore dropped from the docket.

2. *Self-bailing surfboat (Beebe-McLellan). Self-righting and self-bailing surfboat (Beebe-McLellan).*

RESULTS.—There are several of these boats now in service for trial at stations, but the reports so far brought to the knowledge of the Board are not sufficiently conclusive to authorize the Board to definitely pass upon their merits.

RECOMMENDATION.—The Board would respectfully recommend that the General Superintendent of the Life-Saving Service take such action with regard to supplying these boats to stations as his judgment and the experience and demands of the Service shall require; and that he cause such reports to be made by the proper officers of the Service as will place in the hands of the Board sufficient data to enable it to come to a more definite conclusion with regard to the merits of these boats.

3. *Improved self-righting, self-bailing, self-water-ballasting centerboard and sail surf lifeboat (Dobbins's).*

RESULTS.—The data relating to this boat are contained in the plans and specifications submitted by the inventor. This boat differs from others presented by Mr. Dobbins in the addition of a sail and a centerboard. The latter being constructed in three parts or leaves of galvanized steel which close in fan folds in the centerboard box when not in use, and unfold as they fall into position for use when sailing by the wind.

OPINION.—These additional devices embody no novel ideas, as there are already boats in the Service similarly provided and folding centerboards are already in use in canoes and other small craft. Sails and centerboards are of great assistance to life or surfboats, which have to render assistance at long distances over water routes, but they are of no value in boats which operate in the immediate vicinity of the shore, as they increase by their weight the difficulties of land transportation.

RECOMMENDATION.—The use of sails and centerboards is recommended wherever the conditions of active service appear to render their employment necessary.

4. *Improved self-righting, self-bailing, insubmersible surf lifeboat (Dobbins's).*

RESULTS.—The drawing presented has the date 1892 on it, but the boat is substantially the same in general design as the one now at the Point Judith Life-Saving Station, Third District, constructed in accordance with the recommendation of the Board at its Boston meeting, June 13, 1890. The keeper of that station recommends that this boat be kept at the station as a reserve boat. The keeper also suggests that the Dobbins boat be fitted with a centerboard for this special station. The Board at its former meeting recommended that this boat be sent to several different stations on the Atlantic coast for trial, and that reports be made concerning its action at these stations.

OPINION.—The Board is of the opinion that no further action is necessary until these trials are made and the reports received.

5. *Improved open self-righting surfboat (Dobbins's).*

RESULTS.—This boat is fully described in the plans and specifications submitted by the inventor. Its length is 22 feet 9 inches over all, its beam is 7 feet, and its depth 2 feet 3 inches. Approximated weight 900 pounds. Carrying capacity twenty persons, including crew.

In the standard of excellence in boats, the summation of whose qualities is 100, the value given to the self-righting quality is 6 (see annual report of the Life-Saving Service for 1888, page 510). As this boat when upset and then righted will remain full of water, and as any open

boat in water sufficiently rough to swamp it easily rolls over and over, the quality of self-righting is not of sufficient importance to warrant its adoption for general use in the Service.

OPINION.—The working qualities of this boat appear to be good, but it does not, in the opinion of the Board, possess sufficient superiority over other surfboats in the Service to justify its adoption for general use.

6. *Improved open self-righting dinghy (Dobbins's).*

RESULTS.—This boat is designed to be manned by two surfmen, each man pulling a pair of light sculls. The inventor claims for it a carrying capacity for six persons, and states its weight as 200 pounds. The length is 16 feet over all, beam 4 feet, and depth 16 inches. It is provided with air chambers to give buoyancy when filled with water. Plans and specifications are submitted by the inventor, and it is understood that boats of this description are in use in the Ninth District.

OPINION.—This is evidently a good boat for use at stations situated in harbors where quick work is necessary in rescuing people that may fall from wharves or piers, and it would also be a good "errand boat" for stations on outlying beaches where shallow inland waters have to be crossed, but the Board sees no reason for recommending the adoption of this especial model to the exclusion of any other boat of light weight and draft that can perform the work for which this is designed.

7. *Steam lifeboat (Jos. B. Glazier's).*

RESULTS.—This craft is designed to be 48 feet long and 15 feet beam, propelled by an engine working side wheels. In general appearance it resembles a side-wheel steamboat. Each wheel has a rim projecting beyond the buckets sufficiently to bring the keel of the boat clear of the roadbed when upon the shore. At the stem and stern are placed wheels for land transportation. In action the boat is run from the boathouse (over a prepared way, if the road be sandy) to the water, where the paddle wheels perform their office, and the boat proceeds to the rescue, which is effected by anchoring or holding to windward under steam and working a dory from the cabin door. This invention seems to be merely an auxiliary to the small boat.

OPINION.—In the opinion of the Board no construction of wheels, either for land or water service, would withstand the shocks to which they would be subjected in a rough sea when leaving or returning to the shore. Apparatus of this size and weight is not adapted to the use of the Service except at points where it can be kept afloat in harbors or under shelter of piers, and in such locations serviceable tugs, hired for the occasion, have thus far proved sufficient auxiliaries to the surf and life boats.

8. *Lifeboat (Luth & Co.'s).*

RESULTS.—The model of this device submitted for consideration is for a double-end self-righting and self-bailing lifeboat with movable end, turtle-back air chambers, also a bottom valve for filling the ballast tank with water ballast. This device is very clearly described in the specifications forming part of letters patent No. 417936, dated December 10, 1889.

OPINION.—As the model submitted is not made to scale, the Board is of the opinion that a boat of sufficient size and strength can not be built after this model and be light enough to possess any advantages over the improved self-righting, self-bailing, and water-ballasting boats now in use in the Service. If the inventor desires he may submit a working model 26 feet in length, free of expense to the Government, for trial.

**RECOMMENDATION.**—If the inventor desires a test for his boat and furnishes one for that purpose, the Board would respectfully recommend that the General Superintendent cause the same to be tried at some station on the Atlantic coast under the supervision of the superintendent of the district, and that reports of its merits be transmitted to the Board at its next meeting. Until such reports are received the subject will be dropped from the docket.

*9. Electric life-saving craft (A. B. Shearer's).*

**RESULTS.**—This device consists of three long cigar-shaped boats, arranged parallel with each other, with a space between them and with the center boat placed about one-half its length in advance of the two outer ones, and all connected by a platform on deck. The inventor proposes to propel it by electricity. This craft is in reality a raft, which principle has not been found adapted to the uses of the Life-Saving Service.

**OPINION.**—The Board, in a previous report upon a similar subject (see annual report of the Life-Saving Service for 1886, page 485, caption VI [opinions], paragraph 13), expressed the following opinion, which it sees no reason to recede from: "Experience has been that life rafts are virtually useless for this service and later experience shows no reason for changing this opinion."

*10. Wooden folding boat (Schermerhorn's).*

**RESULTS.**—This boat has a light wooden frame or body, hinged or joined together and covered with canvas—in fact, the boat when spread out or set up is incased in a canvas boat-shaped cover, which protects it from sinking when the light frame is stove in by striking on a rocky shore.

**OPINION.**—The advantages would be in saving the boat from a disabling accident, from striking on rocks or a stony beach, as would be the case with a thin wooden boat under similar circumstances.

**RECOMMENDATION.**—If the inventor will submit a boat 21 feet or more in length, free of expense to the Government, the Board would respectfully recommend that the General Superintendent cause it to be tried on the rocky shore of Massachusetts under the supervision of the district superintendent, and that the latter be directed to report the result of the trial for the information of the Board. Until such submission is made the subject will be dropped from the docket.

*11. Amphibious combined surfboat, lifeboat, and life raft (Barry's).*

**RESULTS.**—The Board, at its last meeting in Boston (June, 1890), informed the inventor's agent that it desired to see a trial of the working model of the craft "before deciding upon its merits." Under date of June 10, 1892, the recorder of the Board informed the agent of the date of the present meeting. No further communication has been received from either the inventor or his agent. The description and papers before the Board would seem to indicate that the apparatus is not adapted to the needs of the Service.

**OPINION.**—The Board is therefore of the opinion that no further action is necessary, and that the invention should be dropped from the docket.

*12. Life car and boat (Schenck's).*

**RESULTS.**—This device is fully described in the papers and drawings before the Board. It is a square-sterned, clinker-built, wooden boat, 18 feet long, 5 feet wide, of ordinary model, whale or turtle-backed fore and aft, with a square manhole or opening in the center of the top of the latter, to which there is a hinged door opening outward and se-

cured from within. Thus the car, or boat, is made practically air and water tight. To insure the maintenance of life within when the car is closed, there are three automatic valves, one at each side and one at the stern, which supply air to the interior, whether the boat is bottom up or right side up. The drawings show the manner in which these valves work. At the time the working model was examined by the committee (September 4, 1890), at Highland Beach, New Jersey, there was no surf, and the device was therefore not floated. It has no means of propulsion, it being the purpose of the inventor to haul it to and fro between the shore and a wreck by lines, the same as the Francis metallic life car, now in the Service. This can doubtless be done successfully. It is, however, much larger and heavier than the Service car, and appears to have but one advantage over the latter, viz, that of greater carrying capacity. This advantage is counterbalanced by its weighing much more than the Service or "Francis" car.

OPINION.—For use in cases of disaster at sea where it is necessary to sustain life in small, safe craft, the Board deems this boat, or car, desirable. But for use in the Life-Saving Service the Board is unable to see wherein this boat or car would be an improvement over the car now generally in use, since its greater size and weight would make it more difficult to handle without taking into account its greater cost.

*13. Life-saving car (Bradford's).*

RESULTS.—This is a life car very similar to the Francis metallic life car now in service, with the addition of a rubber covering to protect it from being punctured by floating wreckage, and air chambers in the ends to supply fresh air to the occupants. The cylinders are fitted with gauge cocks to be regulated by the occupants or by the keeper previous to use. Two automatic flap valves are placed upon the top and so adjusted as to regulate the interior pressure and the ventilation of the car.

OPINION.—The Board is of the opinion that this life-saving car does not possess sufficient advantages over those now in service to warrant its substitution for them.

*14. Improved life car (Dobbins's).*

RESULTS.—This car differs from the model submitted in 1888 by the substitution of a rotary pump for the clearing of water or pumping in air for the piston pump there proposed. There is nothing essentially novel in this construction.

OPINION.—The Board adheres to its opinion, expressed on page 492 in the annual report of the Life-Saving Service for 1888, that "the experience of the Service shows no necessity for complicating the construction of the life car by the addition of a pump."

*15. Improved lifeboat and surfboat launching wagon (Dobbins's).*

RESULTS.—This wagon had been considered by the Board at previous meetings. Since then Mr. Dobbins has added a new feature in the form of a rail or walkway on each side above the wheels and running the entire length of the body of the vehicle to enable the crew to more easily handle the boat in running it off the rollers.

OPINION.—At the meeting in June, 1888, the Board expressed the opinion that "these wagons are not adapted to the general use of the Life-Saving Service."

RECOMMENDATION.—The Board respectfully recommends that the General Superintendent furnish this wagon, if it can be purchased at reasonable cost, to stations where in his judgment its use would be advantageous.

16. *Improved surfboat-launching wagon (Kenyon's).*

17. *Improvement in boat wagon (Abbey's).*

RESULTS.—These devices were disposed of as far as the Board is concerned at the previous meeting of the Board in Boston, June, 1890, and are now in the hands of the General Superintendent of the Life-Saving Service. They are therefore dropped from the docket.

18. *Boat wagon (St. John's).*

19. *Boat wagon (McLellan's).*

RESULTS.—These wagons are of broader tread than those generally in use in the Service, and as the Board has, by resolution, adopted a line of action which in effect is that no boat wagon differing essentially in this respect from the ordinary tread of vehicles in common use should be recommended for general adoption in the Life Saving Service, the St. John and the McLellan wagons are dropped from the docket without further action.

20. *Boat wagon with skids for loading and unloading (Wadsworth's).*

RESULTS.—A wagon of Lieutenant Wadsworth's design is being constructed under the inventor's supervision.

RECOMMENDATION.—The Board would respectfully recommend that when this device is ready for trial the General Superintendent require it to be tried at such station or stations as he may select, and that reports of such trials be submitted to the Board at its next meeting.

21. *Boat launching wagon (Hamlet's).*

RESULTS.—The designer of this wagon has a working model, seven feet in length, in Boston which he desires to exhibit. The examination of the device being committed to a subcommittee of the committee on boat wagons and other devices for the transportation of the apparatus, the Board "ordered that in view of the great importance of the subject and the possible advisability of speedy action, the subcommittee may at at their discretion submit a report through the full committee directly to the General Superintendent without waiting for the next meeting of the Board."

22. *Boat carriage (Richardson's).*

RESULTS.—This device consists of a four-wheeled wagon with a double extension reach, with numerous adjustable stay and brace hooks for stiffening the wagon when supporting its loads. Upon each axle is erected an arch, which spans the entire distance between the wheels. To unload the boat it is intended to suspend it by its ends from these arches by tackles, and then to disconnect the reaches by drawing the bolts which hold them together midway between the two axles, when the ends of the reaches drop to the ground, and their fixed ends being hung in loose eyes, they may be drawn aside and the boat can then be lowered to the ground between them. The weight of the carriage complete is not given by the inventor, but from its dimensions and the quantity of iron work about it the Board estimates that it is necessarily heavier than the regular service wagon.

OPINION.—The Board is of the opinion that the great weight and the complications of this device, together with the danger of injury to those who are to disconnect the reaches by the boat striking them, and the fact that its great length makes it impossible to turn it within a short radius, seem sufficient reasons for the Board declining to recommend its adoption for use in the Life-Saving Service.

23. *Improved boat-launching carriage (Woods's).*

RESULTS.—A full working model of this device is in the hands of the inventor, Keeper H. J. Woods, of the Muskegon Station, Eleventh

District. The subject was referred to a subcommittee of the committee on boat wagons, etc., consisting of Captain C. A. Abbey, U. S. R. M. (a temporary appointment on the committee), and Superintendent J. G. Kiah, of the Tenth Life-Saving District, with authority to examine it and make report upon its merits, through the full committee, directly to the General Superintendent—if such course be deemed necessary—without waiting until the next meeting of the Board.

24. *Tilting boat-launching ways (Dobbins's).*

RESULTS.—A model of this device is presented by the inventor and a full description given in his letter to the General Superintendent, dated April 28, 1892. This device is intended for launching a boat from the station boat room directly into the water.

OPINION.—As this method of launching must conform directly to the location of the station and the nature of the water front, which, in the Service at large presents a great variety of conditions, the Board is of the opinion that special recommendations should not be made, and that launching ways should be constructed to suit special conditions as they arise.

25. *"Oarlocks," patent (Woods's).*

RESULTS.—This device is a heavy substantial rowlock of the ordinary type, with the addition of a lug, one-quarter inch square, cast upon one side of the circumference at the end of the stock or pin of the rowlock. A slot of the same shape is cut in on one side of the hole in the gunwale plate, which allows the lug on the stock or pin to pass through when shipping the rowlock. When thus shipped a slight turn of the rowlock turns the lug from the slot and the device is securely locked.

OPINION.—The Board is of the opinion that a locking rowlock is undesirable, and in view of the fact that the quarter-inch lug is small and liable to break or wear off, and thus reduce this rowlock to one of the ordinary type, it must decline to recommend the Woods patent rowlock for general adoption in the Service.

26. *Improvement in handcarts. (Richardson's).*

RESULTS.—This is a method of attaching thills or shafts to the apparatus cart of the Service. Superintendent Richardson, the designer, submitted a small model, which clearly shows the proposed methods of connecting the thills to the body of the cart. The shafts for a horse are similar to those on ordinary vehicles, but arranged to hook into eyebolts on the axle of the cart and kept in position in strong iron chocks by iron pins or bolts. The shaft or pole for manual use when a horse is not available is fitted in a similar manner to the shafts for a horse only in the center of the cart body. The merits claimed by Mr. Richardson are:

First. When the cart is housed at the station the shafts can be unhooked, and thus afford greater stowage space in the boat room.

Second. The single shaft or pole for the men will enable them to have more perfect control of the vehicle with its load when passing over rough ground or descending steep grades; and

Third. In substituting the shafts for the single pole and *vice versa* but little time is lost, and there are no loose bolts or nuts to be mislaid or lost.

OPINION.—The Board is of the opinion that the method of making the changes as described by the inventor does not possess sufficient merit over the present arrangement of the Service cart to warrant a recommendation for its general adoption.

27. *Floating cotton rope (Maynard's).*

RESULTS.—This is a rope manufactured of cotton, braided, with a core of cork in small sections. The inventor claims that it is nonsinkable, its buoyancy being due to the core of cork running through its entire length.

OPINION.—The Board is of the opinion that a floating rope would be of great service, in connection with the beach apparatus, for hawsers, whiplines, and shotlines, provided that they are of sufficient strength.

RECOMMENDATION.—The Board recommends that the Maynard floating rope be given a trial at one or more stations of the Service; but that before this is done the General Superintendent cause it to be properly tested for strength in comparison with the manilla rope now used by the Service. The Board further recommends that, if the trials be made, the reports thereon be laid before the next meeting.

28. *Appliances for connecting the ends of whiplines (Richardson's).*

RESULTS.—This is a device for fastening the ends of the whipline of the beach apparatus to the breeches buoy block to take the place of the clove hitch required on page 15 of the Beach Apparatus Drill. The appliance consists of two pieces of gun metal, about two pounds in weight, that clutch together in a grooved and dovetailed manner. In each end of the larger piece or "block" an eye is formed, and in one end of the smaller piece or "slide" there is also an eye. In one eye of each piece there is fitted a chain of soft sheet steel about two feet in length, and in the other eye of the "block" the end of the whip is to be spliced. To fasten the end of the whipline to the breeches-buoy block the end of the chain to which the "slide" is attached is passed around or through the ring of said block and brought back and fastened to the "block" part of the device.

OPINION.—The Board is of the opinion that when the end of the whipline is fastened to the ring or thimble of the breeches-buoy block by a round turn and two half-hitches it is less liable to become unfastened than if it were put on with the above device, and that the clove hitch now prescribed by the "Instructions for Beach Apparatus Drill" is the best and safest method of securing the whipline to the breeches-buoy block that has yet been devised. The Board therefore declines to recommend the adoption of this appliance.

29. *Automatic breeches-buoy block (Richardson's).*

RESULTS.—This device is of galvanized iron with double sheaves, the shell forming the strap. At the lower end of one side of the shell is a swiveled eye, one side of the base of which is formed into a downward-pointing hook. This swiveled eye is hinged. From the opposite end of the shell or strap depends a link, into which the hook referred to hooks when pressed upward. The base of the link within the strap that carries it is flat, and is backed with a solid piece of rubber, which is supposed to hold the link perpendicular and in the line with the strap, and to spring the link under the hook after the hook has been pressed by the link in locking the block. The inventor states that this block has been tested at a few of the stations of the Service.

OPINION.—The Board is of the opinion that as a snatch block this device possesses considerable merit. But the possibility that any block which can be put upon a line without reeving the line through the block may come off the line without unreeving it from the block seems to the Board a sufficient reason for disapproving the use of any block for a breeches buoy block through which the hawser must not be rove in order to get the block upon it.



30. *Improved breeches-buoy block (Dobbins's).*

RESULTS.—This block has a single galvanized-iron sheave hung in a galvanized iron strap, one side of which is hinged and has a hole in its end to admit the pin of the block. The end of the block pin has a flush cap screwed upon it, beneath which are two brass catches, which by the action of a small spiral spring placed between them are pushed through holes in the pin to beyond the diameter of the pin, as in the case of a door latch. When the hinged portion of the strap is pushed upon the pin the latches are pressed in until they are passed, when the spring presses them out and the strap is locked or held upon the pin. It may be released by pressing the springs inward. It is understood that this block has already been used at certain stations.

OPINION.—The Board is of the opinion that as a snatch block this is an excellent device. But, as in the case of the Richardson automatic breeches-buoy block, the possibility that any block which can be put upon a line without reeving the line through the block may come off the line without unreeving it from the block seems to the Board sufficient reason for advising against the use of any block for a breeches-buoy block through which the hawser must not be rove in order to get the block upon it.

31. *Patent anchor (Williams's).*

RESULTS.—This anchor has been described in a previous report, and a sample anchor, 50 pounds in weight, was submitted for test. Its holding and nonfouling qualities are apparently good, but the heavy movable flukes are liable to injure the hands by falling in handling, or if stepped upon may suddenly change position and injure the foot or ankle. Again, these movable flukes, should they fall upon the light planking of the surf or life boat, may have force enough to split or break it.

OPINION.—The Board is of the opinion that this anchor is not adapted to the wants of the Life-Saving Service.

32. *"Dirigo" folding anchor (Laughlin's).*

RESULTS.—The Laughlin anchor is described in the committee's report appended hereto. The flukes and arms of the stock are pivoted or hinged so that they may be folded down closely against the shank. The only apparent advantage of this device is its compact form for stowage when folded up, thus economizing space in transportation. The disadvantages are the nice adjustment of the securing pins and holes to render them effective, their liability to corrode on exposure to salt water and the loss of time that may occur in preparing the anchor for use in a moment of haste or in inclement weather or darkness.

OPINION.—The Board is therefore of the opinion that the "Dirigo" folding anchor is not adapted to the needs of the Life-Saving Service.

33. *Wells light (Keegan & Halpin).*

RESULTS.—This light was submitted by Messrs. Keegan & Halpin of New York. A description of it will be found in the addenda. It is intended for use as a beach light.

OPINION.—The Board is of the opinion that this light may be of use in the Life-Saving Service.

RECOMMENDATION.—The Board recommends that the General Superintendent of the Life-Saving Service procure a Wells light or lights for such station or stations as he may deem expedient for trial.

34. *Lucigen light (The Industrial Light Company, New York).*

RESULTS.—This is also a beach light. A description of it will be found in the addenda.

**OPINION.**—The Board is of the opinion that there are lights superior to this light for beach service, and, therefore, does not recommend it for the use of the Service.

*35. Box for Coston signals (Wescott's).*

**RESULTS.**—This box or pouch consists of a wood-bottomed leather case of a size to snugly hold three Coston signals in an upright position. It has a wood-topped, canvas-covered tin cover, so deep as to come down and completely cover or "telescope" the pouch and render it waterproof. It is carried in a light woven shoulder sling, upon which the cover slides, so that by slipping it up the signals can be got at and removed. The signal holder is firmly attached to one side of the cover by a stop and becket, so that it can be used without removing it, or, if removal be necessary, it can be very easily cast loose. Its weight is fourteen ounces.

**OPINION.**—This pouch seems, in the opinion of the Board, well designed for its purpose.

**RECOMMENDATION.**—The Board recommends its use in the Life-Saving Service where necessary.

*36. Belt and pouch for Coston signals (Pearce's).*

**RESULTS.**—This pouch consists of a strong, 3-inch wide, woven belt with a heavy strap and buckle to secure it about the waist. At either side of the belt, so as to come just in front of the hips, are secured by copper rivets, pouches of heavy leather—four in number, or two upon either side—with loose leather bottoms and open tops, of suitable size to hold one Coston signal each; or one of these pouches could be used to carry the signal holder. This belt pouch weighs 14 ounces, and would encumber the wearer considerably, while there would be danger of the signals falling out if he fell or stooped over for any purpose. Signals carried in this belt are liable also to get wet in stormy weather.

**OPINION.**—The Board is of the opinion that this device is not adapted to the needs of the Service.

*37. "Lucigraph" (Hayward's).*

**RESULTS.**—This device is practically a magic lantern, or stereopticon, adapted to signaling purposes.

**OPINION.**—The Board is of the opinion that this device may be used to advantage in the Life-Saving Service and be of utility in times of emergency when clear and immediate comprehension of signals from the shore is necessary to success.

**RECOMMENDATION.**—The Board recommends that the subject be investigated by the General Superintendent of the Life-Saving Service in such manner as may seem to him advisable.

*38. Antifriction wheel (Chaplin's).*

**RESULTS.**—This is a device for diminishing the friction in axles in boat wagons, handcarts, etc., by placing cylindrical friction rollers around the axle arms by incasing them in the naves of the wheels. The expense and the disadvantages arising from fine sand and from corrosion due to damp salt air make this device undesirable for the uses of the Life-Saving Service.

**OPINION.**—The Board is of the opinion that this system of antifriction rollers is not adapted to the present needs of the Service.

*39. Marine messenger buoy (Smith's).*

**RESULTS.**—This device is a metallic buoy, with a line attached, for carrying lines, messages, etc. The line, which is similar to the Hunt line now in use in the Service, is coiled in a cylinder carried beneath or inside the buoy and runs out as the buoy moves along.

OPINION.—The Board is of the opinion that this device does not seem to be adapted to the use of the Life-Saving Service.

RECOMMENDATION.—The Board recommends that all the papers, drawings, etc., be returned to the inventor, with the suggestion that they be submitted to the Supervising Inspector-General of Steam Vessels.

*40.. Canvas case for marine glasses (Thaxter's).*

RESULTS.—This case is in size about six by seven by one and three-quarters inches, and composed of two thicknesses of cotton canvas, No. 12 being used for the outer covering and a lighter number within. It has a canvas flap or cover, which secures by a patent spring button such as is used on rubber clothing. It also has a shoulder strap, one inch wide, of two parts of No. 12 canvas, which is sewed to the case. The case is colored black with a finish of bright flexible lacquer, except the inside, which shows only the plain white canvas. The advantages claimed for this device are its cheapness, lightness, and durability as contrasted with the leather cases now furnished, and that the button fastening is superior to the ordinary strap and buckle.

OPINION.—The Board is of the opinion that this device is adapted to the needs of the Life-Saving Service.

RECOMMENDATION.—The Board respectfully recommends the adoption of this case for use in the Service.

*41. Nippers for hawsers (Richardson's).*

RESULTS.—These devices are for attaching to the hawser of the beach apparatus to hook the tackle to when ready to "set up." Device No. 1 is in two pieces of half-round, hollow, Norway iron, ten inches long, one-quarter inch thick, and two and a half inches wide, each side of the "shell" being backed or stiffened with one-half inch square iron riveted to each shell. On one end of the shell two hooks are formed to fit into two eyes formed in the other shell. On the opposite end of the hook part an iron saddle is riveted, with two short chains of one-quarter inch iron with large links for the tackle block to hook into. On the opposite end of the part in which the eyes are formed a large iron bail is riveted on the convex side to reeve the chains through. On the concave side of each shell pieces of half-round iron are riveted so as to shut down between each other, with the exception of the end ones, which are opposite, and nip the hawser squarely, while the others give the hawser a zigzag shape. This appliance weighs eleven and a half pounds. Device No. 2 consists of two steel bars, each thirteen inches long, one and a half inches wide, and seven-sixteenths of an inch thick, with a ring turned in on one end of each, and through the opposite ends of one a steel pin, one-half inch in diameter and three and a quarter inches long, is fastened. In the opposite end of the other a "clutch," made of Norway iron, one-half inch thick, seven-eighths inch wide, and four and three-quarters inches long, to hook on the other part, is formed. Upon each bar three composition jaws, notched onto the bar, are riveted. To each bar a three-quarter-inch chain, eighteen inches long, is attached, with a large ring for hooking the tackle to. The weight of this device is fourteen pounds.

OPINION.—The Board is of the opinion that the straps and chain slings now used in the Service for attaching tackles to hawsers are effective, much lighter, less expensive, and more readily manipulated than the devices submitted by Superintendent Richardson, and while recognizing the merits of the latter, it is not prepared to recommend them for general adoption in the Life-Saving Service.

*42. Telemeter (Lowry-Bowyer).*

RESULTS.—This is an instrument for measuring angles and distances, and is submitted by the inventors with the view to its adoption by the Life-Saving Service in finding the distance of a stranded vessel from the shore. The president of the company manufacturing this device, Mr. A. C. Dunn, appeared before the Board and explained its uses. The subject was referred to a committee with instructions to inquire into its practical use on the beach, and report on its merits at the next meeting of the Board.

*43. Fell's forced respiration apparatus (Bailey's).*

RESULTS.—This apparatus is a device contrived by George E. Fell, M. D., of Buffalo, N. Y., and was brought to the attention of Captain D. A. Lyle, Ordnance Department, U. S. Army, military assistant to the United States Commissioner-General at the Paris Exposition of 1889, by Mr. George M. Bailey, of Buffalo, New York. Captain Lyle referred all the papers submitted in the case to the General Superintendent of the U. S. Life-Saving Service for reference to the Marine-Hospital Service, if the General Superintendent so desired. The apparatus, when seen by Captain Lyle, was not in a serviceable condition, but enough was learned to indicate the general character of the apparatus. It consists essentially of a rubber bellows attached to or mounted upon a board so as to be readily portable, and was fitted with the necessary valves, tubes, etc., to simulate the operations of respiration. It is a question to be decided by a medical board rather than by this Board whether the introduction of such a method of forced respiration is advisable in resuscitating the apparently drowned or unconscious persons coming within the scope of the operations of the Life-Saving Service. It is also a question whether the nonmedical attaches of the Life-Saving Service can apply this method of forced respiration, or could be intrusted with its employment.

OPINION.—The Board is of the opinion that the views of a medical board should be solicited, and would respectfully recommend that the General Superintendent of the Life-Saving Service refer the subject to the Supervising Surgeon-General of the Marine-Hospital Service of the Treasury Department for the opinion and recommendation of a medical board as to the advisability and practicability of the employment of this method of restoring respiration by the crews of the life-saving stations.

*44. Plan for hauling whiplines to stranded vessels (W. B. Smith's).*

RESULTS.—This method is fully described in the papers submitted by the inventor, which will be found in the addenda.

OPINION.—The Board is of the opinion that the plan suggested by Mr. Smith for hauling whiplines to stranded vessels presents no advantages over the methods now in successful operation in the Life-Saving Service, and would respectfully recommend that Mr. Smith be so informed by the General Superintendent.

*45. Revision of the rules and regulations of the Board, and of the order of business.*

RECOMMENDATION.—The Board respectfully recommends the adoption of the following revision of the rules and regulations of the Board, etc., and that the General Superintendent of the Life-Saving Service cause a sufficient number of copies to be printed for the information and guidance of persons desiring to submit plans, devices, and inventions designed for use at life-saving stations :

## TREASURY DEPARTMENT—U. S. LIFE-SAVING SERVICE.

## RULES AND REGULATIONS ADOPTED BY THE BOARD FOR THE EXAMINATION OF PLANS, DEVICES, AND INVENTIONS DESIGNED FOR USE AT UNITED STATES LIFE-SAVING STATIONS.

## MEMBERS OF THE BOARD.

CECIL H. PEABODY, *President.*

Captain CHARLES A. ABBEY, U. S. Revenue Marine, Inspector of Life-Saving Stations.

Captain DAVID A. LYLE, Ordnance Department, U. S. Army.

Lieutenant THOMAS D. WALKER, U. S. Revenue Marine, Assistant Inspector Life-Saving Stations, *Recorder.*

BENJAMIN C. SPARROW, Superintendent Life-Saving Stations, Second District.

JEROME G. KIAH, Superintendent Life-Saving Stations, Tenth District.

HERBERT M. KNOWLES, Assistant Superintendent Life-Saving Stations, Third District.

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The devices, inventions, and apparatus submitted for the action of the Board will be divided into two general classes.

CLASS I.—*Wreck Ordnance.*

CLASS II.—*Boats and Miscellaneous Appliances.*

## SUBJECTS TO BE CONSIDERED BY THE BOARD.\*

CLASS I.—*Wreck Ordnance.*

1. Guns.
2. Rockets.
3. Line-carrying projectiles.
4. Shotlines.
5. Faking devices.
6. Powder and other ammunition.
7. Equipments, implements, etc., connected with wreck ordnance.

CLASS II.—*Boats and Miscellaneous Appliances.*

1. Boats.
2. Life cars.
3. Life rafts.
4. Boat wagons.
5. Launching ways.
6. Boat gear and equipment.
7. Lines.
8. Blocks and tackles.
9. Sand anchors.
10. Life preservers.
11. Life belts.
12. Signals and signal codes.
13. Patrol lanterns.

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\*Inventors will take notice that the duties of this Board do not include action upon any life-saving plans, devices, or inventions to be used or carried on shipboard, the examination of these being the province of the Board of Supervising Inspectors of Steam Vessels.

14. Wagons and devices for transportation of appliances other than boats.

15. Such other matters as may be referred to the Board by the General Superintendent of the United States Life-Saving Service.

1. The Board shall meet at the call of the president for the examination and discussion of such devices or apparatus as may be referred to it by the General Superintendent of the Life-Saving Service.

2. A majority of the Board shall constitute a quorum at any properly called meeting.

3. The province of the Board is to examine, test, and report upon such devices as may be referred to it by the General Superintendent; and it will not enter into protracted discussions with inventors or their agents as to the principles involved in methods of improvement in plans submitted or as to how defects may be remedied.

4. In order to expedite the business of the Board, and prevent unnecessary expense to the Government, the president of the Board may, at his discretion, refer for special investigation any device, invention, or subject to a committee consisting of one or more members of the Board. Such committee, after completion of the duties assigned to it, shall submit a written report to the full Board.

5. Due notice of meetings of the Board will be sent to persons whose inventions have been referred to it.

#### GENERAL REGULATIONS.

I. No person will be admitted to the meetings of the Board, or to experimental trials of inventions submitted to the Board, except the agents or inventors of the apparatus under discussion or trial.

II. All experiments or trials will be conducted under the immediate supervision of the Board by its employes or other persons acting with its authority. Inventors or exhibitors may have the privilege of displaying their apparatus, if desired, and of having the performance of the same noted in the record. Any gun, rocket, or device in which explosives are used shall be fired with at least three rounds of the maximum charge by its exhibitor as a safety test before submission to the Board.

III. The handling of the apparatus by agents or inventors, at any time after being submitted to the Board, is forbidden, except in the case of the display test above noted.

IV. Apparatus, models, or plans which have been submitted to the Board and entered upon the record, shall remain in the possession of the Board for such time as may be necessary for the completion of the examination, the trials, and the final report upon the same.

V. All persons desiring to submit devices or inventions for the action of the Board will be required to forward their applications to the General Superintendent in writing, embracing in detail the following points in the order named:

*First.* Name of device to be submitted.

*Second.* Whether or not covered by caveat or letters patent.

*Third.* Nomenclature of each separate part of the device stated in list form, with reference letters corresponding to letters on accompanying drawing.

*Fourth.* Detailed description of device.

*Fifth.* Kinds and qualities of materials used.

*Sixth.* Dimensions of all parts.

*Seventh.* Weights of principal parts and total weight of apparatus.

*Eighth.* Price at which device or apparatus will be furnished to the Government.

*Ninth.* Construction, stating method of manufacture or fabrication of device in detail.

*Tenth.* Description of method of using the apparatus in actual service.

*Eleventh.* Claims of inventors or exhibitors for their devices set forth specifically in full and in numerical order.

VI. Accurate drawings must accompany all applications. Full-sized drawings preferred, but drawings to scale of very large parts will be accepted.

VII. Letters of transmittal, addressed to the General Superintendent of the Life-Saving Service, Treasury Department, Washington, D. C., must accompany above descriptions, drawings, etc.

VIII. All apparatus connected with any device or invention must be delivered at the expense of the agent or inventor of same at such point and at such time as the Board may direct, and returned at the expense of said agent or inventor when no longer required by the Board.

IX. The Government will defray no expenses incurred by exhibitors in showing their devices to, or in testing them before, the Board or any of its committees.

ABSTRACT SHOWING THE MANNER OF MAKING UP REPORTS ON THE TRIAL OF LIFE-SAVING APPARATUS AND APPLIANCES, BY BOARD CONVENED UNDER ORDERS OF THE SECRETARY OF THE TREASURY, DATED JANUARY 3, 1882.

#### REPORT.

1. *Preamble.*—Citing authority convening the Board, the mode of procedure, etc.

2. *Docket.*—Class I. Wreck ordnance. Class II. Boats and miscellaneous appliances.—Giving list of apparatus, numbers, names of same, and of the exhibitors.

3. *Committees appointed.*

4. *Committees continued.*

5. *Committees reported.*

6. *Regular tests.*—Character of, etc.

7. *Ammunition.*—Fuses, portfires, friction primers, etc. Kinds of, etc.

8. *Presence of exhibitors.*—Rules adopted by Board in regard to, etc.

9. *Supplementary tests.*—Character of.

10. *Final tests* (if any).—Character of.

11. *Results, opinions, and recommendations.*—Depending upon the nature of the investigations and the requirements of the order convening the Board.

12. *Unfinished business.*

#### ADDENDA.

Accompanying the report will be found the following documents:

I. Daily record of proceedings of Board.

II. All papers of inventors or agents received from General Superintendent.

III. Reports of committees appointed by the president of the Board.

IV. Classification and description of apparatus.

V. Synopsis of experiments.

VI. Correspondence and documentary exhibits.

VII. Plates, giving drawings of mechanism, etc.

Signatures of members of the Board. Adjournment. Signed by the president and recorder of the Board.

Approved:

S. I. KIMBALL,  
*General Superintendent U. S. Life-Saving Service.*

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#### ORDER OF BUSINESS.

*First.* Reading of proceedings of last meeting.

*Second.* Reading of such correspondence as may have occurred since last meeting of the Board.

*Third.* Reports of committees.

*Fourth.* Examination of new apparatus.

*Fifth.* Miscellaneous business, written resolutions, etc.

*Sixth.* Adjournment.

Approved:

S. I. KIMBALL,  
*General Superintendent U. S. Life-Saving Service.*

*46. Method of faking shotlines (Gilbert's).*

RESULTS.—Owing to his illness and other reasons the inventor of this method has been unable to complete the manufacture of the working models he proposes to use in testing the adaptability of the invention to the needs of the Service.

OPINION.—The Board is of the opinion that there is promise of merit in Mr. Gilbert's method, and that further time should be given him to perfect it.

#### VI.—UNFINISHED BUSINESS.

##### CLASS I.—*Wreck Ordnance.*

1. Method of faking shotlines (Gilbert's).

##### CLASS II.—*Boats and miscellaneous appliances.*

1. Self-bailing surfboat (Beebe-McLellan).
2. Self-righting and self-bailing surfboat (Beebe-McLellan).
3. Self-righting, self-bailing, and insubmergible surfboat (Dobbins's).
4. Boat wagon (Wadsworth's).
5. Boat wagon (Hamlet's).
6. Telemeter (Lowry-Bowyer).
7. Improved boat-launching carriage (Woods's).

#### VII.—ADDENDA.

- I. Letter of the Secretary of the Treasury appointing Professor C. H. Peabody a member and president of the Board.
- II. Letter of the Secretary of the Treasury appointing Lieutenant Thomas D. Walker, U. S. R. M., assistant inspector of life-saving stations, a member and recorder of the Board.



- III. Letter of the Secretary of the Treasury appointing Superintendent Jerome G. Kiah, of the Tenth Life-Saving District, a member of the Board.
- IV. Daily record of the proceedings of the Board.
- V. Committee reports.
  - 1. Resolutions upon the death of the late president of the Board, Mr. Edward Burgess, of Boston.
  - 2. On revision of the Rules and Regulations of the Board.
  - 3. On Woods's patent rowlock.
  - 4. On canvas cases for marine glasses.
  - 5. On Fell's forced respiration apparatus.
  - 6. On Richardson's automatic breeches-buoy block.
  - 7. On Dobbins's improved breeches-buoy block.
  - 8. On Maynard's floating cotton rope.
  - 9. On Smith's marine messenger buoy.
  - 10. On Richardson's attachment for ends of whiplines.
  - 11. On Hayward's "lucigraph."
  - 12. On Smith's plan for hauling whiplines to stranded vessels.
  - 13. On Williams's patent anchor.
  - 14. On Laughlin's "Dirigo" folding anchor.
  - 15. On Wescott's box for Coston signals.
  - 16. On Pearce's belt and pouch for Coston signals.
  - 17. On Schenck's patent life-saving car or boat.
- VI. Descriptions of boats and other life-saving appliances submitted by Superintendent D. P. Dobbins, Ninth District.
  - 1. Improved self-righting, self-bailing, and water-ballasting centerboard and sail surf lifeboat—plates.
  - 2. Improved self-righting, self-bailing, insubmergible surf lifeboat—plates.
  - 3. Improved open self-righting surfboat—plates.
  - 4. Improved open self-righting dinghy—plates.
  - 5. Improved life car with rotary pump—model.
  - 6. Life and surf boat transport launching wagon—model.
  - 7. Tilting boat launching ways—model.
  - 8. Improved breeches-buoy block—sample.
- VII. Description of steam lifeboat (Glazier's).
- VIII. Description of lifeboat (Luth & Co.'s), letters patent and three plates.
- IX. Description of electric life-saving craft (Shearer's) with pencil sketch.
- X. Wooden folding boat (Schermerhorn's).
- XI. Description of improved life car (Bradford's) with plate.
- XII. Descriptions of Richardson's life-saving apparatus.
  - 1. Boat carriage—model.
  - 2. Improvement in handcart—model.
  - 3. Appliances for connecting ends of whiplines—sample.
  - 4. Nippers for hawsers—sample.
  - 5. Automatic breeches-buoy block—sample.
- XIII. Patent rowlocks (Woods's)—samples.
- XIV. Floating cotton rope (Maynard's)—samples of same, different sizes.
- XV. Description of the Wells light (Keegan & Halpin) with cuts.
- XVI. Description of the Lucigen light (Industrial Light Company) with cuts.
- XVII. Description of the lucigraph (Hayward's) with drawing.

- XVIII. Description of marine messenger buoy with letters patent and plate (Smith's).
- XIX. Description of plan for hauling whipline to stranded vessels (Smith's), with rough pencil sketches.
- XX. Canvas case for marine glasses (Thaxter's), papers relating to, with sample.
- XXI. Partial description of telemeter (Lowry-Bowyer).
- XXII. Descriptions of results obtained by use of Fell's forced respiration apparatus.
- XXIII. Blue print of plan for boat wagon (Wadsworth's).
- C. H. PEABODY,  
*President of the Board.*
- C. A. ABBEY,  
*Captain, U. S. R. M.*
- D. A. LYLE,  
*Captain, Ordnance Department, U. S. Army.*
- THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*
- B. C. SPARROW,  
*Superintendent Second Life-Saving District.*
- J. G. KIAH,  
*Superintendent Tenth Life-Saving District.*
- H. M. KNOWLES,  
*Assistant Superintendent Third Life-Saving District.*

There being no further business before it, the Board adjourned *sine die*.

C. H. PEABODY,  
*President of the Board.*

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*



## A D D E N D A .

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### I.

TREASURY DEPARTMENT,  
OFFICE OF THE SECRETARY,  
*Washington, D. C., January 6, 1892.*

SIR: You are designated president of the Board for the Examination of Plans, Devices, and Inventions designed for use in the United States Life-Saving Service, vice Edward Burgess, deceased.

I inclose for your information a copy of the Rules and Regulations governing the Board and showing the present organization.

Please acknowledge the receipt of this letter.

Respectfully, yours,

O. L. SPAULDING,  
*Acting Secretary.*

Professor C. H. PEABODY,  
*Massachusetts Institute of Technology, Boston, Massachusetts.*

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### II.

TREASURY DEPARTMENT,  
OFFICE OF THE SECRETARY,  
*Washington, D. C., May 11, 1891.*

SIR: You are hereby designated recorder of the Board on Life-Saving Appliances, vice Lieutenant Worth G. Ross, relieved.

I inclose for your information a copy of the original letter of the Secretary of the Treasury, dated January 3, 1882, constituting the Board and stating the object of its organization, together with a copy of the Rules and Regulations of the Board now in force.

The Board will now be constituted as follows: Edward Burgess, president; Lieutenant Thomas D. Walker, recorder; Captain Charles A. Abbey, U. S. R. M.; Captain D. A. Lyle, U. S. Army; Superintendent Benjamin C. Sparrow, Superintendent David P. Dobbins, and Assistant Superintendent Herbert M. Knowles.

Please acknowledge the receipt of this letter.

Respectfully, yours,

O. L. SPAULDING,  
*Assistant Secretary.*

Lieutenant THOMAS D. WALKER,  
*Assistant Inspector, Life-Saving Stations, Treasury Department.*

## III.

TREASURY DEPARTMENT,  
OFFICE OF THE SECRETARY,  
*Washington, D. C., June 10, 1892.*

SIR: You are hereby designated a member of the Board for the Examination of Plans, Devices, and Inventions designed for use in the United States Life-Saving Service to fill a vacancy created by the resignation of Mr. D. P. Dobbins, Superintendent of the Ninth Life-Saving District.

I inclose for your information an extract from the original letter of the Secretary of the Treasury, dated January 3, 1882, constituting the Board and stating the object of its organization, together with a copy of the Rules and Regulations of the Board now in force.

Please acknowledge the receipt of this letter.

Respectfully, yours,

CHARLES FOSTER,  
*Secretary.*

Mr. J. G. KIAH,  
*Superintendent Tenth Life-Saving District, Sand Beach, Michigan.*

## IV.

## DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

JUNE MEETING, NEW YORK, 1892.

FRIDAY, *June 21, 1892.*

In compliance with the call of the president, under instructions from the General Superintendent of the Life-Saving Service, the Board on Life-Saving Appliances met in New York City in the office of the Inspector of Life-Saving Stations, No. 24 State street, on the 21st day of June, 1892, at 11 o'clock in the forenoon.

*Present:* Cecil H. Peabody, esq., president. Captain C. A. Abbey, U. S. R. M.; Captain D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant Thomas D. Walker, U. S. R. M., recorder; Superintendent B. C. Sparrow, Second District, Life-Saving Service; Superintendent Jerome G. Kiah, Tenth District, Life-Saving Service; Assistant Superintendent H. M. Knowles, Third District, Life-Saving Service.

The proceedings were opened by the reading of the letter of the Secretary of the Treasury, dated January 6, 1892, appointing Professor Cecil H. Peabody president of the Board, vice Edward Burgess, deceased; a letter of the Secretary of the Treasury, dated May 11, 1891, appointing Lieutenant Thomas D. Walker, U. S. R. M., recorder of the Board, vice Lieutenant Ross, relieved; and a letter from the same source, under date of June 10, 1892, appointing Superintendent J. G. Kiah, of the Tenth District, Life-Saving Service, a member of the Board, vice Superintendent D. P. Dobbins, resigned from the Board.

Captain Lyle offered the following resolution, which was adopted:

*Resolved,* That the General Superintendent of the Life-Saving Service, Mr. S. I. Kimball, who is now in New York, be invited to attend the meetings of the Board and take part in its proceedings.

Mr. Kimball was thereupon escorted into the Board room by Captain Lyle, who was designated by the president to perform that duty.

The reading of the minutes of the last meeting in June, 1890, was deferred until later in the day.

The president laid before the Board a letter from the General Superintendent of the Life-Saving Service, dated June 17, 1892, referring the following subjects to the Board for its consideration, viz:

A letter from the Superintendent of the Ninth District (Mr. D. P. Dobbins), Buffalo, New York, relative to surf lifeboats and other life-saving appliances designed by him. Drawings and models of some of these articles were also received.

Letters from the Superintendent of the First District (Mr. J. M. Richardson), Portland, Maine, relative to a boat carriage, an improved hand-cart, an appliance for attaching the ends of whiplines to the breeches-buoy block, an automatic breeches-buoy block, and nippers for hawsers. Mr. Richardson also submitted descriptions of these articles, with plans and models.

Letters from Joseph B. Glazier, of Franklin, Massachusetts, relative to his steam lifeboat. A model was also received.

Letters from John W. Hayward, of New York City, submitting for consideration his night signaling invention, the lucigraph, and inclosing a circular and newspaper clippings.

A letter from Sidney S. Bradford, of Richmond, Virginia, transmitting a circular description of his life-saving car.

A letter from Edward Maynard, of Brooklyn, New York, submitting samples of his floating cotton rope.

A communication from Geo. W. Covington, of Philadelphia, Pennsylvania, attorney of Captain Schermerhorn *et al.*, relative to the Schermerhorn wooden folding boat.

Letters from W. B. Smith of Lawtey, Florida, describing his marine messenger buoy and a plan for sending off whiplines to stranded vessels.

Letters from the Superintendent of the Eleventh Life-Saving District (Nathaniel Robbins, of Grand Haven, Michigan), and other officers of the Service, relative to Woods's patent rowlocks. Two samples were submitted.

Letters from Keeper Henry J. Woods, of the Muskegon Life-Saving Station, Eleventh District, relative to his improved launching carriage, and submitting nine drawings.

Letters from the Industrial Light Company of New York City, and officers of the Service in regard to the Lucigen light, with illustrated pamphlet of the same.

Letter from Captain D. A. Lyle, Ordnance Department, U. S. Army, transmitting papers and pamphlets relative to "Fell's forced respiration apparatus," which had been brought to his attention in Paris, France, while on duty as military aid to the United States Commission to the Paris Exposition.

Letters from Keegan & Halpin, of New York City, relative to the Wells light, accompanied by a report of Lieutenant C. H. McLellan of a preliminary test of this light on the beach (New Jersey).

A letter from Lieutenant O. C. Hamlet, U. S. R. M., transmitted through the Inspector of Life-Saving Stations, inclosing a description of a canvas case for marine glasses. A sample of this case was also received.

A letter from the late Edward Burgess, president of the Board, transmitting reports of committees on Schenck's patent life-saving car or boat, Wescott's and Pearce's patrol signal pouches, the Williams patent anchor, and Laughlin's folding anchor, made since the last meeting of the Board.

A blue print of Lieutenant F. G. F. Wadsworth's design for an improved boat wagon.

At 11:45 A. M. a recess was taken until 3:30 P. M. to enable the recorder to arrange the papers and models for their systematic and expeditious examination by the Board.

Upon reassembling at 3:30 P. M., the General Superintendent officially announced the death of Edward Burgess, esq., late president of the Board, at his home in Boston, Massachusetts, on July 12, 1891; and, upon motion, Captain C. A. Abbey, Captain D. A. Lyle, and Lieutenant T. D. Walker were appointed a committee to draft appropriate resolutions on the character and services of the deceased.

The minutes of the proceedings and the report of the Board at its last meeting, in Boston, June, 1890, were then read, and upon motion the minutes were approved.

#### COMMITTEE REPORTS.

Under the call for committee reports the report of the committee on Schenck's patent life car or boat was read and considered by the Board.

The report was accepted and the committee discharged. A motion was then adopted that the Board concur in the opinion of the committee as expressed in the report.

The reports of the committee on Wescott's patrol signal pouch and Pearce's patrol signal pouch were then read. These reports, after full discussion by the Board, were adopted by unanimous vote and the committee discharged. The Board also voted to concur in the opinions of the committee on these devices.

The next report read was that of the committee on two types of anchor; one, the Williams patent anchor, the other a folding anchor, manufactured by Laughlin & Son, of Portland, Maine. The report was fully discussed, and was then accepted by the Board. The Board further adopted the opinions of the committee as expressions of its own views, and discharged the committee from the further consideration of the subject.

#### REVISION OF THE RULES AND REGULATIONS OF THE BOARD.

The chairman of this committee, Edward Burgess, esq., having died, and another member of the committee, Lieutenant Ross, having been relieved from duty on the Board, no report has been received. The subject was laid aside temporarily pending the filling by the chair of these vacancies.

Captain Abbey, of the committee on Gilbert's method of faking shot-lines, reported verbally that, owing to the illness of Mr. Gilbert and other reasons, the inventor of this method had been unable to complete the manufacture of working models that he proposes to use in testing its adaptability to the uses of the Service. Captain Abbey expressed the opinion that there is promise of much merit in Mr. Gilbert's method, and requests that further time be given him to perfect it. The Board assented to this, and upon motion the committee was continued.

There being no more committee reports, at this stage the General Superintendent laid before the Board additional papers from Mr. J. B. Glazier in relation to his steam lifeboat, and from Mr. W. B. Smith, of Lawtey, Florida, in relation to his method of sending whiplines to stranded vessels.

A letter was also submitted from W. Luth & Co., relative to their patent lifeboat, and inclosing the letters patent on the same.

## UNFINISHED BUSINESS.

The Board then took up the docket of unfinished business from previous meetings, the first being a device for throwing lines invented by the Unexcelled Fireworks Company, of New York.

As the company named has not yet submitted the completed device, the consideration of the subject was further postponed.

The consideration of the St. John's boat wagon was also further postponed, the inventor not having presented a working model for inspection and trial by the Board. The subject was recommitted to the "committee on boat wagons and other devices for the transportation of the apparatus."

The following additional matters on the docket of unfinished business were temporarily passed over for future action :

Self bailing surfboat (Beebe-McLellan).

Self-righting and self-bailing surfboat (Beebe-McLellan).

Boat wagon (McLellan's).

Antifriction wheel (Chaplin's).

Improvement in boat wagons (Abbey's).

Surfboat launching wagon (Kenyon's).

Amphibious combined surfboat, lifeboat, and life raft (Barry's).

The docket of new business was then taken up, and the entire range of subjects informally passed over for reference to committees to be appointed by the chair, pending their future consideration.

At 5:30 P. M. the Board adjourned until to-morrow at 11 o'clock.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

WEDNESDAY, June 22, 1892.

The Board reassembled at 11 o'clock, as per adjournment of yesterday, all the members being present.

The minutes of yesterday's proceedings were read and approved.

The president laid before the meeting a letter from Hon. O. L. Spaulding, Assistant Secretary of the Treasury, dated yesterday, referring a communication from A. B. Shearer, of Reno, Nevada, describing his electrical life-saving craft and inclosing a drawing of the same. The subject was ordered placed on the docket.

The General Superintendent of the Life-Saving Service also, in person, referred to the Board a letter from Superintendent D. P. Dobbins, Ninth Life-Saving District, submitting in addition to the articles of his design already on the docket an improved floating life car, self ballasting and bailable by occupants (with two small models), also a rotary pump to clear the life car of water or pump in fresh air. Upon motion, these devices were added to the docket.

Superintendent Dobbins then appeared before the Board and explained the methods of construction of his several devices and the particular merits claimed for each, as follows :

1. An improved breeches-buoy block (sample, full size, exhibited).
2. Improved life and surfboat transport launching wagons (two small working models exhibited).
3. Improved tilting boat-launching ways (small working model).
4. Improved self-righting, self-bailing, self-water-ballasting center-board and sail surf lifeboat (drawings and specifications).
5. Improved self-righting and self-bailing surf lifeboat (drawings and specifications).
6. Improved open self-righting surfboat (drawings and specifications).
7. Improved open self-righting dinghy (drawings and specifications).



8. Improved floating life car, self-ballasting, and bailable by occupants (two small models of life car and full-size working model of pump).

After Mr. Dobbins had withdrawn, Mr. G. W. Schermerhorn, of Philadelphia, Pa., appeared before the Board with a model of his folding wooden boat (patented) and explained the merits claimed for it, viz, lightness and small stowage capacity when folded.

Mr. Halpin, of the firm of Keegan & Halpin, also appeared before the Board and described at length the principle of the Wells light.

Mr. Halpin offered to exhibit a light in operation at any point designated by the Board.

At 3 P. M. the Board adjourned until 10 A. M. to morrow.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

THURSDAY, June 23, 1892.

The Board assembled at 10 A. M., as per adjournment yesterday, all the members being present.

The minutes of yesterday's session were read, and, upon motion, approved.

#### COMMITTEE REPORTS.

Under the call of committee reports, no reports were presented.

#### COMMITTEES APPOINTED.

The Board then took up in order the several appliances and devices before it, and these were referred to committees, as follows:

1. *Self-bailing surfboat (Beebe-McLellan).*

2. *Self-righting and self-bailing surfboat (Beebe-McLellan).*

These boats were before the Board at its last meeting, when no final action was taken. They were recommitted to the committee on boats, consisting of the full Board.

3. *Improved self-righting, self-bailing, self-water-ballasting centerboard and sail surf lifeboat.*

4. *Improved self-righting and self-bailing surf lifeboat.*

5. *Improved open self-righting surf lifeboat.*

6. *Improved open self-righting dinghy.*

These boats, all of Superintendent Dobbins's design, were, upon motion, referred to the committee on boats, etc. (full Board).

7. *Improved life and surf boat transport and launching wagon (Dobbins's).* This wagon was referred to the committee on boat wagons and devices for the transportation of the apparatus. There being two vacancies in this committee, occasioned by the death of Edward Burgess and the detachment of Lieutenant W. G. Ross, these vacancies were filled by the appointment of Professor C. H. Peabody, president of the Board, and Lieutenant Thomas D. Walker, recorder.

This committee as newly constituted stands as follows: Professor C. H. Peabody, Captain D. A. Lyle, Lieutenant T. D. Walker, Superintendent B. C. Sparrow, Assistant Superintendent H. M. Knowles.

8. *Improved tilting boat-launching ways (Dobbins's).*—This was referred to the committee on boats, etc. (full Board).

9. *Improved floating life car with rotary pump (Dobbins's).*—This also was referred to the committee on boats, etc.

10. *Boat carriage (Richardson's).*

11. *Handcart (Richardson's).*

These were referred to the committee on boat wagons and devices for the transportation of apparatus.

12. *Steam lifeboat (J. B. Glazier's)*.—Referred to the committee on boats, etc.

13. *Life-saving car (Bradford's)*.—Referred to the committee on boats, etc.

14. *Patent folding wooden boat (Schermmerhorn's)*.—Referred to the committee on boats, etc.

15. *Patent rowlocks (Woods's)*.—This device was, upon motion, referred to a special committee, consisting of Captain C. A. Abbey, Superintendent B. C. Sparrow, Superintendent J. G. Kiah.

16. *Improved boat-launching carriage (Woods's)*.—This device was referred to the committee on boat wagons, etc.

17. *Design for an improved boat wagon (Wadsworth's)*.—The blue print, showing Lieutenant Wadsworth's design (no specifications), was referred to the committee on boat wagons and devices for the transportation of the apparatus.

18. *Improvement in boat wagons (Abbey's)*.

19. *Surfboat-launching wagon (Kenyon's)*.

These devices were disposed of, as far as the Board is concerned, at the previous meeting, and are now in the hands of the General Superintendent of the Life Saving Service, and, upon motion, were ordered dropped from the docket.

20. *Barry's amphibious combined surfboat, lifeboat, and life raft*.—Referred to the committee on boats, etc. (full Board).

21. *Electric life-saving craft (A. B. Shearer, Reno, Nevada)*.—This also was referred to the committee on boats, etc.

22. *The Lucigen light [modified] (Industrial Light Company)*.

23. *The Wells light (Keegan & Halpin)*.

The examination and test of these lights was upon motion referred to a committee composed of the full Board, the committee agreeing informally to meet at Seabright, New Jersey, next Monday night, June 27, to witness an exhibition of the practical working of both lights.

24. *Fell's forced respiration apparatus (Bailey's)*.—This apparatus is proposed for the resuscitation of apparently drowned persons. The subject was referred to a special committee composed of Captain D. A. Lyle, Lieutenant T. D. Walker, and Superintendent B. C. Sparrow.

25. *Canvas case for marine glasses (Thaxter's)*.—Referred to a special committee, as follows: Captain C. A. Abbey, Superintendent B. C. Sparrow, and Superintendent J. G. Kiah.

26. *Boat wagon (St. John's)*.—This subject was recommitted to the committee on boat wagons and devices for the transportation of the apparatus. No additional papers have been received since the last meeting.

27. *Antifricition wheel (Chaplin Manufacturing Company)*.—This was recommitted to the committee on boat wagons and devices for the transportation of the apparatus.

28. *Automatic breeches-buoy block (Richardson's)*.

29. *Improved breeches-buoy block (Dobbins's)*.

30. *Clutch or appliance for connecting the whipline to breeches-buoy block (Richardson's)*.

31. *Floating cotton rope (Maynard's)*.

32. *Marine messenger buoy (Smith's)*.

33. *Plan for sending off whiplines to stranded vessels (Smith's)*.

These subjects were referred to the following members as a committee, viz.: Captain C. A. Abbey, Superintendent J. G. Kiah, and Assistant Superintendent H. M. Knowles.

34. *The "lucigraph" or night signaling apparatus (Hayward's).*—Referred, upon motion, to Captain C. A. Abbey, and Assistant Superintendent H. M. Knowles.

35. *Patent lifeboat (Wm. Luth & Co.).*—This was referred, with the accompanying papers, to the committee on boats (full Board).

36. *Boat wagon (McLellan's).*—This wagon was recommitted to the committee on boat wagons and devices for the transportation of the apparatus.

All matters before the Board having now been referred to committees for examination and report, Mr. James A. Hudson, president, and Mr. Alfred Thedlock, secretary and engineer, of the Industrial Light Company of New York, appeared before the Board and explained the principles of their new light, which is practically a modification of the patent Lucigen light. Mr. Hudson invited a thorough test of his light, at any point designated by the Board, in comparison with any other light which may be before the Board.

At 1:30 P. M. the Board adjourned until 11 A. M. to morrow, to allow the several committees time to examine the several appliances and devices referred to them.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

FRIDAY, June 24, 1892.

The Board met at 10 o'clock A. M., as per adjournment of yesterday, all the members being present.

The minutes of yesterday's session were read and approved.

The call for committee reports was temporarily deferred, and upon the request of a member of the Board the papers referring to the Wells and the Lucigen lights were read at length for the information of the Board.

Under the head of new business the president laid before the Board a communication from the General Superintendent of the Life-Saving Service calling the attention of the Board to an "improved boat wagon," designed by Lieutenant O. C. Hamlet, of the U. S. Revenue Marine. Lieutenant Hamlet has a working model of his wagon, seven feet in length, which he desires to exhibit in Boston, Massachusetts, he being unable at this time to appear before the Board in New York. The subject was ordered placed upon the docket, and upon motion was referred to a subcommittee of the committee on boat wagons and devices for the transportation of the apparatus.

The subcommittee was appointed as follows: Professor C. H. Peabody, president of the Board; Superintendent B. C. Sparrow, and Assistant Superintendent H. M. Knowles, these members residing in or not far distant from Boston. It was further, upon motion, ordered that in view of the great importance of the subject and the possible advisability of speedy action, the subcommittee may, at their discretion, submit report through the full committee directly to the General Superintendent without waiting for the next meeting of the Board. This action was taken by unanimous consent.

Under the same head (new business) Captain D. A. Lyle submitted to the consideration of the Board a paper suggesting amendments to the present order of business for the guidance of the Board in disposing of business and in making reports to the General Superintendent upon matters referred to it for consideration. The subject was, upon motion, referred to the committee on revision of the rules and regulations.

There being two vacancies in this committee, the same were filled by the presiding officer, and the committee as newly constituted stands thus: Professor C. H. Peabody, president of the Board; Captain C. A. Abbey, U. S. R. M.; Lieutenant T. D. Walker, U. S. R. M., recorder.

To this committee were referred all papers relating to the revision of the rules and regulations of the Board ordered at the Boston meeting in June, 1890, and upon which subject, owing to the death of Edward Burgess, esq., and the relief of Lieutenant W. G. Ross, U. S. R. M., members of the old committee, no report has yet been submitted.

#### COMMITTEE REPORTS.

Under the call for committee reports Lieutenant Walker, of the committee on resolutions upon the death of Mr. Edward Burgess, late president of the Board, reported the following, which were adopted:

Whereas it has pleased Divine Providence to remove from our midst our late president, Mr. Edward Burgess, of Boston, Massachusetts, who, by his association with us as a member of the Board, had won our great respect and esteem for his high character and eminent abilities: Therefore, be it

*Resolved*, That our heartfelt sympathy is hereby conveyed to his afflicted family and relatives.

*Resolved*, That in the untimely death of Mr. Burgess, in the full strength and promise of his manhood, this Board has lost a valued co-worker, adviser, and friend.

*Resolved*, That the Board, through its presiding officer, request the General Superintendent of the United States Life-Saving Service to communicate to the family of our late president the condolence of the members of the Board.

*And be it further resolved*, That a copy of these resolutions be spread upon the records of the Board and included in its report to the General Superintendent of the Service for publication with its proceedings.

Captain Lyle, of the committee on Fell's forced respiration apparatus, submitted the report of the committee on this subject.

The committee recommends the reference of this method by the General Superintendent of the Life-Saving Service to the Supervising Surgeon General of the Marine-Hospital Service, Treasury Department, for the views and recommendations of a medical board as to the advisability and practicability of the employment of this method of restoring respiration upon apparently drowned persons by the members of the life-saving stations.

The report was accepted and the committee discharged from the further consideration of the subject.

The committee's report was further, upon motion, concurred in and adopted as the recommendation of the Board.

Captain Abbey, of the committee on Woods's patent rowlock, submitted the committee's report on this device.

The report describes the principal features of the rowlock, and, after pointing out its defects, reaches the conclusion that its adoption would not be to the advantage of the Service.

The report was accepted and the committee discharged.

A motion also prevailed to concur in the report and adopt it as the opinion of the Board.

Captain Abbey, of the committee on the canvas case for marine glasses, brought to the attention of the General Superintendent by Lieutenant O. C. Hamlet, U. S. R. M. (who submits a sample case manu-

factured by Thaxter & Sons, of Boston), presented the report of the committee.

The report describes specifically the sample submitted and expresses the opinion that it possesses advantages over the leather cases usually purchased with binocular glasses, the chief of these being lightness, cheapness, and durability. The committee recommends its adoption for use in the Service.

Upon motion, the report was accepted and adopted as an expression of the opinion and recommendation of the Board. The committee was discharged from the further consideration of the subject.

The Board then proceeded, as in committee of the whole on boats, etc., to the consideration of the subject of self-bailing and self-righting boats for use on the low beaches of the coast. A series of reports from keepers of life-saving stations in the Fourth and Fifth Districts on the Beebe-McLellan boats were presented by the General Superintendent and read to the Board, after which a general discussion ensued upon the relative merits of the several types of boats used in the Service. At 2:25 P. M. a recess was taken, subject to the call of the chair.

At 3:30 P. M. the Board reassembled, and after an informal agreement as to the prosecution of the work of the several committees, a motion prevailed to adjourn at 3:45 P. M. until Monday, June 27, at noon. In accordance with this, the Board at 3:45 P. M., adjourned.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

MONDAY, *June 27, 1892.*

The Board met at noon to-day, as per adjournment, all the members being present.

The minutes of the last session (Friday, 24th) were read and approved.

The General Superintendent of the Life Saving Service read and referred to the Board the report of the keeper of the Point Judith Life-Saving Station, dated February 16, 1891, on the Dobbins self-righting and self-bailing surfboat placed at that station for trial. The reading of this report was supplemented with some observations on the subject by Assistant Superintendent H. M. Knowles, of the Third District, the Point Judith Station being under his immediate supervision, and he being cognizant of the trials made with the Dobbins boat. The report was, upon motion, referred to the committee on boats, etc. (full Board).

The president then laid before the Board a letter from Hon. O. L. Spaulding, Assistant Secretary of the Treasury, dated June 24, 1892, transmitting an additional communication from Mr. W. B. Smith, of Lawtey, Fla., on the subject of his marine messenger buoy. Mr. Smith's letter was read and referred to the committee having that matter in charge.

#### REPORTS OF COMMITTEES.

Captain C. A. Abbey, upon the call for committee reports, submitted the views of the committee on Smith's marine messenger buoy. The report describes the device at length and expresses the opinion that it does not seem to be adapted to the uses of the Service. The report concludes with the recommendation that the papers be returned to the inventor of the device with the suggestion that he submit them to the Supervising Inspector-General of the United States Steamboat Inspection Service, Treasury Department.

The report was accepted and the committee discharged. A motion was furthermore agreed to by which the views of the committee were adopted as an expression of the views of the Board.

Captain Abbey, as chairman of the committee on Richardson's automatic breeches-buoy block and Dobbins's improved breeches buoy block, submitted the committee's report on these devices. The committee in its report describes each block in detail, and expresses the belief that they possess merit as ordinary snatch blocks, but concludes with the following remarks, which apply equally to each device:

"The possibility that any block which can be put upon a line without reeving the line through the block may come off the line without unreeving it from the block seems to the committee a sufficient reason for disapproving of the use of any block for a breeches-buoy block through which the hawser must not be rove in order to get the block upon it."

Upon the motion to accept and concur in the report of the committee, a discussion ensued as to the advisability of using snatch blocks in any form on the hawser with the breeches buoy. The prevailing opinion was that owing to the unreliability of such blocks generally, and the fact that blocks of this description have been found unsafe, the Board should decline to further recommend them for use in the Service. The report was therefore accepted, the committee discharged from the further consideration of the subject, and the opinions of the committee adopted as an expression of the views of the Board.

The report of the committee on W. B. Smith's plan for hauling whip-lines to stranded vessels was next presented, through its chairman, Captain C. A. Abbey. The committee expressed the opinion that the plan of Mr. Smith offers no advantage over the methods now in successful operation in the Service, and recommended that Mr. Smith be so informed.

The report was accepted, the committee discharged, and the report agreed to as an expression of the views of the Board.

The next report was that of the committee on Maynard's floating cotton rope.

This rope is manufactured of cotton, diamond braided, with a core or heart of cork in short sections. So far as known, no test has been made of its strength in comparison with ordinary rope of manilla or hemp. The committee expresses the opinion that a buoyant rope would be of great service as a part of the beach apparatus, provided that it possesses sufficient strength. The committee also refers to the difficulty which has been experienced at times by the sagging of the manilla hawser into the water in being hauled off to a stranded vessel, and expresses the opinion that a rope which would remain on the surface while being hauled off would be preferable. It therefore recommends that the Maynard floating rope be given a trial at one or more stations of the Service, and that a report regarding it be submitted to the Board at the next meeting.

Pending action on this report, the Board discussed the qualities of the different kinds of rope used in commerce, but reached no conclusion as to the desirability of a change from the manilla and linen lines now used in the Service.

The report was accepted and the committee discharged. The report was adopted as an expression of the views of the Board, with an additional recommendation that before these floating lines be put on trial the General Superintendent cause the samples submitted by the manu-

facturers to be properly tested as to their strength in comparison with the present Service lines.

At 3:45 P. M. the Board adjourned to meet at Seabright, New Jersey, this evening to witness an exhibition of the Wells and the Lucigen lights in operation by Messrs. Keegan & Halpin and the Industrial Light Company, respectively.

At 9 P. M. the Board being at Seabright, as per adjournment in New York, it proceeded to examine and witness the practical operation of the Wells and the Lucigen lights in comparison with the English wreck light, which had heretofore been tested, with the view to its introduction into the Service for use at wrecks in the night. The exhibition ended at 10:45 P. M., when the Board adjourned to resume its sessions in New York immediately upon its return there to-morrow morning.

The night at Seabright was dark and rainy, with a moderate southerly wind, and, on the whole, favorable for the exhibition.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

TUESDAY, June 28, 1892.

The Board reassembled in New York at 10:45 A. M., immediately upon its return from Seabright, all the members being present.

The minutes of yesterday's session not being completed, owing to the adjournment of the Board to Seabright to witness the operation of the Wells and Lucigen lights last night, the reading was postponed to permit the recorder to write them up.

#### THE DOCKET.

There being no committee reports, the docket was taken up, and the Board proceeded to consider the several types of boats submitted by Superintendent D. P. Dobbins, of the Ninth Life-Saving District. In the course of the discussion certain correspondence between the Treasury Department and Mr. Dobbins relative to patents or caveats upon the several boats and other devices of the latter were read by the General Superintendent for the information of the Board. The discussion was a lengthy one, and resulted in the reference of the subject, by unanimous consent, to a subcommittee on boats, etc., as follows: Captain C. A. Abbey, U. S. R. M.; Captain D. A. Lyle, Ordnance Department, U. S. Army; and Superintendent B. C. Sparrow, of the Second Life-Saving District.

To this subcommittee was also specially referred the improved life car designed by Mr. Dobbins and the life-saving car designed by Mr. Bradford.

Captain Lyle then offered the following resolution:

*"Resolved, That no boat wagon differing essentially from the ordinary tread of vehicles in common use should be recommended for general adoption in the Life-Saving Service."*

This resolution was debated, and upon reaching a vote was adopted, the yeas being Assistant Superintendent H. M. Knowles, Superintendent Jerome G. Kiah, Superintendent B. C. Sparrow, Lieutenant Thomas D. Walker, and Captain D. A. Lyle. Captain C. A. Abbey voted in the negative.

The Board then took up and discussed the merits of the Wells light and the Lucigen light examined last night at Seabright, and after an expression of the opinion of each member of the Board, which seemed to result in a unanimous approval of the Wells light, a motion was

adopted recommending a further trial of this light in actual service at such stations as may be selected by the General Superintendent of the Life-Saving Service.

The improved lifeboat submitted by Wm. Luth & Co., of Newport, Rhode Island, was then taken up and briefly discussed in comparison with other boats. The subject was finally referred to a subcommittee of the committee on boats, etc., the president naming Assistant Superintendent H. M. Knowles as such subcommittee.

At 2 P. M. an adjournment was taken until 10 A. M. to-morrow, to permit sittings of the various committees and to give the recorder time to write up the minutes.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

WEDNESDAY, June 29, 1892.

The Board reassembled at 10 A. M. in accordance with adjournment yesterday, all the members being present.

The minutes of the proceedings of Monday and Tuesday were read and, after a few minor corrections, approved.

Communications were received from Superintendent D. P. Dobbins, Ninth District, and Superintendent J. M. Richardson, First District, requesting the return of the models submitted by them. Upon motion, these letters were ordered to be transmitted with the Board's report to the General Superintendent Life-Saving Service.

#### REPORT OF COMMITTEES.

The report of the committee on Richardson's clutch or device for attaching the ends of whiplines to the breeches-buoy block was read by Captain Abbey.

This device is intended to take the place of the clove hitch prescribed on page 15 of the pamphlet of instructions for beach apparatus drill. After a full description of its mechanism the committee proceeds to say that "after a full consideration of the matter your committee are of the opinion that when the end of the whipline is fastened to the ring of the breeches-buoy block by a round turn and two half-hitches it is less liable to become unfastened than if it were put on with this device, and that the clove hitch now prescribed in the instructions for the 'Beach apparatus drill' (page 15) is the best method of securing the whipline to the breeches buoy block that has yet been devised." The committee adds: "We can not, therefore, recommend the use of the appliance for attaching whiplines to breeches buoys here offered by Superintendent Richardson.

The report was accepted and the committee discharged. A motion was also adopted that the Board concur in the report.

The report of the committee on the lucigraph, submitted by Mr. J. W. Hayward, of New York, was then presented by Captain D. A. Lyle. After describing this apparatus, which appears to be a magic lantern or stereopticon adapted to signaling purposes, the committee in its report expresses its views as follows: "Judging from the evidence presented in the papers submitted, it seems to your committee that this device can be used with much advantage in the Life-Saving Service, and might be of great utility in times of emergency and when clear and immediate comprehension of signals from the shore is necessary to success. We would, therefore, recommend that the subject be investi-



gated by the General Superintendent of the Life-Saving Service in such manner as may seem to him best."

Upon motion, the report was received and the committee discharged. A motion was also adopted by the Board concurring in the views and recommendations of the committee.

#### THE DOCKET.

The Board then proceeded, as in committee of the whole, to the consideration of the docket, the first subject taken up being the device for throwing lines, submitted by the Unexcelled Fireworks Company, of New York.

There being no model of this device before the Board, and as the company named has made no response to the invitation to submit one to the present meeting for examination and trial, the subject was ordered dropped from the docket.

The next subject considered was an electrical life-saving craft, designed by Mr. A. B. Shearer, of Reno, Nevada. It consists of three cigar-shaped boats arranged parallel to each other with a space between them and with the center boat placed one-half its length in advance of the two others, all three being connected by a light platform on deck. The inventor proposes to propel it by electricity. The craft is in reality a raft, which principle has not been found adaptable to the uses of the Service, and as the Board in a previous report to the General Superintendent (see annual report for 1886, page 485, caption VI, [opinions] paragraph 13) declared that "experience has shown that life-rafts are virtually useless on the beaches of the coast," the Board adopted a motion in effect that it sees no reason to recede from that opinion.

The steam lifeboat submitted by Joseph B. Glazier was then considered. A small model accompanied the papers. It appears from the specifications that the inventor proposes a boat 48 feet long, with 15 feet beam, and to propel it by an engine working side wheels. Its general appearance is that of a side-wheel passenger boat. Each wheel has a rim projecting beyond the buckets sufficiently to bring the keel of the boat clear of the roadbed when upon the shore, and at the stem and stern are fitted wheels for land transportation. In action the boat is proposed to be run from the boathouse over a prepared roadway, if the shore be sandy, to the water, where the paddle wheels are then put in motion and the boat proceeds to the rescue. Upon approaching a wreck the inventor proposes that the craft be anchored or held to the windward under steam, and that the boarding of the stranded vessel be done by a dory launched from the cabin door. The so-called lifeboat is, in fact, merely an auxiliary to the dory.

The Board after a brief discussion of the merits of this device adopted a motion, expressive of its opinion, that no construction of wheels, either for land or water service, of this description would withstand the shocks to which they would be subjected in a rough sea when leaving or returning to the shore, and that an apparatus of the size and weight proposed by Mr. Glazier is not adapted to the uses of the Service.

The next subjects discussed were a self bailing surfboat and a self-righting and self-bailing surfboat submitted by Lieutenant C. H. McLellan.

These boats were before the Board at a previous meeting and came over as unfinished business. There are several of them now in service for trial at stations, but the reports of keepers received through the

General Superintendent are not sufficiently conclusive to warrant the Board in definitely passing upon their merits at this time.

The Board adopted a motion recommending that the General Superintendent take such action in regard to supplying these boats to stations as his judgment and the experience and demands of the Service shall require, and that he cause such reports to be made by the proper officers of the Service on the performance of the boats as will place in the hands of the Board sufficient data to enable it to reach a definite conclusion on their merits.

The Board then took up for discussion the boats designed by Superintendent D. P. Dobbins, of the Ninth District, the first in order being his improved self-righting, self-bailing, self-water-ballasting, center-board and sail surf lifeboat.

This boat differs from others presented by Mr. Dobbins in the addition of a sail and a centerboard, the latter being constructed in three parts or leaves of galvanized steel, which close in fan folds in the center-board box when not in use, and unfold as they fall into position for use when the boat is sailed by the wind.

After discussing the merits of this boat the Board reached the conclusion that the addition of sail power and a centerboard embodies no novel ideas, as there are already boats in the Service similarly provided, and folding centerboards are also in use in canoes and other small craft where the space for such appliances is limited. Sails and centerboards are of great assistance to life or surf boats, which have to render assistance at long distances over water routes, but they are of no value in boats which operate in the immediate vicinity of the shore, as they increase by their weight the difficulties of land transportation. The Board, upon motion, agreed to recommend the use of sails only at such stations where the conditions of the Service appear to render their employment necessary.

The next subject discussed was Mr. Dobbins's improved self-righting, self-bailing, insubmersible surf lifeboat. This boat is substantially of the same design as one now on trial at the Point Judith Life Saving Station, and which was constructed in accordance with the recommendation of the Board at its Boston meeting in June, 1890. From the papers referred to the Board by the General Superintendent, it appears that the keeper of the Point Judith Station suggests that the boat be kept at that point as a reserve boat. He also suggests that it be fitted with a centerboard for offshore work. The Board at its previous meeting (June, 1890) recommended that the boat be sent to several different stations on the Atlantic coast for trial, and that reports be made of its performance at these stations. A motion therefore prevailed expressing the opinion of the Board that no further action is necessary until these trials are made and the reports received.

Next followed in order the Dobbins improved open self righting surf-boat. This boat is fully described in the plans and specifications submitted by the designer. Its length is twenty-two feet nine inches over all, its beam seven feet, and its depth two feet three inches. The approximate weight is nine hundred pounds, and its carrying capacity is estimated at twenty persons, including crew. After a discussion of the merits claimed for this boat by Superintendent Dobbins, the Board reached the conclusion that while its working qualities appear to be good, it does not possess sufficient superiority over other surfboats in service to justify its adoption for general use.

The next subject was Dobbins's improved open self-righting dinghy. This boat is designed to be manned by two surfmen, each operating a pair of light sculls. It is sixteen feet over all in length, its beam is

four feet, and its depth sixteen inches. It is filled with air chambers, which practically make it nonsinkable. The inventor claims a carrying capacity for six persons.

The Board, after discussing the claims of Mr. Dobbins, reached the conclusion that the boat is a good one for use at stations situated in harbors, where quick work is necessary in rescuing people that may fall from wharves or piers, and also that it would be a good "errand boat" for stations on outlying beaches where shallow inland waters have to be crossed. The Board, however, adopted the resolution that it sees no reason for recommending this especial boat to the exclusion of any others of light weight and draft that can perform the work for which this is designed.

The several boats submitted by Superintendent Dobbins having been passed upon, the Board, still as in committee of the whole, took up for examination the lifeboat submitted by Luth & Co., of Newport, Rhode Island. The model is a double-end, self-righting and self-bailing boat, with movable end turtle back air chambers. It is fitted with a water-ballast tank in the bottom. A full description of the boat is given in the specification forming part of letters patent No. 417936, dated December 10, 1889.

The model is not made to scale. After discussing the subject, the Board adopted a resolution declaring its opinion that a boat of sufficient size and strength can not be built after the model of Messrs. Luth & Co. and be light enough to possess any advantages over the improved self-righting, self-bailing, and water-ballasting boats, now in use in the Service.

The Board also adopted a further resolution recommending that the General Superintendent inform the inventors that if they desire a practical test of the boat it will be necessary for them to construct one of full size, say twenty-six feet in length, for that purpose. Pending compliance with this requirement, the subject was ordered to be dropped from the docket.

The wooden folding boat invented by Captain W. G. Schermerhorn, of Philadelphia, Pennsylvania, was next examined and passed upon.

Captain Schermerhorn explained the method of folding and stretching this boat to the Board on June 22. It has a light wooden frame or body, hinged together, and covered with canvas, the boat when spread out or set up being thus incased in a canvas boat-shaped cover, which protects it from sinking when the light wooden part may be stove in by striking upon rocks. The Board adopted a recommendation to the General Superintendent that if the inventor will submit a boat of this description twenty-one feet or more in length, it be given a trial upon the rocky shore of Massachusetts, under the supervision of the district superintendent, and that the latter be instructed to prepare a report of such trial for the information of the Board. The Board directed that this boat be dropped from the docket until such a trial is made.

The amphibious combined surfboat, lifeboat, and life raft proposed by Mr. Francis J. Barry, of New York, was next on the docket. As nothing further has been heard from the inventor of this device since the last meeting of the Board, when the recorder was directed to inform Mr. Barry that a working model would be required for trial before action could be taken on its merits, the subject was, upon motion, ordered dropped from the docket.

The next subject passed upon was a life-saving car invented by Sydney S. Bradford, of Richmond, Virginia. This is a car very similar to the Francis metallic car now used by the Service, with the addition of a rubber

covering to protect it from being punctured by floating wreckage. There are also air chambers in the ends to supply fresh air to the occupants of the car. These air chambers are fitted with gauge cocks, to be regulated by the occupants or by the persons operating the car. There are also automatic flap valves on the top of the car for regulating the ventilation. The Board after discussion reached the conclusion that this car does not possess sufficient advantages over the Francis car to warrant a recommendation for its adoption.

Improved life car submitted by Superintendent Dobbins. This car differs somewhat from the car submitted by Mr. Dobbins in 1888 by the addition of a rotary pump for clearing it of water or pumping in fresh air. There being nothing essentially novel in this arrangement, the Board adopted a motion that it adhere to the opinion expressed in its report to the General Superintendent, dated June 23, 1888, that "there is no necessity for complicating the construction of the life car by the addition of a pump."

*Improved lifeboat and surfboat launching wagon (Dobbins's).*—This wagon has been before the Board at previous meetings, the new feature being a board rail or walkway placed on each side above the wheels and running the entire length of the body of the vehicle, for the purpose of enabling the crew to more easily handle the boat in launching it from the rollers.

The Board, while of the opinion that this wagon is not adapted to general service, agreed to recommend that it be furnished only to stations where in the judgment of the General Superintendent it could be used advantageously.

*Improved surfboat-launching wagon (Kenyon's)*—*Improvement in boat wagon (Abbey's).*—These wagons were disposed of, as far as the Board is concerned, at the last meeting, in Boston, June, 1890, and are now in the hands of the General Superintendent of the Life Saving Service. A motion that they be therefore dropped from the docket was agreed to.

*Boat wagon (St. John's)*—*Boat wagon (McLellan's).*—These wagons are of broader tread than those generally in use in the Service, and as the Board has by resolution adopted a line of action which in effect admits no boat wagon which differs essentially in this respect from the ordinary tread of vehicles in common use, a motion was made to drop these two wagons from the docket. The motion was agreed to.

*Boat wagon, with skids for loading and unloading (Wadsworth's).*—The Board was informed by the General Superintendent that a wagon of this design is being constructed under the inventor's supervision. A motion was therefore agreed to recommending that when this wagon is ready for trial the General Superintendent order it placed at such station or stations as he may select, and that reports of the trials be referred to the Board at its next meeting.

*Boat carriage (Superintendent J. M. Richardson's).*—A small model of this carriage was next examined by the Board in connection with the subcommittee's report. It is a four-wheeled vehicle, with double extension reach and with numerous adjustable stay and brace hooks for stiffening the carriage when supporting the boat. Upon each axle is erected an arch, which spans the space between the wheels. To unload the boat, it is intended to suspend it by the bow and stern to these arches by means of tackles, and then to disconnect the reaches by withdrawing the bolts which hold them together midway between the two axles, when the ends of the reaches drop to the ground. The ends of the reaches are then drawn aside and the boat is lowered by the tackles. The weight of the carriage is not given by the inventor in the papers

accompanying the model, but from its great length and the quantity of ironwork about it the Board reached the conclusion that it is necessarily heavier than the service carriage now in use.

The Board, in view of the complicated methods of construction of this carriage, of its much greater weight than the old carriage, and the fact that its great length would prevent its being turned within a short radius, adopted a motion declining to recommend it for use in the Life-Saving Service.

*Improved boat-launching carriage (Woods's).*—The General Superintendent of the Life-Saving Service informed the Board that a working model of this carriage is in the hands of its inventor, Keeper H. J. Woods, of the Muskegon Life-Saving Station, Eleventh District. The Board being, therefore, unable at this meeting to pass upon the merits of this carriage, the subject was referred to a subcommittee of the committee on boat wagons and other devices for the transportation of the apparatus, consisting of Superintendent J. G. Kiah, of the Tenth District, with authority to examine and report upon its merits, through the full committee, directly to the General Superintendent, should such a course be deemed expedient, without waiting until the next meeting of the Board. It being understood that Captain C. A. Abbey, inspector of life-saving stations, is soon to visit the Eleventh District on an inspection tour, that officer was temporarily added to the committee on boat wagons, etc., and requested to act in conjunction with Mr. Kiah as the subcommittee to examine and test this carriage.

*Tilting boat launching ways (Dobbin's).*—A model of this device was examined by the Board. It is intended for use in launching a boat from the station boat-room door directly into the water. This method of launching a boat can only be practiced at stations where the water front renders the construction of such ways necessary. After fully discussing the subject, the Board reached the conclusion that launching ways should be constructed to suit special conditions as they arise. The Board, therefore, decided to make no recommendation of this particular plan.

*Improvement in handcarts (Richardson's).*—This is a method for attaching thills or shafts to the breeches-buoy apparatus cart to enable it to be drawn by a horse, the shafts being hooked to eyebolts in the axle of the cart and kept in position by iron chocks and pins or bolts. These thills or shafts, being interchangeable with the single pole, the merits claimed for the invention by Mr. Richardson are compactness of stowage in the boat room and the ease with which the vehicle can be adapted either for use with a horse or the drawing of it by hand. The Board, after close examination of the model, reached the conclusion that it does not possess sufficient advantages over the present arrangement of the Service cart to warrant a recommendation for its general use.

*Antifriction wheel (Chaplin Manufacturing Company's).*—This is a device for diminishing the friction in axles of boat wagons, apparatus carts, etc., by placing cylindrical friction rollers around the axle arms by incasing them in the naves of the wheels. The expense of manufacture and the disadvantages arising from the entrance of fine sand and from corrosion due to damp salt air makes this device undesirable for the uses of the Service, and the Board, therefore, upon motion, declined to recommend it for adoption.

*Haswer nippers (Superintendent J. M. Richardson's).*—This device is intended for use in connection with the breeches buoy apparatus, it being the inventor's purpose that it shall supersede the selvagee strap on the hawser, to which is hooked the setting-up tackle. There are two pat-

terns or samples submitted, numbered one and two, respectively. These samples differ in some respects, but they are intended for the same purpose. The material of which they are forged is Norway iron, and the designs are very ingenious. A full description is furnished by the inventor.

The Board after discussing the advantages claimed for these nippers by the inventor expressed the view that while they possess undoubted merit "the straps and slings now used in the Service for attaching tackles to hawsers are effective, much lighter, less expensive, and more readily manipulated than the devices submitted by Superintendent Richardson, and while recognizing the merits of the latter, it is not prepared to recommend them for general adoption in the Service."

*Telemeter (Lowry-Bowyer).*—This is an instrument for measuring angles and distances, and is submitted by the inventors with the view of its adoption for use by the Service in finding the distance of a stranded vessel from the shore. Mr. A. C. Dunn, president of the company formed for the manufacture and sale of this device, appeared before the Board and explained its use.

The device was, upon motion, referred to a committee consisting of Captain C. A. Abbey, U. S. R. M., and Captain D. A. Lyle, U. S. A., with instructions to make a practical test of its merits and report at the next meeting of the Board.

#### COMMITTEE REPORT.

*Revision of the Rules and Regulations of the Board, etc.*—The committee on revision of the rules and regulations of the Board, and order of business, submitted a report, through its chairman, Professor Peabody. The report was approved and adopted as the views of the Board, with a recommendation to the General Superintendent of the Life Saving Service that the revision be approved by him and published for the information and guidance of persons desiring to submit plans, devices, and inventions designed for use at life-saving stations. The revision was ordered incorporated in the Board's report.

There being no further business before it, the Board proceeded to the consideration and formulation of its report; and when this was completed and signed by all the members, the Board at 5:30 P. M. adjourned *sine die*.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*



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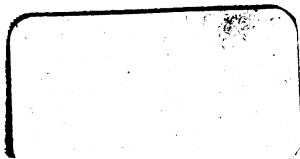


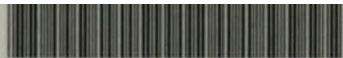




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