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FROM THE

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ANNUAL REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

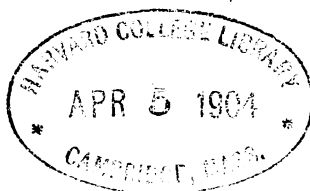
FISCAL YEAR ENDING JUNE 30, 1903.



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1904.

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TREASURY DEPARTMENT,
Document No. 2353.
Office of Life-Saving Service.

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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

(In conformity with Act of Congress approved June 18, 1878.)

SUMNER I. KIMBALL, General Superintendent, Washington, D. C.
 HORACE L. PIPER, Assistant General Superintendent, Washington, D. C.
 Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 17 State street, New York City.
 Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, No. 17 State street, New York City.
 Captain JOHN DENNETT, United States Revenue-Cutter Service, No. 17 State street, New York City.
 Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, No. 17 State street, New York City.
 Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.

Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.
 Superintendents of Construction Life-Saving Stations, Pacific Coast.

ASSISTANT INSPECTORS.

First district.....Lieutenant PERCY W. THOMPSON, United States Revenue-Cutter Service, Post-Office Building, Room 148, or P. O. Box 1908, Boston, Massachusetts.
Second district.....
Third district.....Lieutenant D. F. A. DE OTTE, United States Revenue-Cutter Service, Patchogue, New York.
Fourth district.....
Fifth district.....Lieutenant ELLSWORTH P. BERTHOLF, United States Revenue-Cutter Service, Red Bank, New Jersey.
Sixth district.....Captain HORATIO D. SMITH, United States Revenue-Cutter Service, Onancock, Virginia.
Seventh district.....Lieutenant GEORGE M. DANIELS, United States Revenue-Cutter Service, Elizabeth City, North Carolina.
Eighth district.....Captain ———, United States Revenue-Cutter Service, Custom-House, Charleston, South Carolina.
Ninth district.....Captain ———, United States Revenue-Cutter Service, Custom-House, Galveston, Texas.
Tenth district.....Captain DANIEL B. HODGSDON, United States Revenue-Cutter Service, Room 204, P. O. Building, Detroit, Michigan.
Eleventh district.....
Twelfth district.....Lieutenant JOHN E. REINBURG, United States Revenue-Cutter Service, Room 543, Rand-McNally Building, Chicago, Illinois.
Thirteenth district.....Coast of California, Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.
 Coast of Washington and Oregon, Captain WM. H. ROBERTS, United States Revenue-Cutter Service, Tacoma, Washington.

Lieutenant KIRTLAND W. PERRY, United States Revenue-Cutter Service, on special duty, Washington, D. C.

Lieutenant ANDREW J. HENDERSON, United States Revenue-Cutter Service, on special duty, Washington, D. C.

DISTRICT SUPERINTENDENTS.

First district SILAS H. HARDING, Portsmouth, New Hampshire.

Second district BENJAMIN C. SPARROW, East Orleans, Massachusetts.

Third district HERBERT M. KNOWLES, Wakefield, Rhode Island.

Fourth district ARTHUR DOMINY, Bayshore, New York.

Fifth district JOHN G. W. HAVENS, Point Pleasant, New Jersey.

Sixth district NEWELL B. RICH, Onancock, Virginia.

Seventh district PATRICK H. MORGAN, Shawboro, North Carolina.

Eighth district HIRAM B. SHAW, Miami, Florida.

Ninth district WILLIAM A. HUTCHINGS, Galveston, Texas.

Tenth district EDWIN E. CHAPMAN, Buffalo, New York.

Eleventh district JEROME G. KIAH, Harbor Beach, Michigan.

Twelfth district CHARLES MORTON, Grand Haven, Michigan.

Thirteenth district THOMAS J. BLAKENEY, Room 35, New Appraisers' Stores, San Francisco, California.

BOARD ON LIFE-SAVING APPLIANCES.

Professor CECIL H. PEABODY, Massachusetts Institute of Technology, Boston, Massachusetts, *President*.

Major DAVID A. LYLE, Ordnance Department, United States Army, Augusta Arsenal, Augusta, Georgia.

Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 17 State street, New York City.

Lieutenant ANDREW J. HENDERSON, United States Revenue-Cutter Service, Washington, D. C., *Recorder*.

BENJAMIN C. SPARROW, Superintendent Second Life-Saving District, East Orleans, Massachusetts.

JEROME G. KIAH, Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.

HERBERT M. KNOWLES, Superintendent Third Life-Saving District, Wakefield, Rhode Island.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
Washington, November 28, 1903.

SIR: I have the honor to submit, in accordance with the requirements of section 7 of the act of June 18, 1878, the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1903, and of the expenditures of moneys appropriated for the maintenance of the Service for that period.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. LESLIE M. SHAW,
Secretary of the Treasury.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE.

1903.

REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1903.

OPERATIONS.

The Life-Saving Establishment at the close of the fiscal year comprised 273 stations, 196 being on the Atlantic and Gulf coasts, 60 on the coasts of the Great Lakes, 16 on the Pacific coast, and 1 at the Falls of the Ohio River, Louisville, Kentucky. The number located in each of the several districts was as follows:

First district (coasts of Maine and New Hampshire)	14
Second district (coast of Massachusetts)	32
Third district (coasts of Rhode Island and Fishers Island)	8
Fourth district (coast of Long Island)	33
Fifth district (coast of New Jersey)	42
Sixth district (coast from Cape Henlopen to Cape Charles)	18
Seventh district (coast from Cape Henry to Cape Fear River)	31
Eighth district (coasts of South Carolina, Georgia, and eastern Florida)	10
Ninth district (Gulf coast)	8
Tenth district (Lakes Erie and Ontario, including Louisville Station)	12
Eleventh district (Lakes Huron and Superior)	18
Twelfth district (Lake Michigan)	31
Thirteenth district (Pacific coast)	16

Total 273

The following statement shows the periods during which the stations were manned (termed the active season) and the number of surfmen employed at each station:

Employment of surfmen, season of 1902-1903.

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Islands, White Head, Burnt Island, Damiscove Island, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, Rye Beach, and Hampton Beach.	6 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
2	Salisbury Beach, Newburyport, Plum Island, Straitsmouth, Gloucester, Nahant, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point Wood End, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Caboons Hollow, Nauset, Orleans, Old Harbor, Chatham, Coskata, Surfside, Maddequet, Muskeget, Gay Head, and Cuttyhunk.	6 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
	Monomoy	7 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
	City Point	9 surfmen from July 1 to Nov. 15, 1902, and from May 1 to June 30, 1903.
	Monomoy Point	6 surfmen from Oct. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.

Employment of surfmen, season of 1902-1903—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island.	6 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
4	Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, 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, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
5	Spermaceti Cove, Seabright, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tathams, Hereford Inlet, Holly Beach, Two Mile Beach, Cold Spring, and Cape May.	6 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
	Monmouth Beach	7 surfmen from Aug. 1, 1902, to May 31, 1903.
	Sandy Hook	8 surfmen from Aug. 1, 1902, to May 31, 1903.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Wallops Beach, Metomkin Inlet, Wachapreague, and Pammore Beach.	6 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
	Lewes, Assateague Beach, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1902, to May 31, 1903.
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Pennys Hill, Currituck Beach, Poyners Hill, Caffey's Inlet, Paul Gamie's Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gulf Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Portsmouth, and Core Bank.	6 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
	New Inlet and Hatteras Inlet	7 surfmen from Aug. 1, 1902, to May 31, 1903.
	Cape Lookout and Oak Island	7 surfmen from Aug. 1, 1902, to May 31, 1903; and 1 additional surfman from Dec. 1, 1902, to Apr. 30, 1903.
	Cape Henry, Cape Hatteras, Creeds Hill, and Cape Fear.	8 surfmen from Aug. 1, 1902, to May 31, 1903.
8	Sullivans Island	6 surfmen from Aug. 1, 1902, to May 31, 1903.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1902, to May 31, 1903.
	San Luis	7 surfmen from Aug. 1, 1902, to May 31, 1903.
10	Big Sandy, Niagara, Ashtabula, and Marblehead.	7 surfmen from July 1 to Dec. 15, 1902, and from Apr. 1 to June 30, 1903.
	Oswego, Charlotte, Erie, Fairport, and Cleveland.	8 surfmen from July 1 to Dec. 15, 1902, and from Apr. 1 to June 30, 1903.
	Buffalo	8 surfmen from July 1 to Dec. 15, 1902, and from Apr. 2 to June 30, 1903.
	Louisville	6 surfmen from July 1, 1902, to June 30, 1903.
11	Lake View Beach	7 surfmen from July 1 to Dec. 12, 1902, and from Apr. 4 to June 30, 1903.
	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Thunder Bay Island, Middle Island, Hammond, and Bois Blanc.	8 surfmen from July 1 to Dec. 12, 1902, and from Apr. 4 to June 30, 1903.
	Vermilion, Crisps, Two Heart River, and Deer Park.	7 surfmen from July 1 to Dec. 14, 1902, and from Apr. 10 to June 30, 1903.
	Marquette	8 surfmen from July 1 to Dec. 9, 1902, and from Apr. 18 to June 30, 1903.
	Portage	8 surfmen from July 1 to Dec. 9, 1902, and from Apr. 13 to June 30, 1903.
	Duluth	8 surfmen from July 1 to Dec. 18, 1902, and from Apr. 12 to June 30, 1903.
	Grand Marais	6 surfmen from July 1 to Dec. 14, 1902, and from Apr. 10 to June 30, 1903.
12	Charlevoix, North Manitou Island, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1902, and from Apr. 5 to June 30, 1903.

Employment of surfmen, season of 1902-1903—Continued.

District	Stations.	Periods of employment (all dates inclusive).
12	Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Pentwater, White River, Holland, South Haven, Michigan City, Evanston, Kenosha, Two Rivers, Kewanee, and Sturgeon Bay Canal.	7 surfmen from July 1 to Nov. 30, 1902, and from Apr. 1 to June 30, 1903.
	Ludington, Muskegon, and Saint Joseph.....	7 surfmen from July 1 to Dec. 5, 1902, and from Apr. 1 to June 30, 1903.
	Racine	7 surfmen from July 1 to Dec. 8, 1902, and from Apr. 1 to June 30, 1903.
	Jackson Park and Sheboygan.....	8 surfmen from July 1 to Nov. 30, 1902, and from Apr. 1 to June 30, 1903.
	Grand Haven, South Chicago, Old Chicago, and Milwaukee.	8 surfmen from July 1 to Dec. 5, 1902, and from Apr. 1 to June 30, 1903.
	South Manitou Island and Sleeping Bear Point.	6 surfmen from Aug. 20 to Nov. 30, 1902, and from Apr. 5 to June 30, 1903.
	18 Grays Harbor, Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1902, to June 30, 1903.
	Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Fort Point, Golden Gate, and Southside.	8 surfmen from July 1, 1902, to June 30, 1903.
	Cape Disappointment	8 surfmen from July 1, 1902, to June 30, 1903, and 1 additional surfman from July 1 to Aug. 10, 1902, and from Apr. 10 to June 30, 1903.
	Point Adams	8 surfmen from July 1, 1902, to June 30, 1903, and 1 additional surfman from July 1 to Aug. 10, 1902, and from May 1 to June 30, 1903.
18	Point Bonita	8 surfmen—6 from Sept. 15, 1 from Sept. 18, and 1 from Sept. 22, 1902, to June 30, 1903.
	Arena Cove.....	8 surfmen—7 from May 6, and 1 from May 13, 1903, to June 30, 1903.

Keepers are on duty at all stations during the entire year. The foregoing tabular statement includes but 1 of the 10 stations in the Eighth district, the others being maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

STATISTICS.

The number of disasters to documented vessels within the scope of the Service was 346. On board these vessels were 3,682 persons, of whom 20 were lost. The estimated value of the vessels was \$7,101,605 and that of their cargoes \$1,746,610, making the total value of property involved \$8,848,215. Of this amount \$7,683,580 was saved and \$1,164,635 lost. The number of vessels totally lost was 57. In addition to the foregoing there were 351 casualties to undocumented craft—sailboats, rowboats, etc.,—carrying 655 persons, 4 of whom perished. The value of property involved in these instances is estimated at \$202,935, of which \$198,465 was saved and \$4,470 lost.

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

Total number of disasters	697
Total value of property involved	\$9,051,150
Total value of property saved	\$7,882,045

It should not be understood that the entire amount represented by these figures was saved by the Service. A considerable portion was saved by salvage companies, wrecking tugs, and other instrumentalities, often working in conjunction with the surfmen. It is manifestly impossible to apportion the relative results accomplished. It is equally impossible to give even an approximate estimate of the number of lives saved by the station crews. It would be preposterous to assume that all those on board vessels suffering disaster who escape would have been lost but for the aid of the life-savers; yet the number of persons taken ashore by the lifeboats and other appliances by no means indicates the sum total saved by the Service. In many instances where vessels are released from stranding or other perilous predicaments by the life-saving crews, both the vessels and those on board are saved, although the people are not actually taken ashore, and frequently the vessels and crews, escaping disaster entirely, are undoubtedly saved by the warning signals of the patrolmen; while in numerous cases,

Total value of property lost	\$1,169,105
Total number of persons involved	4,337
Total number of persons lost	24
Total number of shipwrecked persons succored at stations	a 1,086
Total number of days' succor afforded	a 2,414
Number of vessels totally lost	57

The foregoing summary does not include 56 persons not on board of vessels who were rescued from various positions of peril.

VESSELS ASSISTED.

The life-saving crews saved and assisted in saving 438 imperiled vessels, valued with their cargoes at \$4,598,840. Of this number 287, valued with their cargoes at \$793,670, were saved without other assistance. In the remaining instances, 151 in number, the life-saving crews cooperated with wrecking vessels, tugs, and other agencies in saving property estimated at \$3,661,875, out of a total of \$3,805,170 imperiled. Besides this the crews afforded assistance of greater or less importance to 573 other vessels, rendering aid, therefore, altogether to 1,011 vessels of all kinds, including small craft. This number is exclusive of 218 instances in which vessels running into danger were warned off by station patrolmen. One hundred and ninety-eight of these warnings were given at night by Coston lights.

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

	Atlantic and Gulf coasts.	Lake coasts. a	Pacific coast.	Total.
Total number of disasters.....	438	226	33	697
Total value of vessels.....dollars..	3,501,520	2,888,860	910,575	7,300,955
Total value of cargoes.....do.....	973,370	720,025	56,800	1,750,195
Total amount of property involved.....do.....	4,474,890	3,608,885	967,375	9,051,150
Total amount of property saved.....do.....	3,636,745	3,360,145	885,155	7,882,045
Total amount of property lost.....do.....	838,145	248,740	82,220	1,169,105
Total number of persons on board.....	2,694	1,177	466	4,337
Total number of persons lost.....	20	8	1	24
Number of shipwrecked persons succored at stations.....	b 970	b 102	b 14	b 1,086
Total number of days' succor afforded.....	b 2,238	b 162	b 14	b 2,414
Number of disasters involving total loss of vessels.....	46	10	1	57

a Including the river station at Louisville, Kentucky.

b These figures include persons to whom succor was given who were not on board vessels embraced in table of casualties.

The apportionment to the several districts is as follows:

First district.

Number of disasters	63
Value of vessels	\$746,795
Value of cargoes	\$132,980
Total value of property	\$879,775
Number of persons on board vessels	573
Number of persons lost	1
Number of shipwrecked persons succored at stations.....	40
Number of days' succor afforded	59
Value of property saved.....	\$690,330
Value of property lost	\$189,445
Number of disasters involving total loss of vessels.....	7

either where vessels suffer actual disaster or where they are only warned from danger, no loss of life would have ensued if no aid had been rendered. The number of disasters, the property involved, the amounts saved and lost, the number of persons on board, and the number lost are known, and these facts are all that can be expressed statistically with reasonable accuracy. The narratives which follow under the caption "Loss of life" and the brief statements under the captions "Services of crews" and "Vessels warned from danger" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

a These figures include persons to whom succor was given who were not on board vessels embraced in table of casualties.

Second district.

Number of disasters	160
Value of vessels	\$814, 280
Value of cargoes	\$244, 760
Total value of property	\$1, 059, 040
Number of persons on board vessels	584
Number of persons lost	None.
Number of shipwrecked persons succored at stations	117
Number of days' succor afforded	145
Value of property saved	\$940, 670
Value of property lost	\$118, 370
Number of disasters involving total loss of vessels	9

Third district

Number of disasters	12
Value of vessels	\$65, 560
Value of cargoes	\$8, 015
Total value of property	\$73, 575
Number of persons on board vessels	71
Number of persons lost	None.
Number of shipwrecked persons succored at stations	41
Number of days' succor afforded	41
Value of property saved	\$21, 065
Value of property lost	\$52, 510
Number of disasters involving total loss of vessels	2

Fourth district.

Number of disasters	45
Value of vessels	\$603, 730
Value of cargoes	\$69, 465
Total value of property	\$673, 195
Number of persons on board vessels	204
Number of persons lost	None.
Number of shipwrecked persons succored at stations	49
Number of days' succor afforded	59
Value of property saved	\$647, 740
Value of property lost	\$25, 455
Number of disasters involving total loss of vessels	3

Fifth district.

Number of disasters	60
Value of vessels	\$368, 265
Value of cargoes	\$184, 120
Total value of property	\$552, 385
Number of persons on board vessels	333
Number of persons lost	6
Number of shipwrecked persons succored at stations	91
Number of days' succor afforded	160
Value of property saved	\$302, 620
Value of property lost	\$249, 765
Number of disasters involving total loss of vessels	9

Sixth district.

Number of disasters	38
Value of vessels	\$214, 665
Value of cargoes	\$38, 245
Total value of property	\$252, 910
Number of persons on board vessels	175
Number of persons lost	2
Number of shipwrecked persons succored at stations	50
Number of days' succor afforded	89
Value of property saved	\$189, 280
Value of property lost	\$63, 630
Number of disasters involving total loss of vessels	7

Seventh district.

Number of disasters	31
Value of vessels	\$628, 380
Value of cargoes	\$264, 940
Total value of property	\$893, 320
Number of persons on board vessels	642
Number of persons lost	11
Number of shipwrecked persons succored at stations	512
Number of days' succor afforded	1, 599
Value of property saved	\$760, 695
Value of property lost	\$132, 625
Number of disasters involving total loss of vessels	8

Eighth district.

Number of disasters	10
Value of vessels	\$12, 860
Value of cargoes	\$5, 630
Total value of property	\$18, 490
Number of persons on board vessels	30
Number of persons lost	None.
Number of shipwrecked persons succored at stations	43
Number of days' succor afforded	49
Value of property saved	\$12, 315
Value of property lost	\$6, 175
Number of disasters involving total loss of vessels	1

Ninth district.

Number of disasters	19
Value of vessels	\$46, 985
Value of cargoes	\$25, 215
Total value of property	\$72, 200
Number of persons on board vessels	82
Number of persons lost	None.
Number of shipwrecked persons succored at stations	27
Number of days' succor afforded	37
Value of property saved	\$72, 030
Value of property lost	\$170
Number of disasters involving total loss of vessels	None.

Tenth district.

Number of disasters	57
Value of vessels	\$809, 270
Value of cargoes	\$83, 630
Total value of property	\$892, 900
Number of persons on board vessels	336
Number of persons lost	1
Number of shipwrecked persons succored at stations	27
Number of days' succor afforded	27
Value of property saved	\$746, 060
Value of property lost	\$146, 840
Number of disasters involving total loss of vessels	4

Eleventh district.

Number of disasters	62
Value of vessels	\$1, 228, 445
Value of cargoes	\$283, 540
Total value of property	\$1, 511, 985
Number of persons on board vessels	320
Number of persons lost	1
Number of shipwrecked persons succored at stations	51
Number of days' succor afforded	83
Value of property saved	\$1, 453, 940
Value of property lost	\$58, 045
Number of disasters involving total loss of vessels	3

Twelfth district.

Number of disasters	107
Value of vessels	\$851, 145
Value of cargoes	\$352, 855
Total value of property	\$1, 204, 000
Number of persons on board vessels	521
Number of persons lost	1
Number of shipwrecked persons succored at stations	24
Number of days' succor afforded	52
Value of property saved	\$1, 160, 145
Value of property lost	\$43, 855
Number of disasters involving total loss of vessels	3

Thirteenth district.

Number of disasters	33
Value of vessels	\$910, 575
Value of cargoes	\$56, 800
Total value of property	\$967, 375
Number of persons on board vessels	466
Number of persons lost	1
Number of shipwrecked persons succored at stations	14
Number of days' succor afforded	14
Value of property saved	\$885, 155
Value of property lost	\$82, 220
Number of disasters involving total loss of vessels	1

Of the 56 persons (not on board vessels) rescued, as already stated, from perilous positions, 17 had fallen from wharves, piers, floats, and the like; 11 were bathers in imminent danger of drowning; 10 were in perilous situations cut off from the land by water; 3 were drifting helplessly to sea on rafts; 1 contemplated suicide and was found chilled and exhausted in the water; 2 were lost and wandering aimlessly; 5 were in dangerous situations on account of high surf; 2 were intoxicated and sleeping on railroad tracks; 1 had accidentally shot himself and lay helpless from the loss of blood; 1 was rescued from a burning house; 2 had been seriously injured by a runaway horse; and 1 had been assaulted by a band of ruffians.

The surfboat was used 878 times, making 1,180 trips. The self-righting and self-bailing lifeboat was used 90 times, making 123 trips. The gasoline launches at the City Point Station (Second district) were used 71 times, making 80 trips. Smaller boats were used 474 times, making 537 trips. The river life skiffs at the Louisville Station (Tenth district) were used 41 times, making 44 trips. The breeches buoy was used 9 times, making 86 trips. The wreck gun was employed 12 times, firing 30 shots. The heaving stick was used 25 times. There were landed by the surfboat 1,086 persons; by the lifeboat, 60; by the gasoline launches, 102; by the river life skiffs, 46; by other station boats, 174; and by the breeches buoy, 79.

In addition to the foregoing there were miscellaneous rescues from vessels as follows: Fourteen persons by rushing into the surf; 15 by hauling them through the surf with heaving lines; 2 from boats by heaving lines; 2 from a wreck by means of a boatswain's chair; 1 who was in danger of freezing to death in a boat jammed in porridge ice; 1 who had boarded an abandoned and sinking hulk; and 10 who had fallen overboard from vessels.

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, 1903. ^a

Total number of disasters	14, 076
Total value of vessels	\$148, 098, 035
Total value of cargoes	\$62, 253, 644
Total value of property involved	\$210, 351, 679
Total value of property saved	\$166, 253, 022
Total value of property lost	\$44, 098, 657
Total number of persons involved	^b 102, 474
Total number of lives lost	^c 1, 027
Total number of persons succored at stations	^d 17, 747
Total number of days' succor afforded	43, 006

DISASTERS INVOLVING LOSS OF LIFE.

Section 9 of the act of Congress approved June 18, 1878, provides:

That upon the occurrence of any shipwreck within the scope of the operations of the Life-Saving Service, attended with loss of life, the general superintendent shall cause an investigation of all the circumstances connected with said disaster and loss of life to be made, with a view of ascertaining the cause of the disaster, and whether any of the officers or employees of the Service have been guilty of neglect or misconduct in the premises.

Agreeably to the foregoing requirement, all shipwrecks of the class named therein have been fully investigated, and the results gathered from the testimony taken under oath are set forth below.

Brief accounts of disasters not attended with loss of life may be found under the caption "Services of life-saving crews."

Capsize of small boat—Resuscitation of boy.

Shortly after noonday of July 5, 1902, Captain William B. Holmes, of Hereford Inlet, New Jersey, took on board his yacht for a sail outside the inlet a party consisting of his little boy, Stanley, Mr. Enoch Price, and two men whose names could not be obtained. As the day advanced the weather became so threatening that Captain Holmes deemed it prudent to return to the sheltered waters of the inlet, which he did, and came to anchor about 4.30 p. m. in the channel a third of a mile north of the life-saving station. Meanwhile the weather conditions rapidly grew more ominous, but nevertheless Captain Holmes transferred all hands to a small rowboat and started for the shore. Hardly had they pushed off when the tempest, which is described as one of the worst in many years, burst upon them. The day turned almost as dark as night, and the rain, driven by the wind, fell in sheets and torrents which completely shut off the endangered party from the sight of persons in the vicinity, except possibly for a

^a 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. In 1877-78 the Pacific coast was added, and in 1880 the coast of Texas.

^b Including persons rescued not on board vessels.

^c Eighty-five of these were lost at the disaster to the steamer *Metropolis* in 1877-78, when service was impeded by distance, and 14 others in the same year owing to similar causes.

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

second now and then when the scene was illumined with a flash of lightning almost as blinding as the darkness.

The storm struck with such force that the boat was quickly swamped, and all hands were precipitated into the water, which was by this time much agitated. Captain Holmes seized his son, and supporting him with one hand, clung with all the strength of the other to the gunwale of the boat, but a heavy wave soon beat him off and tore the boy from his grasp. About the same time Mr. Price also disappeared, while Captain Holmes and the other two men were swept toward a sand bar, where they found footing waist deep in the water. The body of Mr. Price was never recovered.

While the storm lasted (some thirty minutes) the darkness was so intense that Keeper Ludlam of the Hereford Inlet Station could see nothing in the vicinity, but as soon as daylight reappeared he sighted three men standing on the sand bar, and instantly proceeded to their assistance. Just as he pulled clear of the station he perceived two of the men running toward a boat and carrying something in their arms. The other man, who proved to be Captain Holmes, still remained on the bar. Amid his paroxysms of grief, and with incoherent words, he told the keeper that the child was drowned, and that the parties who had just gone were carrying the body ashore in the rowboat.

It appears that when the storm abated Mr. Holmes, standing on the bar, had discovered his son under the water in an eddy caused by the tide in a small cove, and pulled him out. The boat in which the body was conveyed to the shore had been torn adrift during the darkness by a steamer which collided with another vessel, and it almost providentially stranded on the edge of the bar. The keeper persuaded Captain Holmes to get into the station boat and then quickly pulled across the inlet, landed him, and having learned that the child was on the pier, proceeded to that place, where he found the apparently lifeless boy lying on the floor. So far nothing had been done to revive him, everybody having assumed that he was dead; but notwithstanding the lapse of so much time Keeper Ludlam immediately began to apply the Service methods for restoring the apparently drowned. Almost hopeless he had persisted for upward of half an hour when the child gasped very faintly; which fact afforded so much encouragement that Ludlam kept on with renewed activity, being now intelligently assisted by Miss Mace, a medical student, and Miss Hoch, a trained nurse, both from Philadelphia. Full natural breathing was restored by 6.30 o'clock, nearly two hours after the capsizing, but entire consciousness did not return until about 8 p. m.

Especial attention is invited to this case as a very remarkable instance of resuscitation. This boy was thrown into the water early in the storm, which lasted half an hour, and when recovered from the water was carried to the sand bar, and afterwards to the pier where he remained for sometime before Keeper Ludlam arrived, without any effort to revive him. The circumstances were so remarkable that particular care was taken to authenticate the statements of the witnesses by affidavits. The Service employs the resuscitation rules many times annually, but this instance belongs to a class exceedingly rare in view of the length of time the body was under water, and is well worthy of attention as affording admonition that resuscitation methods should be employed even in what appear to be hopeless cases.

Foundering of a scow.

On the morning of August 11, 1902, two brothers, Rufus and Dennis Merchant, set out in a small sailing scow to transport stone from the lake shore just outside, to a place inside the harbor at Harbor Beach, Michigan. They imprudently overloaded the scow and had sailed into the harbor to a point three-fourths of a mile southeast of the Harbor Beach Life-Saving Station, when at 9.15 a. m., in a sudden puff of wind, the scow careened, filled, and sank in 10 feet of water. Neither boy could swim, but the younger one clung to a broken spar and was soon rescued by a sailboat, which was fortunately close at hand. The elder brother, Rufus, a lad of 17 years, went down with the scow and lost his life.

The station lookout, who witnessed the disaster, gave the alarm, and the life-saving crew at once put out in the surfboat, arriving at the scene in about seven minutes. Directing the members of his crew to work with grapnel, oars, and boat hooks, the keeper threw off part of his clothing and repeatedly dived in search of the lost boy, but without success. Finally a surfman located the body by means of a boat hook, and it was soon brought to the surface with the grapnel, having been in the water about thirty minutes. The life-savers immediately set about resuscitation by service methods, and in a short time were joined by two physicians, but after the work had continued for over three hours no sign of life could be detected and the doctors pronounced further effort useless.

That the life-saving crew acted with commendable promptness in reaching the foundered scow, as well as with intelligent and persevering zeal in the recovery and attempted resuscitation of the body of the unfortunate boy, is demonstrated in the testimony taken by an officer detailed by the Department to investigate this case.

Capsize of a fish boat.

At 5 a. m., August 15, 1902, the surfman on lookout at Cape Disappointment, near the mouth of the Columbia River, telephoned the keeper that a fishing boat had been carried into a dangerous situation in the breakers on Peacock Spit, about 2 miles south-southwest of the station. The keeper at once called away the lifeboat, and while the crew were hastening their preparations to start, a second message arrived which stated that the boat had capsized. No time had been lost, and the surfmen were soon pulling to the scene against a strong head wind and tide, while mist and rain obscured the view. As the lifeboat hove in sight of the lookout, he signaled "Boat near the bell buoy," and the keeper steering in the direction indicated, soon sighted a large flat-bottomed skiff at anchor in the breakers, the sole occupant, a fisherman named Fred Hartman, making a desperate fight for his life. Upon being taken into the lifeboat he stated that he was forced to anchor in the perilous situation at 3 a. m. His boat swamped and parted her cable shortly after he was taken out, and but for the arrival of the station crew he would have drowned.

Meantime the boat originally reported was sighted, and pulling to it, the surfmen found that it had lost its mast and was swamped, while nothing could be seen of its late occupant. The boat was afterwards found to be the property of James Mitchell, of Astoria, Ore-

gon, who left that port on a fishing trip the day before, and doubtless lost his life in the breakers soon after his boat capsized. A body supposed to be that of Mr. Mitchell was found on the beach at Sand Island several days later.

Wreck of the barkentine Olive Thurlow.

The American barkentine *Olive Thurlow* was wrecked on December 5, 1902, in Lookout Bight, coast of North Carolina, and one man lost his life from a terrible blow inflicted upon his head by the mizzenmast, which gave way and fell to the deck soon after the vessel entered the breakers. The rest of the crew were saved.

The *Thurlow* was of 660 tons burden, 26 years old, and heavily laden with several hundred thousand feet of southern pine lumber, a portion of which was carried on deck. She was bound from Charleston, South Carolina, to New York City, in command of Captain J. O. Hayes, and carried a crew of seven men all told. When as far on her way as Bodie Island she ran into a gale from the north, veering to the eastward, and at about 4 o'clock in the morning of December 1 the master, deeming it no longer advisable to breast the storm, attempted to put his vessel before the wind. In order that no mistake should be made at the helm he himself took the wheel, and while he was trying to adjust the tiller ropes one of his feet was caught between the tiller and the quindrant and jammed with such violence as to break his leg just above the ankle. The vessel was got around without further mishap and headed to the southward, which course she maintained until 8 o'clock on the night of December 3, when she dropped her anchor in 7½ fathoms of water about 2½ miles northeasterly from the Cape Lookout Life-Saving Station. The weather was then thick and rainy with a moderate gale from the southward.

On the morning of the 4th the captain, who had now been suffering intensely for three days with a broken leg, naturally desired to get ashore where he could receive surgical attention, and he therefore ordered a distress signal to be set in the rigging. "Two minutes later," as he says in his testimony, he saw the answering pennant of the life-saving station, "and twenty minutes later the life-savers were aboard." He was taken ashore, whence he was sent to Beaufort without delay, and in closing his affidavit regarding the disaster he states that he "received all possible attention and was under many obligations to the keeper and crew."

Before leaving the vessel, Keeper Gaskill informed Captain Hayes that a very severe gale was imminent from the southwest, that the vessel was in a perilous position, and therefore he wished to be allowed to take her to a good anchorage in comparatively smooth water. This request the captain refused on the ground that she would not "head in and could not be put in stays"—that is, that the movement suggested could not be made. The keeper, however, had not the slightest doubt of its feasibility, and furthermore, it appears that the tug *Atlantic* went alongside the *Thurlow* and proposed to tow her to safe water and convey the master to Beaufort, but the proposition was declined because Captain Hayes would not agree to the terms offered. When the keeper left the vessel she was riding to only 25 or 30 fathoms of chain, and, although this was subsequently increased to 60

fathoms on one anchor, the second mate in his testimony asserts the wreck to have been due to the fact that more scope was not given.

The life-saving station kept a strict watch of the *Thurlow* from the time she anchored until her fate was sealed. As soon as her crew were convinced that she was certain to strand they fired two Coston signals, which Surfman Yeomans, on the north patrol, answered instantly. The life-savers got out their beach apparatus cart quickly, and since they knew that the beach was in a very bad condition for traveling, they divided the heavy load by placing a part of it in the driving cart. Then they set out with both vehicles on their toilsome journey of $2\frac{1}{2}$ miles through the soft, wet sand, with the wind blowing at the rate of 70 or 80 miles an hour, and, notwithstanding all the difficulties, reached the necessary position opposite the wreck within an hour from the burning of the distress signal on board.

The doomed vessel was then lying broadside to the beach about 450 yards distant, and the sea was making a clean breach over her. All the men had taken to the lee mizzen rigging, and the business of Keeper Gaskill was to cast a shot line as nearly as possible into their hands. The wreck was gradually working to the westward, and therefore the sand anchor had to be moved some 50 yards from the position first selected. Then the Lyle gun was fired with a 6-ounce charge of powder and a No. 7 line. The projectile fell 15 or 20 feet short, however, and a second shot was no more successful, but the third, with a No. 9 line and a 6-ounce charge, landed fairly in the midst of the sailors in the mizzen shrouds. At that very instant the masts went down, the mizzen breaking off about 20 feet above the deck, crushing the skull of the steward, John Chalkly, and seriously injuring two other men. Chalkly's body fell overboard, while the others landed on the top of the house—men, mast, topmast, and rigging tangled together.

The vessel began to break up within half an hour after she struck, and disintegrated rapidly. First the fore-topmast fell, then the forward house and deck load went overboard, then the bow and the stern were torn off, the general ruin being finally completed by the falling of all the masts with a crash audible far along shore. The top of the after-house, or cabin, was the only place of refuge, and lying there the five sailors struggled for their lives, with only a precarious handhold on the skylight coamings. Meantime the life-savers quickly fired another line which fell almost into the hands of the shipwrecked men, who as quickly as they could pulled off the whip line and made fast the tail block to the stump of the mizzenmast, but, while the surfmen were engaged in sending out the hawser, a heavy sea tore off the top of the cabin on which the sailors were gathered and carried them with it into the breakers.

The passage of these unfortunate men to the beach was a frightful spectacle, even to the surf-shore people, to whom shipwreck in its most harrowing form is no novelty. Lying flat upon the top of the cabin they thrust their arms through the windows of the skylight and desperately hung on. Two were sorely injured, and the other three assisted them as best they could. "At times," says the keeper, "all must have been 10 feet under the water," when their grasp would almost fail, and even when they rose to the surface the break of the waves would nearly smother them again. At last one lost his hold and seemed sure to drown, but the life-savers went far out into the surf in spite of the wreckage and deadly undertow and saved him—luckily themselves

escaping great injury or death, which was liable to follow a single blow from the heavy timbers thrust to and fro with terrific force. "The rescued man," says the keeper, "was more dead than alive when taken from the water." The other four still held on, and as soon as they were near enough the surfmen again went out into the breakers and dragged the poor fellows to the beach. The second mate, who was badly hurt by the falling mizzenmast, and a sailor who had several flesh wounds and severe bruises, could not stand, and had to be carried to the station in a wagon. The three others were practically helpless, but though bruised and sore were not wounded. None of the five could have held out much longer, nor any have saved themselves had they lost their places on the piece of wreckage which sustained them. All were at once taken to the station, where they were stripped of their wet clothing, wrapped in blankets, furnished with proper stimulants, and placed in bed. After two days they were sent to Beaufort.

It is much to be regretted that Keeper Gaskill was not allowed to shift the *Thurlow* to a better anchorage, since it appears in the testimony that the schooner *Warren Adams* safely rode out the gale in a berth selected by him. The thanks of the Service are due to the keeper and two assistants of the Point Lookout light-house, and to several fishermen, for their voluntary and efficient aid in rescuing the shipwrecked men. The following letter was received from the latter by the General Superintendent:

CAPE LOOKOUT, NORTH CAROLINA,
December 7, 1902.

We, the crew of the barkentine *Olive Thurlow*, which went ashore December 5, at 4 a. m., and became a total wreck in Lookout Bay, wish to thank Captain Gaskill and his crew, of Cape Lookout life-saving station, for the timely assistance and care received at their hands.

We would also state that if the vessel had held together a little longer all would have been saved in the breeches buoy, but the mizzenmast broke, killing the steward and injuring two others, after their line had been made fast to it, for which they are in no wise to blame.

C. FLORIAN, *Mate*.
A. CURTIN, *Second Mate*.
F. FINCH, *Seaman*.
J. JOHNSON, *Seaman*.
G. BURGENSEN, *Seaman*.

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

Wreck of the schooner Wesley M. Oler.

The four-masted schooner *Wesley M. Oler* was sunk and totally destroyed about 1 mile off Hatteras Inlet, North Carolina, during the early morning of December 5, 1902, and her entire crew of 10 men perished.

The vessel was of 1,061 tons gross burden, built in 1891, at Bath, Maine, and was considered a fine example of her type. After discharging a cargo of coal at San Juan, Porto Rico, she sailed to Orchilla, a Venezuelan island in the Caribbean Sea, where she loaded with guano for New York. On her way north she encountered a heavy gale, and on the 7th of November, disabled and leaking, was compelled to put into Nassau for the purpose of making repairs. The United States consul reports that she anchored 25 miles from the city, where she was surveyed and certain repairs were recommended, but the owners or master

refused to abide by the surveyor's report. The tug *Underwriter*, of the Boston Towboat Company, appears to have been in southern waters, and Messrs. Crowell and Thurlow (the owners of the schooner) engaged her to tow the *Oler* from Nassau to New York.

The *Underwriter* is a powerful seagoing vessel of over 300 tons, and the master states that during the first three or four days she made excellent progress with the heavy schooner astern.

On Sunday, November 30, he took the *Oler* in tow from Southwest Bay, New Providence, stood over toward the American coast at Jupiter, and then headed northward. Tuesday began with squally weather and a heavy roll from the southeast, which caused the captain of the schooner to furl all his sails, and they were never set again. During Wednesday and Thursday soundings were struck off Cape Lookout and lost again, whereupon the tug hauled in for soundings at Hatteras, which were made, and she then stood seaward. The storm on Thursday afternoon and night was blowing at the rate of 70 or 80 miles an hour, while rain and the tops of the seas lifted on the wind filled the air so that no object could be seen beyond a very short distance away. About 2.30 in the night (Friday morning, December 5), the towing hawser parted and the *Oler* disappeared. The tug "lay around under one bell till daylight and ran in toward Hatteras, but could see nothing of the schooner, and therefore proceeded to Hampton Roads."

The schooner without sail was of course unable to take care of herself, and the seas were sweeping her decks in such volume and fury that the crew could now make no movement to put her under canvas. Since none of those on board survived to give an account of the disaster, and the tug continued on her way as already stated, the circumstances of the interval following the parting of the towline and the discovery of the schooner from the shore are matters of conjecture. It is certain, however, that she drifted into the light between Cape Lookout and Hatteras Shoals, and sometime after 2.30 a. m., before daylight, struck on the south side of Hatteras Inlet bar, where it is known that she went to pieces very soon afterwards.

She was first seen from the shore just after daylight by Walter C. O'Neal, who happened to be on the beach. She was then sunk and the seas were dashing over her hull and high up the masts, which were still standing with sails furled. At first the young man thought he could perceive two objects in the rigging which might be men, but the wreck was a mile offshore and he expressed himself as by no means sure, while the general opinion was that no living person was on board at that time. He at once started down the beach on horseback to find and summon the keeper and crew of the life-saving station, who had gone some 15 miles to the southward to the assistance of a vessel in distress at that point. About 8 o'clock, after having proceeded 7 or 8 miles, he met Keeper Howard and his crew returning to the station.

Upon receiving information of the disaster they quickened their pace as much as possible, and reached the station at 9.30 a. m. The masts of the wreck went by the board about half an hour earlier, and there was no vestige of her to be seen thereafter. She sank a mile off the beach, on the south side of the bar, and, assuming that her crew were on board when she was discovered, of which there is no probability whatever, Lieutenant J. E. Reinburg of the United States Revenue-Cutter Service, who investigated the circumstances, is of the opinion that the life-saving crew could have rendered no assistance "even had

they been on the shore with unlimited help." The sea was too heavy for a boat to live, and the wreck was many times too far away to permit the use of the beach apparatus.

The crew of the Durants Station was alert on this occasion, and prompt to act. They discovered the *Oler* just after daylight, and immediately started for the vicinity with the beach apparatus cart, but after having proceeded a sufficient distance to locate the wreck with precision, returned to the station and launched the surfboat into the sound, with the purpose of going to the Hatteras Inlet Station to join forces with Keeper Howard in any movement which might be found feasible. When nearly across the inlet Keeper Burrus saw the masts of the schooner fall, and wisely reasoning that if any boats had escaped from her they would drift to the northward and eastward in the direction of his station, he quickly turned back. But no boats or wreckage bearing persons appeared, and careful patrolling developed none in the surf. Assistant Inspector Daniels expresses the opinion that Keeper Burrus and his crew deserve great credit for their trip across the inlet, which "was dangerous in the extreme and called for much skill and courage."

The investigating officer, in concluding his report, says:

The schooner *Wesley M. Oler* struck and was lost on one of the most dangerous points on the whole Atlantic coast, and in one of the worst storms ever recorded in that locality. The fact of all her sails being furled, and many of the bodies found being naked or half clad, would seem to indicate that she went down very shortly after breaking away from the tug, and while a portion of her crew were in their berths suspecting no danger.

Wreck of the schooner Lillian Russell.

At about 2 p. m., December 16, 1902, the surfman on lookout at the Hog Island Life-Saving Station, Virginia, observed two vessels outside the bar, 4 miles distant; one, the sloop *Roamer*, standing directly for the channel, and the other, the small schooner *Lillian Russell* (carrying two men) standing off and on, evidently waiting for the sloop to lead the way over the bar into the harbor. A strong southeast gale prevailed, with rain and mist, and the seas were running very high, breaking furiously the entire length of the bar. The *Roamer*, whose master was familiar with the locality, stood in under forestaysail and three-reefed mainsail, with a man stationed aft pouring oil on the water, and safely cleared the breakers. As soon as she passed, the *Russell* also filled away, carrying a jib and a whole mainsail, and followed about one-fourth of a mile in the wake of the leading vessel. She weathered the first line of breakers, but broached to in the second, rolled over, and disappeared instantly.

The lookout promptly reported the disaster, and at the keeper's quick command the crew manned the surfboat and, pulling to the mail boat *Christine*, a staunch little craft with efficient gasoline power, requested the master to take the surfboat in tow. This was done, and although heavy seas constantly swept the *Christine's* deck, she towed the life-savers within one-fourth of a mile of the place of the capsized. The wreck had entirely disappeared, but for a moment the keeper contemplated entering the breakers. The master of the mail boat, however, a surfman of long experience, protested, and said in his testimony: "Had we gone into that wild surf there would have been other lives lost and brave men needlessly sacrificed." There was no

room for doubt that both of the men in the capsized craft perished at once, and the life-saving crew therefore returned to the station. Darkness soon shut down, and the eye could then penetrate only 100 or 200 yards.

At 2.30 in the morning the gale had abated a little, and the moon furnished some light, so that the keeper concluded to visit the scene again. This time he went in the lifeboat, and, after crossing the bar hove to and awaited daybreak. The only sign of wreck, however, was a small fragment which could not be identified, and the lifeboat returned to the station at 9 o'clock. Search for several days thereafter developed nothing of the vessel or the men on board. The witnesses examined in the investigation were unanimous in the opinion that the men perished as soon as the boat capsized.

Wreck of the barkentine Abiel Abbott.

Five lives were lost from the wreck of the barkentine *Abiel Abbott*, which stranded and went to pieces on the outer edge of Ship Bottom Bar, coast of New Jersey, during the storm of January 20, 1903.

The *Abbott* was 27 years old, heavily loaded with a cargo of salt in bulk, and bound from Turks Island, West Indies, to New York City. Including the master, Captain Israel B. Hawkins, she carried nine men. About 4 p. m. of January 20 the captain took note of a light-house which he erroneously supposed was Barnegat, New Jersey, but undoubtedly was Absecon, and as a result of this error he steered a course which carried him ashore. A little past 8 o'clock, while doing very well in view of the amount of sail she carried, and of the fact that she was drawing 17 feet of water, the *Abbott* suddenly took the bottom outside the bar, and slid broadside on. The wind was from the southward and eastward, and she held fast. Sails were furled at once, signals of distress were burned, and almost instantly the red Coston light of the life-saving patrol answered back. As soon as the patrolman, Surfman Pharo, of the Ship Bottom Station, burned his signal he started off to alarm the crew, but as he had to travel a mile and a half in heavy sand and stormy weather, it was about 9 o'clock when he arrived. Keeper Truex at once called his crew for wreck duty, and, while he telephoned to the Harvey Cedars Station on the north and the Long Beach Station on the south for assistance, the horse was harnessed to the beach cart and started up the beach with the crew.

After the sails had been snugly furled, the *Abbott* rested comparatively easy, and the men sat down to wait for aid from the shore; but the tide was making, as well as the wind and the sea, which soon began to drive the vessel farther on the bar and caused the waves to break over the deck. This was the situation when the Ship Bottom crew reached the beach abreast of the wreck and prepared for action, all of which they accomplished in excellent time, in view of the severity of the storm, the distance, and the condition of the road.

The Lyle gun was quickly placed in position and fired, but the projectile did not quite reach the *Abbott*, although her crew heard it strike near them. Another shot was fired immediately with a heavier charge of powder and a lighter line. This landed on board the ship, as was stated by the survivors and proved by the fact that the life-saving men could not pull it back to the shore, but nevertheless the shipwrecked sailors failed to find it for the reason that it fell amidships or forward, and as they

were confined to the extreme after part of the vessel they could make no search except in their immediate vicinity. The whole hull, except the quarter-deck, was by this time submerged, and the constantly increasing waves were rolling deeply over it. Two more shots were fired out into the darkness, but to no purpose (the wreck being located only by the glimmer of a scarcely perceptible light), and the life-savers were compelled to desist, with the disheartening knowledge that although they had placed on board the wreck the means of safety, the men there, for some then unknown reason, had not availed themselves of it.

Meantime the crews summoned from the two adjacent stations reached the scene, but they could do nothing to relieve the distressing conditions. The gale and the sea rapidly gathered force, and there was need of haste, but the night was so dark that only the "break" close on the beach could be seen, and the conditions were so adverse that no sane man would try to launch a boat before daylight. The shipwrecked people testify that they did not expect it. Their situation was gloomy in the extreme, for it was well known that somewhere forward there was a little life line through whose instrumentality, if they could only get it, they might be saved. Still they did not wholly despair, and, sheltering themselves as well as possible, took courage from the fact that the fires of the life-savers still burned on the beach. If the old hulk would only hold together until daylight they might all escape. Meantime it was heaving and straining, with ominous signs of breaking up.

Between 3 and 4 o'clock in the morning the first crash came with the fall of the mainmast. It hung by the stays to the other two masts, tugging and pulling until about 5 o'clock in the morning, when they were able to stand it no longer and fell alongside. The noise was heard by the life-savers on the beach, who knew what it meant, and immediately began to haul in on the shot line, which had remained fast up to this time and was now released. Wreckage in large quantities soon began to fill the surf and encumber the beach. When the mainmast fell one of the crew, Timothy Brandt, stripped to his undergarments and jumped overboard, against the protests of his shipmates, with the intent of swimming ashore. They stated that his mind seemed to have been unbalanced by the strain they had suffered, and that he paid no heed whatever to their advice. He was never seen again.

Eight men were still alive under the lee of the spanker, and when the mizzen gave way all were thrown into the water. The masts, however, were held to the hull by the rigging, and five men managed to struggle back on board, where they clung as well as they could to the top of the cabin. The mate and the cook, who were not able to regain the wreck, soon drowned. Seaman Henry Carter succeeded in grasping the end of the spanker gaff, which hung in the water, but it is believed he must have been injured in some way, and although he called for a rope with which to make himself secure, his shipmates could not help him, and he was soon swept away. Five now remained desperately clinging to the top of the cabin, praying for daylight.

At the first signs of morning the surfmen on the beach detected a faint outcry from seaward, and instantly jumped for the boat. Wreckage filled the surf, which dashed the broken planks and timbers savagely in every direction, and there was hardly a possibility of effecting a launch without destruction. Nevertheless, one crew quickly manned the boat, with two keepers in the stern, while the other crews took their places in the water, one on each side holding the boat and

keeping the wreck stuff clear as well as possible, eagerly watching for an opening. The men in the water were compelled to exercise the utmost skill and nimbleness to escape the flying débris, and none were hurt seriously, although several were bruised. Suddenly an opportunity appeared, and the surfboat instantly shot out. Neither the life-saving crews nor the spectators, of whom there were many, believed it at all likely that she could get through. Mr. Henry S. Jones, wrecking master, who was present, says:

When the boat was launched I thought the chances were ninety-nine in a hundred that it would be smashed. It was a most dangerous time, and I certainly expected to see the lifeboat destroyed.

By dint of powerful work and skillful handling, however, she reached the bar and approached sufficiently near the wreck to make out five men aboard, but all about it and filling the water toward the shore was a tangled network of masts, spars, and timbers, which formed a barrier impossible to be penetrated. The poor fellows on the wreck saw the surfboat, but the captain states that they knew it could not reach them. The life-savers exerted every effort of strength and skill at their command, but finally had to give up and return to the beach, well worn-out and their boat battered and scarred.

Scarcely had they landed when the sea wrenched adrift the cabin top, which began to move with the stream of wreckage toward the shore. Again the surfmen manned the boat, and this time reached the shipwrecked sailors. One was borne on a hatch cover and the other four were still on the top of the cabin. All five were pulled into the surfboat and quickly taken ashore, where Frank Laven, who was seriously injured in the temple, soon breathed his last. Captain Hawkins was so nearly paralyzed with exposure in the ice-cold water that he could hardly move. The others were in fair condition, considering their terrible experience throughout the night.

With regard to the conduct of the life-saving crews on this occasion, the investigating officer, Lieutenant E. P. Bertholf, of the Revenue-Cutter Service, says:

Nothing that could be done was left undone by the life-saving crews, and the loss of life in this wreck was due to circumstances beyond the control of men. The launching of the surfboat twice through the heavy breakers, filled with timbers and all sorts of wreckage, bristling with nails and spikes and bolts, was a feat that the Ship Bottom crew and the Life-Saving Service have reason to be proud of.

Captain Hawkins, of the *Abbott*, says in his testimony:

With the mass of wreckage in the water being tossed in all directions, I do not see how the life-savers launched the boat at all, but they did, and even then they could not get to us. Finally, when the cabin top broke adrift, they launched their boat again when no man could have expected it. I did not think it possible for them to get to us, but somehow they did, and got us ashore, and I think it a miracle that I am alive to tell this tale. No men could have done more than the life-savers did.

Capsize of a rowboat.

James Turnbull, of Chicago, Illinois, drowned through the capsizing of a rowboat about 5 p. m. May 23, 1903. Shortly after noon four young men hired a small rowboat at the foot of Randolph street, and pulled across the basin to the East Breakwater for pleasure, and in addition to fishing gear they were provided with two cases of beer, which during the afternoon showed its effects upon them. When half-way to the shore on their return a gasoline launch passed them, causing

a considerable swell, and from the testimony gathered it seems that they became excited and, in endeavoring to get into smooth water, capsized the boat, to which three of them clung, while the fourth, Mr. Turnbull, supported himself upon an empty beer case. The accident occurred about 300 feet astern of the Naval Reserve ship *Dorothea* and was immediately discovered aboard that vessel. In response to the boatswain's call, "Away, dingey!" a crew of four men in charge of Chief Machinist Clarence G. Harden quickly pulled to the rescue, picked up the three men who had clung to the overturned boat, the fourth, according to Mr. Harden's testimony, having disappeared just as the dingey shoved off from the ship. The lookout at the life-saving station and another surfman almost simultaneously discovered the casualty. The lookout sounded the alarm, and, without an instant's delay, the keeper and four surfmen were off in the Whitehall boat. They arrived just as the *Dorothea's* crew were taking the men from the water, and, learning that one was missing, immediately connected up the extension pole, always carried in the boat, and tried to hook up the body, at the same time signaling the station for the dragging apparatus, which was soon brought in the skiff by two surfmen. The rescued men were taken to the station and soon set out for their homes. Their excitement and fright made it difficult to obtain explicit information regarding the details of the accident, but it was learned that none of them could swim except the man who drowned.

The station crew dragged for three hours without success, when darkness came on. At 6.30 the following morning they resumed the work and continued until 2.45 p. m., when they recovered the body near the place of the capsize and delivered it to the proper authorities.

"According to the testimony," says the investigating officer, "the life-saving crew reached the place two and one-half or three minutes after the occurrence and only two or three seconds behind the crew of the *Dorothea*, while they pulled twice as far. They are in no way to blame for this loss of life, but should be commended for their promptness and their intelligent grasp of the situation."

Wreck of the schooner Washington B. Thomas.

One life was lost in the wreck of the five-masted schooner *Washington B. Thomas*, a vessel of 2,638 tons, carrying a crew of 14 persons all told, which was driven on the ledges off Strattens Island, southerly coast of Maine, on the 12th of June last, and there destroyed.

The *Thomas* was launched at Thomaston, Maine, in the preceding April, and when wrecked was just completing her second voyage. She sailed on the 3d of June from Newport News, Virginia, bound for Portland, with a cargo of 4,226 tons of coal, and had a fair passage (though slow) until the evening of Thursday, June 11. During the afternoon of that day the weather, which had been very foggy, cleared up somewhat, and Richmonds Island was sighted, distant about $1\frac{1}{2}$ miles, whereupon Captain Lermond stood seaward. About 7 o'clock, however, he tacked inshore again, dropped his starboard anchor in 19 fathoms of water, and veered to 70 fathoms of chain. The weather was then calm with an easterly swell and an exceedingly dense fog.

The *Thomas* lay at anchor all night, but evidently was not quite in the position the captain supposed, for he stated in his testimony that

on the following morning (the day of the wreck) the weather "scaled up" a little and the Wood Island light-house became visible bearing north by west. The breeze was too light to work ship, and thick fog immediately shut down accompanied by rain, while the barometer was falling, "but," says the captain, "not to indicate a heavy gale." He expected the wind would come out from the southwest, which would be favorable, but as a matter of fact about 9 p. m. (June 12) it came fresh from the southeast and grew stronger every moment. A heavy sea quickly made up and suddenly the vessel "jumped," indicating that her anchor had broken ground, and the captain immediately put over the drift lead, which showed that she was dragging. The port anchor was then dropped and veered to 90 fathoms, while the starboard chain was run out to 110 fathoms. For a while the vessel brought up, but the gale and sea growing fiercer, she began to drag again, and therefore sail was made to keep her head to the anchors. As soon as canvas was set the crew hove in on the starboard chain and found that the anchor was gone, the supposition being that it was carried away when the ship "jumped."

When the sails began to draw, she forged ahead and the captain hauled down the jib with the intention of raising the port anchor and then standing up for the Cape Elizabeth light-house, but the crew could neither start the anchor, nor, on account of the great waves coming on board, get at the shackle to let it go. Close on a lee shore, the *Thomas* was now in the midst of a violent storm, which, as the captain describes it, "swept her with terrible seas," and she continued to drag until 10 or 11 p. m., when she passed into the breakers, crashed upon the rocks, and began to go to pieces.

Seeing that there was no hope of saving the vessel, all hands sought their own safety. Some took to the starboard spanker rigging, while the two boys and the officers, excepting the captain, found places on the spanker boom. Captain Lermond's wife, who was a passenger, was unconscious and nearly drowned in the cabin, which was half full of water, and he went below to take her on deck. While he was so engaged a tremendous sea smashed the trunk over the cabin, and destroyed bulkheads, skylights, and almost everything in that part of the ship. Mrs. Lermond was struck by a mass of heavy woodwork and torn from the grasp of her husband, who hunted in the darkness and halloed for her, but could not find her. He gave up only when he had suffered severe injuries and was nearly smothered. Then the engineer and second mate lowered a gasket and hauled him up to a place on the spanker boom.

In a little while the men there realized that the boom would soon give way, and therefore all crept forward to the forerigging, but while doing so the captain fell between decks and sustained further serious injury. When daylight broke, although they could see only a short distance, they knew that they were on the sharp outlying reefs of Strattens Island, and immediately set a signal of distress. The island was so near that the signal was observed by the two or three people living there, but they could not afford any aid, having neither a suitable boat nor men to man one; neither, on account of the fog, could they signal to the mainland.

The bow of the vessel was high on the rocks, and about 9 o'clock in the morning the men descended from aloft to the fore-castle and engine room, where they found shelter and also bread and water. The stern

had broken away and the cargo of coal had run out into the sea, so reducing her weight that she was tumbling wildly about upon the jagged ledges. The weather still continued thick, and under these forlorn conditions the men passed the day following the disaster until about 7.30 p. m.

The first intimation of shipwreck in the vicinity was furnished to the people on the mainland by the wreckage which appeared on the morning of June 13, but there was nothing to show whether a vessel had foundered outside or was stranded. Strattens Island was not visible, but it appears that about 9 o'clock in the forenoon some person at Old Orchard beach telephoned the probability of a wreck to Mr. Fred H. York, a towboat agent in Portland. He at once tried to call up the Cape Elizabeth Life-Saving Station, but the telephone wires were prostrated and he did not succeed. He then drove to Prouts Neck, and there learned that a fishing crew had gone out to look about Strattens Island. About 2 o'clock p. m. they returned and Mr. York received positive information of the wreck. Then he drove to the Cape Elizabeth Life-Saving Station, where he arrived at about 4.30 p. m. and notified Keeper Dyer. Under the law, the stations on the Atlantic coast are not manned during the months of June and July, and therefore only the keeper was present. He announced at once that he would go to the rescue, while Mr. York went to Portland with the purpose of sending out a towboat to cooperate with the life-saving crew. It later appeared that the tug *Portland* started out, but was forced back by the heavy sea. Meantime Keeper Dyer secured two of his regular crew, whom he dispatched for two double-horse teams and two more men. He then engaged the services of Assistant Keeper Merritt, of the Cape Elizabeth light-house, and depending upon completing the number with volunteers at the scene of the wreck, they set out with the teams drawing the beach apparatus cart and the boat wagon and boat. They reached Prouts Neck at about 6.30 p. m., where two of the fishermen who had been out near the wreck, as above stated, joined the life-saving crew. It appears that while the fishermen were able to approach sufficiently close to hail those on board, they were obliged to lie well off the rocks and could do nothing.

About ten minutes after their arrival the life-savers put off, steering by the compass, since they could see nothing through the fog. When they encountered the breakers off Strattens Island they pulled around the west end and discovered the *Thomas*. Holding their position under oars, Keeper Dyer burnt a Coston signal and then gradually approached and hailed the wreck. Receiving a reply, he let go an anchor over the port quarter of the surfboat and then rowed carefully ahead until he could catch a line thrown by the shipwrecked men. Still holding his boat under oars he bent a whip line to the line thrown from the wreck, and when the whip line was on board the bight of it was bent around the sailors, one by one, and they were hauled into the surfboat until five had been taken off. Then the keeper ascertained that the ship's company comprised fourteen, and knowing that he could not take so many safely in the boat under existing conditions, he told Captain Lermond that he would take half and return for the rest. When, however, seven had been received into the boat, the captain said there were two boys on board whom he wished might go, and the keeper consented to take them. Before departing he asked Captain Lermond if he thought the forward part of the vessel would

hold together until morning, and having been assured of his belief that it would, they agreed that the life-savers should return at daylight and take off the five who remained.

When Lieutenant Thompson, the investigating officer, questioned Keeper Dyer with regard to his reasons for leaving the five men on board, the keeper replied that the sea was the worst he ever saw a boat live in, and under the conditions to have returned that night, with a crew who had passed through the experiences of the day, would have incurred far greater risk to them than was experienced by the men on the wreck. Captain Lermond testifies that the surfboat was at times almost standing on end, and that he thought she was making as bad weather as a boat could stand. In fact he declared that he preferred to take his chances on the wreck rather than in a surfboat on such a sea and night.

The life-savers began taking off the sailors about 8 o'clock and it was past 9 when they reached the mainland. They carried with them a seaman whose leg was broken, and the engineer, who was also badly injured, as well as the others who were more or less bruised.

Before daylight the next morning the surfboat returned and took the remaining men to Prouts Neck, whence several of them, including the captain, were conveyed to Portland for medical treatment. In closing his testimony Captain Lermond said:

I have had much experience in surfboating in all parts of the world, and I never saw a surfboat out in heavier seas than those encountered by the Cape Elizabeth crew that night. No human power from the shore could have saved my wife [the only person lost]. The life-saving crew deserve nothing but praise.

Foundering of the steamer Charles H. Davis.

A short time after noon on June 13, 1903, during a strong northwest wind and rough sea, the steamer *Charles H. Davis*, carrying a crew of 8, all told, and heavily laden with limestone, hove in sight off Cleveland, Ohio, bound for that port. She labored considerably, and, when about 1 mile northwest of the life-saving station, appeared to become unmanageable, and blew two whistles, doubtless intended as signals of distress. The station lookout, who was intently watching the vessel, struck the alarm and hastened to report to the keeper, whom he found with the rest of the crew already launching the lifeboat, they, too, having observed the steamer's movements. As they pulled by a pier they were informed that the *Davis* had gone down, and, hurrying on, they soon took tow from the tug *Joe Harris*, which the keeper hailed.

When the sinking ship sounded her whistle the tug *Frank W.* was towing a vessel to the docks, and the whistle attracted the attention of the master, who then noticed the commotion at the life-saving station, and correctly surmised that something of moment had transpired in the lake. Casting off his tow, he directed his vessel at full speed toward the place of the casualty, and succeeded in rescuing from floating wreckage 6 men and 1 woman, all of the crew of the foundered ship except the master, Captain E. A. Haskins, who had disappeared. As soon as the lifeboat reached the locality of the disaster, the surfmen cast off from the tug, and for nearly three hours pulled back and forth in the boisterous sea in search of any person who might be clinging to the wreckage, but found no one, and finally returned to the

station. Meanwhile, the tug had landed the rescued party at the station, where the keeper's wife provided them with dry clothing and other comforts. As soon as the surfmen had themselves put on dry garments, the keeper instituted search for the body of Captain Haskins by grappling about the sunken vessel and patrolling the beach, which was continued until the 20th, when the body was found outside the breakwater by the tug *John Gregory*.

According to the testimony taken by the investigating officer in this case, the foundering of the *Davis* was due to her being overloaded with stone, and suddenly shifting cargo as she approached the breakwater, which had caused a heavy backlash in the sea already running high. She swamped and sank so quick that the master made no signal of distress except to blow two whistles as she was sinking.

The life-saving crew were watchful, and exerted themselves to the utmost, arriving at the scene in the face of high winds and rough seas, almost as soon as the tug *Frank W.* which was much nearer the scene and under full steam.

AWARD OF MEDALS.

Clark E. McClintock, corporal, Company I, Fifteenth Infantry, U. S. Army, received a gold medal in recognition of heroic conduct on the night of April 20, 1901, in attempting to rescue a comrade from drowning.

About 7 o'clock p. m. two companies of the Fifteenth Infantry were being conveyed from Paete, Laguna Province, Philippine Islands, to Manila, on board two cascoes towed by a steam launch, and about 5 miles from the mouth of the Pasig River, Private Otis Rankin, of Company I, fell into the water.

The cry of "Man overboard!" was immediately raised; whereupon, Corporal McClintock, throwing off his shoes and trousers, plunged overboard and swam to the aid of his comrade. Owing to the darkness, he quickly passed from view, and before the situation was fully realized the boats had proceeded a considerable distance. The launch then cast off her tow, and turned back, and circled about the place for half an hour, when she picked up McClintock, who reported that he could not find his unfortunate comrade. Rankin was of slight physique, and probably, owing to the lack of endurance, perished in a very short time.

The risk taken by Corporal McClintock was of a desperate character, rendered so by the distance from the shore, the rapid movement of the vessels, the darkness of night, and the noise of the wind and sea. The recommendations made in McClintock's favor by his immediate superiors stand approved by the commanders of his regiment and brigade, as well as by General Chaffee, then in command of the army of the Philippines.

Charles S. Root, second assistant engineer, United States Revenue-Cutter Service, was awarded a gold medal for heroic conduct in saving and assisting to save 34 persons from drowning during the memorable hurricane of September 8, 1900, at Galveston, Texas.

In the morning there were indications of an approaching storm, among which were a heavy swell rolling in from the Gulf, an unusually high tide, and a constantly increasing wind. By 3 o'clock in the afternoon the lower portions of the city were flooded to a depth of 4 or 5

feet, which was constantly increasing, and a half hour later a report reached the steamer *Galveston*, to which Mr. Root was attached, that scenes of devastation and death were momentarily occurring.

While the commanding officer was considering the matter of sending a boat to the relief of the stricken people, Mr. Root, unaware of this fact, applied for the privilege of rendering the service contemplated. His request having been granted, 8 members of the vessel's crew stepped forth to accompany him, and thereafter bravely stood by him throughout all the perilous incidents of the enterprise.

Swiftly overhauling the *Galveston's* cutter, which lay upon the dock, they dragged it over the railroad tracks, and launched it into Fourteenth street. Thence they worked their way among the wreckage of all kinds, picking up persons swimming and afloat on pieces of wreck stuff, until 13 were taken into the boat. These were then delivered on board the *Galveston*. Still resolute to continue the good work, but wanting no unwilling person in the party, Mr. Root called for volunteers for a second trip, and the same crew promptly responded.

The storm was now at its height, the velocity of the wind ranging from 84 to more than 100 miles an hour, while buildings of the most substantial character were toppling over, and the air was filled with flying débris of all sorts driven with destructive force. Night was at hand and soon made it impossible to handle the boat under oars. Still the men pushed on, leaping overboard and wading or swimming as the depth of the water required, dragging the boat by means of a line from pillar to post until they had rescued 21 people. These they housed in a two-story building which seemed to be firm, and then taking the cutter under the lee of another structure, swam inside for temporary shelter from the deadly missiles falling all about. It was now 8 o'clock and very dark, but three hours later the wind moderated and Mr. Root returned to his vessel with every member of his crew safe, and almost providentially, uninjured, where thousands had perished.

In a letter forwarding the medal, the Secretary of the Treasury closes with the following paragraph:

The gold medal of the Life-Saving Service is provided by law for bestowal, in the judgment of the Secretary of the Treasury, upon such persons as perform the most heroic acts in saving life from the perils of the sea, and therefore bears the testimony that your services upon the occasion above named were of the most meritorious character—self-sacrificing, skillful, and courageous—at the jeopardy of your own life.

A gold medal was awarded Seaman James Bierman, United States Revenue-Cutter Service, in recognition of gallant conduct during the hurricane at Galveston, the details of which are recorded in the preceding case. Bierman was a member of the boat's crew in charge of Assistant Engineer Root, and, in addition to sharing in the peril common to all his comrades, rendered conspicuous service by swimming from point to point with a line which was used in hauling the boat, thus exposing himself to much additional danger.

Silver medals were awarded, for heroic conduct during the hurricane at Galveston, Texas, September 8, 1900, to 7 men of the United States Revenue-Cutter Service, whose names and rates are as follows:

George Jeffas, gunner; Jacob Pedersen, carpenter; W. Cormack, master-at-arms; F. Olsen, coxswain; W. Gardiner, third-class oiler; W. Idstrom, third-class oiler; B. Rafailovich, fireman.

These men were members of the boat's crew in charge of Assistant Engineer Charles S. Root, under whose name the details of the service performed are above recorded.

Albert Bernston, surfman of the Golden Gate Life-Saving Station, received a silver medal for gallant conduct in rescuing a man from drowning September 6, 1901.

About 11 a. m., several persons were fishing off the rocks at Point Lobos, California, when one of them, John Sater, fell some 20 feet into the surf, where he was dashed about at the foot of the cliff, while his companions were unable to rescue him. Weakened by his desperate struggles, he was finally swept into a cavern in the side of the cliff, about 8 feet wide and 10 feet high at the entrance, and extending back some 50 feet, growing narrower and more dangerous all the way. He soon drifted against one side of the cave, where he secured a precarious hand hold on the wet and jagged rocks, and succeeded in keeping his head above water.

John Hyslop, the marine observer at Point Lobos, learned of the accident and immediately conveyed the information to Surfman Bernston, on lookout in the life-saving tower. Leaving Mr. Hyslop to notify the keeper, the surfman seized a life buoy, with a line attached, and, hastening to the edge of the bluff, was lowered by a rope, held by two or three men, until he reached the mouth of the cavern, when he threw the buoy close to Sater and shouted for him to grasp it, but the imperiled man appeared to be too much exhausted to make the attempt, and clung to the rocks, begging for help and despairingly crying that he could not hold on much longer. Satisfied that Sater did not dare take to the buoy, Bernston hauled it back and, passing the line to some men who had meantime arrived on the rocks by a roundabout way, got inside the buoy himself and swam into the cavern. He then lashed Sater to the buoy and he was hauled out in safety, while Bernston remained clinging to the slippery rocks. As soon as Sater was landed, the buoy was floated back to Bernston and he, in turn, was hauled out safely.

Thomas Duggan, of New York City, was awarded a silver life-saving medal for heroic conduct on several occasions in rescuing persons from drowning.

On March 8, 1901, a boy named Tony Arneth, while playing on the pier at Thirty-second street and East River, New York City, fell off and was at the point of drowning, when Mr. Duggan plunged overboard, without removing any of his clothing, and rescued the drowning lad.

At 11 o'clock on the night of August 2, 1901, a man named Leon Martine, jumped from the same dock, and would have accomplished his suicidal purpose but for the promptness and courage of Mr. Duggan, who jumped into the water and, although Martine fought desperately, held him up and shouted for help. His cries were heard by persons, who came to his aid and by means of a rope hauled both men out of the water.

In the afternoon of September 10, 1901, Edward Tully, a boy of 7 years, fell from the pier and disappeared. His companions raised an outcry, and Mr. Duggan promptly responded and dived in search of the unfortunate child. He was unsuccessful, however, and, after faith-

ful search of the vicinity, abandoned his efforts. Upon a subsequent date he found the body underneath a floating bath house that was towed away from the locality on the day of the accident.

About 7.30 p. m. on the day that Tully drowned, just after Duggan had abandoned his search, William Gill, while fishing from the pier, was seized with an epileptic fit and fell into the water. Duggan, although in no condition to attempt a second rescue, unhesitatingly plunged overboard, grasped the drowning man, and swam with him to a pier, where both were taken from the water by means of a rope in the hands of bystanders. Gill was a heavy man, weighing 185 pounds, besides being entirely helpless, while the water was very rough, all of which added to the peril incurred by Duggan in this daring feat, and both men were unconscious when taken to the pier.

Daniel J. Fogarty, of New York City, received a silver medal in acknowledgment of his conduct in rescuing a man named Harvey from drowning on the 25th of July, 1896.

Fogarty was on the Harlem River bridge, in a street car, when he noticed a great commotion in the neighborhood of Dailey's Towing Line, and immediately ran to the place, where he learned that a man had fallen overboard and was likely to drown. Without divesting himself of his clothing, Fogarty climbed the rail of the bridge and dived into the river. The height was considerable and in his descent he came in contact with a cable, but not with sufficient force to disable him, and, upon rising, immediately struck out for the drowning man, who was some 50 yards distant and had already sunk twice. The current was strong and a steamboat in the vicinity was working her wheel, which much disturbed the water and made Fogarty's progress extremely difficult. By powerful and persistent efforts, however, he reached the man and held him up until a rope was thrown to him from a float near by. Without thought of his own safety, he secured the rope about the body of the rescued man, who was then drawn to the float, Fogarty being subsequently taken to the same place. Both he and Harvey were in a semi-conscious condition, and the evidence states that Fogarty so remained for the space of half an hour while under treatment.

One of the witnesses declares that Fogarty's act was the most reckless display of courage he had ever seen, and all agree that he jeopardized his own life. It appears, incidentally, in the testimony that he had already received a police department medal, presented by the Hon. Theodore Roosevelt, then president of the board of police commissioners, and it is further stated that this is the sixth rescue from drowning effected by his courageous efforts.

Howard M. Poland, of Cornwall-on-Hudson, New York, won a silver medal by saving two comrades from drowning in the Hudson River, on the 13th of May, 1902.

On the morning of the date named, Poland, Robert A. Watson, Oliver J. Bihn, and George S. Tolman, jr., all cadets in the Military Academy, set out for the purpose of fishing near the mouth of the Moodna Creek, which empties into the Hudson River. While they were sitting on the pier, which projects into the river, Bihn went to Poland for the purpose of suggesting that they proceed to some other place, and, as he

turned to go back, fell from the pier just as he passed Watson and dragged the latter into the water with him. Bihn was not able to swim at all, and Watson only a very little, a fact of which Poland appears to have been aware, and, without waiting to throw off his clothing he boldly dived into the river for the purpose of saving them.

Bihn sunk a second time before Poland could lay hold of him, but, as he rose to the surface, Poland seized him and at once became involved in a struggle with him, to such an extent that both sank several times before he was able to take him to the shore. Having done so, however, he quickly turned to rescue Watson, who meantime had been carried a considerable distance by the strong tide. Watson succeeded in keeping himself afloat for awhile, but when Poland reached him was so exhausted that he had given up and was sinking. Grasping him firmly, Poland put forth his utmost endeavors and succeeded in taking him to the pier, where both were assisted by their comrades to land. Watson did not recover consciousness for something like ten minutes, and Poland was so weak from his heroic exertions that his companions had to assist him all the way back to the Academy, where he was obliged to take to bed for some twenty-four hours.

John W. Wilson, private, Company M, Twenty-ninth United States Volunteer Infantry, received a silver medal for assisting to rescue thirteen persons near Calbayog, Samar, Philippine Islands, on October 31, 1900.

It appears that three lighters from a United States transport were endeavoring to make shore, when they were overtaken by one of the most serious storms of recent years, and one of them began drifting away, with the sea breaking over it from stem to stern. Lieutenant E. O. Perkins, who was sent to the beach with a detachment of men under instructions to do all he could to rescue the persons on board, perceived that two of the lighters had reached the land, but that the third continued to drag shoreward. It seemed that it could be a matter of only a few minutes before it would be destroyed, and with the terrible sea then running, driven by a wind which was tearing up trees and working great havoc, some if not all of those on board must perish. Wilson promptly volunteered to try to carry a line to the boat, by means of which the persons could be rescued, but Lieutenant Perkins refused permission, holding it to be beyond human possibility to accomplish the feat. A few minutes later, however, he consented, and thereupon Wilson plunged into the surf and picked his way over the sharp coral reefs from point to point in constant danger of being knocked over and killed either by drowning or by contact with the jagged coral. Had he lost his footing probably he would not have been able to rise again. But, notwithstanding the formidable difficulties and dangers, he bravely persisted, and finally succeeded in throwing the end of the line to those on the lighter and all were rescued. Lieutenant Perkins stated that they were in an exhausted condition and only for Wilson's bravery some or all would have perished. The point where the rescue was effected was only 600 yards westward of the strongly fortified town of Carayman, which was held by a hostile force. The evidence shows that Wilson's conduct throughout this occurrence was brave and intelligent, and that it involved the hazard of his life.

A gold medal was bestowed upon Roundsman Michael J. O'Loughlin of the Metropolitan police, New York City, for great heroism in saving life on November 5, 1889, and February 25, 1900.

O'Loughlin was employed on a dock in the East River, attached to Robert's stores, where longshoremen were discharging the cargo of the steamship *Advance*, and at about 4:30 o'clock in the afternoon James O'Brien was running down the gang plank with a freight truck, when the ship gave a sudden lunge which caused him to fall overboard. An outcry was raised and O'Loughlin ran 40 or 50 yards, and without pausing to remove any clothing sprang into the river, and swam to O'Brien, who was then nearly unconscious. With much effort he kept the drowning man's head above the water until some laborers present procured a rope, which they threw to him and which he fastened around O'Brien's body. By this time the latter was entirely helpless, and in such condition was lifted to the dock, where the water that he had swallowed was ejected, and after stimulants were administered he recovered consciousness. As a result of his exposure in the water, O'Loughlin was prostrated with pneumonia, and lay between life and death for two weeks. A period of more than a month elapsed before he was able to resume work.

About 2 o'clock in the morning of February 25, 1900, while making his rounds as a patrolman of the police force, O'Loughlin was on Columbia street, Brooklyn, when he heard a policeman's signal, and following the sound reached the foot of Amity street, where he found a watchman trying to get a rope to a man struggling in the water. The night was dark, the wind was blowing at the rate of 45 miles an hour, and the water was full of heavy broken ice, but, without the slightest hesitation, he leaped overboard with all his clothing on and swam to the rescue.

By the time he reached him, the drowning man had sunk twice and was unable to put forth any effort in his own behalf. O'Loughlin then realized the full extent of the peril he had incurred. The water was so cold that he was soon chilled to the bone, and his helpless charge was bereft of consciousness. His own life was in terrible jeopardy, but, nevertheless he held on and struggled with indomitable persistence until he was near enough to the dock for those gathered there to throw a rope, by means of which both the rescued man and himself were safely landed. O'Loughlin had been in the water 15 minutes, and, as soon as taken out his clothing froze upon him and he was covered with ice. It is stated in the papers filed that he has distinguished himself on other occasions by conspicuous service in the cause of humanity.

Patrick J. Kelly, patrolman, Metropolitan police, New York City, received a silver medal for gallantry in saving Mrs. Bridget Farrell from drowning in the Hudson River, on the 21st day of February, 1902.

In a fit of despondency the woman threw herself into the river, between piers 34 and 35, with the purpose of ending her life. Patrolman Kelly was on duty in the vicinity, and, observing the act, ran to the scene, quickly threw off his coat, and leaped overboard to the rescue. The weather was very cold and the water full of broken ice, which impeded his freedom of action and jeopardized his life, but neither these facts nor any other considerations with regard to his own safety caused him to hesitate. As soon as he reached the woman, he

raised her head above the water so that she could breathe, and held her up until persons on shore could throw him a line, which he managed to fasten about her body. As the distance to the pier from which he jumped was considerable, the bystanders holding the shore end of the rope proceeded to a raft moored alongside pier 35, where they dragged Kelly and the woman, the latter of whom was immediately taken from the water. When she was safe Kelly was assisted to the raft, and, after procuring dry clothing, resumed his duty. But for his promptness and self-sacrificing courage, the woman would surely have drowned. In the testimony it also appears that he has performed several other rescues of like nature.

Ensign J. K. Taussig, U. S. Navy, received a silver medal in testimony of gallantry in saving life on April 27, 1902.

About 3 o'clock in the afternoon a steam launch belonging to the U. S. S. *Yorktown*, then lying in the harbor of Yokohama, Japan, met with an accident, and Second-Class Machinist W. Wisniewski, one of the launch's crew, was discovered floating and disabled in the water near the launch a considerable distance astern of the *Yorktown*. Helping support him was J. S. Meagher, ordinary seaman, and not far away was Joseph Quick, coxswain, who was swimming toward the men, carrying a circular life buoy, which had been thrown overboard from the *Yorktown*.

Quick and Meagher managed with great effort to place the imperiled man in the life buoy and hold him up. In the meantime a second buoy was thrown overboard and Taussig promptly jumped into the water and towed it toward the three men. Upon reaching them Taussig gave the buoy to Quick and Meagher, who were becoming exhausted, and himself supported Wisniewski on the first buoy until the arrival of the dingey and second cutter, which soon reached the scene and rescued all hands.

The sea was choppy, rain squalls were frequently occurring, and the water was cold. The medical records show that Wisniewski remained under treatment for six days before he sufficiently recovered from the effects of the disaster and exposure in the water to be able to return to duty. The witnesses of the rescue state that owing to the exhaustion of Quick and Meagher, and to the distance to which all had drifted astern, as well as to the weather conditions, they have no doubt Wisniewski would have lost his life but for Taussig's courageous conduct.

William Thompson, seaman, U. S. Navy, attached to the U. S. S. *Arethusa*, was awarded a silver medal for rescuing a shipmate on the 13th of April, 1901.

About 1.30 p. m. the dingey belonging to the U. S. naval collier *Arethusa* was approaching that vessel under sail, in charge of Christian Larsen, seaman, when she suddenly capsized and the five occupants were precipitated into the water. The disaster occurred some 40 yards from the gangway of the *Arethusa*, and was witnessed from that vessel. It appears that four men clung to the bottom of the capsized boat, but Oiler Conrad Fink was caught by his clothing in a rowlock and held underneath her.

Thompson did not see the accident, but, as he was passing along the deck of the *Arethusa*, the chief steward sung out to him that a boat had capsized, whereupon he instantly ran to the rail and, with all his cloth-

ing on, sprang overboard. Swimming as swiftly as he could to the scene, and being made aware that Fink was underneath the boat, he at once dived to release him. Several attempts were unsuccessful, but he bravely persisted and finally succeeded in bringing Fink to the surface. Fink was then taken in charge of by others and conveyed by boat to the flagship *Kentucky*, where he was resuscitated.

The witnesses state that Fink would certainly have drowned but for Thompson's prompt, skillful, and daring efforts in his behalf, and the commanding officer of the flagship, who was among the witnesses of the disaster, highly commends this gallant act.

Capt. Irving P. Grace received a silver medal in consideration of his services in saving life on various occasions.

On July 13, 1897, Mr. William F. Hodgson, while sailing a catboat near the Romer Shoal light-house, was struck by a fierce southeast storm, which swamped and capsized his boat. Fortunately he gained the bottom of the boat and held to the centerboard until almost exhausted, when Captain Grace discovered him and immediately ran alongside with the U. S. tug *Nimrod*, of which he was master, and took him on board, where, as Hodgson states, he was treated with great kindness, and soon restored to his normal condition.

On the 1st of November, 1901, Grace was in charge of the U. S. tug *Lamont*, near the landing at Randalls Island, when he was informed that a boy had fallen into the river, and although he could not be seen, Grace instantly jumped into the water and dived under a scow, whence in a moment or two he emerged bearing the lad unconscious to the surface. The current was swift, and the natural dangers incident to this locality—Little Hell Gate—made the rescue one of considerable danger.

On the 18th of March, 1902, the launch *Lottie M.*, having on board Mr. Carson Miller and five other men, was overtaken by a heavy northwest gale and so disabled as to be helpless, in which condition it was drifting seaward, when the *Lamont* went alongside and rescued all six persons, who state their belief that they would have been lost but for the timely assistance of Captain Grace.

On the 8th of June, 1902, the sailing yacht *Willow*, of Brooklyn, when off Rockaway Point, with five persons on board, encountered a heavy storm, which carried away her sail and temporarily disabled her, so that she was obliged to come to anchor. Her anchors failing to hold, she set a signal of distress, meanwhile drifting toward the Sandy Hook Lightship, where Grace discovered her and immediately proceeded to her with the *Lamont*. The persons, all of whom were rescued, state that the gale was as heavy as 70 or 80 miles an hour, and that Grace incurred much risk in getting them on board his vessel.

On the same day Grace rescued 4 men from the sloop *Flora F.*, which was involved in the same storm while in New York Bay, and they testify that his action was brave and hazardous throughout.

Dennis Sheehan, of Portland, Maine, was awarded a silver medal for rescuing a man from drowning on the 15th of February, 1901.

About midnight William Hannaford, of the steamer *Stephen Decatur*, was returning from shore leave, and while passing along the dock in search of a ladder, by which he had left the steamer some hours before, fell into the water, which was extremely cold and covered with thin ice. He was not a swimmer, and very soon sank twice, according to his recollection, meantime making loud outcries for help. Sheehan

was the second engineer of the steamer *Viking*, lying near by, and, with others, was aroused by the shouting of the man in the water. He had retired for the night clad only in his underclothing, but without taking any thought of himself rushed on deck, and, as soon as he could make out the position of the man struggling in the water, leaped overboard and swam to his rescue. Mr. Morril, the pilot of the *Viking*, who was on deck, states that he and the engineer were unable to find a heaving line on that vessel, but as soon as possible procured one from the *Decatur* and threw it to Sheehan, who grasped it and made it fast about Hannaford, whom he was sustaining. Those on board the *Viking* then hauled him out of the water. Not until this was done was a line thrown to Sheehan, by which he also was taken on board. The night was very dark and the water exceedingly cold, and the witnesses state that had it not been for Sheehan's timely and heroic act, which was performed at the peril of his own life, Mr. Hannaford would certainly have drowned.

James A. Corscaden, of New York City, received a silver medal in testimony of signal service in saving a woman from drowning on September 1, 1902.

About 2.30 o'clock p. m., three young women, while bathing in the surf at Belmar, New Jersey, were thrown from their feet by the breakers and instantly placed in jeopardy of their lives. Realizing that they could not save themselves, they screamed for help, and the alarm was taken up by several persons, whose outcry reached Corscaden.

At that moment he was a considerable distance away, but ran as swiftly as possible to the pier, threw off his outer clothing, instantly sprang over the railing into the water 15 feet below, and swam vigorously to the rescue of the one woman then visible, the other two having already drowned. When he plunged overboard the woman was 40 yards from the pier, and, when he reached her, she had drifted still farther away. He kept her head above water so that she could breathe, and awaited the approach of a surfboat, which had been launched by men on the beach. After delivering her safely into their hands, he swam about the place for several minutes in search of those who had disappeared, but without success.

When the three women screamed for help two men rushed into the surf and endeavored to reach them, but were not able to do so, and then had recourse to the boat, which subsequently received from Corscaden's hands and conveyed to the shore the woman he rescued. Their failure to accomplish anything in time to save the women adds much to the merits of Corscaden's achievement, as does also the admission of the witnesses that they were afraid to attempt the rescue on account of the extremely rough water and dangerous currents.

Thomas F. Duffy, private, U. S. Marine Corps, received a silver medal for signal exertions in rescuing a comrade in Newport Harbor, Rhode Island, on February 10, 1901.

About 7.20 p. m. Duffy and Private Roe were returning from shore leave and reached the float at the foot of Kinsley's wharf, there to await the launch which would convey them to the training station. The float was unsteady and the men had been on it only a few minutes when Roe lost his balance and fell into the water, which was rough and full of ice. The night was very dark, and Roe, in a dazed condition,

swam in the wrong direction. Duffy shouted for him to turn back, but he did not seem to understand, whereupon, realizing that no time was to be lost, Duffy boldly plunged overboard after him. He did not succeed in reaching him, however, until Roe had lost consciousness, and only with the greatest difficulty was he able to get him alongside the float, which he then found to be so high that he could not mount it. No other persons were present and therefore Duffy set up a cry of distress, which in three or four minutes brought to the scene Private Harry F. Stone, of the Marine Corps, and Electrician R. B. Wallace, of the United States Navy, who reached over the side of the float and lifted the rescued man from the water. When that was done Duffy was also assisted to the float, and as soon as conveyance could be procured, both were transported to places where they might receive proper medical attention. Roe was still unconscious, and Duffy was much bruised from contact with the ice, and chilled through from exposure in the water. Both men were fully clad, even to their overcoats, and the wonder is that they did not perish before assistance reached them.

Captain C. H. Plummer, of Millbridge, Maine, Joseph Corthell, of Galveston, Texas, Guy Plummer, of Millbridge, Maine, and Jack Plummer, of Beaumont, Texas, were each awarded a gold medal for heroic conduct in rescuing a large number of people during the terrible hurricane of September 8, 1900, at Galveston, Texas.

Early in the morning there were indications of an approaching storm, and by 9 o'clock the situation was perilous. Thereafter, the tempest rapidly gathered intensity. Captain Plummer was the owner of a rowboat, and about noonday, when the fact became evident that lives were in danger, he and Joseph Corthell, and his two sons, Guy and Jack Plummer, bravely manned the boat and set out upon a self-imposed and extremely hazardous enterprise of rescue.

Between 2 and 3 p. m. all the lower portions of the city were deeply flooded by the tidal wave, which ran 12 or 13 feet high and, combined with the hurricane, wrought heartrending scenes of death and destruction. Buildings were undermined by the flood, rent in pieces or overthrown by the wind, which raged with a velocity of 100 miles an hour, the air was thick with flying roof slates, boards, and timbers, while the water was filled with debris of every description dashing about with destructive fury, and in the midst of all were hundreds of human beings struggling for their lives. Throughout the entire period, from 12 o'clock noon until past 11 at night, Captain Plummer and his comrades unceasingly devoted themselves to the splendid work of humanity they had voluntarily undertaken, until they rescued and delivered to places of safety upward of 150 men, women, and children. It would be difficult to exaggerate the merits of their services. They acted entirely of their own motion, under no compulsion from any source except their own commanding sense of humanity, neglected and lost their own property, and gave up only when their boat was so badly disabled that they were compelled to abandon it and swim to a place of refuge.

Daniel H. McCarthy and Harry M. Griffin, privates, U. S. Marine Corps, were awarded silver medals for rescuing Sergeant George Ehalt, U. S. Marine Corps, on the evening of May 25, 1902.

While returning to the Brooklyn Navy-Yard from Staten Island with a detachment of marines, Sergeant Ehalt, an old man on the eve of retirement, in stepping from the tug to a lighter, tripped and fell into the water between the vessels. McCarthy instantly realized that Ehalt was unable to swim and, without divesting himself of clothing or equipments, dived overboard and grasped the drowning man as he came to the surface the second time. Ehalt, who was a man of great weight, seemed to be almost paralyzed, and the spectators soon perceived that the rescuer could barely keep him afloat. Then Private Griffin sprang to the aid of his comrade, he also being heavily clothed and wearing side arms. The current was very strong, and all three men were in great danger of being drawn under the lighter, and would undoubtedly have perished had not a line been thrown them by means of which all were saved. When taken from the water, Ehalt was so helpless that he could not raise his feet from rung to rung of the ladder, lowered for his ascent to the lighter.

Colonel Meade, who commanded the marines, witnessed the entire occurrence, and commends the conduct of Privates McCarthy and Griffin in the following words:

I earnestly ask recognition of the act of these gallant men. It is not an ordinary case of life-saving where the saving person is only lightly handicapped by every day clothes. These life-savers were buckled and belted, and their powers were limited by that fact, yet they did not hesitate an instant.

Frank J. Halbe, private, Company D, Second U. S. Infantry, was awarded a silver medal for rescuing a comrade in the harbor of Cienfuegos, Cuba, on the 3d of March, 1900.

While the steamer *Estrella* was proceeding from Cienfuegos to Rowell Barracks, about 3 o'clock in the afternoon, Sergeant Frank Havalatko, a member of the band of the Second U. S. Infantry, fell overboard and quickly passed astern. The steamer, which was making full speed, at once put about and steered for the imperiled man, but was so unskillfully handled that she consumed much valuable time in reaching his vicinity, and then missed him by 25 yards. She does not appear to have carried any small boat, and ropes, hatch covers, and other articles thrown overboard, drifted so far away that he could not lay hold of any of them. Every wave was breaking over him, and he was rapidly losing consciousness. As Captain Wright testifies, he was on the point of drowning. Halbe fully realized the great personal hazard involved in undertaking to effect a rescue, but nevertheless he ran to the stern of the vessel, and plunging overboard swam to the helpless man, grasped him by the collar, holding him up as well as possible, and turned back with him toward the steamer. All on board watched his daring and skillful efforts with eager eyes, and when he was sufficiently near somebody threw a rope, which fortunately reached him, by means of which both he and the sergeant were taken safely on to the steamer. Havalatko was apparently dead, and much time and hard work were required to restore him.

The testimony states that Havalatko would have perished but for Halbe's gallant action, and the circumstances, as well as the evidence, show that the latter's conduct was worthy of a brave man and a soldier.

Gold medals were awarded to Keeper Gray and Surfmén Chapman, Downing, Eastwood, Eggleston, Henderson, Palmer, Rose, and Sey-

mour, of the life-saving station at Charlotte, New York, in recognition of their gallant conduct in effecting the rescue on December 15, 1902, of four men and one woman from the wreck of the schooner *John R. Noyes*, which was lost on Lake Ontario.

The circumstances of the case are set forth in the following extract from the letter of the Secretary of the Treasury of March 12, 1903, transmitting the medals:

About 5.30 p. m. of December 14, 1902, the train master of the New York Central Railroad, at Charlotte, New York, received a telegram requesting him to notify Keeper Gray of your station that a vessel showing signals of distress lay at anchor about 3 miles off Lakeside, 23 miles from Charlotte, and upon receipt of the information the keeper instantly prepared to go to her relief.

The harbor tug was frozen in the ice up the river, and, therefore, could not tow the surfboat to the scene, while to undertake to pull 23 miles against a head sea on a winter night and with unmistakable omens of a storm at hand would have been useless and foolhardy. Therefore, the keeper wisely resolved to proceed by rail to Lakeside, and thence, if possible, reach the vessel. He promptly secured orders for a special train at Windsor Beach, and a gang of shovelers set to work to break out two flat cars standing on a siding. Owing, however, to the deep snow and other obstructions it was nearly two hours before the life-saving crew could get to the depot with the wagon carrying a surfboat, and it was an hour later when the train was ready.

Before leaving the station the keeper sent a telegram to the keeper of the Oswego Station, requesting him to dispatch a tug in search of the craft, with the view of saving her if possible, and also telegraphed Lakeside for teams to be in readiness for his use at that point. The special train was delayed by a freight train, which held the track so that Lakeside was not reached until 9.35 p. m., and there the condition of the roads proved so unfavorable that sleds were necessary to transport the apparatus to the shore. The journey of 4 miles was accomplished with extreme difficulty, great drifts of snow in places at least 6 feet deep obstructing progress, while here and there were very considerable stretches swept bare, over which it was impossible for four horses to drag the sleds, and the crew were frequently compelled to assist in hauling them. At 11.30 p. m. the shore was gained, and while the boat was being removed from the sleds the keeper proceeded to a bluff and burned a red Coston signal, with the hope that it might be visible to the crew of the distressed vessel and encourage them. Before embarking, he also obtained from the person who sent the telegram as good an idea of her position as he could give. Then launching the boat the crew pulled outside into the heavy sea, but the weather was bitter cold, and the air was so filled with thick vapor covering the water that, after making an offing of about a mile, the keeper found it impossible to see a dozen yards ahead. Nevertheless, he kept on by compass until about 3 o'clock in the morning, and for about three and one-half hours fruitlessly continued the search, burning several Coston signals. Finally, however, the bewilderment proved so disheartening that he felt compelled to wait for daylight, and therefore ordered the boat ashore. At his request the people of the vicinity kindled a large bonfire, which it was thought might possibly be seen from the vessel, while all hands were permitted to lie down for an hour and a half upon straw brought by the farmers. After breakfast, procured at a farmhouse near by, the keeper sent the entire crew along the cliffs for the purpose of sighting the vessel if possible when daylight should break, but no signs of her were discovered, and again he launched, leaving a man on shore with instructions to ascend to the top of a windmill standing on a hill, and, if he should pick her up, to signal which way the boat should go.

As soon as the lookout reached the top of the mill he discovered the schooner showing a mere speck in the distance, and upon his signal the keeper put back and made her out very well with the aid of marine glasses. Taking note of her bearings by the compass he again launched, and, having the wind astern, soon made a distance of 10 miles off shore, when the wind came brisk from the east with a strong beam sea, which compelled him to proceed in the dangerous trough of the combing waves, and the weather was so cold that the spray rapidly covered the boat and its occupants with ice. The conditions then constantly grew more difficult, and when the boat reached the wreck at 11.30 a. m., 20 miles off shore, the wind was blowing very hard and the sea was running high.

The vessel and her crew were in a most pitiful condition. She had lost her sails, yawl boat, and both anchors, had her cabin smashed in, was leaking fast, and was heavily encumbered with ice. She was simply a helpless wreck, drifting about at the mercy of the storm. All on board were suffering grievously from exposure for

more than fifty hours and from lack of food for upward of thirty-six hours. They had lost hope, bidden one another good-bye, and were lying on the deck benumbed, despairing, and some of them hysterical. In a little while all would have perished. Having wrapped the woman in the keeper's overcoat and provided her with mittens the life-savers managed to place all hands safely into the surfboat, and, as nothing could be done to save the wreck, the keeper pushed off quickly with a view of gaining the land before darkness should shut down. All were well-nigh worn out, and the return trip lay in the trough of the sea, which made it necessary to constantly head the boat up to the breakers, whereby her progress was much impeded. A little assistance was rendered at the oars by some of the shipwrecked men, when they were sufficiently recovered, and after an extremely trying experience the shore was reached about 4.30 p. m., a mile and a half from the launching place. There, however, on account of the formidable accumulation of ice, the boat could not land, and the crew were therefore compelled to carry the rescued persons ashore, through the water and ice, on their shoulders. Then they pulled farther down, where horses dragged the boat ashore for transportation. After partaking of a warm supper, kindly furnished by thoughtful women in the vicinity, the crew proceeded with the boat to Lakeside, and thence by train to Windsor Beach, the starting point, where they arrived about 9.30 p. m., December 15, having been engaged in this extremely hazardous enterprise more than a day and a night without sleep and with no rest, save for an anxious hour and a half in the open air spent upon a bit of straw spread upon the snow.

They were under oars from 11.30 p. m. of the 14th to 4.30 p. m. of the 15th continuously, with the exception of about two hours, having pulled in a heavy seaway nearly or quite 60 miles, and all were more or less frostbitten, some seriously. Grave apprehensions existed on shore lest they should be lost, and preparations were made to send out a rescue party if necessary. Throughout all these trying circumstances you nobly bore your part, and that you and your comrades freely jeopardized your lives is clearly established.

I find great pleasure in acting under the law as the medium for the bestowal of the accompanying gold medal, which is designed to bear testimony of extreme and heroic daring in saving life from the perils of the sea.

In testimony of his courageous conduct in saving a man from drowning on the 22d of November, 1902, a silver medal was given Mr. Thomas J. Gleason, of New York City.

A little past 1 o'clock in the night, while patrolling his beat, Gleason was startled by distressful cries coming from the river at the foot of East Sixty-second street, and he immediately ran to the place, where he discovered a man, who proved to be Captain Patrick Driscoll, struggling in the water, in great peril of drowning. As swiftly as possible Gleason crossed the grain barges lying there, and looking over the side of the outermost beheld Driscoll clinging to a fender. There was no other person present, and Gleason could not with sound judgment enter the water until assistance could be summoned. However, he threw Driscoll a line and tried to pull him on board, but his weight was too great. Holding fast to the line with one hand, and encouraging Driscoll not to give up, Gleason then drew his pistol and rapidly fired several shots, which resulted in the speedy appearance of Officers William C. Duffy and Michael Kelly. Upon their arrival Gleason handed them the rope and hastily removed his shoes and police overcoat, but while so engaged Officer Duffy shouted that Driscoll was going down. Thereupon Gleason jumped overboard with the remainder of his clothing on, just as Driscoll, who did not know how to swim, was sinking, and laid hold of him, but he was now desperate, and to save his own life Gleason was compelled to engage in a struggle with him. Finally he succeeded in placing the rope about the frantic man, and then swam with him to a canal boat, where the two officers succeeded in pulling both men aboard. Driscoll was at once sent to the Flower Hospital, suffering intensely from shock and in a serious condition.

A silver medal was bestowed upon James H. Holmes for signal conduct on September 1, 1902, in rescuing Mr. W. W. Martin from drowning at Virginia Beach, Virginia.

While bathing in the surf Martin got beyond his depth and was borne northward by the current, against which he struggled in vain, and soon became exhausted and helpless. Upon perceiving his peril, Holmes, who was bathing master, plunged in and, though there was considerable sea and the tide was strong and the water cold, swam nearly 75 yards, grasped the drowning man by the arm, turned him on his back, and towed him to shore. Martin was unconscious when landed on the beach, and twenty minutes of effort were required to restore him. He stated that he had given up hope, and, but for the timely arrival and faithful assistance of Holmes, certainly would have drowned. The conduct of Mr. Holmes was "prompt, fearless, and intelligent."

George D. Cobb, assistant keeper Point Bonita Light Station, California, received a silver medal in testimony of courageous conduct in rescuing without assistance three men from drowning in San Francisco Bay on the 26th of December, 1896.

About 1.30 p. m. three young men in a sailboat were capsized in the bay, which was lashed into a heavy sea by a gale blowing 50 miles an hour. Two of them managed to cling to the boat, while the third swam to the south training wall. The weather was very cold, with occasional rain squalls, and all three were soon chilled to the bone.

From the light-house Cobb witnessed the capsize, and instantly resolved to attempt a rescue. The gale was from the southeast, which made it a very dangerous act to lower the light-house boat from its davits, the boat being exposed to the full fury of the wind on one hand, and on the other to the danger of being dashed to pieces on the rocks below. The imperiled men were 100 yards distant, and Cobb had to pull in the face of the wind and handle a heavy boat, which was designed for two oarsmen. The witnesses state that this part of his self-imposed task was performed with great skill and gallantry. When he reached the two men who were holding to the capsized boat they were so benumbed with cold as to be completely helpless and well-nigh unconscious. To maintain control of his boat and take them into it was a daring and difficult piece of work which required much art, physical power, and courage. Nevertheless, this he safely accomplished, and then pulled quickly to the south training wall, some 200 yards, where he rescued the third man. To approach the training wall in any considerable sea is always dangerous, on account of the jagged rocks, and at this time the wind was adverse to his success. The man taken from the wall was bruised and cut about the head, unconscious, and almost paralyzed with cold. The witnesses testify that all three undoubtedly would have perished had not Cobb gone to their rescue, and that in effecting it his own life was jeopardized.

Edwin W. Brewer, of Redondo, California, received a gold medal in testimony of heroic conduct on various occasions.

In the summer of 1880, while Miss Rachael Cramer was bathing in the surf at Santa Monica Beach, California, she swam out nearly to a raft and then turned back, but found that in spite of her most desperate exertions she was being carried away by the undertow, and there-

upon she loudly called for help. A general commotion ensued, and as soon as Brewer discovered the cause he plunged into the surf without divesting himself of any portion of his clothing and swam to the imperiled woman, whom he reached just in time and by brave and skillful efforts safely landed. She was so seriously affected by her exposure and nervous excitement that she was confined to her room for some three days afterwards.

In July, 1891, while on a wharf at Redondo Beach, California, Brewer was made aware that a boy had fallen into the water from the end of the wharf on the other side, and quite a distance from where Brewer was stationed. The lad was knocked overboard by a pile of lumber which fell against him, and as he went down he struck a hawser attached to a vessel lying alongside, which threw him several yards from the wharf, whence he drifted still farther away.

Brewer quickly jumped into the water and seized the boy when he was about 4 feet beneath the surface, and lifting him up began to swim with him toward the wharf. Notwithstanding the lad's helpless condition and that he himself was fully clad, Brewer made good progress, and probably would have succeeded without aid, but when about half way to the pier a boat picked both of them up.

In July, 1900, a youth named Richardson was swimming in the surf at Redondo Beach and ventured out so far that the undertow was carrying him seaward, but only after a fruitless struggle did he fully realize his peril and shout for help. Brewer was upon a wharf, and hearing the outcry determined to effect the boy's rescue if possible. Hastening to the inner end of the wharf he jumped to the beach, ran down and went out through the surf. When he reached him the boy was unconscious and sinking, but Brewer quickly bore him up and began to swim toward the shore. While he was thus engaged two boys thoughtfully put out in a dory and took both of them into it. Brewer then began to work upon the boy with unceasing diligence to restore him to consciousness, and as soon as the boat reached the land, intrusted him to the care of a physician, who happened to be present, by whose efforts, in addition to his own, resuscitation was effected in about twenty minutes.

A gold medal was bestowed upon quartermaster Albert G. Rowe, U. S. Navy, for rescuing a woman December 13, 1901, at Mare Island Navy-Yard, California.

About 7 o'clock in the evening the U. S. tug *Unadilla* was making a landing at the navy-yard and the passengers were going ashore when Mrs. James A. Hawkes fell overboard from the gang plank, striking her head against the wharf, being completely stunned. Rowe, who was serving on board the *Unadilla*, did not witness the accident, but learning of it instantly plunged overboard and supported the helpless woman until a rope was thrown him, which, after a hard struggle of about ten minutes, he succeeded in making fast around her and she was hauled on board the tug and subsequently restored to consciousness. Rowe was also taken to the tug and was so thoroughly exhausted that he fell to the deck, some time elapsing before he recovered.

The testimony shows that the night was dark, the tide strong, and the water very cold, while rescuer and rescued were between the tug and the wharf in imminent danger of being crushed to death.

Carl Eich, apprentice, and Laurits Haugens, seaman, members of the crew of the U. S. S. *Isla de Luzon*, were awarded silver medals for saving a shipmate from drowning September 29, 1901, off Cebu, Philippine Islands.

At 12.30 p. m. the *Isla de Luzon* lay at anchor, her steam launch fast at the port quarter boom, when W. K. Roodhuizen, an ordinary seaman on duty in the launch as boat tender, fell overboard and was rapidly swept away. He could not swim, and, when about 50 yards astern of the ship, became unconscious and went down for the third time. Eich, an apprentice of the first class, heard the alarm, and, quickly springing to the rail, plunged overboard to the aid of his unfortunate comrade, being promptly followed by Seaman Haugens. Approaching the drowning man, Eich dived underneath him and brought him to the surface. Haugens soon reached the scene, and the two joined efforts in supporting Roodhuizen until all three were picked up and taken back to their vessel by a native sampan.

A silver medal was presented to Captain John R. Glover, of Buffalo, New York, for rescuing 7 men from the schooner barge *Nellie Mason*, in Lake Erie, September 29, 1895.

On September 28, 1895, at 11 p. m., the barge *Nellie Mason* left Buffalo Harbor in tow of the steamer *S. C. Hall*. During the night a heavy southwest gale came on, and at 5 next morning the steamer, in an attempt to turn back for a harbor, carried away her wheel ropes and was forced to abandon her tow. The crew of the barge endeavored to make sail and steer for Buffalo, but could not manage their vessel, and were finally compelled to anchor 2 miles off Port Colborne, Ontario, where, exposed to the fury of a heavy gale, with tremendous seas sweeping her from stem to stern, the barge was in danger of foundering at her anchors or parting her chains and going to pieces on a lee shore.

At about 9 a. m. the *Hall* reached Buffalo and reported the plight in which she left her consort. Captain Glover, in command of the *O. W. Cheney*, a tug of only 28 net tons, promptly volunteered to go to the relief of the distressed craft, and in a short time headed his vessel into the lake. Much of the distance of 22 miles lay in the trough of heavy seas, many of which swept the decks, threatening to extinguish the fires and swamp the little tug; but Captain Glover held unflinchingly on, arriving near the barge at 1.30 p. m. As it was out of the question to go alongside, other means had to be found for rescuing the endangered crew. One at a time they jumped into their yawl boat, towing astern, and Captain Glover, with consummate skill, guided his vessel close to the yawl, when willing hands hauled the men to the deck of the tug. Fifteen times the tug encircled the barge, and then, having taken off the last man, steamed back to Buffalo.

The worthiness of this courageous act is emphasized by the fact that although several tugs lay in the harbor close by, none ventured out, while Captain Glover and his crew covered a distance of more than 40 miles.

W. H. J. Dallaghan, bugler, U. S. Navy, received a silver medal for gallant conduct in rescuing a man from drowning on May 7, 1900.

At about 12.30 p. m. on that day James Kennedy fell overboard from the Roslyn Coal Depot Pier, San Francisco, California,

and, being unable to swim, was in great danger of drowning. Dallaghan, at that time bugler on the U. S. revenue steamer *Manning*, heard the outcries on the pier, and, quickly snatching a life buoy, ran to the spot and threw it to the man struggling in the water, who was so far exhausted that he made no effort to reach it. Then, without stopping to discard any of his clothing, Dallaghan fearlessly plunged into the strong current running 12 feet below, and swiftly swam to the now almost lifeless man, whom he reached and succeeded in supporting until a boat arrived from the *Manning* and took both men aboard that vessel, where the surgeon rendered the rescued man all necessary medical assistance until an ambulance arrived and conveyed him to a hospital.

A silver medal was bestowed upon John H. Kleindienst, of Philadelphia, Pennsylvania, for heroism displayed on January 10, 1903, in saving Mr. John R. Wood from drowning in the Delaware River.

According to the evidence, both men were employed on board the tug *International*, at the wharf of the Neafie and Levy Ship and Engine Building Company at Philadelphia. Wood was aloft in a rigger's chair, painting the truck, when something gave way, and he fell a distance of 65 feet, struck a side bitt, and then dropped unconscious into the water. Kleindienst, who was working on the deck, saw him fall, and instantly plunged overboard and grasped him. The temperature was 10° F., and the waves were covered with broken ice. Benumbed, and encumbered with wet clothing, Kleindienst once lost his grip on Wood, who instantly sank, but the rescuer dived and brought him again to the surface. Meantime Mr. Anthony Sousie was lowered into the water, with a line about his waist, and with his assistance Wood was placed in a small boat that had reached the scene. Kleindienst was also taken into the boat, and both were landed and sent to a hospital.

WOMEN'S NATIONAL RELIEF ASSOCIATION.

As heretofore during the past twenty-two years ample supplies of clothing for the comfort of the shipwrecked were forwarded to the stations through the benevolence of the Women's National Relief Association. The use of these supplies became necessary in 76 instances, involving 263 persons, whose distress was thereby promptly and efficiently relieved.

Beneficiaries, Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1902.		
July 3	Racine, Wisconsin.....	Four men from yacht <i>Beatrix</i> , who had been drenched by a heavy squall.
4	Newburyport, Massachusetts.	Two women who were wet while fishing from a small boat.
6	Erie, Pennsylvania.....	A lad who fell overboard from a pier.
10	do.....	Two youths who fell into the water from a pier.
11	White River, Michigan.....	A young woman who fell into the channel and was rescued from drowning.
15	City Point, Massachusetts..	Two women who were wet by the sea while fishing from a small boat.
25	Nahant, Massachusetts.....	A man from the stranded sloop <i>Isa</i> .
27	Cleveland, Ohio.....	A man and two boys from a capsized catboat.
Aug. 6	Michigan City, Indiana....	Crew of four men from wrecked yacht <i>Atlanta</i> .
7	Fire Island, New York.....	Seven persons from capsized catboat <i>Governor Hill</i> .
8	Newburyport, Massachusetts.	Three men from wrecked naphtha launch <i>Ralph W</i> .

Beneficiaries, Woman's National Relief Association—Continued.

Date.	Station and locality.	Beneficiaries.
1902.		
Aug. 10	Jackson Park, Illinois.....	Two men from capsized yacht Witch.
13	Blue Point, New York.....	A man and a woman from the capsized catboat Leon.
16	South Haven, Michigan.....	A man who fell overboard from a wharf.
17	Buffalo, New York.....	A man from wrecked yacht Omega.
17	Racine, Wisconsin.....	A man who fell into the harbor from a wharf.
24	City Point, Massachusetts.....	A man from a capsized boat.
28	do.....	Two men from a capsized boat.
Sept. 1	Cleveland, Ohio.....	A man who fell into the water from the end of East River pier.
2	City Point, Massachusetts.....	Two men from disabled gasoline launch Elder.
7	Harbor Beach, Michigan.....	A drowned man who was found naked near the breakwater.
12	Marblehead, Ohio.....	A man from naphtha launch Wonder.
12	Saint Joseph, Michigan.....	Crew of three men from wrecked schooner Experiment
14	Metomkin Inlet, Virginia.....	Two men from capsized sailboat.
Oct. 5	Golden Gate, California.....	A man who lost his clothing while attempting to rescue a boy from drowning.
12	Eatons Neck, New York.....	Two men from sloop Lynx.
15	Cuttyhunk, Massachusetts.....	Two men from foundered sloop Eagle.
15	Holland, Michigan.....	Crew of thirteen men who were rescued from wrecked steamer Hattie B. Pereue.
21	Gay Head, Massachusetts.....	Two men from capsized sloop Sarah.
24	Vernillion, Michigan.....	Two men, crew of foundered schooner W. T. Chappelle.
Nov. 1	False Cape, Virginia.....	Crew of three men from wrecked schooner Express.
4	Coskata, Massachusetts.....	Two men from capsized fish boat Ramona.
10	Gurnet, Massachusetts.....	A man from capsized rowboat.
11	Pecks Beach, New Jersey.....	A man who came to station cold and wet.
16	White Head, Maine.....	Five men of crew of wrecked schooner Columbia.
22	Gloucester, Massachusetts.....	Six of crew of wrecked schooner Beta.
23	Wood End, Massachusetts.....	Two men who landed through the surf from schooner Two Forty.
27	Michigan City, Indiana.....	A man from capsized rowboat.
28	Oak Island, New York.....	Crew of two men from wrecked sloop H. C. Price.
29	San Luis, Texas.....	Crew of three men from stranded fish boat.
30	Santa Rosa, Florida.....	Crew of five men from stranded schooner Mary Louise.
30	Galveston, Texas.....	Two men from sloop Jennie.
Dec. 3	Napeague, New York.....	Ten men, crew of wrecked bark Alice Reed.
4	New Shoreham, Rhode Island.....	A fisherman who was succored at station.
4	Cape Hatteras, North Carolina.....	Crew of eight men from wrecked schooner Ida Lawrence.
5	Fletchers Neck, Maine.....	One of crew of schooner Addie.
5	Fire Island, New York.....	Three men from stranded sloop C. W. Baker.
5	Cape Lookout, North Carolina.....	Five of crew of wrecked bark Olive Thurlow.
8	Orleans, Massachusetts.....	Two fishermen who were cold and wet.
9	Brant Rock, Massachusetts.....	Seven men, crew of stranded schooner Etta A. Stimpson.
10	Atlantic City, New Jersey.....	Three of crew of wrecked schooner A. L. Lee.
13	Eatons Neck, New York.....	Two men of crew of stranded schooner Penobscot.
24	Oswego, New York.....	An intoxicated man who fell into the lake.
1903.		
Jan. 18	Monomoy, Massachusetts.....	Crew of five men from wrecked schooner Emeline G. Sawyer
21	New Shoreham, Rhode Island.....	Crew of thirty-six men from wrecked U. S. S. Leyden.
26	Oak Island, North Carolina.....	Seven of crew of foundered bark Nineveh.
Mar. 29	Cape Henlopen, Delaware.....	Crew of eight men from wrecked schooner Carrigan.
30	Creeds Hill, North Carolina.....	Five men, crew of stranded schooner Benjamin Russell.
Apr. 14	Biscayne Bay, Florida.....	Two men from wrecked sloop.
14	Umpqua River, Oregon.....	Two of crew of stranded schooner Louise.
19	Holland, Michigan.....	A man who fell overboard from a pier.
22	Golden Gate, California.....	Two men who were thrown into the water from a buggy.
28	Jackson Park, Illinois.....	A boy who fell overboard.
29	Cape Henry, Virginia.....	Two men from a capsized rowboat.
30	Burnt Island, Maine.....	Crew of four men from wrecked schooner J. M. Kennedy.
May 9	Racine, Wisconsin.....	A boy rescued from drowning.
12	Cape Disappointment, Washington.....	Two men, crew of capsized fish boat
22	Sandy Hook, New Jersey.....	Master of stranded catboat.
June 4	Saint Joseph, Michigan.....	A man who fell overboard from a pier.
7	Charlotte, New York.....	Two boys who capsized in a rowboat.
11	Cleveland, Ohio.....	Three men from wrecked schooner Horace A. Badger.
12	City Point, Massachusetts.....	Two men from a capsized rowboat.
13	Cleveland, Ohio.....	Seven people from foundered steamer Charles A. Davis.
22	Duluth, Minnesota.....	Six people, occupants of capsized sailboat.
23	Jerrys Point, New Hampshire.....	A man and woman from wrecked schooner BVH.
24	Saluria, Texas.....	Thirteen men, crew of wrecked Mexican steamer Cosomaloapan.
25	Charlevoix, Michigan.....	A man who had fallen overboard from a pier.

NEW STATIONS.

Contract has been awarded for the construction of the station authorized to be established at Fishers Island, New York, and sites have been selected, and plans and specifications are being prepared, for stations authorized to be established at Old Topsail Inlet (Beaufort), Bogue Inlet, and Ocracoke Island (near Ocracoke Inlet), all in North Carolina. A station located on the new pier at Buffalo has been completed to take the place of the old station, the location of which the late improvements of the harbor had rendered disadvantageous.

A new station befitting the needs of so important a port is now well under way at Chicago, so located, and to be so equipped, as to fully meet the requirements at that point, where the facilities have been heretofore limited by unfavorable location and lack of space.

A new and commodious station is in process of construction upon an advantageous site at Racine, Wisconsin, to take the place of the old station which was originally designed and used for a boathouse, and was of insufficient capacity for properly accommodating the crew and improved equipments. This action has been hastened by the absorption of a part of the old site in the recent harbor improvements.

The wharf mentioned in last year's report as under construction to afford a foundation for a new station at Sabine Pass, Texas, has been completed, and the building of the station itself is now well under way.

Contract has been entered into for the rebuilding of the old Crumple Island Station, to be located on Great Wass Island, Maine, and stations at Long Beach and Squan Beach, New Jersey, Seatack (Virginia Beach), Virginia, and Whales Head (Currituck Beach), North Carolina, which were under reconstruction at the date of the last annual report, have been completed, as have also the floating stations located at the Falls of the Ohio, Louisville, Kentucky, and a new station at Ship Canal (Portage), Michigan.

After much difficulty and consequent unavoidable delay in securing a satisfactory site for the Longbranch Station, New Jersey, which has been for several years inadequate, and is now old and dilapidated, suitable premises have been obtained, and the construction of the new building is in progress.

BOATS AND APPARATUS AT CAPE NOME, ALASKA.

The boats, Lyle gun, and beach apparatus which were last year placed at Cape Nome, Alaska, under authority of the act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1902, are still without a duly appointed custodian, there being no provision of law therefor. This omission should be speedily remedied. The landing of passengers and freight at Nome has always to be made in small boats, through the surf, which at times runs so high that the most venturesome masters of vessels will not allow the passage to be attempted, while too frequently trips are undertaken during which the passengers are deluged and sometimes some of them drowned. Information has been received of several fatalities on such occasions since the life-saving equipments were furnished, which might have been prevented had the use of the latter been understood and applied. It is felt to be a duty to recommend the employment of a regular life-saving crew at this point.

PENSIONS AND RETIREMENT.

Attention was called in the last annual report, as in several preceding reports, to the justice and propriety of providing pensions for certain officers and enlisted men of the Life-Saving Service, and for the widows and minor children of such of them as perish in the line of duty. The arguments in this behalf have been so often repeated and are so well known, that their reproduction would be like the telling of an old story. The same arguments, to which others might be added, are equally applicable to the proposition which has lately been urged for the retirement, under appropriate conditions, of the same classes of officers and men. The lapse of time since the organization of the Service in 1871, has developed the proposition into a necessary measure for the preservation of the efficiency of the Service. A great number of men have grown old in the ranks, particularly of station keepers, who are able to get through the required physical examination, but who are really unfit to endure the prolonged struggles and the perils and privations incident to their positions; yet they choose to face these rather than the prospect of want, or a reliance upon the charity of their neighbors. A bill for the retirement of such has been introduced in Congress, and when the occasion arrives facts and considerations will be furnished which it is believed will satisfy that body that the members of the life-saving corps are justly entitled to share in the benefits which the general public sentiment accords to those engaged in perilous public service for the protection of life; a sentiment which is liberally expressed through State legislatures and municipal organizations in providing pensions and retirement for the firemen and police of all our great cities.

SERVICES OF LIFE-SAVING CREWS.

1902-1903.

SERVICES OF LIFE-SAVING CREWS.

The services noted under this caption relate to all disasters to vessels within the scope of station operations. Many of the instances are of great importance as illustrating the efficiency of the Service and affording valuable suggestions not only to keepers and surfmen, but to mariners in like circumstances; and for this reason it is much to be regretted that they can not be fully set forth.

[Abbreviations used in this statement: bg. (brig.), bge. (barge), bk. (bark), bkn. (barkentine), elec. (electric), gas. (gasoline), lch. (launch), nph. (naphtha), sc. (schooner), shp. (ship), slp. (sloop), st. (steam), str. (steamer), yt. (yacht), Am. (American), Br. (British), Fr. (French), Ger. (German), Hol. (Hollandish), It. (Italian), Mex. (Mexican), Nor. (Norwegian), Port. (Portuguese), Span. (Spanish).]

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. July 1	Great Egg, New Jersey...	St. yt. Aurelia.....	Stranded at 6.30 p. m. on a sand bar in the Beach Thoroughfare. The keeper boarded at 4.30 the next morning and found her leaking badly, with her pumps broken and crew exhausted from incessant bailing. He returned on shore, employed two of the regular surfmen (inactive season) and then went off in a naphtha launch and made an effort to tow the steamer, which, however, finally stranded again. A pump was then obtained and set up on board, and the water in the hold was lowered sufficiently to enable the surfmen to partially stop the leak. A more powerful steamer then pulled the yacht afloat and towed her to Longport for repairs.
July 1	Core Bank, North Carolina.	Am. sc. Ida C. Schoolcraft.	At 1.30 a. m. this schooner stranded on Core Bank, 1 mile NE. of station and 300 yards offshore. The keeper employed a volunteer crew (inactive season) and pulled out to her. She was fast aground, and at the request of her master the surfmen returned to the station and sent telegrams to Beaufort for tugs to come to her aid. At 5.30 p. m. they again boarded her and took off her crew, with their baggage, landing them at the station, where they were succored until their departure for Norfolk on the 9th instant. The wrecked craft was surveyed and condemned on the 8th instant, and afterwards stripped of spars and rigging, the hull being abandoned.
July 1	.....do.....	Am. sc. Nimbus.....	Stranded on the beach 2 miles S. of station at 2 a. m., and was boarded by keeper with volunteers (inactive season), who landed her crew in the surfboat, took them to the station, and succored them until the 4th instant, on which day tugs pulled her afloat and her crew returned on board. The surfmen made many trips to the schooner in the interest of her master and kept watch on board her at night until she was floated.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. July 2	Niagara, New York, Lake Ontario.	Br. slp. yt. Zelma...	Ran aground one-half mile SW. of station at 8.15 p. m., and was immediately boarded by station crew, who ran a line to her jib boom, pulled her bow offshore, and then hauled her afloat, whereupon she continued her cruise.
July 2	Louisville, Kentucky	Gas. lch. Ferndale...	Lost her propeller while cruising on the river, with four people on board, and drifted in the swift current of the Indiana chute of the falls in the Ohio. By strenuous efforts her crew succeeded in beaching her on the Indiana shore, and the life-saving men, assisted by a passing steamer, towed her to moorings across the river.
July 2	Tawas, Michigan, Lake Huron.	Am. str. John Owen.	Had a raft of logs in tow, and anchored it in a position from which it subsequently dragged ashore. Surfmen ran a line from the steamer to the raft, assisted to raise its anchor and to loosen the logs, after which the tug towed it into deep water.
July 2	Holland, Michigan, Lake Michigan.	Am. sc. D. A. Wells.	At 7 p. m. this vessel was pounding against the pier in an increasing SW. blow with heavy swell, and a tug attempted to tow her to Holland, but abandoned the effort on account of the shoal water and rough sea. The surfmen then ran a line up the pier and hauled her to a safe berth.
July 2	.....do	Am. sc. yt. Argo....	While entering the harbor during a heavy rainfall with a fluky breeze, this schooner was swept onto a sand bar by the strong current. Station crew ran out an anchor, hauled her afloat, and warped her to an anchorage in Black Lake.
July 3	Hunniwells Beach, Maine.	Am. sc. Sadie and Lillie.	Anchored in an exposed position off the entrance to Sagadahoc Bay; weather thick. Was in danger of foundering in the increasing sea. Keeper employed three men to assist him (inactive season), got her underway, and sailed her to a snug berth, where he brought her to. (See letter of acknowledgment.)
July 3	Nahant, Massachusetts...	Am. sc. Winifred...	Stranded on Great Pig Rocks, 4 miles ENE. of station, during misty weather, and was discovered by fishermen, who reported the disaster to the keeper. As there was no regular crew at the station (inactive season), the keeper procured the services of volunteers, proceeded to the schooner in the station dory, and found her fast on the rocks, badly listed, with lower sails and booms in the water. She was in danger of being filled by the rising tide, and the surfmen gathered in and furled her sails, hauled the booms to windward, sounded out the deepest water, and ran lines to tugs. As the tide flowed the schooner righted, and the tugs pulled her afloat and towed her to port for repairs, it being found that her keel and rudder were badly damaged.
July 3	City Point, Massachusetts.	Am. sc. Redskin III.	Was dragging and in danger of stranding on Castle Island, when four of station crew went to her in launch Relief, passed a towline on board, hove up her anchors, and towed her to a safe mooring, where they made her fast.
July 3	Oak Island, New York ...	Slp. Greyhound	Capsized in Fire Island Inlet, 3 miles SE. of station, and drifted out with the strong current, her master and a boy being taken off by a tug and landed on the shore. At 2 p. m. the sloop stranded near the station, and the keeper secured her until high water the next day, when he ran her anchors, and, assisted by her master, hauled her afloat with tackles. A tug then towed her to Bayport.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. July 3	Big Sandy, New York, Lake Ontario.	Nph. lch., no name.	Was standing for the entrance to the creek when sighted by the lookout. As there was a rough sea on the bar, making it dangerous for strangers to cross, the surfmen pulled out to warn her master. At the latter's request they took the occupants of the launch into the surfboat, then put a surfman on board to tend the Service drogue, which was put over her stern to prevent her broaching to in the surf, and towed her safely over the bar and into the creek.
July 3	Harbor Beach, Michigan, Lake Huron.	Am. sc. Senator	Collided with an unknown steamer off Port Austin, Michigan, in a thick fog, and was badly damaged. A tug towed her to the harbor entrance, where she set a signal for assistance. Station crew boarded and manned her pumps for two hours, reducing the water in her hold to such an extent that her donkey pump was able to keep her free.
July 3	Racine, Wisconsin, Lake Michigan.	Slp. yt. Beatrix	Broke away from the pier in a heavy squall, drifted out of the harbor before her crew could get on board, and was soon lost to view. Neither the surfmen nor the crew of a tug which went in search found any trace of her in the prevailing darkness, but at dawn the lookout sighted a sailboat about 3 miles ENE. of station; whereupon the surfmen pulled out, and, finding that she was the missing sloop, sailed her into port and delivered her to her owner. The keeper furnished her crew of four men (who were left on the dock and drenched by the rain when the boat went adrift) with dry clothing from the stores donated by the Women's National Relief Association.
July 4	Newburyport, Massachusetts.	Sailboat, no name..	This small sailboat was overloaded with passengers who had become more or less intoxicated while fishing off the jetty and were unable to handle her and return to port. The keeper saw their danger, pulled out in the dory, and took off two women, whom he landed at the station and supplied with articles of dry clothing from the stores of the Women's National Relief Association, after which he sent them to their homes. He then directed the men how to handle their boat, and they landed 1½ miles S. of station.
July 4	Gurnet, Massachusetts ...	Nph. lch. Venus....	Anchored too near the beach in a rough sea, struck a submerged rock, and sunk. Keeper, assisted by one of the regular crew (inactive season), kedged her into deep water, and then towed her into the harbor and beached her on the flats, from which position her owner had her taken to a repair shop.
July 4	South Chicago, Illinois, Lake Michigan.	Skiff, no name.....	An intoxicated woman, who was alone in this boat, was unable to handle the oars, and it was rapidly drifting out into the lake before the fresh offshore wind. Surfmen pulled out and towed the skiff to a boathouse, where the woman was landed and the boat made fast.
July 4	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Nadah.....	Carried away her mast 12 feet above the deck in a heavy squall, and her master secured a distress signal to the stump. Surfmen immediately pulled off, passed a line on board, and towed the sloop, together with her six occupants, into Jackson Park Lagoon and landed her six occupants.
July 4	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	This boat was steadily drifting out into the lake when sighted by the station crew, the one man in her being manifestly unfamiliar with the management of such craft. Surfmen proceeded to his aid and towed his boat to the shore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. July 4	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Lithene	Broke her mast in the rough sea. The station crew sailed out in the lifeboat and towed the sloop and its occupants to the Illinois Central Railroad slip.
July 4	.....do	Gas. lch. Sprite.....	This launch, with 6 people on board, lost its rudder and became unmanageable at the entrance to the harbor. Surfmen ran a line and towed her to her dock.
July 4	.....do	Gas. lch. Queen	Disabled its engine and drifted into the N. pier, whereupon the station crew pulled out in the Whitehall boat, took her painter, and towed her head to wind until the damage was repaired.
July 4	Evanston, Illinois, Lake Michigan.	Slp. yt. Betty	Had a party of five men on board when she capsized at 3.30 p. m., 1 mile ESE. of station. Three of the men were rescued by another yacht which was near, while the other two were taken into the station boat, which was rapidly pulled to their aid. After getting the capsized craft to leeward of the surfboat and partially freeing her of water the surfmen towed her into the boat harbor and landed the men.
July 4	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Surfman Julius Meyer picked up this skiff which was drifting out of the harbor and restored it to its owner.
July 4	Point Adams, Oregon	Gas. lch. Lidie and Marie.	Broke adrift from her moorings and was rapidly approaching the bar when sighted by the lookout at 4.50 a. m. The station crew pulled toward her and arrived alongside a few minutes after she had been anchored by two men who were fishing close by. When the current slackened sufficiently the surfmen towed the launch to the station, and later in the day sent her to Astoria, where her owner assumed charge.
July 5	Hereford Inlet, New Jersey.	Rowboat, no name.	Swamped in Angelsea Harbor about 4.30 p. m., when 100 yards from shore and ½ mile N. of station, in a heavy squall with rough sea, and the five occupants (four men and a boy) were thrown into the water. One of the men drowned and no trace of his body was found after diligent search by dragging. The other three men safely reached the shore, while the lad was rescued and taken to a wharf in an unconscious condition. The keeper, aided by two trained nurses, applied to him the Service method of resuscitation unrelentingly for one and a half hours, and was rewarded by signs of returning vitality. The youth was finally completely revived and removed to his home. (For detailed account see caption "Loss of life.")
July 5	Evanston, Illinois, Lake Michigan.	Sloops (2), Wafer and P. D. Q.	Capsized ¼ miles ESE. of station at 4 p. m., while engaged in a yacht race, and a sailboat that was near took two men off one yacht and one off the other. Surfmen rapidly pulled to the scene, took two men off the Wafer, and after anchoring her, to prevent her drifting ashore, proceeded to the P. D. Q. and found two more men clinging to her bottom. They took these men also into the surfboat, and then righted and bailed out the Wafer and towed her to shore, being assisted by sloop Waumpee. The P. D. Q. was towed to the boat harbor by another yacht.
July 6	Sandy Hook, New Jersey.	Catboat Midget.....	Capsized about halfway between the Horsehoe and Atlantic Highlands; three of her eight occupants were struck by the boom as it gybed and were drowned. The survivors clung to the mast and were rescued by the crew of a naphtha launch, which took them to Atlantic Highlands. Surfman Simpson assisted to raise the boat, and dragged for the bodies without success.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
July 7	Gloucester, Massachusetts	Dory, no name	Sunk at her moorings, and was raised by keeper, who assisted her owner to recover his load of mussels, and then loaned him a pair of oars to row his boat to Gloucester.
July 7	Point Judith, Rhode Island.	Fish boat, no name.	Capsized 1½ miles W. of station. Keeper and volunteers (inactive season) pulled out, rescued its crew, and then righted and towed the boat to the shore.
July 7	Duluth, Minnesota, Lake Superior.	Catboat, no name...	This boat was carrying too much sail and capsized in the harbor at 4.15 p. m. Surfmen took off the two lads who were sailing it and towed it to the boathouse dock, where they bailed it out and then returned it to the boys.
July 7	Grand Haven, Michigan, Lake Michigan.	Am. sc. D. A. Wells..	Station crew assisted to track this schooner from her berth to the end of the pier.
July 7	Jackson Park, Illinois, Lake Michigan.	Slp. Yankee	Surfmen sighted her adrift in the lake, 3 miles NE. of station, pulled out in the surfboat and towed the sloop to the station, where she was soon claimed by her owner.
July 7	Two Rivers, Wisconsin, Lake Michigan.	St. bge. Welcome...	A sunken log became jammed in her propeller well and temporarily disabled her when she was abreast the station. Three of the station crew removed the obstruction with a long pike pole, enabling her to proceed.
July 8	Hunniwells Beach, Maine.	Am. sc. William H. Davenport.	Stranded on North Sugar Loaf Rock, ¼ mile E. by N. from station, and was badly strained. Keeper, aided by a volunteer crew (inactive season), repaired a hole in her bow, ran out anchors, rigged tackles, and hauled her afloat on the rising tide.
July 8	Wood End, Massachusetts.	Br. sc. St. Bernard.	Stranded about 75 yards offshore, ¼ mile E. from station, at 3 a. m. It being the inactive season, keeper procured volunteers, ran out two anchors well to windward and endeavored to heave her afloat, but owing to the rough sea and strong current the anchors came home and she dragged onto the beach. Subsequently her deck load of laths was thrown overboard, and on the 10th instant a tug pulled her afloat.
July 8	Ludington, Michigan, Lake Michigan.	Am. sc. Lettie May.	Station crew took her lines and tracked her out of the harbor, there being no wind at the time.
July 8	Grand Haven, Michigan, Lake Michigan.	Am. sc. Albion	Was unable to leave the harbor owing to the light head wind, and surfmen towed her about 800 feet out into the lake.
July 9	City Point, Massachusetts.	Slp. Arwacke.....	Dragged anchor and fouled another sloop, whereupon surfmen went to her aid and took her to a clear berth.
July 9	.....do	Catboat Marion	Surfmen found this boat drifting out of Dorchester Bay with her sail halfway up and main boom dragging in the water. They towed her to the station and secured her until claimed by her owner later in the day.
July 9	Point of Woods, New York.	Sharpie, no name ..	Capsized about 250 yards from shore, throwing the two lads who were sailing her into the water. Keeper paddled off to them in a small boat, which was lying on the shore, rescued them, and towed the sharpie to the beach.
July 9	Atlantic City, New Jersey.	Am. sc. Hattie Rebecca.	Stranded on the bar at entrance to Absecon Inlet, while beating out to sea, and bilged. A volunteer crew from station (inactive season) pulled to her, laid out anchors and endeavored to heave her afloat, but were unsuccessful on account of the quantity of water in her hold. On the advice of the keeper she was stripped of sails, rigging, and dunnage, the surfmen transporting them to the beach. Her crew were landed on the shore, and stood by until the vessel broke up at 7.30 p. m.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. July 9	Marblehead, Ohio, Lake Erie.	Rowboat, no name.	Two young women in this boat drifted down the lake before the westerly breeze and were unable to return to their boat-house. Surfmen rowed out and towed the boat and its occupants from 1 mile N. of station to their landing.
July 9	Harbor Beach, Michigan, Lake Michigan.	Am. str. Howard ...	Station crew assisted this tug to release a raft of logs from South Patrol Point Reef by running lines and tending the logs in the boom.
July 10	Holland, Michigan, Lake Michigan.	R boat, no name.	Surfmen recovered and bailed out this boat, which capsized and then drifted near the beach.
July 10	South Haven, Michigan, Lake Michigan.	Slp. Spray	Capsized 500 yards from the station at 9.05 a. m., and the life-saving crew rescued the two men on board in seven minutes after the accident. They then righted and bailed out the boat and returned it to its owner.
July 10	Michigan City, Indiana, Lake Michigan.	Am. sc. Kate Lyons.	Hove to off the station and flew a distress signal, in answer to which the surfmen pulled out and ascertained that she was short of provisions and also wished a tug to tow her into the harbor. Keeper went ashore and purchased a supply of fresh food which he sent off to her, and then notified the master of the local tug that his services were required, and assisted him to procure a hawser with which to tow the schooner.
July 11	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Slp. yt. Vanity.....	Capsized in Sturgeon Bay, 4 miles NW. of station. Surfmen towed her to the shore, righted her, and then returned her to her owner.
July 12	Cranberry Islands, Maine.	Am. sc. J. R. Atwood.	Stranded on Great Cranberry Island 2½ miles WSW. of station at 6 a. m. Keeper employed a volunteer crew (inactive season), ran an anchor, rigged purchases, and at high water successfully hauled her afloat.
July 12	City Point, Massachusetts.	Gas. lch. Sunbeam.	Disabled her machinery. Surfmen found her drifting helplessly in the bay and towed her to moorings off City Point with launch Relief.
July 12	Indian River, Florida....	Am. sc. Plunger....	Sprung a leak. Station keeper boarded and piloted her over the bar and into the river.
July 12	South Haven, Michigan, Lake Michigan.	Nph. lch. Phylida..	Was cruising in Black River, and her naphtha tank exploded when she was 300 feet E. of station. Station crew immediately went to her aid, took four of her passengers into the surfboat, and then towed the launch to her boathouse.
July 13	Charlotte, New York, Lake Ontario.	Slp. yt. Spook	Capsized 1 mile ESE. of station at 3.05 p. m. The life-saving crew at once pulled out and found three people clinging to her bottom. Took two of them, a man and a woman, into the station boat, while the third was picked up by a boat which was near. The surfmen then put the two rescued persons into the other boat and towed the capsized sloop to the shore, bailed her out, and hauled her onto the beach.
July 13	Middle Island, Michigan, Lake Huron.	Am. str. John Owen.	Wished to take in tow a raft of logs that had stranded 4 miles S. by E. from station, but owing to the shoal water was unable to get near enough to run her hawser to it. Station crew made fast their own line to the raft and then pulled out and bent it on to the steamer's hawser, whereupon she hauled the logs afloat and towed them to Alpena.
July 13	Hammond, Michigan, Lake Huron.	Slp. yt. Jack.....	Disabled her steering gear at 6.30 a. m., when 6 miles NE. of station, and the surfmen towed her to the station harbor with the keeper's power launch. They then took her ten passengers to Grace Harbor and repaired the damaged gear. The work was completed at 4 p. m. and the yacht proceeded to Rogers City.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
July 13	White River, Michigan, Lake Michigan.	Am. str. Liberty....	As the master of this vessel was unacquainted with the channel, the station keeper sent a surfman to pilot him up White River and back.
July 13	Holland, Michigan, Lake Michigan.	Am. sc. Swan	On account of the very light wind in the harbor, surfmen towed this vessel to the end of the S. pier at the request of her master.
July 13	Michigan City, Indiana, Lake Michigan.	Am. str. S. S. Wilhelm.	Hove to 3 miles offshore and made signal for a tug, but as the master of the tug could not be found the keeper piloted the steamer to her dock in the harbor.
July 14	Louisville, Kentucky	Shanty boat, no name.	Two men endeavored to tow this boat into the canal against a strong wind and were slowly losing ground, when station crew pulled to their aid and succeeded in getting the boat under the land.
July 14	Holland, Michigan, Lake Michigan.	Am. sc. L. B. For-ester.	Surfmen towed this vessel from the end of the pier to abreast of the station.
July 14	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Marlon.....	Capsized in a heavy squall at 8.50 p. m., and her crew rowed to the station in their tender and requested aid. Surfmen pulled out, found the sloop, and towed it to the Columbia Yacht Club House.
July 15	City Point, Massachusetts.	Rowboat, no name.	This boat capsized in Dorchester Bay 1½ miles NNW. of station, and surfmen in the launch Relief rescued its occupant, took him to the station, provided him with dry clothing from the stores donated by the Women's National Relief Association, and succored him until he had recovered sufficiently to leave for home.
July 15	.....do.....	Catboat Winonio...	Parted her moorings and stranded on City Point. Was floated by members of the station crew, who rigged masthead purchases to heave her down, and then hauled her into deep water with the launch Relief.
July 15	Squan Beach, New Jersey.	Am. st. yt. Aurelia.	Blew the tubes out of her boiler and drifted helpless off the station. The keeper pulled out, took her master ashore, and afforded him facilities to telephone and telegraph for assistance. At 8.15 p. m. a tug arrived and took the disabled craft in tow for New York.
July 15	Ilwaco Beach, Washington.	Fish boat, no name.	Capsized while at anchor and dragged in through the surf, whereupon surfmen secured it and returned it to its owner.
July 16	Point Allerton, Massachusetts.	Slp. Emblem	Stranded 1½ miles W. by N. of station, near Point Pemberton, and was subsequently floated and taken into deep water with the assistance of the life-saving crew.
July 16	Holland, Michigan, Lake Michigan.	Am. sc. Bonnie Boy.	Sprung a leak while lying at the pier, and, as her pumps were disabled, her master requested aid of the keeper. Surfmen hauled her abreast of the station, put their force pump on board, and pumped her free. Her master injured his foot severely and the keeper treated it with proper medicines from the station chest.
July 16	Evanston, Illinois, Lake Michigan.	Rowboat, no name.	Was carried off the beach by the high water and blown offshore, whereupon surfmen recovered and returned it to its owner.
July 16	Milwaukee, Wisconsin, Lake Michigan.	St. yt. Margarette ..	Stranded on the W. side of Jones Island 100 yards from the station. The life-saving crew pulled to her aid in the station skiff and hauled her afloat.
July 16	.....do.....	Slp. yt. Nina.....	Dragged anchor and stranded, whereupon the station crew hove her down and pulled her afloat.
July 16	.....do.....	Slp. yt. Badger	Dragged and stranded during a heavy SW. squall. Surfmen assisted a tug to run lines, heave down, and float her, working at times in water up to their armpits.
July 16	.....do.....	Slp. yt. Beatrice	This yacht stranded 2 miles N. of station in a heavy squall, and a tug towed the surfmen in their boat to the scene, where they ran lines and assisted to float her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. July 17	City Point, Massachusetts.	Slp. yt. Neptune....	Parted mooring chain in a heavy SW. squall and stranded on the beach, whereupon station crew went to her in launch Relief, towed her into deep water, and anchored her in a clear berth.
July 17	.....do	Catboat Gisella.....	While sailing in the bay her master was taken suddenly ill, and the two passengers were unable to handle her. Life-savers took the master on board the launch Relief and towed the boat to Bay View, where the party were landed and the master escorted home.
July 17	.....do	Sailboat, no name..	Two small boys in this boat landed on the rocks in Dorchester Bay, and were left in a dangerous situation when their boat drifted away. Life-saving launch Relief steamed to their aid, took them off the rocks, and, after picking up the boat, landed them at Savin Hill.
July 17	Ashtabula, Ohio, Lake Erie.	Bge. Thompson	Station crew pulled out in the lifeboat and took off and landed a man who was unable to get ashore from this barge on account of the rough sea.
July 17	Old Chicago, Illinois, Lake Michigan.	Sc. yt. Tartar.....	Capsized in a squall and was righted and bailed out by surfmen, who returned her to her owners.
July 18	Cape Disappointment, Washington.	Sailboat, no name..	This boat, which belonged to the Quartermaster Department, U. S. Army, was out sailing with a party of women on board and was rapidly drifting to sea, her crew being unable to withstand the strong tide and head wind, when surfmen hastened to her aid in the surfboat and towed her out of danger.
July 20	Blue Point, New York....	Slp. Ben Russell....	Ran on a shoal $\frac{1}{2}$ mile NW. of station, and the keeper went to her aid in his sailboat, took off her twelve passengers, and conveyed them to their destination. Later in the day the sloop floated unaided, and her master took the passengers to Blue Point.
July 20	Pointe aux Barques, Michigan, Lake Huron.	Am. str. A. D. Thomson.	Stranded on Pointe aux Barques Reef $\frac{1}{4}$ miles N. of station at 2 p. m.; weather thick and sea high. Surfmen at once pulled to her in the lifeboat, took her master ashore to enable him to telegraph for wrecking tugs, and then returned to the steamer and stood by. At 3.30 a. m. the next morning the Port Austin life-saving crew arrived, having pulled a distance of 12 miles in their surfboat, and shortly afterwards, the Thomson having filled, the two crews took off fourteen men and landed them at Pointe aux Barques station. At 7.20 a. m. the Point Austin crew returned to their station. During the day the remaining surfmen made several trips to the steamer, carrying messages and provisions, and on the 22d instant assisted to set up four steam pumps on board. On the 23d they assisted to jettison a portion of her cargo, and continued to help the wreckers until the 25th, when she was released and towed down the lake by two tugs.
July 20	.....do	Bge. Sir Joseph Whitworth.	Was in tow of the steamer A. D. Thomson and went ashore when her consort struck on Pointe aux Barques Reef. On the 21st instant the high seas lifted her off the rocks, and she rode safely to leeward of the reef by means of a hawser which the surfmen ran to the Thomson. The wind moderated during the afternoon and the station crew took a hawser to the tug Favorite, which pulled the barge into deep water, whereupon the steamer Alexander McDougal took her in tow for Port Huron.
July 20	White River, Michigan, Lake Michigan.	Sailboat, no name..	Was drifting out of the channel into Lake Michigan, when the station lookout picked it up and returned it to its owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
July 20	Michigan City, Indiana, Lake Michigan.	Skiff, no name.....	Two men landed on the west breakwater from this boat, and were without means of reaching land when the boat broke from its moorings and drifted down the lake. Surfmen rowed out, picked up the boat and returned it to the men, whom they landed on the shore.
July 20	.....do	Yt. Josephine	Dragged during a heavy squall at 4 p. m., and the station crew kedged her to the west pier, whence a tug towed her into the harbor.
July 20	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Aurora.....	Was in danger of capsizing when surfmen pulled out, took off her crew of two men, and landed them at the station. They then secured the services of a gasoline launch and towed the sloop into port.
July 20	Racine, Wisconsin, Lake Michigan.	Rowboat, no name..	The pier watch saw this boat battering against the rocks, and removed it to a quiet place up the river.
July 20	Two Rivers, Wisconsin, Lake Michigan.	Am. str. Allie E. Shipman.	Sprung a leak while lying at the pier with drawn fires and was prevented from sinking by surfmen, who took the station force pump on board and pumped her free. Fires were then started in her furnaces, and her siphon kept the water down.
July 20	Coquille River, Oregon...	Am. str. Mandalay..	Missed the channel, brought up on a rocky ledge, and was hauled afloat by the tug Triumph, to which the station crew ran a hawser.
July 21	South Chicago, Illinois, Lake Michigan.	Yawl, no name.....	Surfmen pulled out 2 miles and picked up this boat, which was drifting with the current, and took it ashore to await the arrival of a claimant.
July 21	Jackson Park, Illinois, Lake Michigan.	Sc. yt. Mercury.....	At 10.30 a. m. the police patrol informed the keeper that a vessel was ashore off 68th street. Surfmen pulled to her in the surfboat and found that she was pounding on the beach. After making an unsuccessful effort to haul her afloat, they returned to the station and procured a heavier anchor and longer lines. They then resumed operations and, after rigging several purchases and laying out the anchor, hauled her into deep water and anchored her.
July 22	City Point, Massachusetts.	Catboat Bowser.....	At 1 p. m. crew of station launch Relief found this boat ashore on the W. end of Thompsons Island and pulled her afloat.
July 22	Cleveland, Ohio, Lake Erie.	Lighter Jumbo	Broke adrift from its moorings at 7 a. m., and stranded 1 mile SW. of station. Surfmen pulled out in the dingy, made a line fast to the lighter, and towed it to the station, where they secured it until returned to its owner, Engineer Department, U. S. Army.
July 22	South Haven, Michigan, Lake Michigan.	Slp. Spray	Was becalmed off the harbor entrance and made signal for assistance. The station crew responded promptly and were about halfway out to the vessel when they discovered two men in the water, who had attempted to swim ashore from her, but had become exhausted and were in imminent danger of drowning. They took them into the Whitehall boat, and then pulled to the sloop and towed her inside of the harbor.
July 23	Cleveland, Ohio, Lake Erie.	Am. str. Wm. Kennedy.	The station lookout observed smoke and flames issuing from this vessel and at once reported the fact to the keeper, who telephoned to the city fire department, and then hastened to the scene with his crew and found the steamer's cabin and engine house on fire. Surfmen boarded the tug Cascade, which was lying near, and called her crew, with whose aid they soon had two streams playing on the burning craft. The fire was nearly extinguished when the city fire tug arrived and finished putting out the flames.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. July 23	Humboldt Bay, California.	Sloop, no name.....	Was becalmed at 4.15 p. m. and steadily drifted toward the bar, where a heavy surf was breaking, despite the strenuous efforts of her crew to stem the strong current by rowing. Station crew pulled out in the surfboat and towed the sloop with her three occupants to the station, where gasoline launch soon afterwards arrived and took the boat and her crew to town.
July 24	Grande Pointe au Sable, Michigan, Lake Michigan.	Gas. lch. Nalad.....	When near the station her engine became disabled and surfmen towed her into Hamlin Harbor and telephoned to Ludington for a tug to tow her to that place for repairs.
July 25	Nahant, Massachusetts...	Slp. Isa	Dragged her anchor and stranded on the rocks, her master being drenched by the sea in landing. Keeper provided him with dry clothing from the supply donated by the Women's National Relief Association, and then employed a volunteer crew (inactive season) and repaired and calked the sloop. When this work was completed, the surfmen towed her to Lynn and hauled her out on the beach.
July 25	Narragansett Pier, Rhode Island.	Slp. Seal Rock.....	Stranded on Dickens Reef, 2 miles ENE. of station. The keeper employed assistance (inactive season), ran an anchor and hauled her afloat, after which the tug Tiger towed her to Newport.
July 25	Point Bonita, California..	Gas. lch., no name .	At 10.40 a. m. the keeper of Point Bonita light reported that the occupant of a small launch was in danger off the lighthouse and calling for help. Station keeper went to his relief on the U. S. Engineer's steamer General Alexander, and arrived in time to prevent the boat being dashed upon the rocks. The man was taken aboard the steamer and the boat towed to the wharf, where the keeper assisted to overhaul the machinery, which was disabled, and to straighten up the gear.
July 26	Straitsmouth, Massachusetts.	Am. sc. Metropolis .	Stranded on the bar while attempting to pass between Milk Island and the shore. The station keeper boarded and assisted to get her afloat and into deep water, whereupon she proceeded to her destination, apparently uninjured.
July 26	Old Chicago, Illinois, Lake Michigan.	Yacht, no name....	Carried away her foremast during a fresh SW. blow, and surfmen who were out patrolling the vicinity in the surfboat towed her to the Columbia Yacht Club-house.
July 27	Oswego, New York, Lake Ontario.	Rowboat, no name.	The station lookout sighted this boat adrift on the lake, 2 miles NE. of station, and reported his discovery to the keeper. Surfmen pulled out in the dingey, picked up the boat, towed it to the shore, and later in the day delivered it to its owner, who called at the station and proved his property.
July 27	Buffalo, New York, Lake Erie.	Yacht, no name....	When off the station this yacht parted her rigging, and surfmen towed her behind the breakwater and effected repairs, whereupon she continued her cruise.
July 27	Cleveland, Ohio, Lake Erie.	Catboat Erie.....	At 3.20 p. m. keeper received a telephone message informing him that a catboat had just capsized 2 miles ENE. of station, and hastened to the scene with the crew in the surfboat. When they had arrived within $\frac{1}{4}$ mile of the overturned craft, a naphtha launch steamed alongside of it and picked up a man and two boys, who stated that two girls drowned when the boat capsized. The keeper overhauled the sails and rigging and searched in the vicinity for the bodies of the drowned girls, but did not find them. At his direction the rescued man and boys were taken to the station and afforded neces-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. July 27	Cleveland Ohio, Lake Erie.	Catboat Erie.....	sary attention, the man in particular being exhausted from his efforts to keep the lads on the bottom of the boat. All three were supplied with dry clothing from the stores donated by the Women's National Relief Association. They left for their homes, in the care of friends, when they had fully recovered.
July 27	Kewaunee, Wisconsin, Lake Michigan.	Gas. lch., no name..	Struck a snag in the river, drifted upon a shoal and stranded, whereupon surfmen pulled to her in the small boat and towed her home.
July 28	Oswego, New York, Lake Ontario.	Elec. lch. Roswell..	Disabled her machinery, while cruising on the lake with three passengers on board, and drifted with the wind and current. Station crew rowed out a distance of 4 miles, towed her back to Oswego, and made her fast at her moorings.
July 28	Grand Marais, Michigan, Lake Superior.	Gas. yt. Sea Gull....	Was rendered powerless through an accident to her motor, and was drifting helplessly up the lake when observed by the station lookout, who at once reported to the keeper. Surfmen pulled to her in the surfboat, took her painter and towed her to a dock.
July 28	Frankfort, Michigan, Lake Michigan.	Gas. lch. Nalad.....	Sprung a leak. The surfmen built a temporary launchway and hauled her out on the beach. They found that the leak was along the keel and caulked the seam, after which they launched her, and she proceeded up the lake. About two hours later the lookout sighted the same launch making distress signals 2 miles to the northward, whereupon surfmen pulled out, found that her air pump had broken down, towed her to Frankfort, and procured a machinist to make repairs.
July 31	Ludington, Michigan, Lake Michigan.	Slp. yt. Elsie.....	Surfmen picked up and properly secured this sloop, which parted her moorings and drifted away from the pier at 3.30 p. m.
Aug. 1	Fourth Cliff, Massachusetts.	Sailboat, no name..	Stranded on a sandbank $\frac{1}{2}$ mile N. from station, with two men on board. A moderate sea rolling in from SE. threatened to dash the small craft in pieces, when two surfmen put out in a dory and assisted the men to throw overboard their ballast, and work the boat into the river.
Aug. 1	White River, Michigan, Lake Michigan.	Sc. Idler.....	Stranded on outer bar, 2 miles N. from station. The life-saving crew pulled to her aid, but just as they got alongside she swung around and floated. Finding that the man in charge was intoxicated, the surfmen boarded, and worked the vessel to a wharf in the harbor.
Aug. 2	Damiscove Island, Maine.	Am. sc. Game Cock.	Missed stays during a light breeze and thick fog, and anchored in a perilous position to escape stranding. Station crew boarded in surfboat, got the vessel under way, and with surfboat aided by two rowboats towed her to a safe offing.
Aug. 2	Quonochontaug, Rhode Island.	Catboat Glance	Capsized 1 mile NE. from station through the inexperience of three boys who had her in charge. Station crew went to the rescue in a surfboat; righted the capsized craft, and towed it, with the occupants, to a dock near by.
Aug. 2	Atlantic City, New Jersey.	Nph. lch. Pretty Boy.	Anchored, at 9.35 a. m., $\frac{1}{2}$ mile SE. from station, three men on board and machinery disabled. Station crew went to her in surfboat, towed her to a safe anchorage, and landed two of the men, who were passengers.
Aug. 2	Vermilion, Michigan, Lake Superior.	Am. str. Charlemagne Tower, Jr.	Disabled by a broken air pump, 6 miles N. from station, having schooner Twin Sisters in tow. The steamer's signals of distress were answered with Coston signals, and the life-saving crew at once manned surfboat and put out to her re-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 2	Vermilion, Michigan, Lake Superior.	Am. str. Charle- magne Tower, jr.	Ref. Upon arrival alongside they found repairs in progress, and the engineers finally succeeded in working the engines at high pressure. The ship then started slowly ahead, and, upon request of master, the life-savers returned to shore and forwarded dispatches relative to the casualty. The crew of Crispie Station also responded to this call for help, but their services were not required.
Aug. 2	Duluth, Minnesota, Lake Superior.	Catboat Glance.....	Stranded at 9 p. m., 3 miles SSE. of station during a fresh NW wind. The casualty occurred through the inexperience of two young men who had the boat in charge. They were vainly trying to get afloat when the surfman on patrol discovered them, and, after reefing the sail, helped them get the boat off, and she proceeded for her destination.
Aug. 2	North Manitou Island, Michigan, Lake Mich- igan.	Am. str. Erie C. Hackley.	Adrift 3 miles offshore with shaft broken. Station crew discovered her at 8.30 p. m. and went to her assistance in surfboat, with which, after 3½ hours hard towing, they got her to an anchorage near the beach, and the keeper with one surfman then sailed to Leland and procured a tug, which towed the disabled craft into Charlevoix for repairs.
Aug. 3	Coskata, Massachusetts ..	Am. sc. James H. Hoyt.	Stranded on Great Point, 2½ miles NNW. of station, at 1.30 a. m. thick fog and moderate wind. The casualty was soon discovered by the patrolman, who fired two Coston signals, then hastened to the station and gave the alarm. The surfboat at once repaired to the scene and, upon request of the master, returned to the shore, where the keeper telephoned the wrecking commissioner, who dispatched a crew with a wrecking tug to the aid of the distressed vessel. The wreckers and life-savers laid out anchors, and at 9.30 got the schooner afloat uninjured. The surfmen helped to get sail on her, and then returned to station.
Aug. 3	Quonochontaug, Rhode Island.	Stm. yt. Vulcan	Sighted by lookout making signals of distress. Surfmen pulled to her, and found that she had blown out a boiler flue and was helpless. A small naphtha launch endeavored to tow her, but had not sufficient power, and, at request of master, the keeper returned to the shore and telephoned for a tug, which soon arrived and towed the disabled craft to New London for repairs.
Aug. 3	Ocean City, New Jersey..	Nph. lch. Josephine.	Stranded ¼ of a mile E. from station at 12.45 p. m., wind fresh, sea moderate. The surfboat at once went to her aid, and taking advantage of the send of the sea, the surfmen soon worked the yacht afloat. The keeper then instructed the master regarding the channel into Ocean City, and the life-savers returned to station.
Aug. 3	Louisville, Kentucky	Rowboat Albatross ..	In danger of being swept over the falls through the Kentucky chute, with a man, his wife, and five children on board. The life-saving crew immediately manned a boat, pulled swiftly to the rescue and towed the imperiled craft to the station, where they landed the rescued persons in safety. (See letter of acknowledgment.)
Aug. 3	Holland, Michigan, Lake Michigan.	Gas. lch. Victoria ...	Drifting helplessly outside of harbor, with a line foul of propeller. Surfmen went to her aid and towed her into Black Lake with surfboat.
Aug. 3	.....do.....	Am. sc. R. H. Becker	At request of master keeper piloted schooner into Black Lake. Owing to baffling winds she took bottom, but was released with but little difficulty.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 4	Cross Island, Maine	Br. bk. Birnam Wood.	Anchored in dangerous proximity to Old Man Ledge, 1½ miles E. of station; calm weather, thick fog. At 8.45 a. m. the keeper sighted the tops of her masts over the fog, and seeing her to be in a bad anchorage called away surfboat and went alongside. He found the master very ill and the second officer dead; vessel from Rio Janeiro for Saint John, New Brunswick, without cargo. Station crew at once proceeded to Cutter, where the keeper telephoned for a marine-hospital surgeon, but unable to procure one employed Frank Shaw, M. D., who was also a customs officer, and carried him to the vessel. The doctor found the master stricken with yellow fever, and directed that no one go on board except in case of great emergency. The surfmen then went ashore and brought a supply of food to the ship's company, and afterwards pulled to Cutter and sent out a tug, which towed the bark safely to her destination.
Aug. 4	Hunniwells Beach, Maine.	Small sc., no name.	Anchored in a dangerous position close inside the breakers on the bar, 1 mile S. by W. from station, the master, her sole occupant, being evidently fearful of attempting to get underway. The life-savers went to the rescue in surfboat, and towed the imperiled craft clear of danger and to a safe anchorage in the river.
Aug. 4	Potunk, New York	Small boat, no name	Capsize about ¼ mile offshore, throwing the man in charge overboard, he being at once picked up by a boat near by, while three surfmen pulled to the capsized craft and righted and bailed her out.
Aug. 4	Marblehead, Ohio, Lake Erie.	Am. str. Chauncey K. Hurlbut; Am. sc. D. K. Clint.	This steamer, with the schooner in tow, stranded on Mouse Island Reef, 8 miles NW. from station, at 2 a. m., both vessels being laden with iron ore. At daylight the lookout discovered them, and the surfboat at once put out to their assistance, arriving on the scene at 9 a. m. Learning that the master had sent for a tug and lighter, the surfmen occupied a portion of the intervening time in boating off food supplies from Catwaba Island to the steamer. At 7 p. m. the tug arrived with lighter in tow, and station crew assisted in lightering 400 tons of the cargo, working all night and till 1 p. m. the following day, when, at request of the master, they returned to Marblehead in tow of a tug to get more help. Meantime the steamer succeeded in releasing herself, and shortly after hauled her consort afloat without further aid from the life-savers.
Aug. 5	Brant Rock, Massachusetts.	Am. slp. Gulnair ...	Missed stays and stranded on the beach 2 miles N. from station, at 7.45 a. m., NE. wind and moderate surf. The life-saving crew immediately discovered the accident, pulled to the vessel, took a line from her bow, and hauled her afloat, her crew meantime heaving on her anchors, which they had laid out to avoid going farther ashore. At request of master the surfmen then helped to make sail on the sloop, and piloted her into Green Harbor.
Aug. 5	Indian River Inlet, Delaware.	Am. str. Nath'l P. Doane.	Arrived off station towing a mud-digging machine, destined for Government work in Rehoboth Bay and Canal. Upon request the life-saving crew proceeded to the bar, ran a line from the mud digger to the beach, and warped it over the bar into the bay. On the following day they performed a similar service to two scows and a launch.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 5	Plum Island, Wisconsin, Lake Michigan.	Smallboat, no name.	A fresh wind and choppy sea made it unsafe for this boat to leave the shore, as she carried six people. The keeper detailed four surfmen with Mackinaw boat, who transported the party and towed their boat across the river.
Aug. 5	Coos Bay, Oregon	Sailboat, no name..	Capsized during a gale and drifted ashore 14 miles to the northward of station. The lookout witnessed the accident, and surfmen pulled to the boat, hauled her off the beach, and towed her to the station, the occupant having escaped to the shore when the boat stranded.
Aug. 6	Old Harbor, Massachusetts.	Slp. yt. Sachem	Stranded at 12.30 p. m., 1 mile from station, while entering harbor for shelter from bad weather. Surfmen boarded in surfboat, ran anchors, and at high water hove vessel afloat uninjured, and took her to a safe berth.
Aug. 6	New Shoreham, Rhode Island.	Slp. yt. Geniveve...	At 10 p. m. keeper received information that a yacht had stranded on the outer breakwater. Proceeding to the place in surfboat, the life-saving crew assisted in floating the vessel, and then anchored her in a secure place inside, she having sustained no injury.
Aug. 6	Durant's, North Carolina.	Am. str. Edgecumbe.	Made a mistake in passing a day-mark, and stranded 2 miles N. from station. Surfmen went to her aid in a sailboat, ran anchors, and hove her afloat. She had sustained no injury, and proceeded on her way.
Aug. 6	Oswego, New York, Lake Ontario.	Am. stm. bge. Coaster.	At anchor near shore 10 miles from station, machinery disabled. At 12 midnight, in response to the request of the master of a wrecking company, the life-saving crew launched surfboat and proceeded to the place in tow of a tug. Upon reaching the point, the tug lay to, while the surfboat sounded about the barge and ascertained that she lay in good water, whereupon the tug went alongside and took her in tow.
Aug. 6	Tawas, Michigan, Lake Huron.	Fish boat, no name.	Capsized in a fresh breeze at 10.40 a. m., 3 miles NE. from station, the occupants, two men, being at once rescued by a boat close at hand. Meantime, the life savers arrived in surfboat and assisted to right and bail out the capsized craft, when she proceeded to her destination.
Aug. 6	Deer Park, Michigan, Lake Michigan.	Fish boat, no name.	Foundered at her anchors, 3 miles W. from station. Upon learning of the casualty, station crew proceeded to the locality in surfboat, hove up the anchor of the submerged craft, hauled her into shoaler water, and righted her. She had sustained considerable damage and, as the owner was a needy man, surfmen assisted in making repairs.
Aug. 6	North Manitou Island, Michigan, Lake Michigan.	Skiffs (3), no names.	At 5 p. m. a surfman discovered these boats adrift in the surf, and hauled them up on the beach in a safe place.
Aug. 6	Saint Joseph, Michigan, Lake Michigan.	Slp. yt. Privateer...	At 2.10 a. m., during a fresh NW. wind, this sloop collided with north pier, suffering considerable damage. Some of her rigging fouled the pier and held her alongside the cribwork, against which she lay pounding heavily in the rough sea. The life-savers went to her relief in surfboat, assisted the crew of two men to get their vessel clear of the pier, and finally worked her ashore and hauled her up on the beach. On the following day they assisted to launch her, and the owner took her away for repairs.
Aug. 6	Michigan City, Indiana, Lake Michigan.	Slp. yt. Atalanta....	Mistook harbor lights, collided with cribwork of pier extension, and sunk in 22 feet of water. Three of her crew jumped to the pier, and the fourth escaped from the wreck in the yawl boat. The disaster occurred at 12.30 a. m., 1 mile from

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 6	Michigan City, Indiana, Lake Michigan.	Slp. yt. Atalanta....	the station, and, hearing faint cries for help, the lookout sounded the alarm, whereupon the life-savers manned surfboat and pulled in the apparent direction, but in the darkness could find nothing. Meantime the shipwrecked men reached the station, hatless, shoeless, and wet, having lost all their personal effects. They were provided with dry clothing from the stores of the Women's National Relief Association, also with food and shelter. Later in the day the surfmen, with the aid of a tug and derrick, hoisted the wreck to the top of the pier for repairs.
Aug. 7	Whitehead, Maine.....	St. yt. Zaza.....	Stranded at 5.40 p. m. on Upper Gangway Ledge, 5 miles N.E. from station. The life-saving crew at once boarded and stood by until 11.40 p. m. when, aided by the tide, they assisted in getting the yacht afloat, she having sustained only slight injury. The keeper then directed the master to a safe anchorage, and returned with the surfmen to the station.
Aug. 7	Damiscove Island, Maine.	Catboat, no name...	Two men with their wives were out sailing in this boat when she was struck by a heavy squall and, being inexperienced in boat handling, they lost control of their craft, which drifted rapidly toward destruction on a rocky lee shore. Seeing their peril, the life-savers instantly put out to the rescue in surfboat, got a line to the endangered boat just in time to save her from being wrecked, and towed her out clear, when a surfman went on board and sailed her into harbor.
Aug. 7	Gloucester, Massachusetts	Slp. yt. Marion.....	Capized in a squall 1½ miles from station, her occupants, two men, clinging to the bottom. Surfmen put out in small boat, rescued the men, and then, with the aid of a tug that soon arrived, righted the sloop, bailed her out, and towed her to East Gloucester.
Aug. 7	Gloucester, Massachusetts	Slp. yts. Can't Help It, and Toss.	While racing in a strong breeze, the Can't Help It carried away her steering gear and capized, her crew being immediately rescued by a boat close by. The keeper and two surfmen soon arrived in a small boat and towed ashore the yacht, which was badly damaged, and then assisted the owner to strip her of sails and rigging. While thus employed they observed the capsize of the Toss about a mile distant, and at once pulled to her, where they were met by two other surfmen, who had come from the station in a dory. The life-savers picked up the imperiled crew, two men, and righted the sloop, which was towed to shore by another yacht.
Aug. 7	City Point, Massachusetts.	Rowboat, no name..	Drifting in the bay before a fresh westerly wind, carrying two women and a man who were incompetent to manage a boat and were waving their hats for help. The life-saving launch Relief promptly steamed out and took boat and occupants safely to shore.
Aug. 7	.....do	Sailboat, no name..	Capized in a fresh breeze, 1½ miles from station, throwing the occupant, a man, overboard. The life-savers went to the rescue in steam launch Relief, picked up the endangered man, righted his boat, and towed it to a convenient point for landing, when he got into it and pulled to the beach.
Aug. 7	Point Allerton, Massachusetts.	Am. sc. Cardenas...	Stranded shortly after midnight, during a thick fog, 2 miles N.W. from station. The surfmen boarded and rendered assistance in securing sails, lifting hatches, and otherwise preparing to discharge the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 7	Point Allerton, Massachusetts.	Am. sc. Cardenas...	cargo of coal, the master having sent for lighters. At noon the lighters arrived with sufficient help, and the life-saving crew returned to station. The schooner and cargo were ultimately saved.
Aug. 7	Fourth Cliff, Massachusetts.	Rowboat, no name.	Capsized near the shore, the man in charge reaching land in safety. Surfmen transported him across the river, and later secured the boat and delivered it to owner.
Aug. 7	Chatham, Massachusetts.	Sc. yt. Nautilus.....	Stranded on Chatham Bars at 9 p. m., through an error in navigating, and the crew, consisting of five young men, became alarmed, abandoned the yacht, and landed at Chatham Lights. Learning of the casualty by telephone, the life-saving crew started along the beach in surfboat, picked up the master, and went in search of the abandoned vessel. They found her adrift, leaking badly, and, after anchoring her, kept her bailed out until morning, and then turned her over to her crew, who took her to Provincetown in safety.
Aug. 7	Fire Island, New York ...	Catboat Governor Hill.	Capsized in a squall with master and a party of six on board, who clung to the boat until rescued by a sloop near at hand. The surfboat immediately pulled to the scene, carried the rescued people to the station, furnished them with dry clothing from the stores provided by the Women's National Relief Association, and also with food and shelter. Later in the day six of them proceeded to their homes, while the master remained to secure his boat, in which effort he was assisted by surfmen.
Aug. 7	.....do	Am. slp. Ben Russell	Arrived off inlet with a cargo of lumber, and at master's request the keeper piloted her through the channel.
Aug. 7	Buffalo, New York, Lake Erie.	Slp. yt. Rocky John.	Abandoned during the night 2 miles S. from station, the men on board being unable to heave up her anchors. Upon request of the owners the life-saving crew pulled to the yacht at 8.30 a. m., hove up anchors, and towed her to moorings near yacht club breakwater. (See letter of acknowledgment.)
Aug. 8	Hunniwells Beach, Maine	Slp. yt. Electra.....	Struck adrift, no one on board. Surfmen boarded, got vessel underway, and worked her to a safe anchorage.
Aug. 8	Plum Island, and Newburyport, Massachusetts.	Nph. lch. Ralph W..	Stranded on a shoal near Long Point, midway between Plum Island and Newburyport stations. The wreck was discovered by the former station, and, after telephoning to the Newburyport station keeper, the crew manned surfboat and went to the launch. They found her lying in the edge of the breakers, nearly full of water, with her engine disabled. It appeared that her crew, three men, had become alarmed at the threatening appearance of the weather, and had come to grief in an attempt to run their boat up on the beach. The life-savers took the men into the surfboat, then hauled the launch afloat, bailed her out, picked up her oars and gratings, which had gone adrift, and took her in tow for Newburyport. They shortly met the Newburyport station crew, who took the shipwrecked party and boat to their station, where they were provided with food and shelter, also with dry clothing from the stores of the Women's National Relief Association.
Aug. 8	Watch Hill, Rhode Island	Slp. Allison, No. 1...	Caught on a lee shore in a heavy squall, and master beached vessel and jumped ashore with his only companion. Station crew repaired to the place and helped haul launch to a safe point on

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 8	Watch Hill, Rhode Island	Slp. Allison, No. 1...	the beach and, on the following day, to float her. She sustained only slight injury.
Aug. 8	Cape May, New Jersey....	Nph. lch. Idea.....	Anchored in a dangerous position on a lee shore with only part of crew on board. Surfmen put the balance of crew aboard in surfboat, then assisted to get the launch under way and work her out into Delaware Bay.
Aug. 8	Sullivans Island, South Carolina.	Slp. Celia Smith....	Masthead carried away in a fresh wind, and vessel lying disabled 2 miles offshore, with a party of seven on board. Keeper, with two surfmen, boarded and assisted to make repairs, then landed several members of the party to enable them to reach their homes without further delay, as well as to avoid bad weather, which portended.
Aug. 8	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	Capsized $\frac{1}{2}$ mile offshore, throwing the two occupants into the water. The life-savers went to the rescue, picked up the men, and righted and bailed out the boat.
Aug. 8	Beaver Island, Michigan, Lake Michigan.	Slp. yt. Rumina	Stranded at 6.25 a. m. on a reef 2 miles S. $\frac{1}{2}$ E. from station, while carrying all sail in a fresh breeze. The keeper employed a temporary surfman, manned Whitehall boat, and proceeding to the place of casualty in tow of a tug, found the sloop in charge of six men, who were inexperienced, much excited, and unable to cope with the emergency. Under the direction of the keeper an anchor was laid out with a long scope of cable, a part of the yacht's ballast was transferred to the tug, and then by lashing her with her canvas, and heaving on the anchor, she was worked afloat with but little damage, and the tug towed her into harbor.
Aug. 8	Holland, Michigan, Lake Michigan.	Sc. yt. Violet.....	At anchor outside the harbor, steering gear disabled, and signal of distress flying. Station crew went to her in surfboat, and, in compliance with request of master, returned ashore and procured a tug, which towed the disabled craft into harbor.
Aug. 8	.....do.....	Slp. yt. Satania.....	Sprung a leak while participating in a race, and sailing master beached her for safety. Surfmen immediately went to her aid and assisted to haul her up out of danger.
Aug. 9	Old Harbor, Massachusetts.	Am. Sc. Intrepid....	In response to a signal the life-saving crew boarded this schooner, at anchor $1\frac{1}{2}$ miles SE. from station, and the keeper piloted her over Chatham Bars and into Orleans Bay.
Aug. 9	Gay Head, Massachusetts.	Catboat, no name...	Aground in Menemsha Bight, 2 miles E. from station. Surfmen pulled to her aid and hauled her afloat.
Aug. 9	Sullivans Island, South Carolina.	Bateau, no name...	Owing to the inexperience of a man and boy in charge, this boat grounded in the breakers close to the beach, $1\frac{1}{2}$ miles SE. from station. Keeper and crew went to her aid, launched her through the breakers, and took her into Island Cove.
Aug. 9	Ludington, Michigan, Lake Michigan.	Slp. yt. Spy	Becalmed offshore, and drifting rapidly to the southward with a man and woman on board. The weather looked threatening, and, therefore, the keeper, with two surfmen, went to her aid in skiff and towed her safely to shore.
Aug. 9	Michigan City, Indiana, Lake Michigan.	Skiff, no name.....	Parted moorings and drifted into the lake. Surfmen towed it to the shore and delivered it to owner.
Aug. 10	Charlevoix, Michigan, Lake Michigan.	Slp. yt. Josephine...	Ran aground at 9 a. m. on Rock Point, 5 miles N. from station. The life-saving crew towed to the place of casualty, astern of a tug, ran a line to the stranded craft with surfboat, and the tug hauled her afloat uninjured.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 10	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Witch.....	Capsized in a squall at 4.20 p. m., 1½ miles SE. from station. The lookout, who witnessed the accident, promptly sounded the alarm and the life-savers pulled rapidly out in surfboat, rescued the crew of two men, who were clinging to the bottom of the overturned boat, then towed the boat inside the Casino pier, and righted and secured it. They took the rescued men to station, gave them needed stimulants, and supplied them with dry clothing from the stores of the Women's National Relief Association.
Aug. 10	Two Rivers, Wisconsin, Lake Michigan.	Gas yt. Augusta.....	At anchor ½ mile NE. from station, engine disabled, and bad weather in prospect. Surfmen pulled alongside and found owner in charge, who requested that a towboat be sent to his aid, as he desired to reach harbor to escape the approaching storm. No tug being available, the surfboat took the disabled craft in tow, and after a hard pull got her to a safe place in harbor.
Aug. 11	City Point, Massachusetts.	Slp. yt. Dream.....	Dragging anchor toward City Point pier, in a fresh northwester. Life-saving men went to her aid with steam launch Relief and a rowboat, and, reaching her just as she struck the pier, ran a line to her in rowboat, and towed her with launch to safe moorings.
Aug. 11	Lake View Beach, Michigan, Lake Huron.	Sailboat, no name..	Capsized about 4½ miles S. by E. from station while gybing in a fresh breeze, throwing the occupants, two men, overboard. The life-saving crew, which happened to be close by searching for the body of a drowned man, promptly rescued the imperiled men and helped them right their boat.
Aug. 11	Harbor Beach, Michigan, Lake Huron.	Slp. scow, no name..	Sunk at 9.15 a. m. in 10 feet of water inside the harbor, ½ of a mile SE. of station. The lookout witnessed the disaster, and the life-savers at once manned surfboat and pulled swiftly to the scene. They found that the scow had been overloaded with stone by two boys who had her in charge, and after sailing a short distance it sank, taking one boy down, while the other was rescued by a passing sailboat. By diving and grappling the surfmen recovered the body of the drowned lad within about twenty minutes of the catastrophe, and at once set about resuscitation by the Service method, in which they were aided by two physicians; but all their efforts were unavailing and the physicians finally pronounced life extinct. The following day station crew removed the cargo of stone from the scow, which they then hauled up to a secure place on the beach. (For detailed account see caption "Loss of life.")
Aug. 12	Gloucester, Massachusetts	Gas. lch. Marion....	Stranded at 8.40 p. m. on Dog Bar breakwater 1 mile SE. from station, the casualty occurring through a mistake in locating lights, and master at once made a signal with a lantern, which the patrol reported to keeper. The life-saving crew boarded immediately, but had to defer effort to release her until a favorable tide. They landed two passengers, and the keeper then returned aboard and remained with the master until 4.30 a. m. the next day, when the station crew came in surfboat and ran anchors, then by heaving on the cables and working engine the vessel was released with but slight injury.
Aug. 12	City Point, Massachusetts.	Slp. yt. Tramp.....	Dragging anchor toward a lee shore in Dorchester Bay during a strong NW. wind. Surfmen boarded in 14-foot boat, got the yacht underway, and worked her under the weather shore, when the owner came on board and took charge.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 12	Great Egg, New Jersey ...	Catboat, no name...	Collided with a wooden jetty, sprung a leak, and master beached her to avoid sinking. Surfmen assisted to make repairs, and on flood tide got her afloat.
Aug. 12	Smith Island, Virginia....	Am. sc. Samuel H. Sharp.	Grounded at 7 a. m. on Isaac Shoal, 3½ miles SW. from station, through an error in navigating. The life-saving crew boarded at once, ran out vessel's anchors, and on the flood tide hove her afloat and anchored her inside. At high water they assisted to work her out over the shoals, and anchored her in 4 fathoms of water.
Aug. 12	Big Sandy, New York, Lake Ontario.	Nph. lch. Theresa...	Ran ashore in a squall, 7 miles S. from station, and at 5 p. m. the keeper received a telephone message from the master, requesting help the following morning should the weather be favorable. At 7 a. m., of the 13th, the life-saving crew repaired to the place in surfboat with tackles, lines, and rollers, and after several hours' work released the stranded craft.
Aug. 12	Grand Haven, Michigan, Lake Michigan.	Nph. lch. Gertrude..	At 8.30 a. m. the keeper learned from a passing vessel that a small naphtha launch with three persons on board lay disabled about 6 miles S. from station. Manning the surfboat, the crew at once started for the locality, found the launch at about 5 a. m., and started back with her in tow, finally encountering a tug, which took charge of the disabled craft and towed the surfboat back to station.
Aug. 13	Quoddy Head, Maine.....	Fish boat, no name.	Observing this boat to be dragging ashore during a fresh wind, the keeper with one surferman pulled to her in dingey, cleared her cable, and anchored her securely.
Aug. 13	White Head, Maine	Slp. yt. Gracie	Stranded on Twobush Reef at 8.50 a. m. 4 miles ESE. from station. As only part of her mast was visible from station, the casualty was not discovered until 2.50 p. m., when the life-saving crew manned the surfboat and pulled to the vessel. They found her adrift, full of water, and abandoned by her crew, which, as was afterwards learned, had landed in a small boat. Taking the wrecked craft in tow of surfboat, the life-savers got her to Hewitt's Island, 1 mile distant, beached her in a secure place, and turned her over to the owner, who shortly arrived.
Aug. 13	City Point, Massachusetts.	Slp. yt. Marsalena ..	Capsized about 2 miles W. by S. from station, during a fresh wind, the occupants, three men, taking refuge in a small tender which they had in tow. Station crew put out in steam launch Relief, rescued the men, righted the yacht, and towed it to a landing at Harbor View.
Aug. 13	Cuttyhunk, Massachu- setts.	Catboat Amy	Stranded at 2 a. m., anchor gone and boom broken. The accident occurred in a fresh NNW. wind with choppy sea, and was due to the inexperience of three young men, who had hired her for a pleasure cruise. At daybreak the life-saving crew learned of the casualty, proceeded to the place in surfboat, ran three anchors with good scope of cable, hove the stranded craft afloat, and fished the broken boom, when the young men resumed charge and started for New Bedford with a fair wind.
Aug. 13	Blue Point, New York....	Catboat Leon.....	Capsized shortly before midnight 1 mile offshore and the same distance from station. The casualty occurred through mismanagement on the part of the man in charge, who was on his way to his home in Patchogue, accompanied by his wife. In assisting her he fell overboard, but both finally reached the upper side of the boat, as it lay capsized, and remained in this exposed and perilous position until morning. At daybreak the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered
1902. Aug. 13	Blue Point, New York....	Catboat, Leon	lookout discovered them and, hastily calling a surfman, the two men put out in a sailboat and brought them to station, where they were provided with food and comfort and with dry clothing from the stores of the Women's National Relief Association, and were later conveyed to Water Island Ferry, whence they proceeded to their home. Surfmen righted the capsized boat and brought it to station, subsequently delivering it to owner.
Aug. 13	Sullivan's Island, South Carolina.	Catboat, no name ..	Three men were fishing outside in this boat when a fresh easterly wind sprung up, creating a rough sea. The boat made heavy weather of it, and was in danger of capsizing, when the keeper signaled the crew to make a landing, at the same time indicating the best place. The surfmen stood by, and, as the boat entered the breakers, seized her and hauled her up on the beach.
Aug. 13	Milwaukee, Wisconsin, Lake Michigan.	Slp. Pearl, jr	Caught in a strong SE. wind while sailing in the bay with three boys on board, who became frightened and were in great peril. The life-savers at once recognized the danger, and, pulling quickly to the rescue, towed the sloop to the station and landed her occupants.
Aug. 13	Sheboygan, Wisconsin, Lake Michigan.	Am. sc. York State..	Came into harbor leaking at 7 p. m. Station crew boarded, and pumped till 2 a. m., when they reached the leak and stopped it.
Aug. 14	City Point, Massachusetts.	Skiff, no name	Adrift in the bay, and a surfman pulled out in dory and towed it to station.
Aug. 14	....do	Gas. lch. Beelzebub.	Disabled by breaking down of engine, 2 miles E. by N. from station. Station crew went to her aid in launch Relief, landed two of five passengers on board, then towed her to moorings in Pleasure Bay.
Aug. 14	Seabright, New Jersey ...	Catboat, no name ..	Capsized in the river near station, throwing overboard occupants, three men. Two surfmen, who observed the capsize, jumped into a small boat, rescued the imperiled men, and towed their boat to shore.
Aug. 15	Tawas, Michigan, Lake Huron.	St. lch. Dolphin	Adrift off East Tawas docks, engine broken down. The keeper of Pointe aux Barques station and a surfman of Tawas station, who were out sailing in a sloop, towed the helpless craft to a safe harbor close at hand.
Aug. 15	Duluth, Minnesota, Lake Superior.	Rowboat, no name.	Drifting away from shore, carrying a small girl who was unable to help herself. Two surfmen launched dingey, rescued the girl, and hauled the boat up on the beach.
Aug. 15	Cape Disappointment, Washington.	Fish boats (2), no names.	At 5 a. m. the lookout telephoned the keeper that a fish boat had capsized in the breakers on Peacock Spit. The life-saving crew immediately put out in the Dobbins lifeboat and succeeded in rescuing one man and saving two boats, while another man, James Mitchell by name, lost his life in the breakers. (For detailed account see caption "Loss of life.")
Aug. 16	City Point, Massachusetts.	Gas. lch. Harriet....	Adrift in Dorchester Bay with a disabled propeller; six persons on board. Steam launch Relief put out and towed her to moorings abreast of South Boston Yacht Club landing.
Aug. 16	Monomoy, Massachusetts.	Am. sc. Irene E. Meservey.	Ran aground at 4.40 a. m. on Bearse's Shoal, 2½ miles SE. by S. ½ S. from station, through an error in navigating. The lookout immediately discovered the casualty, and the station crew boarded in surfboat, assisted the crew to throw over the deckload of lumber and hoist the sails, and at 7.30 a. m., on the rising tide, the vessel floated, and proceeded on her voyage uninjured.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 16	Quonochontaug, Rhode Island.	Sailboat, no name..	Capelized in a race in Quonochontaug Pond, and keeper and one surfman assisted to haul the boat into shoal water and right it.
Aug. 16	Rehoboth Beach, Delaware.	Catboat Nota Bene.	Drifting helplessly with two men on board, mast carried away, strong wind and rough sea. Surfmen went out in sailboat, towed the disabled craft into harbor, and landed the imperilled men.
Aug. 16	Galveston, Texas	Sail skiff, no name.	Unable to stem the tide, and drifting to sea with a man aboard. Surfmen pulled to the rescue in dingey and towed the boat into harbor.
Aug. 16	Tawas, Michigan, Lake Huron.	Nph. lch. Olive	Station crew in surfboat were attending boat races at Bay City, when the Olive became disabled and drifted rapidly toward the lee shore before a fresh easterly wind. The surfmen pulled to her aid, towed her into deep water, and assisted to make repairs.
Aug. 16	Ludington, Michigan, Lake Michigan.	Am. sc. Hustler	Collided with north pier and carried away head gear. Surfmen assisted to make repairs, then tracked vessel into harbor.
Aug. 16	Coquille River, Oregon...	Fish boat, no name.	Capelized in the breakers on the bar $\frac{1}{2}$ mile from station. The life-savers, who witnessed the accident, quickly pulled to the scene, rescued the crew of two fishermen, whom they found clinging desperately to the bottom of their boat, and towed the boat to the shore.
Aug. 17	Point Allerton, Massachusetts.	Slp. Elsa	Stranded near Boston light, $\frac{1}{2}$ miles from station. The life-saving crew pulled to vessel in surfboat, ran an anchor, and, as the tide flooded, got her afloat uninjured.
Aug. 17	Old Harbor, Massachusetts.	Skiff, no name	Drifting rapidly out of harbor, carrying a small boy who was helpless. Surfmen rescued the lad and towed the boat ashore.
Aug. 17	Oregon Inlet, North Carolina.	Am. str. Margaret...	Lay to off station and signaled for a pilot to take her to sea. As she drew 54 feet of water, she could get out the inlet only at high tide, and surfmen piloted her each flood tide until the 19th, when they got her safely outside.
Aug. 17	Buffalo, New York, Lake Erie.	Slp. yt. Omega	Capelized outside the breakwater $\frac{1}{2}$ miles from station, during a strong wind with rough sea. The keeper and a surfman on lookout had been watching the sloop, and the surfboat promptly started to the rescue. Upon reaching the place of casualty the life-savers found that the only man belonging to her had jumped overboard and was endeavoring to swim to the breakwater, about $\frac{1}{2}$ mile distant—an extremely hazardous enterprise in the prevailing state of sea and tide. They rescued the man, and as he was chilled and wet, took him to station, gave him stimulants, put him to bed, and also furnished him with dry clothing from the stores of the Women's National Relief Association. They then returned to the capelized craft, but found that she had drifted inside of the breakwater, where the members of the yacht club had taken her in charge.
Aug. 17	Racine, Wisconsin, Lake Michigan.	Piledriver, no name	At midnight the patrolman and lookout discovered this vessel adrift in the harbor and assisted a tug, which they called, to moor it securely.
Aug. 18	Block Island, Rhode Island.	Am. slp. Dauntless..	Sprung a-leak and sank in Cormorant Cove. Upon learning of the casualty keeper and crew went to her relief in surfboat, but were unable to raise her. On the following day they made a second attempt, and were successful, the vessel having sustained only slight damage.
Aug. 18	Rockaway Point, New York.	Am. slp. Coming....	Struck centerboard and stranded on the beach $\frac{1}{2}$ miles E. from station. The life-saving crew pulled to the vessel's relief,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 18	Rockaway Point, New York.	Am. slp. Coming....	and, finding her in charge of only one man, the rest of the crew being absent fishing, ran out anchors with good scope of cable and hove her afloat uninjured.
Aug. 18	Bois Blanc, Michigan, Lake Huron.	Lighter, no name..	During a fresh easterly blow with rough sea, the tug Signet was making for a harbor with two lighters in tow, when a line parted and onelighter drifted ashore on Nichols Point, 2 miles from station. On the following day two tugs came for the stranded craft, and the life-savers boarded her and, after assisting to remove her deck load of coal, ran lines to the tugs, by which she was hauled afloat. Adrift offshore unattended, and surfman pulled out and towed it to the beach, and keeper delivered it to owner.
Aug. 19	Manomet Point, Massachusetts.	Dory, no name	At 8.30 a. m. the steamer Santa Maria, with two schooners in tow, came to off the station and signaled for assistance. The life-savers promptly responded, and found that the Galatea, one of the tow, had sprung a leak and had 6 feet of water in her hold. They manned the pumps for over five hours and reduced the water 4 feet, the Santa Maria having in the meantime procured a pumping crew of six men from shore, who relieved the surfmen, and kept the vessel afloat until the tow reached Cleveland.
Aug. 19	Tawas, Michigan, Lake Huron.	Am. sc. Galatea.....	Machinery disabled, and launch drifted ashore, where she lay pounding the bottom in a heavy sea, her crew of two men being unable to release her. The life-saving crew pulled to her aid in surfboat, hauled her afloat, and towed her into harbor.
Aug. 19	Pentwater, Michigan, Lake Michigan.	Nph. lch. Thomas C.	Stranded at 5.40 a. m. on the Londoner Ledge, 2 miles SE. from station. The life-saving crew arrived in surfboat at 6.20 a. m., and found the yacht rolling and pounding heavily, and abandoned by most of her passengers and crew, who lay by in small boats. As the vessel was in a very precarious situation, the life-savers took the rest of her company into the surfboat until the tide flooded, and then, as she lay easier, ran an anchor, worked her off the ledge, and turned her over to the light-house steamer Armeria, which towed her into deep water, where a tug took her in charge for Gloucester. She sustained only slight damages.
Aug. 20	Straitsmouth, Massachusetts.	Sc. yt. Shamrock....	Missed stays while under sail and grounded on Hereford Bar, wind fresh NE. and sea moderate. The casualty was immediately discovered by the life-saving crew, who boarded the launch, ran two anchors with good scope of cable, hove her afloat, and then assisted the master to work her into harbor.
Aug. 20	Hereford Inlet, New Jersey.	Sail and elec. lch. Barbara.	Missed stays and stranded on middle ground 2½ miles ENE. from station. Life-savers went to her aid in steam launch Relief and hauled her afloat, whereupon she made sail, and proceeded into harbor.
Aug. 21	City Point, Massachusetts	Am. slp. Leslie.....	Ran ashore through careless handling, 1½ miles from station. Surfmen assisted her afloat by altering her trim.
Aug. 21	Atlantic City, New Jersey.	Cat. yt. Marcella....	Dragged anchor into deep water and went adrift at 4 a. m. Surfman on lookout went after her in patrol skiff and towed her back to an anchorage.
Aug. 21	Grand Haven, Michigan, Lake Michigan.	Nph. lch. Clarence..	Anchored off station in dangerous proximity to rocks and surfmen towed her to a better anchorage and loaned her an extra anchor and cable, which she returned the following day.
Aug. 22	Gay Head, Massachusetts.	Slp. yt. Alice.....	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 22	Charlotte, New York, Lake Ontario.	Sailboat no name..	Capsized under a heavy press of canvas, throwing overboard the only occupant, who was rescued by another boat. The life-savers put out in surfboat, towed the capsized craft to shore, and hauled her up on the beach.
Aug. 22	Middle Island, Michigan, Lake Michigan.	Am. sc. Tailor	While making the circuit of the island the keeper, at 1.30 p. m., discovered a flag half-masted in the rigging of a barge in tow of a steamer, lying at anchor under the lee of the land. He immediately telephoned station crew, who manned surfboat and, taking him aboard en route, pulled to the distressed craft and found her leaking, 6 feet of water in hold, and crew exhausted by incessant pumping. Surfmen assisted to haul barge alongside of the schooner Dobbin, in the same tow, and, by using the steam pumps of both vessels and two hand pumps of the former, got the leak under control after twelve hours of pumping, then tore away the inside planking and calked the defective seams, nearly stopping the leak. The master then employed two extra hands from shore, and the tow proceeded on its way at 3 a. m. of the 23d.
Aug. 23	Hunniwells Beach, Maine	Sc. yt. Lena.....	Dragged ashore at entrance to Atkins Bay, during a strong breeze. Surfmen pulled to her relief, ran an anchor, hove her afloat, and worked her to a secure anchorage.
Aug. 23	Shinnecock, New York...	Catboat Zaza.....	Capsized in the bay during a fresh northwester. The keeper and two surfmen went to her in a sailboat, helped free her of water, and then towed her to an anchorage.
Aug. 23	Marblehead, Ohio, Lake Erie.	Am. str. Robert E. Packer.	Stranded at 9 p. m. on Mouse Island Reef, 8 miles NW. from station, the casualty being due to an error in navigating. At 12 midnight the life-saving crew manned surfboat and went to her aid in tow of the tugboat John E. Monk, which on arrival at the steamer made an ineffectual endeavor to haul her afloat, surfmen assisting by running lines and taking soundings. The station crew then boarded the ship and altered her trim by shifting 125 tons of coal, after which the tug hauled her afloat, and she proceeded on her voyage.
Aug. 23	Grand Haven, Michigan, Lake Michigan.	Elec. lch. Lotta	Disabled by broken machinery, a short distance from station. Two surfmen towed her up the river with station skiff and made her fast to a pier.
Aug. 23	Michigan City, Indiana, Lake Michigan.	Am. str. S. S. Wilhelm.	Upon request of master the keeper piloted this steamer into harbor to her wharf, remaining on board until she made fast.
Aug. 24	Newburyport, Massachusetts.	Rowboat, no name..	Two men started out of the river on a fishing trip, in this boat, but encountered a heavy surf on the bar and attempted to land, when the boat shipped a sea that carried one man overboard. A surfman watching them promptly helped the imperiled man ashore then assisted in securing the boat and launching it in the river.
Aug. 24	City Point, Massachusetts	Catboat Nancy Hanks.	Mast carried away in a fresh breeze while sailing in Dorchester Bay. The life-saving crew went to her assistance in steam launch Relief, cleared up the wreckage, unshipped the broken spar, and towed the disabled craft to yacht club moorings at South Boston.
Aug. 24	.....do	Slp., no name	Capsized in a fresh breeze, the occupants, two men, being rescued by a boat near by. The life-savers towed boat ashore and supplied one of the rescued men with dry clothing from stores of the Women's National Relief Association.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 24	Brenton Point, Rhode Island.	Slp. yt. Alice.....	Anchored in a dangerous position off Castle Hill, no one on board. Station crew towed the sloop to a dock in Castle Hill Creek, and keeper advertised it in a newspaper, through which medium the owner recovered his property.
Aug. 24	Potunk, New York.....	Sailboat, no name..	Capsize <i>d</i> $\frac{1}{2}$ mile from station, throwing overboard the man in charge, who was picked up by another boat. Three surfmen hastened to the place in small boat and assisted to right and bail out the capsized craft, which then proceeded on her way.
Aug. 24	Bellport, New York.....	Slp. Emdoma.....	While sailing in his own boat, the keeper saw this sloop capsize and went promptly to her aid, towing her into shoal water.
Aug. 24	Holland, Michigan, Lake Michigan.	Rowboat, no name.	About 4 a. m. the lookout discovered a rowboat drifting unattended out of harbor and recovered it, the keeper later returning it to owner.
Aug. 25	Newburyport, Massachusetts.	Slp. yt. Querita.....	Stranded on a shoal in the mouth of Merrimac River. Surfmen kedged her afloat and assisted the master in piloting her down the channel.
Aug. 25	Blue Point, New York ...	Am. slp. Chetowalk.	Upset by a whirlwind at 12.30 p. m., 2 miles NNW. from station, the occupants, a man and woman, being at once rescued by a ferryboat. The keeper and two surfmen put out in a sailboat, and, aided by several small craft, towed the capsized sloop into smooth water, righted and bailed her out, and assisted to repair her rigging, which had suffered considerable damage.
Aug. 25	Oswego, New York, Lake Ontario.	Rowboat, no name.	At 11.30 p. m. the patrol found a rowboat adrift in the surf and hauled it out on the beach, it being delivered to owner, who claimed his property the following day.
Aug. 25	South Haven, Michigan, Lake Michigan.	Am. sc. Indian Bill.	Unable to make harbor owing to light and baffling winds. Surfmen went to her aid in supply boat and ran a line to the pierhead, enabling her to get inside.
Aug. 26	Manomet Point, Massachusetts.	Rowboat, no name.	During the middle watch a patrolman heard cries for help, and hastening in their direction found two intoxicated men vainly endeavoring to get ashore from a water-logged boat containing only one oar. He succeeded in rescuing them from the perilous situation and hauled the boat up on the beach.
Aug. 26	Old Harbor, Massachusetts.	Dory, no name	Drifting down the tide, water-logged and unattended. Surfmen secured boat and returned it to owner.
Aug. 26	Galveston, Texas.....	Slp. Edna.....	Became jammed in some piling, the remains of an old pier, while en route to Galveston with a cargo of vegetables. Surfmen pulled to her aid and assisted in releasing her, when she proceeded to her destination.
Aug. 27	Hunniwells Beach, Maine.	Rowboat, no name.	Drifting to sea on a strong tide which the two occupants were unable to stem. Station crew went to the rescue and towed the endangered craft out of peril.
Aug. 27	City Point, Massachusetts.	Am. sc. Thalia.....	Missed stays and stranded on middle ground, $\frac{1}{2}$ miles ENE. from station. Station crew went to her aid in steam launch Relief, and on the rising tide hauled her afloat, whereupon she made sail and went her way.
Aug. 27	Harvey Cedars, New Jersey.	Cat yt. Bessie B	Dismasted while sailing in Manahawken Bay in a fresh breeze, with a pleasure party of four on board. The life-saving crew landed the passengers in small boat, then helped the master to clear up the wreckage, anchored the yacht off the station for the night, and the next day assisted to make repairs.
Aug. 29	City Point, Massachusetts.	Slp., no name.....	Anchored in Dorchester Bay $\frac{1}{2}$ miles WSW. from station, abandoned, and beating heavily against rocks. Life-saving men

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 29	City Point, Massachusetts.	Slp., no name.....	towed the sloop to station, where it remained at anchor until called for by owner, who stated that it had been stolen from moorings in Neponsett River.
Aug. 29	Ashtabula, Ohio, Lake Erie.	Nph. lch., no name.	At 6.30 p. m. this launch took a cargo of supplies to a steamer lying 2 miles off-shore, and failed to return. Sometime after dark the steamer sounded five whistles, and thereupon, putting out in surfboat, the life-saving crew found the launch broken down and helpless, and towed her into the harbor.
Aug. 29	Ludington, Michigan, Lake Michigan.	Am. sc. Condor.....	Arrived off South Pier and made signals for a tug, which failed to respond. Surfmen went to her aid in skiff and tracked her safely into harbor.
Aug. 30	Buffalo, New York, Lake Erie.	Yt., no name	Capized outside the breakwater, throwing three boys overboard. The light keeper rescued the boys, and the life-saving crew recovered the yacht, bailed it out, and picked up the gear that had gone adrift.
Aug. 31	Jerrys Point, New Hampshire.	Am. str. Catawissa..	Stranded during a thick fog, on Stielman's Rock, $\frac{1}{2}$ mile NE. from station. The life-saving crew boarded, ran an anchor, and at high water assisted in floating the steamer, which then proceeded to an anchorage in Portsmouth Harbor.
Aug. 31	Point of Woods, New York.	Nph. lch. Advance.	Adrift in Great South Bay, machinery disabled, and occupants signaling for help. The keeper, who was out in his sailboat, responded to the signals and towed the helpless craft to Fire Island.
Aug. 31	Atlantic City, New Jersey.	Fish boat, no name.	In response to a signal of distress flying from the launch Arrow, anchored outside, the station crew manned surfboat and pulled toward her. Soon after starting they took tow from another launch, whose master informed them that the signal had been set to call them to the aid of three fishermen in jeopardy on the bar, and in a short time they sighted a fishing boat anchored in the breakers, one of the crew in the boat and the other two clinging to the gunwale, while a freshening wind and rough sea added to the peril of their situation. Casting off their towline, the life-savers pulled into the breakers, rescued the endangered men, and saved their boat.
Aug. 31	Lake View Beach, Michigan, Lake Huron.	Slp. yt. Wolverine.	Carrying too much canvas, and making heavy weather in a fresh wind, with considerable sea. Life-savers pulled to her aid in surfboat, and finding her in charge of five young men who were inexperienced in boat sailing, reefed her down and worked her under the lee of the land, after which the keeper gave the men instructions as to handling their craft and they proceeded on their way.
Aug. 31	Crisps, Michigan, Lake Superior.	Am. str. Charles O. Smith.	On a lee shore, in a NNW. gale, with high seas, a raft of logs in tow, and blowing her whistle for help. Station crew responded to the call in surfboat, and learning that the master desired to get clear of the raft without sacrificing his hawser, pulled to the raft and succeeded in casting off the line, which was then hauled aboard the steamer.
Aug. 31	Grand Marais, Michigan, Lake Superior.	Lighter, no name ..	Parted moorings in a gale and stranded near station. The keeper notified a tug, which soon hauled lighter afloat, the life-saving crew assisting by running a hawser for that purpose.
Aug. 31	Sleeping Bear Point, Michigan, Lake Michigan.	Am. sc. Rob Roy ...	Dragging anchor in Sleeping Bear Bay, 4 miles NE. from station, during a strong SW. wind. Life-savers boarded in surfboat and found her leaking, as well as in danger of shipwreck on the beach, but a tug arrived opportunely and towed her to a safe anchorage, the surfmen assisting to heave up anchors and pump water out of holds.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Aug. 31	Ludington, Michigan, Lake Michigan.	Am. sc. Condor.....	While moored at a pier a passing ferry-boat collided with her stern, parting her lines and starting her leak. Surfmen promptly boarded the schooner and sailed her inside to a suitable place for discharging cargo and making repairs.
Sept. 1	City Point, Massachusetts.	Slp. yt. Wayward...	Struck a shoal, broke her rudder, and becoming unmanageable, the station steam launch Relief towed her to moorings off the Mosquito Yacht Club House.
Sept. 1	North Scituate, Massachusetts.	Slp., no name	Stranded 2½ miles N. of station at 10.30 p. m., having three men on board. The lookout heard their outcries, pulled out in a skiff, and took them to the station, where they were succored for the night. The sloop floated sometime later, and after breakfast the next morning the surfmen put her crew on board.
Sept. 1	Old Harbor, Massachusetts.	.....do	Carried away her mast during a regatta, and was towed to an anchorage by the station crew, who were in attendance to render aid in case of necessity.
Sept. 1	Cuttyhunk, Massachusetts.	Slp. Norma.....	Was dragging anchor, her crew being ashore, when four surfmen pulled to her, weighed her anchor, and sailed her to a safe berth.
Sept. 1	Great Egg, New Jersey...	Nph. lch. Julia G...	Stranded on a sand bar in the Beach Thoroughfare at 8.25 p. m., and the surfmen took her passengers and crew, 13 all told, to Longport, in the surfboat. They then endeavored to float the launch, but were unsuccessful until the next day, when a steamer arrived and aided them to get her into the channel.
Sept. 1	Two-Mile Beach, New Jersey.	Rowboat, no name.	At 4.45 a. m. the surfman on patrol picked up this boat, which was adrift in Cold Spring Inlet, and made it fast to a stake. Later in the day the owner came to the station and claimed his property.
Sept. 1	Hammond, Michigan, Lake Huron.	Fish boat Molasses..	While approaching the shore in a gale this boat disabled its centerboard, and rapidly drifted toward a reef. Surfmen who witnessed the mishap pulled out and towed the boat and its two occupants into the station harbor.
Sept. 1	Plum Island, Wisconsin, Lake Michigan.	Am. sc. Oliver T. Mitchell.	A surfman took the master of this vessel to Detroit Harbor, in a sailboat, to procure a supply of fresh provisions, and returned with him to the station, the schooner's small boat being unseaworthy.
Sept. 1	Duluth, Minnesota, Lake Superior.	Am. str. M. D. Carington.	While engaged in towing the steamer James Watt, this vessel capsized, and George Jones, her engineer, drowned. Surfmen located and buoyed the submerged craft, and dragged for the body of the drowned man, which they recovered and delivered to the coroner.
Sept. 1	.....do	Sailboat Fritz.....	Capsized while sailing in the bay, with four men on board. Surfmen pulled to her in the surfboat, rescued the men, and righted and towed the boat to the beach, where it was bailed out and delivered to its crew.
Sept. 1	White River, Michigan, Lake Michigan.	Sailboat, no name..	At 5.15 p. m. the lookout saw a small sailboat capsize in White Lake, about one-half mile from station, and at once notified the keeper, who had the surfboat launched and pulled toward her; but before the surfmen could reach her the three boys on board were rescued by a boat from a yacht at anchor close by. The station crew towed the capsized craft to the shore, and afterwards returned it to its owner.
Sept. 2	City Point, Massachusetts.	Gas. lch. Elder	Disabled her machinery while cruising with a party of seven people on board, and was found in a helpless condition by the station launch, which was on patrol. Launch towed her to the public landing at City Point and made her fast. Two of the passengers, who were wet

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Sept. 2	City Point, Massachusetts.	Gas. lch. Elder	through by the sea, were taken to the station and furnished with dry clothing from the supply donated by the Women's National Relief Association.
Sept. 2	Barneget, New Jersey....	Catboat Anita	Stranded at 6 p. m. on the inside of Barneget Inlet, and was floated at high water the next day by surfmen, who went to her assistance and took her to a safe harbor.
Sept. 2	Portage, Michigan, Lake Superior.	Gas. lch., no name..	At the request of her owner, the station crew raised this launch, which sprung aleak and sunk at her moorings. They then towed her to the station and hauled her out on the beach for repairs.
Sept. 2	Grande Pointe au Sable, Michigan, Lake Michigan.	Am. str. Hattie B. Perue.	Became water-logged and anchored 2 miles N. of station at 1 a. m. Her master made no response to signals displayed by the surfmen during the night, but at 6 o'clock the next morning hoisted an ensign in the rigging, in answer to which the station crew pulled off, and ascertained that the steamer was half full of water, and that her master wished a tug to tow her to Ludington. The keeper immediately returned to the station, telephoned for a tug, and again pulled off to the steamer, where the surfmen were employed bailing out water with buckets (the pumps being disabled) and in throwing overboard the deckload to lighten her. A tug towed her to Ludington, the life-saving crew remaining on board and assisted to keep her afloat until she arrived at that place.
Sept. 2	Ludington, Michigan, Lake Michigan.	.....do	Grounded 300 feet from the S. pier while being towed into the harbor in a water-logged condition. Surfmen ran lines from her to the pier, took provisions to her crew, and carried her master ashore to enable him to telephone to her owners. At 4 p. m. two tugs succeeded in getting her to an anchorage in the harbor.
Sept. 3	Fort Lauderdale, Florida.	Gas. lch. Aubings...	Disabled her machinery and was towed to her dock and made fast by station keeper, who was out cruising in his launch.
Sept. 3	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Cape Horn..	Dragged anchor and stranded $1\frac{1}{2}$ miles N. of station at 5.30 a. m., and was floated by surfmen with the aid of the tug Maggie Lutz.
Sept. 4	White Head, Maine	Br. Sc. Flash	Missed stays and anchored in a dangerous position among the ledges $\frac{1}{2}$ mile W. of station. Surfmen at once pulled to her aid, weighed her anchors, and sailed her into the open channel, whence she proceeded on her voyage.
Sept. 4	Jerrys Point, New Hampshire.	Slp. yt. Vandal.....	Dragged anchor at 6.10 a. m. and stranded in a fish weir $\frac{1}{2}$ mile W. of station, from which position she was extricated by surfmen, who pulled out and towed her clear of the weir and into deep water.
Sept. 4	Hog Island, Virginia.....	Skiff, no name.....	Was too deeply laden and sank on Hog Island Flats at 1 p. m. Surfman Burton, who was on his way to the post-office in his sailboat, saw the peril of her crew of two men and rescued them.
Sept. 4	Middle Island, Michigan, Huron.	Am. sc. Edward Kelley.	Broke adrift from the towing steamer Blanchard during a northerly gale and anchored to avoid going ashore, but dragged and stranded on the Middle Ground, $1\frac{1}{2}$ miles W. of station at 6.30 a. m. Station crew pulled out to her in the surfboat, and as the wind had increased to 48 miles an hour and a high sea was running, took her crew ashore. Subsequently, on the 5th and 6th instants, the life-savers made several trips to the schooner, conveying her crew back and forth and assisting to jettison a portion of her cargo until tugs pulled her afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 4	Grand Marais, Michigan, Lake Superior.	Gas. yt., no name ...	Parted her cable during a fresh gale with rough sea and drifted ashore $\frac{1}{2}$ mile S. of station, and was sighted by the lookout at 5.30 a. m. Surfm ⁿ put a strap around her, and hauled her out, and a tug, to which they ran a hawser, hauled her afloat.
Sept. 4	Sleeping Bear Point, Michigan, Lake Michigan.	Am. sc. Alice M. Beers.	Was at anchor off Glen Arbor, $4\frac{1}{2}$ miles ESE. of station, parted her anchor cables in a heavy squall, collided with a pier, onto which her crew escaped, and then stranded on the beach, where she pounded a large hole in her bottom. At the request of her master surfm ⁿ assisted to strip the vessel.
Sept. 5	Monmouth Beach, New Jersey.	St. lch. Somers Point	Disabled her boiler while bound from Little Egg Harbor to Hoboken and anchored 1 mile E. of station. Station keeper went to her in his gasoline skiff, and at the request of her master returned to the shore and telephoned the circumstances of the accident to the vessel's owners and requested them to send a tug to tow her to her destination.
Sept. 5	Manistee, Michigan, Lake Michigan.	Sailboat, no name ..	A heavy sea struck this boat while it was crossing the inner bar, and washed overboard one of its crew of two men. Surfm ⁿ rushed into the water and brought both the boat and men safely to land.
Sept. 5	Holland, Michigan, Lake Michigan.	Slip. yt. Ruth	Was struck by a squall and capsized $\frac{1}{2}$ mile E. of station at 11.30 a. m., the two men on board being thrown into the water. Surfm ⁿ pulled out in the supply boat and picked up the men, who were clinging to the bottom of the overturned craft, and then passed her painter to a launch, which towed her to the boathouse.
Sept. 5	.....do	Am. sc. Mystery ...	At 11 p. m., surfm ⁿ towed this vessel from the outer end of the N. pier to abreast of the station.
Sept. 5	Michigan City, Indiana, Lake Michigan.	Derrick scow, no name.	Was ashore on the beach, and the station crew ran lines to it from a tug, which succeeded in hauling it afloat.
Sept. 6	Quoddy Head, Maine	Am. sc. Morning Light.	Missed stays and stranded on the ledges in Quoddy Bay, $1\frac{1}{2}$ miles ENE. of station, at 6.45 a. m. Surfm ⁿ pulled to her assistance, ran anchors, hauled her afloat and got her underway.
Sept. 6	Burnt Island, Maine	Am. slip. Fredonia..	Stranded on ledges $3\frac{1}{2}$ miles NE. of station, and was subsequently floated with the aid of the station crew, who threw overboard a portion of her deck load, repaired her side where it had been penetrated by the sharp rocks, increased her buoyancy by lashing oil barrels along her bilges, and ran a hawser to a tug, which hauled her into deep water.
Sept. 6	Orleans, Massachusetts...	Gas. lch., no name..	Stranded on an outlying bar at 4.40 p. m., while entering Nauset Harbor, and was floated at high water by surfm ⁿ , who first took off her passengers and then ran out kedges, battened down her hatches, and took her to a good berth in the harbor.
Sept. 6	Squan Beach, New Jersey.	Skiff, no name	The keeper and two surfm ⁿ saw this boat, containing two men, capsize in the heavy surf, and at once pulled out in the sea skiff and picked up the men, who were in great peril through being washed away from the boat. They took them to the shore and then recovered and hauled the boat out on the beach.
Sept. 6	Oswego, New York, Lake Ontario.	Sailboat, no name..	This boat, which had a skiff in tow, carried away her rigging when 6 miles NE. of station, fell off into the trough of the sea and partially filled. Her crew of two men endeavored to row to land, but became exhausted and hoisted a signal of distress, upon seeing which the life-saving crew immediately rowed to their relief in the surfboat, and towed both boats safely to the shore and hauled them up clear of the sea.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 6	Tawas, Michigan, Lake Huron.	Fish boat, no name.	This boat, containing a barrel of apples, a bicycle, and a bag of clothes, was pounding heavily in the surf and in danger of breaking up, when found by surfmen, who towed it out to a safe anchorage. Later in the day the owner came to the station and proved his property, stating that the boat parted her towline and went adrift in the heavy sea while being towed across the lake by the tug Charlie.
Sept. 6	.....do.....	Yawl Comanche....	Parted her cable in SSE. gale and stranded on the beach 5 miles NNW. of station, at 7 a. m. The keeper, who was notified of the occurrence by telephone, at once went to her aid with the crew in the surfboat and ran lines from the yacht to a cluster of piling offshore. They made several efforts to float her, and were finally successful on the 15th instant.
Sept. 6	White River, Michigan, Lake Michigan.	Am. sc. Condor	Lost a portion of her deck load of shingles in the rough sea prevailing off the harbor, and entered port leaking badly at 6.30 a. m. Surfmen boarded and pumped her free of water, and then picked up 200 bundles of shingles, which were floating in the surf, and restored them to her master.
Sept. 6	Michigan City, Indiana, Lake Michigan.	Skiff, no name	Crew rowed out and picked up a small skiff, which had broken adrift from its moorings at the breakwater light-house, and returned it to its owner.
Sept. 6	Racine, Wisconsin, Lake Michigan.	Slp. yt. Mamie.....	Had a party of three men and two women on board, and being unable to enter the harbor in the strong offshore wind, anchored off the station. Surfmen took the passengers ashore in the surfboat, and then assisted the sailing master to reef sail and take the sloop into the haven.
Sept. 7	North Scituate, Massachusetts.	Slp., no name.....	This sloop was struck by a heavy sea when 150 yards outside of the breakwater at Scituate, filled and sank, the three passengers being taken off by the crew of a boat that was near. Surfmen attempted to float her, and on the 7th instant rigged purchases and lifted her stern off the bottom, the sea sweeping her inside the breakwater, where she settled in shoal water. She was left dry when the tide receded, and on the 9th instant was taken to a boat shop for repairs.
Sept. 7	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Witch	Carried away her rigging in a strong wind at 11.30 a. m., when 1½ miles E. of station, and drifted helplessly before the wind and sea. Station crew pulled out in the Whitehall boat and towed the sloop with her crew of four men safely to land.
Sept. 7	.....do.....	Gas lch. Wettern ...	When ¼ mile NE. of station at 12.15 p. m., her engine became disabled and surfmen towed her to the station pier, where repairs were made.
Sept. 8	Two Mile Beach, New Jersey.	Rowboat, no name.	Surfmen picked up a small boat, which was adrift in the surf near Cold Spring Inlet, and secured it on the inside beach, where it remained until claimed by its owner on the 15th instant.
Sept. 8	Santa Rosa, Florida	Skiff, no name.....	The life-saving crew recovered this skiff, which had drifted away from its moorings, and returned it to its owner.
Sept. 8	Muskegon, Michigan, Lake Michigan.	Am. str. Alice Stafford.	Stranded in Muskegon Lake, ¼ mile E. of station at 7.30 p. m., and the keeper telephoned for a tug, which came and pulled her afloat. Station crew were employed in taking soundings in the vicinity of the stranded craft.
Sept. 8	Saint Joseph, Michigan, Lake Michigan.	Slp. yt. Jeanette....	Stranded on a bar in the river, and was subsequently floated with the aid of surfmen.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 9	City Point, Massachusetts	Slp. Aeolus	Dragged anchor and stranded at 2.45 p. m. Was floated by station crew, who went to her in the launch Relief, ran a hawser and towed her into deep water, where they anchored her in a snug berth.
Sept. 9	.....do	Slp. yt. Minia	Parted her anchor cable at 4.40 p. m., and stranded in Pleasure Bay. In response to a signal from the park policemen surfmen went to her assistance, ran a hawser and hauled her afloat, taking her to a spare mooring and making her secure.
Sept. 9	Sandy Point, Rhode Island.	Am. slp. Amelia....	This sloop stranded on a rock 1 mile SE. of station at 8 a. m. and bilged. Station crew ran out an anchor and, after hauling her afloat, towed her to the beach and placed her out of reach of the tide.
Sept. 9	Cleveland, Ohio, Lake Erie.	Str. Hawk (U. S. Navy).	Dragged and stranded on the beach 400 feet SW. of station at 6 a. m. Keeper telephoned for a tug to come to her assistance, and then pulled off with the surfmen and ran a line from the steamer to a tug, which pulled her afloat. Surfmen then assisted to clear her anchors, which had fouled the station practice pole when she dragged ashore.
Sept. 9	Harbor Beach, and Pointe aux Barques, Michigan, Lake Huron.	Am. sc. Aunt Ruth.	While shifting anchorage at midnight this schooner was struck by a heavy NE. squall, and shortly afterwards stranded on a reef off Port Hope. At 8.15 a. m. the keeper was informed of the casualty by telephone and at once started for the scene with the crew in the surfboat. They found the vessel full of water, and landed her crew on the beach, afterwards telephoning to Port Huron for a tug and lighter. The Harbor Beach life-saving crew arrived the next day, and both crews were employed in running hawsers and lines, manning the pumps, and lightening cargo until 2 p. m., when the tugs hauled her afloat and towed her to Harbor Beach.
Sept. 9	Harbor Beach, Michigan, Lake Huron.	Am. sc. John Miner.	Station crew boarded this schooner, which was towed into the harbor with two feet of water in her hold, and at the request of her master manned her pumps and pumped her free.
Sept. 9	Charlevoix, Michigan, Lake Michigan.	Am. sc. Wolverine..	Entered the harbor at 3.30 p. m. in a leaking condition, and was pumped out by station crew, who boarded and manned her pumps for one hour.
Sept. 10	White Head, Maine	Am. sc. New Boxer.	Sprung a leak on the passage from Mount Desert to Port Clyde, and her master ran her on the flats at Seal Harbor to prevent her sinking. Life-saving crew pulled out to her, pumped her free, and the next morning got her underway and sailed her to Port Clyde, where she was hauled out on a marine railway for repairs.
Sept. 10	Damiscove Island, Maine.	Slp., no name	This sloop broke adrift from her moorings and stranded 500 yards N. of station, and was found at 3.45 a. m. by surfmen, who towed her to her moorings and properly secured her.
Sept. 10	City Point, Massachusetts.	Slp. yt. Caritas	Parted her moorings in Pleasure Bay, collided against the bridge running from City Point to Castle Island, and was pounding heavily and in danger of sinking, when surfmen in the station launches reached her, put a hawser on board, hauled her to a safe berth, and anchored her in deep water.
Sept. 10	North Scituate, Massachusetts.	Dory, no name	This boat was drifting out to sea before a fresh offshore wind, when surfmen recovered it, towed it to the shore, and returned it to its owner.
Sept. 10	Indian River Inlet, Delaware.	Am. sc. Wm. Ellison.	Was becalmed on Indian River Inlet Barat 2 p. m., and the rough sea hove her up on the beach, 1½ miles S. by E. from station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 10	Indian River Inlet, Delaware.	Am. sc. Wm. Ellison.	The station crew ran out her anchors, transferred her deck load to the shore, and at 4.30 o'clock the next morning hauled her afloat and took her to a good anchorage inside the inlet.
Sept. 10	Charlotte, New York, Lake Ontario.	Skiff, no name.....	A man in this skiff was caught out on the lake, 3½ miles from shore, in a strong offshore wind, and was unable to get back to land. Surfmen pulled out, took the exhausted man into the surfboat, and towed his skiff to the beach.
Sept. 10	Charlevoix, Michigan, Lake Michigan.	Am. sc. Wolverine..	The master of this vessel, which was leaking badly, requested aid from the surfmen, who boarded, and pumped her free.
Sept. 10	Frankfort, Michigan, Lake Michigan.	Dredge C. H. Starke, No. 7.	At 9 a. m. the tug Calumet, which had this dredge in tow, made a distress signal, in answer to which the surfmen pulled out to her, a distance of 2 miles, and found that she was in a water-logged condition. Her crew were on top of the house, where they had sought refuge from the heavy seas, which were breaking over her. The life-savers took the endangered men into the surfboat and landed them at the station, while the tug continued on with the dredge and reached port just in time to prevent her sinking in deep water.
Sept. 10	Humboldt Bay, California.	Am. bkn. Katie Flickinger.	Anchored 6 miles NNW. of station during a thick fog, and was found inside the outer breakers when the weather cleared. The tug Ranger made two attempts to pull her into deep water, but parted the hawser and nearly lost two of her crew in the surf, whereupon the tug steamed to the station and requested aid. Surfmen launched the lifeboat, and, being towed to the scene, ran a line through the breakers to the endangered vessel, which quickly hauled aboard a small hawser and then the tug's large towing line, whereupon she was pulled out into deep water, and towed to Eureka, whither she was bound.
Sept. 11	Portage, Michigan, Lake Superior.	Am. sca. John B. Wilbor, and A. T. Bliss.	Were in tow of the steamer H. L. Wellington and the hawser parted in the heavy sea as they were entering the breakwater. The Bliss passed safely into the harbor and was taken in tow by a tug, which the keeper sent out to her, while the Wilbor stranded and then rolled over on her starboard side. Surfmen pulled to her and landed her crew of eight men at 8.30 a. m. They were further employed on the 13th and 14th instants in assisting to put steam pumps on board, running hawsers, assisting divers, and manning the pumps until the vessel was floated on the latter date. (See letter of acknowledgment.)
Sept. 11	.....do.....	Am. sc. Mautenee..	Collided with the breakwater at midnight, while entering the harbor, and a tug which the keeper sent out towed her to a safe berth. The surfmen grappled for and recovered 900 feet of hawser which was lost from the schooner at the time of the collision. (See letter of acknowledgment.)
Sept. 11	Manistee, Michigan, Lake Michigan.	Am. str. John C. Mann.	This tug, which had the schooner Lily E. in tow, disabled her machinery at 10.30 a. m., when ½ mile WSW. of station, and signaled for assistance. Surfmen responded and aided to get the schooner's anchors, when the tug Barnes arrived and towed both vessels into the harbor.
Sept. 12	Brentons Point, Rhode Island.	Skiff, no name.....	Surfman on patrol sighted this boat adrift and in danger of pounding to pieces on the rocks, and swam out and took it to a safe place on the beach. Later in the day the owner called at the station and claimed his property.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 12	Galveston, Texas.....	Slp., no name	This boat, which had two youths on board, was struck by a heavy squall at 9 a. m., broke her rudder and stranded on Pelican Spit, 1 mile NNW. of station. The station crew pulled out in the surfboat, picked up the lads, and towed their boat into one of the harbor slips.
Sept. 12	Marblehead, Ohio, Lake Erie.	Nph. lch. Wonder..	Sunk at her dock 1 mile W. of station at 10 p. m., during a NW. gale with high sea, and was raised the next day by surfmen who towed her to the station, hauled her out on the beach, and found that she had lost her propeller and rudder and stove two holes in her bottom. They patched her planking and the steamer Petrel then towed her to Sandusky. One of her crew, who was wet by the sea, was supplied with dry clothing from the stores donated by the Women's National Relief Association and sheltered at the station for one day.
Sept. 12	Saint Joseph, Michigan, Lake Michigan.	Am. sc. Experiment.	While trying to make the harbor at 9.30 p. m. in a strong NW. wind and high sea, missed the entrance and stranded to the northward of the N. pier. Station crew burnt a Coston signal to the stranded craft, and then went to her in the surfboat and found her deserted, the crew of three men having left her and gone to the station, where they were made comfortable and furnished with dry clothing from the stores donated by the Women's National Relief Association.
Sept. 13	Assateague Beach, Virginia.	Am. sc. Lucy Wheatley.	Missed stays and drifted ashore on Fishing Point, 2½ miles S. of station, at 8.45 p. m., and displayed a distress signal, which the patrolman saw and answered with a Coston light. Surfmen ran a hawser from the stranded craft to a vessel at anchor in the harbor, and after working for seven hours hauled her afloat and to a good anchorage. (See letter of acknowledgment.)
Sept. 13	Cleveland, Ohio, Lake Erie.	Am. sc. W. H. Rounds.	Lost her sails and sprung aleak during the night in a NW. gale and anchored 5 miles NE. of station. At 6 a. m. surfmen sighted her distress signal, telephoned for a tug to go to her aid, and then started out in the lifeboat, the tug T. C. Lutz overtaking them at the harbor entrance and towing them to the schooner. They assisted to weigh her anchors and manned the pumps, remaining on board until the tug had towed her to a snug berth in the harbor.
Sept. 13	Tawas, Michigan, Lake Huron.	Catboat, no name ..	Capsized with four men on board at 10 a. m., 2½ miles W. of station. The crew hastened to the scene and righted the overturned boat, a sailboat, which was near, towing it to the shore.
Sept. 14	Nahant, Massachusetts...	Sailboat, no name..	Was left unattended in a tideway, pounded on the rocks and stove a hole in its bottom. When the owner went aboard and found the boat leaking badly, he became frightened and called loudly for help. Surfmen hastened to his assistance, threw him a line and hauled him safe to land.
Sept. 14	Metomkin Inlet, Virginia.	.....do	This boat capsized in a squall at 2 p. m. when 1½ miles NNW. of station. Surfmen quickly reached the scene, rescued the two occupants who were clinging to the sides of the slowly sinking boat, and took them to the station, where they were provided with dry clothing from the supply donated by the Women's National Relief Association. In the meantime the station crew had again gone out and towed the boat to the beach, where they righted and balled it out.
Sept. 14	Grand Marais, Michigan, Lake Superior.	Slp., no name	Had four people on board when she became unmanageable in a gale and drifted in the path of an incoming tow. Station

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 14	Grand Marais, Michigan, Lake Superior.	Slp., no name	crew made a line fast and towed her out of the channel just in time to avert a casualty; they then took her to the station.
Sept. 14	Racine, Wisconsin, Lake Michigan.	Gas. lch., no name.	At 8.50 p. m. this launch became entangled in a fish net, which fouled her propeller and rendered her helpless. Surfm men went to her assistance and towed the boat with her nine passengers to a berth in the harbor.
Sept. 15	Monomoy, Massachusetts.	Am. sc. Viking	Struck on the edge of Bearss Shoal at 4.30 p. m., sprung a leak, and anchored. Station crew arrived at 5 p. m., got the vessel underway, and started for Vineyard Haven, where they arrived at 2.30 a. m. the next morning, all hands having been constantly employed at the pumps to keep her from foundering.
Sept. 15	Hereford Inlet, New Jersey.	Gas. lch. Ocean Wave.	Disabled her machinery and drifted helplessly 4½ miles SSE. of station, having on board seven people. Upon receiving notice of the accident, surfmen pulled to her assistance, and had gone 2½ miles, when they met the steamer Francis Smith, which had the disabled craft in tow. She passed a line to the surfboat and took both boats into the harbor, where the station crew towed the launch to her pier.
Sept. 15	Marblehead, Ohio, Lake Erie.	Sc. yt. Priscilla	Stranded on Long Point Reef, 9 miles NE. of station, at 4 a. m., and was sighted by the master of the steamer Arrow, who reported the circumstance to the keeper upon arriving at the James pier. Surfmen went to her aid and ran a hawser to the tug Connelly, which, with the steamer Ogontz, had already made two unsuccessful efforts to float her. Upon the arrival of the more powerful tug Cascade, the station crew ran a hawser 500 feet long to her, and she hauled the disabled yacht afloat at 4 a. m. the next morning and towed her to Cleveland.
Sept. 15	Port Austin, Michigan, Lake Michigan.	Am. sc. Belle Hanscom.	Keeper received a telegram from Port Austin stating that this vessel had stranded at Hat Point Reef, 13 miles WSW. of station, at 12.30 a. m., and at once started for the scene with the crew in the surfboat. They found her hard aground in 6 feet of water, ¼ mile from shore, and upon the arrival of the tug Chase ran a hawser to her, which parted at the first attempt to pull the schooner afloat. The next day the surfmen were towed to the wreck by the tug B. W. Aldrich, which, aided by the tug Bascobel, succeeded in getting the stranded craft off the reef and into deep water. The life-savers were employed in running hawsers and keeping them clear.
Sept. 15	Saint Joseph, Michigan, Lake Michigan.	Am. str. R. J. Gordon.	Upon being informed, at 4 a. m., that this vessel had just arrived in port, leaking badly, the keeper at once took the station crew to her assistance. They formed a bucket brigade and endeavored to check the entrance of water until the arrival of the city fire engine, for which the keeper had sent. It was then found that the leak was in the steamer's stern bearing, and a diver went down and stopped it.
Sept. 15	Racine, Wisconsin, Lake Michigan.	Scow, no name	A surfman picked up a small scow that was drifting out of the harbor and returned it to its owner.
Sept. 16	Monmouth Beach, New Jersey.	Fish boats (3), no name.	At 6 a. m. a fish boat capsized while trying to put out through the surf, and the life-saving crew hauled it up on the beach. Later in the morning two more fish boats were aided to land by the station crew, who kept them from being drawn under the surf by the strong undertow, assisted to unload them, and then hauled them out on the shore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 16	Baileys Harbor, Wisconsin, Lake Michigan.	Am. sc. Idler	Stranded on SE. reef at 9 p. m., and a heavy sea struck her and threw her master down the cabin hatch, rendering him senseless. The station crew pulled to her and found her surrounded by rocks, pounding heavily, and the master, who was alone on the vessel, lying stunned on the cabin floor. They restored him to consciousness, ran out an anchor, and hauled the schooner afloat, taking her to a good berth in Mud Bay. The surfmen administered to the master and supplied him with food until his departure on the 19th instant, prior to which they pumped the schooner free. (See letter of acknowledgment.)
Sept. 16	Coquille River, Oregon...	Am. str. Mandalay ..	Disregarded a warning signal which the keeper hoisted at the station and stranded on a sand bar in the channel, $\frac{1}{2}$ mile SW. of station. Surfmen ran a line from her to the tug Triumph, which pulled her afloat and into deep water, whence she proceeded under her own steam.
Sept. 17	Sabine, Texas	Nph. lch. Kathleen.	Was disabled and drifting out of the harbor with one man on board, and the station crew towed it to a safe berth at a wharf.
Sept. 17	Cleveland, Ohio, Lake Erie.	Nph. lch. W. U. Kerr	At 9.15 p. m. surfmen rowed to the west breakwater in answer to a signal made by two men burning a torch, and found that this launch had disabled her machinery. They took the men ashore and procured a tug, which towed the launch to the city.
Sept. 17	Louisville, Kentucky	Skiff, no name.....	At 2.55 p. m. the lookout discovered this launch, containing two small boys, in danger in the Indiana chute of the falls in the Ohio River, and at once gave the alarm. The station crew went to the rescue and towed the boat and lads safely to the Indiana shore.
Sept. 17	Plum Island, Wisconsin, Lake Michigan.	Am. sc. Tokio	Was laden with iron ore and stranded near Saint Martins shoal, 15 miles NE. of station, and was abandoned by her consort, which steamed for port, leaking badly. Surfmen went to the wreck under sails and oars, found her fast on the shoal with tugs standing by to pull her off, and assisted to discharge her cargo until 2.15 p. m. on the 19th instant, when she had been sufficiently lightened to enable the tugs to get her afloat.
Sept. 17	Humboldt Bay, California.	Am. str. Meteor	Grounded at 11 a. m. in South Bay, $1\frac{1}{2}$ miles S. by E. from station, while making a short turn in the narrow channel. The life-saving crew carried out the steamer's 1,200-pound anchor and let it go in deep water well astern of her, being assisted by a gasoline launch. The warp was taken to the vessel's steam windlass, and she pulled herself afloat, weighed the anchor, and proceeded up the channel in charge of a pilot. (See letter of acknowledgment.)
Sept. 18	Point Allerton, Massachusetts.	Am. sc. Tempest ...	Stranded on the E. side of Lovells Island, $2\frac{1}{2}$ miles NW. by N. from station, at 2.30 p. m., and sprung a leak. Surfmen laid out her anchor, calked all open butts and seams, applied battens where necessary, and pumped out the water until the leaks were under control. As the tide flowed, they worked the yacht off the rocks and sailed her to a good anchorage under the lee of Deer Island.
Sept. 18	Monomoy, Massachusetts.	Am. sc. Dora Mathews.	At 12.20 a. m. the patrol saw this vessel heading for the beach and fired a Coston signal in warning, but she paid no attention and soon afterwards stranded $\frac{1}{2}$ of a mile NE. of station. Surfmen hastened to the scene with the beach apparatus, threw on board a line, which the crew

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 18	Monomoy, Massachusetts.	Am. sc. Dora Mathews.	made fast to the rigging, and took off two men in the breeches buoy. The tide having ebbed and left the vessel dry, the remainder of the crew walked ashore, and all were taken to the station and succored until the following day, when the surfmen took them to Chatham and procured them transportation to Boston. The master employed wreckers to strip the vessel.
Sept. 18	Plum Island, Wisconsin, Lake Michigan.	Am. sc. Emma and Eliza.	Was short handed in her crew and set a distress signal, in answer to which surfmen boarded and assisted to weigh her anchors and make sail.
Sept. 19	North Scituate, Massachusetts.	Nor. str. Alderney..	Upon being informed that this vessel stranded 2½ miles S. of station at 4 a. m., surfmen went to her, laid out an anchor, and sounded out the depth of water for tugs, which pulled her afloat and towed her to Boston.
Sept. 19	Grand Marais, Michigan, Lake Superior.	Am. sc. John Wilbor.	Had been ashore 160 miles W. of station and was being towed down the lake, with a steam pump on board to keep her free from water, but the pump became disabled and she was towed into port, leaking badly. Station crew transferred her master to the towing steamer and procured a machinist to repair the pump, taking him aboard the schooner. They also took soundings near the dock and engaged a tug to tow the disabled vessel into shoal water, where she was allowed to settle on the bottom while repairs were being made.
Sept. 20	City Point, Massachusetts.	Slp. Elm.....	Dragged anchor and was in imminent danger of colliding with a stone wall at the pumping station, when surfmen went to her aid in launch Relief, made a line fast to her mast, weighed her anchor, and towed her to a snug anchorage near the station.
Sept. 20	Atlantic City, New Jersey.	Slp. C. F. Wahl.....	Stranded on the middle ground in the E. channel, ¼ mile from station, at 12.15 p. m., with nine people on board, whereupon station crew went to her aid, laid out an anchor, and hauled her into deep water, whence she proceeded on her cruise.
Sept. 20	Fort Lauderdale, Florida.	Slp. Laura	Stranded on the flats 1½ miles N. of station at 5 p. m., and floated off unalided during the night. Keeper took her owner to a camp ¼ mile distant, to obtain provisions and fresh water, and the next day towed the sloop out into the channel.
Sept. 20	Marblehead, Ohio, Lake Erie.	Am. str. Harlem....	The mate and three of the crew of this steamer landed near the station at midnight and reported that she had stranded on Mouse Island Reef, 8 miles NW. of station, at 7.30 p. m. Keeper aroused the telegraph operator and messages were sent to the vessel's owners and to Detroit for tugs and lighters. At 9.30 a. m. a reply was received to the telegram sent to the owners, and the surfmen started for the wreck in the surfboat. Upon arriving they assisted to lighter 150 tons of cargo onto a tug, and then, as additional help was required, pulled to Marblehead and to Kellys Island and procured the services of twenty more men, when operations were resumed and 150 tons of cargo were thrown overboard. The station crew remained by the wreck and assisted in various ways until the tug Wales pulled her afloat at 8 p. m. on the 22d instant.
Sept. 21	Newburyport, Massachusetts.	Rowboat, no name.	Four intoxicated men in this boat started out to fish on the end of the jetty and lost control of their craft, the strong

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 21	Newburyport, Massachusetts.	Rowboat, no name..	current rapidly sweeping them toward the bar, where a heavy sea was breaking. By the most strenuous efforts surfmen reached them in time to prevent a disaster, took them into the surfboat, and towing their boat astern, landed them safely on the beach.
Sept. 21	Point Allerton, Massachusetts.	Am. str. King Philip.	Two of the crew of this steamer having landed at the station and stated that she was disabled, the keeper telephoned to Boston for a tug to come to her assistance.
Sept. 21	Point of Woods, New York	Am. str. Sea Witch.	Stranded on flats 2½ miles NE. of station at 5.30 a. m., during stormy weather, with rough sea. Station crew proceeded to her in a sailboat and ran out an anchor, by means of which she was hauled afloat.
Sept. 21	Plum Island, Wisconsin, Lake Michigan.	Am. str. Fred Mercur.	During a thick fog this steamer stranded off Pilot Island, 2½ miles SSE. ¼ E. of station, at 5.20 a. m. Surfmen ran a hawser from the stranded craft to the steamer Edward Buckley, which pulled her afloat at 7.05 a. m.
Sept. 22	Great Egg, New Jersey...	Rowboat, no name..	Life-savers went to the aid of three men, who were making signals of distress on the meadows to the northward of the Beach Thoroughfare; found that their boat had gone adrift while they were gunning on the marabes, and transported them to the wharf at Longport.
Sept. 22	Metomkin Inlet, Virginia..	Am. sc. William Devries.	Stranded 1 mile NNW. of station at 9 a. m. and subsequently floated unaided. Station crew pulled out and picked up her small boat, which had gone adrift, and returned it to the schooner.
Sept. 22	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. Sheboygan.	This steamer stranded during a thick fog on the beach 10 miles S. of station, and the surfmen, who ascertained the casualty by telephone, were towed to the scene by the steamer Georgia. Tugs made an ineffectual attempt to pull her afloat and abandoned the effort until she should be lightered of a portion of her cargo. The station crew were employed in various ways and remained by the steamer all night to render aid in case of necessity. On the ensuing day they assisted to transfer cargo to a lighter and went with it to Algoma, where it was discharged. On the 24th the wind blew strong and the keeper had the surfmen bring the beach apparatus to the scene and set it up on the beach ready for use, but the sea moderated during the night and the next day another tug arrived. In the afternoon of the 25th surfmen ran lines to the tugs Arctic and Favorite, which succeeded in pulling the steamer afloat, and she proceeded under her own steam. (See letter of acknowledgment.)
Sept. 23	Saluria, Texas.....	Am. sc. Swallow ...	Carried away her rigging and sprung her mainmast in a heavy squall, while bound from Port Lavaca with mail to the quarantine station, and was assisted by surfman Charles Eidelbach, who repaired her mast and set up her rigging.
Sept. 23	Vermillion, Michigan, Lake Superior.	Am. str. Admiral...	While out practising the crew in the surfboat, the keeper discovered this steamer ashore 2½ miles W. of station and immediately went to her and found that she had just struck. At the request of her master, the surfmen returned to the station and, as the wires were down to the eastward, sent a messenger by land to Sheldrake, 10 miles distant, from which place a message was wired to Sault Ste. Marie for a tug. Three tugs arrived on the morning of the 24th and succeeded in floating the steamer, the station crew running hawsers and handling lines for them.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 23	Crisps, Michigan, Lake Superior.	Am. str. Scranton ..	Stranded 2½ miles E. of station during a thick fog, and was assisted by the life-saving crew, who took her master to Vermilion station where he sent a message to Sault Ste. Marie, via Sheldrake, for a tug. Afterwards they were employed running and handling lines for the steamer Hunter, which came along and endeavored to float her, but unsuccessfully. At 1 a. m. the wind changed to NE. and raised a sea, whereupon the Scranton commenced to move, and after pumping out her water ballast, backed out into deep water.
Sept. 23	White River, Michigan, Lake Michigan.	Am. scs. Annie F. Morse and Henry Ransom.	These vessels were assisted to enter the harbor by surfmen who took their lines and tracked them up the pier to safe berths.
Sept. 23	South Haven, Michigan, Lake Michigan.	Am. sc. Lydia	Surfmen ran lines to the N. pier and a hawser to a tug from this schooner, which was pounding against the S. pier in an increasing sea, and she was taken safely into the harbor.
Sept. 24	Damiscove Island, Maine.	Am. sc. Georgianna.	Stranded 500 yards N. of station, while beating into the harbor, and was floated by surfmen, who ran lines and hauled her to a wharf.
Sept. 24	Cuttyhunk, Massachusetts	Slp. Elsie Ford	While attempting to enter the inner harbor this sloop stranded on the edge of the channel, and the station crew pulled her afloat and took her to a wharf.
Sept. 24	Charlotte, New York, Lake Ontario.	Slp. yts. Zedth and Nixie.	Were washed up on an old dock during a heavy blow. Surfmen ran a line to the steam capstan of a dredge anchored near, hauled them afloat, and then towed them to safe berths up the river.
Sept. 24	Niagara, New York, Lake Ontario.	Catboat, no name ..	A fisherman in this boat was unable to haul his nets in the rough sea, and his boat, becoming unmanageable, drifted into the heavy breakers, from which he was extricated by surfmen, who took him to the station in the surfboat, towing his boat astern.
Sept. 24	Harbor Beach, Michigan, Lake Huron.	Sailboat, no name..	Dragged at 8.30 a. m. in a gale and was in danger of stranding, when surfmen kedged her to a good berth and safely moored her.
Sept. 24	Thunder Bay Island, Michigan, Lake Huron.	Am. sc. J. I. Case...	Broke adrift from her consort in an ENE. gale with heavy sea, anchored in an exposed position and displayed a distress signal. Surfmen sighted her, telephoned to Alpena for a tug, and then pulled out and ascertained that her mate had sustained severe injuries when the anchor was let go. When the tug arrived they ran lines for her and she towed the schooner to Thunder Bay.
Sept. 24	Hammond, Michigan, Lake Huron.	Fish boat, no name.	At 9 p. m. this boat stranded in Grace Harbor, 8 miles NW. of station, and was saved by the station crew, who went to her aid upon hearing of the accident. They repaired her sides, bailed her out, and rigged a purchase with which they hauled her afloat. They then towed her to her moorings about two miles distant.
Sept. 24	Baileys Harbor, Michigan, Lake Michigan.	Am. str. Jerse Jackson.	Parted her mooring in a strong NE. blow, drifted ashore 1½ miles NW. of station, and pounded heavily in the breakers. Surfmen ran a line from her to a cluster of outlying piling, rigged a tackle, and after three hours' hard labor pulled her afloat and took her to a safe place.
Sept. 25	Monmouth Beach, New Jersey.	Gas. slp. Lena	Surfmen assisted the owner of this boat to haul her out on the beach and to replace her broken shaft with a new one.
Sept. 25	Jackson Park, Illinois, Lake Michigan.	Slp. yt., no name...	In answer to an alarm rung by the lookout at 3.30 p. m., surfmen launched the Whitehall boat and pulled to this sloop, which had just stranded on the bar at the entrance to Jackson Park Lagoon. They took off her crew of two men, landed them on the pier, and then re-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 25	Jackson Park, Illinois, Lake Michigan.	Slp. yt., no name....	turned to the yacht, ran a line to the pier, balled her out, and succeeded in getting her to a safe berth at the bulk-head.
Sept. 26	Assateague Beach, Virginia.	Am. sc. Florence...	Stranded and subsequently sunk on Ship Shoal, 4 miles SSE. of station, while trying to enter the harbor. At high water surfmen from Wallops Beach and this station hoisted her mainsail and endeavored to tow her into the harbor, but despite their efforts to hold her with their boat anchors the strong current of the ebb tide forced her onto the main beach. They then took her owner to Chincoteague to engage wreckers to float the schooner, and on the 27th assisted in an attempt to float her, but their labor was unavailing and it was decided to strip and abandon her. Surfmen took her crew to the light-house and procured them transportation to their homes. (See letter of acknowledgment.)
Sept. 26	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Parted her mooring cable and drifted into the boathouse dock, where the station lookout boarded and made her fast.
Sept. 27	Galveston, Texas	Skiff, no name.....	Two lads in this boat lost their oars and were drifting out into the bay, when surfmen reached them and towed their boat into a slip.
Sept. 27	Grand Haven, Michigan, Lake Michigan.	Am.scs. H. N. Avery and Mystery.	Crew took lines from these vessels and tracked them up the river to their berths.
Sept. 27	Milwaukee, Wisconsin, Lake Michigan.	Am. str. Rome.....	At 12.20 a. m., during a heavy fog, this steamer stranded in White Fish Bay, 6½ miles N. of station, and her master reported the disaster to the station keeper. The tug J. J. Hagerman towed the surfmen to the locality, and they were employed in handling lines for three tugs which were striving to float the vessel. They also took ashore and sent messages for her master. After 300 tons of freight had been transferred to flat cars, the tugs hauled the stranded craft afloat.
Sept. 27	Sheboygan, Michigan, Lake Michigan.	Skiff, no name.....	Capized in the middle of the river, 700 feet W. of station, throwing three men into the water. Surfmen picked up and landed the men and then towed the skiff to the station.
Sept. 28	White Head, Maine	Am. str. City of Bangor.	At 2.35 a. m. stranded on Monhegan Island, 16 miles SW. of station, during a thick fog, backed off and steamed for Muscle Ridge Channel, leaking badly. In order to prevent the fires in her furnaces being extinguished by the water, she was beached on the NE. side of Sprucehead Island, and her passengers and crew were transferred to steamers which were sent for them from Rockland. At low water surfmen patched her bottom, partially stopping the leak, and assisted to rig a wrecking pump which freed her of water. On the 29th they again boarded her and ran lines for tugs which towed her to Rockland. (See letter of acknowledgment.)
Sept. 28	Island Beach, New Jersey.	Catboat Thelma	Capized about 1½ miles W. of station at 3.50 p. m., and her crew of three men were picked up by a large sailboat, which was near. Surfmen righted and balled out the boat, and returned her to her crew, whom they assisted to get the craft underway.
Sept. 28	Oswego, New York, Lake Ontario.	U. S. light-house str. Haze.	Stranded on Galloups Island, 30 miles N. of station, at 9 a. m., and was sighted by the crew of the tug Mary F. Hall, who reported the accident to the South Shore Wrecking Co. upon arrival at Oswego. Station crew were towed to the scene and ran lines for two tugs, which hauled the stranded craft afloat, the surfmen sounding out the best water for them.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Sept. 28	Pointe aux Barques, Michigan, Lake Huron.	Am. sc. Julia Miner.	The crew of this vessel landed at the station and informed the keeper that she stranded on Pointe aux Barques Reef, 1 mile SE. by E. of station, at 1.30 p. m., during a dense fog, and filled. Surfmen stripped her of all movable gear and stored it at the station until shipped to Detroit. Later the cargo was rafted ashore and the vessel abandoned, becoming a total loss. The keepersuccored three of her crew at the station for three and one-half days.
Sept. 28	Pentwater, Michigan, Lake Michigan.	Am. str. Frontenac.	While leaving port, at 4 p. m., she stranded at the entrance to the harbor, and surfmen ran lines from her to the N. pier, enabling her to get off and continue her voyage.
Sept. 28	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Wizard.....	At 7.45 p. m., the lookout notified the keeper that this sloop was becalmed 1 mile SE. of station, and drifting rapidly toward the breakers before the rough sea. Surfmen pulled out and towed the boat, with her thirteen passengers, to a safe anchorage in Jackson Park Harbor.
Sept. 28	Humboldt Bay, California.	Am. str. Kingfisher.	Dragged into very shoal water 1 mile SE. of station, when her master requested assistance to get her into the channel. Surfmen pulled out in the surfboat, towed her into the channel and she proceeded under steam.
Sept. 29	Louisville, Kentucky.....	Shanty boat, no name.	Stranded on a reef near the Indiana chute of the falls in the Ohio River, and was in danger of being lost, as the river was rapidly falling. Station boatmen towed the boat and its one occupant safely below the falls.
Sept. 30	Grand Haven, Michigan, Lake Michigan.	Am. sc. Swan.....	While out on the lake for drill with the surfboat, the station crew sighted this vessel drifting off the harbor entrance, and towed her to a berth 400 feet up the river.
Sept. 30	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. Two Myrtles.	Ran aground 2½ miles S. of station in a thick fog and was discovered by station crew at 4 a. m. Two ineffectual attempts were made to float her, when the wind and sea increased to such an extent that it was decided to jettison her cargo. After this work was completed, the surfmen ran a line to a tug, which pulled her afloat.
Oct. 1	Thunder Bay Island, Michigan, Lake Huron.	Am. str. Hiawatha, Am. sc. Angus Smith.	Stranded on North Point Reef, 4 miles WSW. from station, at 1.30 a. m., high NNW. wind, rough sea. Both vessels were coal laden, the steamer having the schooner in tow, and ran aground owing to the fact that the light of a gas buoy marking the reef had become extinguished. They were sighted from the station at daybreak, but showed no signal of distress, and it was not ascertained that they were stranded until a surfman who had started for the mainland returned with the information. The keeper immediately telephoned to Alpena for a tug, then called away the lifeboat and started to their assistance, reaching them at 10 a. m., the tug arriving at the same time. The schooner was soon hauled afloat and moored alongside the steamer, but, after an ineffectual attempt to haul the latter vessel off, the tug put back to Alpena for more men and a more powerful towboat. The steamer was then lightened by shifting 150 tons of her cargo to the decks of her consort, surfmen and crew working throughout the night, and at 6 a. m. of the 2d she was hauled into deep water. The life-saving crew then relighted the gas buoy and returned to the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Oct. 1	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Cora B.....	Adrift in the lake 2 miles N. from station, fresh NE. wind and moderate sea. She was discovered by the lookout at 9 a. m. and the life-saving crew immediately put out to her in surfboat. They found no one on board the yacht, and, taking two surfmen with him, the keeper boarded, made sail, worked her into Chicago Harbor, anchored her off Old Chicago Life-Saving Station at 2.30 p. m., and delivered her to the custody of the keeper of that station. It was learned that the vessel parted her moorings and drifted to sea during a blow on the previous night.
Oct. 2	Point Adams, Oregon.....	Rowboat, no name.	At 4.45 p. m. the keeper received a telephone message that a capized boat was drifting down the river a short distance below Fort Columbia wharf. Launching the surfboat the life-saving crew, after a forty minutes' pull, found the capized craft, towed it to Sand Island, bailed it out, and then towed it to the station, where they secured it to await owner.
Oct. 3	City Point, Massachusetts.	Gas. lch., no name..	Lying at moorings in Dorchester Bay, nearly full of water and in a sinking condition. Station crew boarded at 9.05 p. m., bailed her out and, being unable to locate the leak, towed her to the beach to save her from sinking. On the following morning they again cleared her of water, closed an open sea cock, which they found to be the cause of the leak, and towed her back to her moorings.
Oct. 4	Straitsmouth, Massachusetts.	Am. sc. Frederick Tudor.	Stranded on Sandy Bay Breakwater, 1 mile NE. from station, fresh NNW. wind, choppy sea. The life-saving crew boarded at 6 a. m., found her high and dry on the breakwater, and returned to station to await the rising tide. At 9 a. m. they again boarded and, finding that the schooner was rapidly filling through a hole stove in the bottom, assisted the crew to strip her, and transported everything that could be saved to Pigeon Cove, then landed the crew. On the following day the vessel worked off from the breakwater and sank to her mast-heads, becoming a total loss.
Oct. 4	White River, Michigan, Lake Michigan.	Am. sc. Day Spring.	At 10 a. m., while beating out of harbor, this schooner broke her foreboom in an attempt to gybe and made fast at the pier for repairs. Surfmen went on board and assisted the crew to make a new boom from a spar found on the beach, and the vessel then put to sea in good condition.
Oct. 4	Kenosha, Wisconsin, Lake Michigan.	Am. sc. A. G. Morey.	At 6 a. m., during a strong northeaster with a rough sea, a surfman sighted a schooner in the lake, about 8 miles E. from station, flying a signal of distress. The station crew launched the lifeboat, but realizing that they could not cope with such wind and sea the keeper employed the tugboat William Engle, which took them in tow. Upon reaching the schooner they found her water-logged and helpless and the tug at once took her in tow and got her into the harbor safely. The master stated that his vessel, being old and weak, could have held out only a little longer, and but for the timely aid would have been lost, with her crew of six men.
Oct. 4	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. Kate Lyons.	Sprung a leak about 30 miles offshore during a NE. storm, put into harbor in a water-logged condition, anchored under lee of breakwater and hoisted signal of distress. The life-saving crew imme-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Oct. 4	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. Kate Lyons.	diately boarded, manned the pumps, cleared the hold of water after two hours' work, and then returned to station, their services being no longer required aboard the schooner.
Oct. 5	Burnt Island, Maine.....	Am. sc. Emily F. Swift.	Ran aground at 4 a. m. on Thompsons Island Ledges, 1½ miles N. from station, and made a signal of distress. The life-saving crew reached her at 5.20 a. m., found her full of water, and deck load started. The master had been seriously injured and they landed him in surfboat at Port Clyde for medical treatment then returned to the schooner and ran out her anchor. She floated at 2 p. m., when the surfmen got her underway and ran her on the mud flats in Thompsons Island Cove, where repairs were made, and on the 7th the keeper piloted her to sea.
Oct. 5	Wood End, Massachusetts.	Am. sc. Marjory Brown.	Stranded at 10 p. m. on Long Point Bar, 2 miles E. from station, wind fresh, sea rough. She was from Philadelphia, coal laden, bound to Boston. The S. patrol discovered the casualty at 10.20 p. m. and called up station by telephone. The crew immediately put out in surfboat, reached the distressed craft after a hard pull of two hours, set her sails and tried to drive her over the bar, but failing in this returned to station and wired for a tug. They then boarded the schooner again, and upon the arrival of the tug ran her hawser to the stranded vessel, which was soon hauled afloat uninjured and proceeded on her voyage, leaving one of her seamen, who was ill, in care of the life-savers, who took him to Provincetown for medical treatment.
Oct. 6	City Point, Massachusetts.	Slp. yt. Petrel.....	Dragging anchor toward a lee shore in Dorchester Bay during a fresh SW. wind. In response to the signals of two men on board, station crew pulled out and towed her to a safe anchorage.
Oct. 6	.....do	Catboat Noturus....	Parted from moorings in Dorchester Bay during a strong SW. wind with rough sea, and drifted rapidly toward an iron pier. Station launch Relief went to her aid and towed her to moorings, letting go an extra anchor for security.
Oct. 6	Erie, Pennsylvania, Lake Erie.	Slp. Spray	Parted moorings in a fresh NW. wind and drifted against a breakwater, where she lay pounding heavily. Surfmen pulled to her in a small boat and towed her to the station, where she was cared for until the arrival of the owner on the 19th instant.
Oct. 6	Frankfort, Michigan, Lake Michigan.	Rowboat, no name.	At 6 p. m. the lookout observed a small boat adrift and water-logged a short distance from the piers, and pulling out in skiff, towed it to station, where it was bailed out and secured, and later delivered to owner.
Oct. 6	Muskegon, Michigan, Lake Michigan.	Am. sc. Tennie and Laura.	In attempting to enter the harbor at 10 p. m. this vessel collided with S. pier and lay pounding heavily against it in a rough sea. The life-saving crew went promptly to her aid and assisted to warp her to safe moorings inside.
Oct. 6	Holland, Michigan, Lake Michigan.	Am. sc. Beaver Queen.	Lying in an exposed position at pierheads and surfmen tracked her to secure moorings inside.
Oct. 7	Newburyport, Massachusetts.	Gas. lch., no name..	Stranded on N. jetty at mouth of Merrimac River, 1 mile from station. She was discovered by the lookout at 9 a. m., and the life-savers pulled to her aid, floated her on the rising tide, towed her to the beach, and anchored her in a safe place. The keeper then telephoned to the police, who in turn notified owner, and he came for his property. He stated that the launch must have been stolen by

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Oct. 7	Newburyport, Massachusetts.	Gas. lch., no name..	persons who had abandoned her because they were unable to manipulate her machinery.
Oct. 7	Atlantic City, New Jersey.	Am. sc. Grace P. Willard.	Stranded on middle ground at 12.15 p. m., while working to sea through Absecon Inlet. Station crew at once went to her and took one of her anchors, with 18 fathoms of chain, in surfboat with the intention of running it, but the removal of this weight so lightened the vessel that she floated without further assistance, and proceeded to sea uninjured. (See letter of acknowledgment.)
Oct. 8	White Head, Maine	Am. sc. Lillian	Stranded at 11.30 p. m. on Browns Ledge, 1 mile WSW. of station. The patrolman immediately discovered the casualty and burned a Coston signal to apprise the shipwrecked crew that help was at hand, then hurried to station and notified crew, who manned surfboat and boarded. They ran an anchor and hove taut the cable, but, owing to a falling tide, could not start the vessel; so pulled ashore and wired for a tug. On the flood tide a second attempt to release the vessel was successful, and after heaving her afloat, the surfmen ran a hawser to a tug just arrived. As the schooner was half full of water and still leaking, the life-savers remained on board, assisting at the pumps, until she was towed to a wharf at Rockland, then returned to station, arriving at 12.50 p. m. of the 9th.
Oct. 8	Orleans and Nauset, Massachusetts.	Am. sc. George W. Glover.	Missed stays in a fresh WNW. wind and rough sea, collided with an unknown schooner, and carried away bowsprit and all head gear. The casualty occurred at 4 a. m. about 8 miles E. of Minot's Ledge, and, being unable to continue for his port of destination, Salem, Massachusetts, the master kept off to the southward, partially cleared away the wreckage, set up his anchor purchase as a temporary stay to his foremast, and set a signal of distress. The signal was observed at Pamet River, Cahoons Hollow, and Nauset stations, but the vessel was sailing too fast for the life-saving crews to reach her, and each keeper in turn telephoned the next station. Upon receiving this information from Nauset the Orleans crew put out in their surfboat to intercept her, but, upon clearing the land, sighted her just as she anchored off Nauset Inlet, and, assisted by a passing yacht, which took them in tow, boarded her at 11.25 a. m. The schooner's company was found to consist of the master, who was worn-out and ill; two women, one a passenger, the other acting as cook; and the mate, who was unable single handed to cope with the grave emergency. The surfmen at once set to work to clear away the wreckage and make repairs. Upon suggestion of the keeper, the mate again set the signal of distress, which he had hauled down upon the arrival of help, and the Nauset crew came in response and assisted at the work. The combined crews rigged a temporary forestay, bent the jib, reefed the fore and main sails, and got the vessel under way, when the Nauset surfmen returned ashore and the Orleans crew worked her to an anchorage off their station, and she landed for their night duties. At 4.30 the following morning they repaired on board in response to a signal, and, finding the master worse and bad weather threatening, got the vessel underway and stood up the coast with a fair wind from SW.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Oct. 8	Orleans and Nauset, Massachusetts.	Am. sc. George W. Glover.	Off Race Point the wind died out and then came N.E., gradually backing to the northward, but the life-savers held on and barely succeeded in making Nantasket Roads, where they anchored the distressed craft in safety. They then pulled to City Point station and spent the night, returning by rail to their own station in the morning. (See letter of acknowledgment.)
Oct. 8	Harbor Beach, Michigan, Lake Huron.	Sailboat, no name.	Struck adrift in a fresh SW. wind and capsized in harbor. Surfmén righted her, towed her to shore, and delivered her to owner.
Oct. 8	Milwaukee, Wisconsin, Lake Michigan.	Skiffs (2), no names.	Surfman on S. patrol found these boats in danger of beating to pieces in the surf and hauled them up to a secure point on the beach.
Oct. 8	Keewaunee, Wisconsin, Lake Michigan.	Slp. Harmony	A party of six men were out pleasure sailing in the Harmony when a fresh gale sprung up from the northward with a rising sea, and, being inexperienced in boat sailing, they imprudently held on to all their canvas and were in danger of meeting disaster, when the life-savers put out in surfboat, boarded the sloop, and reefed her down. At this juncture the tug Herman arrived and towed both sloop and surfboat into the harbor.
Oct. 9	City Point, Massachusetts.	Skiff, no name.....	Surfmén found skiff adrift with no one in it and towed it to station to await owner.
Oct. 9	Marquette, Michigan, Lake Superior.	Gas. lch. Rita.....	Parted anchor cable at about 2.20 a. m., in a fresh NW. wind with rough sea, pounded over Picnic Reef 14 miles N. from station, and sank in 20 feet of water, her stern on the bottom and bow two feet above the surface. The life-saving crew received information of the casualty by telephone, and immediately pulled to the locality in surfboat, but failed to find the launch until daylight. They then procured a tug and ran her hawser to the sunken craft, which the tug soon hauled afloat and towed into harbor. The damage sustained by the launch amounted to about \$100.
Oct. 9	South Manitou Island, Michigan, Lake Michigan.	Am. sc. William Jones.	Short handed and unable to heave up anchor, and, in compliance with request of master, surfmen boarded and rendered the necessary assistance.
Oct. 9	White River, Michigan, Lake Michigan.	Am. str. Naomi	Upon request of master, keeper boarded this vessel and piloted her through the channel and to the head of White Lake.
Oct. 10	City Point, Massachusetts.	Gas. lch. Allie B....	Adrift in Dorchester Bay with two persons on board and engine disabled. Surfmén discovered her at 7.50 p. m., went to her aid in steam launch, and towed her to yacht club landing.
Oct. 10	Sturgeon Point, Michigan, Lake Huron.	Pile driver, no name	Accidentally stranded on the beach near station, and surfmen assisted to haul it up clear of danger.
Oct. 11	City Point, Massachusetts.	Gas. lch. Helen M....	Adrift and helpless in Pleasure Bay, engine disabled, and the two occupants unable to reach the shore. Station crew went to her aid in steam launch Relief, and towed her to the public landing in Boston Harbor.
Oct. 11	Hog Island, Virginia	Am. slp. Roamer....	Missed stays while beating down the harbor and stranded on Hog Island Bar. The station lookout witnessed the accident, and the life-saving crew pulled to the scene in surfboat, and assisted in floating the stranded craft and getting her into deep water.
Oct. 11	Middle Island, Michigan, Lake Huron.	Gas. yt. Shasta	Came to in a leaking condition off station, where the master applied for help. The keeper piloted vessel into the harbor, and the surfman rigged purchases, hauled her up on the beach, located and repaired leak, and launched her. The keeper then piloted her out of harbor, and she proceeded to her destination.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902 Oct. 12	City Point, Massachusetts.	Slp. yt. Quickstep ..	Parted moorings in a strong NE. wind, and drifted foul of City Point pier, where she lay pounding heavily in a rough sea, in imminent danger of staving her side and going to the bottom. The only man on board shouted for help, and the station lookout responded by showing a flare-up light, and called all hands. The steam launch Relief put out and was joined at the pier by the patrol launch, when the life-savers soon got a hawser to the endangered craft, and towed her to secure moorings in the harbor.
Oct. 12	.....do.....	Rowboat, no name.	Five young men had been on a fishing trip in this boat and, while crossing Dorchester Bay in a strong NE. wind, became exhausted from hard pulling and were compelled to anchor. They signaled for help and the life-savers went to them in steam launch and towed them to the Columbia Yacht Club landing.
Oct. 12	Nahant, Massachusetts...	Slp. Joe.....	Capsized in a sudden flaw, $\frac{1}{2}$ mile SW. from station, throwing crew of four overboard. The imperiled men were picked up by a schooner near by, and the surfmen, who put out to the rescue, assisted in righting and securing the sloop, and the following day took her to the owner at Lynn, Massachusetts.
Oct. 12	Wood End, Massachusetts.	Am. sc. Lewis H. Giles.	Dragged anchors during a fresh easterly wind and stranded at 3 p. m., 1 mile NE. from station. The life-saving crew boarded and assisted to make sail and work the vessel afloat, but she missed stays and stranded again on a falling tide. The surfmen then returned to the station for the night and the next morning boarded again, and with the aid of two fishing vessels which were fitted with auxiliary engines, got the schooner afloat uninjured.
Oct. 12	Cuttyhunk, Massachusetts.	Slp. yt. Quissett	Dragged ashore during a strong NE. wind and stormy weather on E. end of Nashawena Island, $2\frac{1}{2}$ miles from station. At 6 p. m. the keeper received a message by telephone from the owner, who requested aid in getting his vessel afloat the following morning. Providing themselves with rollers and skids the life-saving crew pulled to the place of casualty, arriving at 8.45 a. m. of the 13th. After getting the sloop on rollers they procured the assistance of a fishing schooner, which anchored close to the beach, and taking a line from her windlass to the stranded craft, hove the latter afloat, and she proceeded to New Bedford with a fair wind.
Oct. 12	Eatons Neck, New York..	Slp. yt. Lynx.....	Lost sails and carried away mast in a strong NE. wind, while bound from Greenport to Coldspring. The casualty occurred about midnight and the distressed craft drifted helplessly until morning, when her crew of two men cast anchor to save her from shipwreck on a rocky shore, 1 mile NE. from station. Meantime she had been sighted by the lookout and the life-saving crew, after serious difficulty owing to a rough sea, launched the surfboat and pulled to her aid. Finding that the two men had been twenty-four hours without food and were suffering much from exposure, they took them to station, provided them with dry clothing from a supply donated by the Blue Anchor Society, and succored them overnight. After noon the wind shifted to NNW. and surfmen procured a steam launch and towed the dismantled sloop into the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Oct. 12	Eatons Neck, New York..	Slp. yt. Lynx	canal of the White Star Gravel Works, and the next day took her, with her crew, to her destination.
Oct. 12	Cape May, New Jersey ...	Am. sc. Oscar.....	Dragged anchors in a strong NW. wind and lay in a dangerous situation in the breakers on Prissy Weeks Shoal, $\frac{1}{4}$ mile SSW. from station, flying a signal of distress. The life-saving crew pulled to her in surfboat and took off the crew, the rough sea preventing any measures for relieving the schooner. About 3 p. m. the wind and sea went down and the surfmen took the crew back to their vessel and assisted them to heave up anchor and get to sea.
Oct. 12	Old Chicago, Illinois, Lake Michigan.	Fish boats (2), no names.	Parted moorings at 8.15 p. m. during a heavy SSW. squall, and drifted to N. pier, where they were in danger of pounding to pieces in the rough sea. Both boats were unattended, and the surfman on pier watch hauled them to secure moorings in the light-house slip.
Oct. 13	Harbor Beach, Michigan, Lake Huron.	Br. sc. Cavalier.....	Arrived in harbor in a leaking condition. On the following day the leak got beyond control of crew, and, in response to request of owner, the life-saving crew boarded and assisted to clear her hold of water, working nearly four hours at the pumps.
Oct. 13	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Turtle	Parted moorings in a SW. gale and collided with breakwater, where she lay in danger of pounding to pieces in the rough sea. Surfmen pulled to her relief and towed her to a secure place near the station.
Oct. 14	Newburyport, Massachusetts.	Sailboat Marion	At 4.15 p. m. the lookout observed this boat drifting unattended to sea and surfmen pulled to it in dory, towed it to the beach, and delivered it to owner.
Oct. 14	Harbor Beach, Michigan, Lake Huron.	Am. sc. City of Sheboygan.	Fouled centerboard and unable in consequence to proceed to sea. Surfmen towed a heavy stick of timber alongside, which was used in clearing the centerboard, and the vessel proceeded on her way.
Oct. 14	Muskegon, Michigan, Lake Michigan.	Am. sc. D. A. Wells.	Vessel lay in a dangerous berth in the river during a fresh NW. breeze with seas running high, and the life-saving crew assisted in running lines and winding her; with their aid the master worked her to a safe anchorage in Muskegon Lake.
Oct. 14	Point Adams, Oregon	Sloop, no name.....	Dragging anchor in a strong tide and fresh wind and in danger of becoming wrecked on the jetty, the man in charge being unable to work her out of the situation. The life-savers pulled to the rescue in surfboat and towed the imperilled vessel to moorings at Fort Stevens.
Oct. 15	Brant Rock, Massachusetts.	Catboat Spartan....	Struck by a whirlwind at 2 p. m. and sunk in seven feet of water $\frac{1}{2}$ mile SSE. of station. The occupant, a man, clung to the mast and was rescued by a fisherman close at hand. The station lookout immediately reported the casualty and surfmen pulled to the submerged craft, made fast to her with grapnels, and, after several hours of hard work, got her to a secure place in Green Harbor.
Oct. 15	Quonochontaug, Rhode Island.	Am. sc. Kats and Mary.	Missed stays in a fresh WSW. gale and rough sea, and stranded close to shore $\frac{1}{4}$ miles E. from station, at 4 p. m. The lookout promptly reported the disaster, and the crew launched surfboat and pulled to the scene. They found the vessel fast aground, and took her company, four men and the master's wife, into the boat, landed them safely on the beach, and succored them at station until the next day. The schooner was stripped of her spars and rigging and abandoned. She had no cargo.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Oct. 15	Holland, Michigan, Lake Michigan.	Am. str. Hattie B. Pereuse.	At 3 a. m., while endeavoring to make the harbor during a westerly gale with high seas running, this steamer missed the channel and struck on the bar on the N. side of entrance. The lookout burned a Coston signal, and the life-savers hastened to the vessel with beach apparatus in surfboat, but she, meantime, worked her bow against the N. pier and all hands landed in safety. The shipwrecked men, thirteen all told, were supplied with clothing from the stores of the Women's National Relief Association, and six of them were fed and sheltered until the 19th. Surfmen assisted for four days in stripping the steamer of her gear, which was temporarily stored at station.
Oct. 17	Brigantine, New Jersey ..	Am. str. Rosa.....	At anchor 5 miles SE. of station, flying a signal of distress, fresh NE. wind and moderate sea. Life-saving crew boarded in surfboat and found her to be a river steamer bound to Jacksonville, Florida, leaking badly, and her machinery disabled. The fishing sloop Alberta, also came to her relief, and succeeded in towing the disabled craft into Absecon Inlet, she working her engines slowly and the surfmen rendering all possible aid.
Oct. 17	Lake View Beach, Michigan, Lake Huron.	Am. str. Marquette and consort.	At 4 p. m. the U. S. revenue steamer Fessenden arrived off station with these vessels in tow and signaled "Send a boat." The life-saving crew pulled out in surfboat and found that the Marquette was disabled by a broken shaft, and, upon request of the commanding officer of the Fessenden, returned to shore and forwarded a dispatch to the owners and another for a tugboat.
Oct. 18	Harbor Beach, Michigan, Lake Huron.	Rowboat, no name.	Capized in harbor $\frac{1}{2}$ of a mile from station, throwing overboard the occupants, two men, who clung to the bottom of the boat and must soon have perished, as the water was very cold. The lookout promptly gave the alarm, and the life-savers pulled to the rescue, took the men out of the water, and carried them to the steamer Atlantis to which they belonged.
Oct. 19	Cross Island, Maine	Br. bkn. Africa.....	Stranded about 3 a. m., on Libby Island, 6 miles SSW. from station, through a mistake in navigating. A patrolman discovered her at daylight, and the life-saving crew launched surfboat and pulled to the scene of disaster. Owing to a very rough sea they found it impossible to board the stranded vessel, but finally succeeded in landing on the island, where they found her crew, all hands having reached the shore in safety. The vessel was fast breaking up, and the life-savers stood by and saved part of the crew's effects, then took the shipwrecked men to the station and succored them until the 21st, when they carried them to Machias. The ship was coal laden, and the master sold ship and cargo.
Oct. 19	White Head, Maine	Dory, no name	Dragged anchor into deep water during a strong southerly wind, then struck adrift. The lookout sighted the boat about $\frac{1}{2}$ mile off station and surfmen pulled out, towed it ashore, and delivered it to owner.
Oct. 19	City Point, Massachusetts.	Yawl, no name.....	Parted moorings in a strong SSW. wind at 12.05 a. m., drifted foul of a pier $\frac{1}{2}$ mile from station and was in danger of being stove to pieces, when the life-saving crew went to her in steam launch and towed her to secure moorings.
Oct. 19	.....do	Slp., no name	Dragged anchor in a strong SSW. wind shortly after midnight, and lay against a stone pier, beating heavily in a rough

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Oct. 19	City Point, Massachusetts.	Slp., no name	sea. Station crew took her in tow of steam launch, cleared her cable, and anchored her securely in the bay.
Oct. 19	.....do	Gas. lch. Aloha.....	Fouled propeller with a hawser and lay drifting helplessly in Dorchester Bay, $\frac{1}{4}$ mile from station. Steam launch went to her aid, towed her to station, and cleared her propeller, when she proceeded on her way.
Oct. 19	Point Allerton, Massachusetts.	Slp. yt. Alleeta	Dragged ashore $1\frac{1}{2}$ miles W. from station during a fresh WSW. wind, about midnight. The lookout discovered the casualty at daylight and the life-savers pulled to the vessel and assisted her crew to get her afloat. She sustained no injury.
Oct. 19	Pointe aux Barques, Michigan, Lake Huron.	Am.sc. John Miner.	Stranded at 10 p. m. on Pointe aux Barques Reef, 2 miles E. from station, fresh NW. wind and rough sea. The lookout promptly reported the casualty and the keeper burned a Coston signal in response to a torchlight displayed on the stranded vessel. The life-saving crew then pulled to her in surfboat and found her filling rapidly, but, being unable to relieve her, supplied her crew of seven with life-belts and landed them at station, where they were succored until November 1. The next day the surfmen removed all personal effects from the wreck, and on the 29th the hull began to break up and part of the cargo of lumber drifted ashore. Two tugs and a barge arrived on the 31st, having been delayed ten days by bad weather, and station crew assisted them by piloting about the wreck, taking soundings, carrying men back and forth, and transporting anchors, chains, sails, and running gear to a lighter. On the 25th the wreckers completed the removal of the cargo and abandoned the vessel.
Oct. 19	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	Sighted by lookout drifting unattended to sea and surfmen pulled out in dingey and towed it to station, where keeper held it for owner.
Oct. 19	Sheboygan, Wisconsin, Lake Michigan.	Sailboat, no name..	Six men landed on breakwater from this boat, which then went adrift, leaving them unable to reach the shore, and surfmen pulled after it and towed it back to them.
Oct. 19	Point Adams, Oregon.....	Am. str. Mayflower.	At 8.30 a. m., while crossing the Columbia River to Ilwaco with forty-nine people on board, this vessel lost her rudder and became unmanageable $\frac{1}{2}$ of a mile off Fort Stevens and $1\frac{1}{4}$ miles N. of station. The life-saving crew promptly went to her aid in surfboat, took a tow line from her bow, and by hard pulling assisted her to a wharf at Fort Stevens, where she safely effected a landing. Upon request of the master the keeper then proceeded to Hammond and telephoned for a towboat, which came and assisted the disabled craft to Astoria.
Oct. 20	Newburyport, Massachusetts.	Am. sc. Newell B. Hawes.	Anchored too near Plum Island Point and in danger of swinging on a rocky shore. The life-saving crew laid out her kedge and hove taut the cable, thus preventing casualty.
Oct. 21	.....do	Sailboat, no name..	Dragging anchor in a fresh NW. wind and in danger of stranding. Surfmen pulled to her in dory and put out a second anchor, which enabled her to ride out the blow in safety.
Oct. 21	City Point, Massachusetts.	Catboat, Sans Peur.	Became unmanageable, while sailing in Dorchester Bay in a strong NW. wind and rough sea, and collided with the sea wall at the pumping station. Station steam launch towed her to yacht club float at Savin Hill.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Oct. 21	City Point, Massachusetts.	Slp. yt. Naiad	Carried away sails in a strong NW. wind and rough sea, off Hough's Neck, 7 miles SSE. of station. In response to a telephone message, launch Relief went to her aid and towed her to a safe anchorage in Peddocks Bay.
Oct. 21	Gay Head, Massachusetts.	Am. slp. Sarah	Capized in a squall, 1 mile WSW. of station, throwing overboard the two occupants, who were at once rescued by a catboat near by. The life-saving crew immediately pulled to the scene and hauled the capized craft into shoal water, then took the rescued men to station and furnished them with dry clothing from the stores of the Women's National Relief Association. Later the surfmen got the loop afloat and anchored her inside Dog Bar.
Oct. 21	Atlantic City, New Jersey.	Catboat B. C. Pennington.	Stranded on bar $\frac{1}{2}$ mile E. from station, crew of two, and two passengers on board. Surfmen pulled to her aid in small boat, ran an anchor, hauled her afloat, and then landed the passengers at a convenient point on the beach.
Oct. 21	Hereford Inlet, New Jersey	Am. slp. Stella	Missed stays and stranded on Hereford Bar $\frac{1}{2}$ of a mile SE. from station, at 2.45 p. m. The life-saving crew at once boarded and ran out an anchor, but could not release the vessel on account of a falling tide. She had three passengers on board, whom the surfmen landed, and then returned to the station as there was nothing more to be done. On the flood tide the vessel floated and her crew hove up the anchor unaided and sailed into harbor.
Oct. 21	Oak Island, North Carolina.	Am. sc. Berta, M. T..	Carried away both masts in a fresh NE. wind at 9 a. m. off Cape Fear Bar, $1\frac{1}{2}$ miles SSW. from station. The life-saving crew boarded at once and assisted to clear up the wreckage, then, leaving the schooner at anchor, carried the master to Southport, where he procured a tug, which brought his vessel into harbor.
Oct. 21	Grand Marais, Michigan, Lake Superior.	Am. sc. W. T. Chapell.	At 5 p. m., during a brisk SW. wind, carried away her staysail halliards and main sheet, then came to anchor off station and hoisted her flag at halfmast. The life-saving crew promptly boarded in surfboat, and, at request of the master, pulled into the harbor and procured a tug, which towed the vessel into port.
Oct. 21	Point Betsie, Michigan, Lake Michigan.	Am. sc. Swan	At 9.05 p. m. the lookout observed the flashing of a torch about 1 mile S. from the station, wind fresh SE. and rough sea. The station crew launched surfboat, and, pulling in the direction of the signal, found the schooner Swan—her master alone on board—lying in a dangerous position in shoal water, rolling heavily and part of her main rigging carried away. As nothing could be done for the relief of the vessel under existing conditions, they took the master to the station and sheltered him until morning. During the night the schooner dragged anchor toward the station, and at 6.05 a. m. her mainmast went by the board, carrying the foretopmast with it. The life-savers telephoned for a tug, then pulled to the distressed craft, and, in spite of the seas breaking over her, succeeded in putting the master and two surfmen on board, who set the head sails and worked the vessel into deep water, when a tug got a line to her and towed her to a wharf in the harbor.
Oct. 21	Grand Haven, Michigan, Lake Michigan.	Am. sc. H. M. Avery and scow Forrester.	These vessels lay in an exposed position at pier heads, and at 9 p. m. were forced to shift by rising wind and sea. Surfmen went to their aid and tracked them to safe berths inside.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Oct. 21	Racine, Wisconsin, Lake Michigan.	Am. sc. Lena Hall ..	Lying at anchor in a dangerous position between N. pier and breakwater, high wind and rising sea. At 7 p. m. she flashed a torch for a towboat, and the signal being observed at station, the keeper procured a tug, which steamed to her aid with surfboat in tow. Upon advice of the keeper the master then slipped his anchor and his vessel was towed safely into harbor.
Oct. 22	Oak Island, New York....	Am. sc. Sarah E. Walter.	Stranded at 4.30 p. m. on Fire Island Bar, 2½ miles SE. from station. The life-savers at once launched surfboat and pulled to the schooner, ran her anchors, hove her afloat on the rising tide, and assisted her to an anchorage in deep water. On the following morning they boarded again, helped to get her underway, beat her around the bar, and piloted her through the channel. The Fire Island crew also went to the aid of this vessel, but their services were not required.
Oct. 22	Erie, Pennsylvania, Lake Erie.	Yawl Bonita.....	Dragged anchor and stranded in Erie Bay, two men on board. Surfmen went to her aid in a small boat and worked her afloat in a short time.
Oct. 23	Assateague Beach and Wallops Beach, Virginia.	Am. sc. C. R. Bennett.	Stranded at 6.30 p. m. on Fox Shoal, 8 miles SW. of Assateague Beach station. The master burned a torch for help and the crews of both Assateague and Wallops Beach stations launched surfboats, pulled to the vessel, set her sails, worked her afloat at 9 p. m., and piloted her to sea in safety.
Oct. 23	Louisville, Kentucky.....	Yt. Dupont	Slipped moorings at 10 p. m. and went adrift with no one on board. The lookout sighted her and gave the alarm, when surfmen pulled out and towed her to secure moorings.
Oct. 23	Manistee, Michigan, Lake Michigan.	Slp. Albion	At 11.30 p. m. surfmen went to the aid of this sloop, which lay in a seaway pounding dangerously against the harbor pier, and hauled her to a safe berth.
Oct. 24	Vermilion, Michigan, Lake Superior.	Am. sc. W. T. Chapell.	Sprung a leak in a fresh westerly gale with rough sea, and foundered at 1 p. m. in 7½ feet of water 4½ miles ENE. from station. The keeper witnessed the disaster and immediately called away the surfboat, which the crew had great difficulty in launching in the prevailing rough sea. After a hard pull of over two hours they reached the scene and found the crew of two men clinging to the main topmast, which stood above the surface, but was constantly swept by the high seas. By careful work the life-savers got the imperiled men into the surfboat and provided them with life-belts, when, being unable to regain the station against wind and sea, the keeper steered for Whitefish Point, gaining shelter under its lee at 4.45 p. m. They landed at the dock, and the rescued men, who were unable to walk, were carried to the light-house, where they were provided with hot drinks and food and finally recovered from the effects of their terrible experience. The surfmen maintained their lookout from the light-house through the night and in the morning returned to the station, taking the shipwrecked men with them. The foundered schooner proved a total loss, and, as her crew were unable to save any of their personal effects, the keeper supplied them with needed clothing from the stores of the Women's National Relief Association.
Oct. 24	Holland, Michigan, Lake Michigan.	Am. sc. Condor	The master, being unacquainted with the locality, accidentally ran his vessel aground outside the piers, where she lay

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Oct. 24	Holland, Michigan, Lake Michigan.	Am. sc. Condor.....	pounding heavily and in serious danger. Surfm ⁿ pulled to her aid, ran her lines to the pier, hove her afloat, and assisted her to safe moorings in the harbor.
Oct. 24	Saint Joseph, Michigan, Lake Michigan.	Rowboat, No. 24....	Capsized in the harbor, throwing overboard the occupants, two men, who were immediately rescued by persons close at hand. The life-savers pulled to the scene and recovered the boat and appurtenances.
Oct. 24	Baileys Harbor, Wisconsin, Lake Michigan.	Am. sc. Grace M. Filer.	In response to the request of master, surfmen boarded this vessel and assisted to heave up her anchors, her crew being unable to accomplish this work without aid.
Oct. 24	Point Reyes, California...	Am. str. Celia	This vessel passed the station in tow of a steam schooner at 8 a. m., a SE. gale and rough sea prevailing. She was lumber laden, and was water-logged and badly listed, but made no signal of distress. At 9.30 a. m. the keeper received a telephone message from the Weather Bureau observer at Point Reyes to the effect that her crew were abandoning her, and the life-savers at once manned lifeboat and proceeded to the locality in tow of the gasoline schooner Mary C. They found that the distressed craft had lost her deck load and her crew had sought refuge on board her consort, from which she had gone adrift by the parting of the towline. The surfmen finally succeeded in replacing the towline, and the vessels proceeded to their destination, which they reached in safety.
Oct. 25	Rye Beach, New Hampshire.	Am. sc. Medford ...	At 3.45 p. m. the lookout observed a signal flying at White Island Light Station, and the life-savers launched surfboat and pulled to that place. They found there the crew of the Medford, four men, who stated that they had abandoned their vessel 20 miles to the eastward, she having lost her sails and become water-logged. The life-saving crew took the shipwrecked men to station, where they were succored until the 27th instant. The abandoned vessel was eventually picked up and towed into port by a passing schooner.
Oct. 25	Aransas, Texas	Pontoon, no name..	At 5.45 p. m. the lookout observed a floating object bearing NE. from station, about 5 miles. The life-saving crew at once started to it in supply boat, and found three double pontoons fast together, one afloat and the others sunk. As they could do nothing with the sunken craft, they detached the other and towed it to the station to await the claim of the owner.
Oct. 25	Ludington, Michigan, Lake Michigan.	Sc., no name.....	Fore-sail and gaff carried away in a fresh E. wind and vessel making heavy weather. The keeper telephoned for a tug, which soon arrived, and, taking three surfmen on board, put out to the schooner and towed her into the harbor.
Oct. 25	White River, Michigan, Lake Michigan.	Am. sc. Lettie May..	During a fresh easterly wind surfmen assisted this vessel into the harbor by running her lines to the pier with small boat, and warping her to a secure berth.
Oct. 25	South Haven Michigan, Lake Michigan.	Slp. Kingfisher	Unable to make port in a strong easterly wind and hoisted a signal of distress when about 5 miles NW. from station. The life-saving crew went to her aid in surfboat and towed her safely into harbor.
Oct. 26	Buffalo, New York, Lake Erie.	Slp. yt. Wedge.....	A party of five men were out pleasure sailing in this yacht during a brisk southerly wind, when she carried away her stay-sail sheet and halliards, became unmanageable, and grounded $\frac{1}{2}$ of a mile SW. from station. The casualty occurred at 11.50 a. m. and was discovered by the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Oct. 26	Buffalo, New York, Lake Erie.	Slp. yt. Wedge.....	life-saving crew, who promptly launched surfboat, went to the aid of the stranded craft, ran a line to her, and hauled her afloat. She made sail, but soon carried away her staysail and main gaff, and the surfboat, therefore, towed her into Erie Basin for repairs.
Oct. 26	Vermilion, Michigan, Lake Superior.	Scow, no name.....	At 6.40 p. m. the keeper learned that a scow was adrift in the lake with one man on board, who was unable to get ashore, and the life-savers immediately launched surfboat, and pulled to the rescue. They fortunately soon found the scow, though the night was dark and stormy, took off the imperiled man, and carried him to the shore. Owing to a fresh SW. wind with rough sea they were obliged to abandon the scow, which broke up and became a total loss.
Oct. 26	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	Two young men were out duck shooting in this skiff during a high WSW. wind, and, when about 1½ miles offshore, broke an oar and were unable to manage their boat. On their remaining oar they hoisted a signal, which was seen by station lookout, and the life-savers promptly put out to the rescue in surfboat. After 1½ hours' hard pulling they rescued the young men from their peril and landed them safe on shore, with their boat and hunting outfits.
Oct. 26	Milwaukee, Wisconsin, Lake Michigan.	Sc. yt. Pomona.....	Parted anchor cable and drifted ashore 2 miles N. of station. Surfmen launched surfboat, went to the scene of casualty in tow of a tug, and ran a hawser to the stranded craft, by which the tug hauled her afloat.
Oct. 27	Hereford Inlet, New Jersey.	Gas. lch. Floradora.	At 4.20 p. m., while off Hereford Bar in a fresh SE. wind with rough sea, this launch was flooded by a heavy breaker and drifted across the shoals water-logged and helpless. To save her from going on the beach the master, her sole occupant, let go his anchor, which fortunately held until the arrival of the life-saving crew, who had quickly put out in surfboat. The surfmen got a line to the imperiled craft, hove up her anchor, towed her into the harbor, and took the master, who was completely exhausted, to the station, where he was provided with food and shelter. On the following day they put his launch in order and he left the station in her on the 30th. (See letter of acknowledgment.)
Oct. 28	City Point, Massachusetts.	Catboat Winona....	Parted moorings in a strong S. wind and stranded ½ mile N. of station. Surfmen went to her relief with launch and rowboat, ran a line to her, and on the rising tide hove her afloat and towed her to a safe anchorage.
Oct. 28	.....do	St. yt. Noria.....	Parted from her moorings in Dorchester Bay during a strong SW. wind and fouled two vessels at anchor, carrying away her bowsprit. Station crew put out in steam launch Relief, towed the yacht clear of the other craft, and anchored her in a secure berth.
Oct. 28	Great Egg, New Jersey ...	St. yt. Aurelia.....	Stranded on a sand bar in the beach thoroughfare at 7 a. m. Surfmen ran her cable to a convenient jetty and hove her afloat.
Oct. 28	Sullivans Island, South Carolina.	Am. sc. Ida G. Farren.	Missed stays and stranded on Drunken Dick Shoal, 1½ miles SW. of station. The life-saving crew at once pulled to her in surfboat and made an ineffectual effort to kedge her afloat. At request of the master they then procured a tug to which they ran the schooner's hawser, and by heaving on the kedge assisted the tug to get her afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Oct. 29	Ditch Plain, and Hither Plain, New York.	Slp. Fannie.....	Parted anchor cable in a strong NW. wind and stranded at 1 p. m. 4 miles W. from Montauk Point. Owing to thick weather the surfmen could not see her until the next day. The Ditch Plain crew reached the place at 9 a. m., and the Hither Plain crew joined them about noon. They found the sloop fast aground and worked, as the tide served, for several days to get her afloat, but their efforts were unavailing, and the owner finally abandoned her.
Oct. 30	Gloucester, Massachusetts	Slp. yt. Elsa.....	At 6.15 a. m., during a strong SW. wind with rough sea, the N. patrol sighted a sloop dangerously near the beach and burned a Coston signal as a warning, but she was unable to work off and stranded close to shore, 1½ miles NE. of station. Heavy seas swept her decks and she seemed doomed to destruction, but, realizing that her small boat could not weather the surf, the patrolman hailed her crew of two men, advising them to stay by their vessel. Station crew put out in surfboat upon observing the Coston signal of the station patrol, and arrived on the scene at 7.30 a. m. They ran out their own kedge with 100 fathoms of cable, also the sloop's second anchor, one having been let go when she struck, then boarded, hove her afloat, and took her into the inner harbor.
Oct. 30	Chatham, Massachusetts	Catboat, no name...	At 3 p. m., during a strong NW. wind, this boat capsized and sank 2 miles W. ½ N. from station, throwing her sole occupant overboard. As she was sailing in a fleet of small craft, the casualty was not seen from the station, but the imperiled man was picked up by a dory and taken to Hardings Beach, nearly unconscious and in a precarious condition. He was resuscitated, however, with the help of Surfman Kendrick, of Straitsmouth station, who fortunately happened to be in the vicinity. At 6.30 the following morning the Chatham crew learned of the accident and pulling at once to the sunken craft in surfboat, raised it with the aid of several fishermen, towed it to the beach, where they bailed it out and put it in order.
Oct. 30	Monomoy Point, Massachusetts.	Am. sc. Melrose, and Br. sc. Calabria.	At 7.30 p. m., two surfmen returned from patrol and reported an unusual number of lights at sea about 1½ miles SE. ½ S. from station, and the crew put out in surfboat and found these two vessels in collision. They assisted them to get clear, and the Calabria proceeded on her way while the Melrose anchored, having sustained damage to her spars and bulwarks. The life savers then transported the master ashore to procure a tug, afterwards carrying him back to his vessel.
Oct. 31	Straitsmouth, Massachusetts.	Fish boat, no name.	A fisherman who had lost one of his oars while off the station could not handle his boat, and a surfman pulled out to him and loaned him an oar, thus enabling him to proceed to his home.
Oct. 31	Seabright, and Spermaceti Cove, New Jersey.	Am. slp. J. E. De Blois.	Missed stays and stranded on the beach between the stations at 3.30 p. m., during a fresh N. wind. The life savers from both stations pulled to her aid and found four of the crew on the beach and five aboard the vessel. They landed the men from the vessel and then assisted the crew, who were fishermen, to haul their boats up clear of the surf. On the following morning the Spermaceti Cove surfboat ran a line to a tug, which hauled the stranded craft afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Nov. 1	Watch Hill, Rhode Island.	Am. sc. Lizzie Godfrey.	Collided with an unknown vessel off Point Judith during the night and was cut down to the water's edge on the star-board bow, lost her head gear and main topmast, and sprung her foremast. Surfmen boarded, and at her master's request returned to the station and telephoned to New London for a tug, which came out and towed the disabled vessel to that port, the station crew standing by to render further aid in case of necessity.
Nov. 1	False Cape, Virginia.....	Am. sc. Express	Stranded on the beach $\frac{1}{2}$ mile NE. of station at 11.25 p. m. during a strong on-shore wind, and her crew immediately abandoned her and safely landed on the beach. They were met by the surfmen who took them to the station, and supplied them with dry clothing from the stores donated by the Women's National Relief Association and sheltered them for the night. The vessel went to pieces, and the next morning the station crew assisted to save her cargo of wood, which was strewn along the shore.
Nov. 1	Saluria, Texas.....	Am. sc. Olga	Keeper set range flags and enabled this vessel, which was beating up the coast against a strong head wind, to cross the bar in safety and anchor in the channel.
Nov. 1	Oswego, New York, Lake Ontario.	Br. str. Armenia....	A line became jammed in the sleeve of her propeller at 1.40 a. m., disabling her and causing her to anchor one mile off the station. In response to her signals for assistance, surfmen pulled out and ascertained that she wished the aid of a tug-boat, whereupon they returned to the station and notified the harbor tug, which proceeded to her assistance.
Nov. 1	Ludington, Michigan, Lake Michigan.	Am. sc. Mystery....	Was moored in an exposed position in front of the station, when surfmen pulled out and sailed her to a safer berth inside the harbor.
Nov. 3	Straitsmouth, Massachusetts.	Slp. Phebe M.....	Missed stays and stranded on Rockport Harbor breakwater, $\frac{1}{2}$ mile WNW. of station, during a thick fog, at 7.30 a. m. Surfmen towed her into the harbor, made her fast, where she would be dry at low water, and pumped and balled her free.
Nov. 3	City Point, Massachusetts.	Gas. lch. Allie B	Disabled its engine while cruising in Pleasure Bay, whereupon the station launch towed the boat and its seven occupants to moorings off the Mosquito Yacht Club House.
Nov. 3	Cleveland, Ohio, Lake Erie.	Rowboat, no name.	Crew rowed out 3 miles and picked up this boat, which was adrift on the lake, and towed it to station, where it was delivered to its owner.
Nov. 4	Coakata, Massachusetts...	Fish boat Ramona...	Swamped in the breakers while returning from a fishing trip during a thick fog, and its crew of two men clung to the mast to avoid being drowned. The day patrolman sighted the imperiled men, and at once notified the keeper, who hastened to their rescue with the surfmen in the dory. They found the men much exhausted and, after landing them, took them to the station, gave them restoratives, and provided them with dry clothing from the supply donated by the Women's National Relief Association. The keeper then telephoned to Nantucket for a steamer, which subsequently came and towed the boat with the men on board to that place.
Nov. 4	South Manitou Island, Michigan, Lake Michigan.	Am. str. Pueblo	Stranded on SW. point of island at 11 p. m., during a thick fog, and sounded distress signals, which were heard by the surfman on patrol who ignited a Coaston signal to let her master know that his peril was seen and then hastened to the station and informed the keeper.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Nov. 4	South Manitou Island, Michigan, Lake Michigan.	Am. str. Pueblo	Surfmen at once pulled to the scene of disaster in the surfboat and, upon the request of the master, took the mate to Glen Haven to enable him to telegraph for tugs to come to the vessel's assistance. Upon returning to the stranded steamer the station crew were employed at intervals in jettisoning her cargo of wheat until sufficient had been discharged to enable the tug Favorite to pull the vessel afloat on the 6th instant, when she was towed into the harbor and divers made temporary repairs.
Nov. 4	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	At 10 p. m., surfman on patrol picked up this boat, which was adrift in the basin, and took it to the station to await a claimant.
Nov. 5	Harbor Beach, Michigan, Lake Huron.	Br. str. Turret Crown.	Stranded 7 miles SSE. of station at 11 p. m., during a thick fog. Upon learning of the casualty the next morning, station crew pulled to her and landed her pilot, accompanying him to the harbor to engage a tug and laborers. They then took the laborers on board in the surfboat and assisted to jettison a portion of the steamer's cargo of coal. She was released on the 8th instant and continued her voyage apparently undamaged.
Nov. 5	Pointe aux Barques, Michigan, Lake Huron.	Am. str. A. D. Hayward.	During a dense fog this vessel stranded 2 miles E. by N. of station at 8.30 p. m., and sounded distress signals on her steam whistle, in answer to which surfmen pulled out in the lifeboat and, after a short search, found her hard aground. They assisted her crew to jettison her deckload of lumber, and she then succeeded in backing out into deep water, whereupon the keeper piloted her to the N.E. bell buoy, and she proceeded toward her destination.
Nov. 5	Middle Island, Michigan, Lake Huron.	Am. sc. George Peniman.	Lumber laden, broke her anchor stock, and dragged onto the rocks at 9 p. m. Station crew towed to the scene, 14 miles NW. of station, and threw overboard her cargo, afterwards rafting it ashore. They then attempted to pump her free while tugs endeavored to pull her afloat, but their efforts were fruitless until the 20th instant, when a steam pump was put on board and the steamer New Baltimore released her from the rocks. After divers had put on patches, she was towed to port to be docked.
Nov. 5	Michigan City, Indiana, Lake Michigan.	Derrick scow, no name.	Broke adrift from its moorings at the outer end of the E. pier and was picked up by surfmen, who made it fast again.
Nov. 6	Great Egg, New Jersey...	Dory, no name.....	Capsized and drifted onto the bar, where it was held fast by its anchor. Surfman Turner swam out and cut the cable, when the boat drifted ashore, and was picked up and properly secured by surfmen to await identification.
Nov. 6	Sabine Pass, Texas	Am. sc. Leman No. 3	Keeper took a line from this schooner, which was aground on a reef near the station, to a steam dredge at work on the channel. A strain was brought on the line and the vessel was pulled out into deep water.
Nov. 6	Ludington, Michigan, Lake Michigan.	Am. sc. Swan.....	Collided with the S. pier while sailing out of the harbor at 1.40 p. m., broke her jib boom, and carried away her head stays. Station crew assisted to work her over to the N. pier, took her line and tracked her back to her berth in the harbor, and helped to repair damages. A tug then towed her out into the lake.
Nov. 7	Indian River Inlet, Delaware.	Am. sc. Addie	Struck on Indian River Inlet Bar at noon, broached to, and was driven on the shoals by the heavy sea. Surfmen boarded and ran a line to the beach, but were unable to release the vessel, which was leaking

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Nov. 7	Indian River Inlet, Delaware.	Am. sc. Addie	badly, and her master decided to abandon her. The life-savers then boated all movable gear to the shore, and took the crew of three men, with their luggage, to the station, and succored them until their departure for their homes. The vessel proved a total loss.
Nov. 7	Assateague Beach, Virginia.	Am. sc. Protector...	At 4.40 p. m. lookout reported that this vessel had just stranded on Fishing Point, whereupon the keeper had the surfboat launched and pulled out. The vessel was found to be pounding heavily, and at the request of her master the surfmen took in her sails, ran out an anchor, and hauled her afloat, taking her to a safe anchorage.
Nov. 7	Santa Rosa, Florida	Skiff, no name	Became unseaworthy when 2 miles E. of station. Surfmen repaired it, and enabled its owner, an old man, to resume his progress home.
Nov. 8	Cape Elizabeth, Maine ...	Am. sc. Right Away.	Struck a submerged rock at midnight, became water-logged, and anchored behind the cape. Station crew boarded and stood by her until a tug arrived, when they weighed her anchors and accompanied her to Portland, where they secured her to a dock.
Nov. 8	Cape Henlopen, Delaware	Slp. yt. Fanny'	Parted her halyards while sailing close to the shore, and becoming unmanageable, was thrown high on the beach by the rough sea. Station crew, with assistance of surfmen from Lewes station, stripped her of sails, anchors, and cables, and took all movable property to a safe place.
Nov. 8	Isle of Wight, Delaware..	Slp., no name	Carried away her mast while beating up the bay against a strong head wind. Two surfmen pulled to her and fitted the mast, thus enabling her to proceed to her destination.
Nov. 9	Cuttyhunk, Massachusetts.	Slp. Lillian	Anchored to leeward of Nashawena Island in a strong wind, dragged and stranded on Cuttyhunk Island, $\frac{1}{2}$ mile ENE. of station. Surfmen boarded and ran a tackle to the shore and hauled her out on the beach as the tide flowed, it being too rough to attempt to haul her seaward. Her crew were succored at the station over night, and taken to Fairhaven, Massachusetts, by a surfman, in his motor boat, the next day.
Nov. 9	Kewaunee, Michigan, Lake Michigan.	Am. str. Georgia....	Was detained in port by the strong on-shore wind until surfmen ran lines for her, thus enabling her to steam out.
Nov. 10	City Point, Massachusetts.	Gas. lch., no name..	Sprang a leak while crossing the bay in a choppy sea, and her crew was unable to keep the water from gaining. In response to a signal, life-saving crew went to her in the launch Relief and towed her to the shore where they beached her. It was necessary for them to bail energetically to keep the boat from foundering before reaching the shore.
Nov. 10	Coquille River, Oregon...	Barge, no name	Parted her moorings and rapidly drifted with the strong current toward the bar. When abreast the station surfmen pulled out and towed the barge to the jetty wharf. On the next flood tide the owner sent a steamer and had it towed back to its moorings.
Nov. 11	Grand Haven, Michigan, Lake Michigan.	Am. sc. D. A Wells..	Surfmen tracked her from the end of the N. pier to a berth 1,000 feet up the river.
Nov. 11	.....do	Sc. Abbey May	Was lying in an exposed position at the end of the S. pier. Station crew pulled to her in the skiff and towed her to a snug berth inside the harbor.
Nov. 11	South Haven, Michigan, Lake Michigan.	Slp. Flying Dutchman.	Unable to make harbor owing to head wind and was towed inside by the crew in the surfboat.
Nov. 12	Newburyport, Massachusetts.	Slp., no name	Dragged anchor at 1.15 p. m. and collided with a schooner, which was at anchor 1 mile NW. of station, and partly filled with water. Its crew escaped to the

Services of crews—Continued.

Date.	Station and locality,	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Nov. 12	Newburyport, Massachusetts.	Slp., no name	schooner and afterwards landed in a rowboat. Surfmen pulled out, hauled the sloop clear of the schooner, bailed it out, and cleared the rigging.
Nov. 12	Galveston, Texas.....	.....do	Capsized about 300 yards N. of station at 9 a. m. Surfmen picked up its crew of two lads and towed the sloop to the shore.
Nov. 13	Fletchers Neck, Maine...	Am. sc. E. and G. W. Hinds.	Struck a rock about midnight while passing in by Wood Island and was towed into The Pool and beached by a tugboat. At the request of her master station crew went to her aid at low water and caulked her bottom. The next day they pumped her out and finished caulking her leaky seams, after which they towed her to the wharf and made her fast.
Nov. 13	Point Allerton, Massachusetts.	Am. sc. Edward W. Perry.	Anchored dangerously near the shore, 1½ miles ESE. of station, at midnight during a high wind with heavy sea, and made distress signals. Surfmen boarded her and upon the arrival of tugboats assisted to weigh anchor and accompanied her into Nantasket Roads.
Nov. 13	Mosquito Inlet, Florida ..	Gas. lch. Wanton...	At the request of its owner keeper assisted to repair and start its motor, which was disabled.
Nov. 13	Duluth, Minnesota, Lake Superior.	Slp. yt. Marguerite.	Lookout discovered this sloop adrift in the harbor basin, and crew towed it to the boat clubhouse, made it fast, and notified its owner.
Nov. 13	Michigan City, Indiana, Lake Michigan.	Sc. Lyda, str. Marshall.	Owing to the strong head wind the schooner Lyda was unable to enter the harbor until surfmen ran a line to the pier and hauled her alongside. Later in the day they took a line for the steamer Marshall at the bend and enabled her to make the turn.
Nov. 14	Pentwater, Michigan, Lake Michigan.	Am. sc. Tennie and Laura.	In attempting to make the harbor with a strong head wind, at 11.30 a. m., this vessel collided with the S. pier and carried away her jib boom and bowsprit, and damaged her stern. Station crew ran lines and worked her up the channel to a good berth, where they cleared away the wreckage and set up the head stays. At 10 p. m. the wind shifted to the SW. and blew a gale, and the crew, therefore, hauled her to a safer berth farther up the harbor.
Nov. 14	South Haven, Michigan, Lake Michigan.	Am. sc. H. M. Avery.	Carried away her head sails during a squall when 3 miles WSW. of station, at 1.25 p. m., and the life-saving crew pulled to her and sailed her into port.
Nov. 14	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Queen	During a SW. gale keeper was informed by telephone that a gasoline launch was in distress at the Lake View crib. The sea being too high for the surfmen to make headway against it, keeper immediately obtained the services of the tug Wm. Dickinson, which towed the surfboat to the crib, where the launch was found to be short of fuel and unable to return to the harbor. At the request of her master, the surfmen passed a towline to her, and the tug took both boats safely into port.
Nov. 14	Sheboygan, Wisconsin, Lake Michigan.	Rowboat, no name.	Four carpenters, who were at work on the breakwater, endeavored to row to the shore in a small boat through a rough sea, and were in imminent danger of drowning, when the surfmen pulled out at 4 p. m., took them into the surfboat, and towed the rowboat to the shore just as it was about to sink.
Nov. 15	Atlantic City, New Jersey.	Sailboat, no name..	Capsized in the harbor, drifted down with the ebb tide, and stranded on the bar, the two boys who were sailing her being taken off by another boat, which was near, and landed on the shore across the inlet. Surfmen picked up the capsized craft, towed it to the opposite shore, and delivered it to the lads.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Nov. 15	Mosquito Inlet, Florida ..	Yawl Maud.....	Keeper gave a supply of fresh water to this boat, which was cruising along the coast.
Nov. 15	Baileys Harbor, Wisconsin, Lake Michigan.	Am. sc. Jones.....	Parted her mooring lines in the high wind and sea while lying at a pier 8 miles SW. of station, and stranded 300 yards from the beach, at 7 a. m. Keeper was informed of the disaster by telegram, and at once proceeded to the scene, with the crew in the lifeboat, and found the vessel fast aground and her hold full of water. They ran hawsers to the pier, unloaded her cargo of wood, transferring it to the wharf, and then manned her pumps. A strain was kept on the lines, and after her cargo had been unloaded and the water sufficiently lowered in her hold, she was hauled afloat by her windlass and winches at 8.30 p. m., the surfmen being assisted by six men from the shore.
Nov. 16	White Head, Maine.....	Am. sc. Columbia...	Stranded on Southern Triangles ledge, 7 miles SSE. of station, at 3 p. m., while bound from the fishing banks to Portland, Maine, with a cargo of fresh fish. Three of her crew at once launched their dories and landed on Green Island, where they were afforded shelter at a fishermen's camp. Surfmen pulled to the schooner, ran out an anchor, and tried to float her, but the sea became rough and pounded her against the rocks, causing her to fill rapidly, whereupon the life-savers took off the remainder of her crew, five men, who had to abandon all of their personal effects, and rowed them to the station, where they were succored for two days and provided with dry clothing from the supply donated by the Women's National Relief Association. Both the vessel and the cargo proved a total loss.
Nov. 16	Smith Island, Virginia ...	Am. slp. Onancock City.	Stranded on Isaacs Shoal, 4½ miles SW. of station and 2 miles from shore, during a dense fog, sank, and was abandoned by her crew, who landed on the peninsula in their own boat. Owing to the high sea, the station crew did not board the wreck until the 21st, upon which day they salvaged what sails and rigging were above water and delivered them to her owner. The vessel and her cargo of fish were a total loss.
Nov. 16	Santa Rosa, Florida	Skiff, no name.....	Three surfmen in the supply sloop picked up this skiff, which was adrift in the bay 2 miles NW. of station, towed it to the shore, and secured it to await the arrival of a claimant.
Nov. 16	Point Adams, Oregon	Br. bk. Madagascar.	Broke her windlass while heaving in cable, and, at 10.15 a. m., hoisted the International Code Signal YG. (Want a boat immediately), in answer to which the crew at once pulled off in the surfboat, and ascertained that the master wished to take the broken part of the windlass ashore to have it repaired. The damaged portion, which weighed about 200 pounds, was lowered into the surfboat, and the surfmen safely landed it and the master at the station. In response to a telephone message from the keeper, the British vice-consul at Astoria sent a launch, which took the master of the bark and the broken part of the windlass to that place.
Nov. 17	Fourth Cliff, Massachusetts.	Rowboat, no name..	At 8 a. m. three surfmen in the station dory towed a small boat containing two drunken men, who were in danger of being capsized and drowned in the rough sea, across the cut and into smooth water.
Nov. 17	Mosquito Lagoon, Florida.	Lch. Glenwood.....	Upon the request of her owner, keeper rendered aid in repairing her propeller, which had become disabled, and she was thus enabled to continue her cruise.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Nov. 17	Harbor Beach, Michigan, Lake Huron.	Skiff, no name.....	Crew picked up this boat, which was adrift in the bay, towed it to the shore, and secured it.
Nov. 20	Michigan City, Indiana, Lake Michigan.	Am. str. Marshall...	Surfmen took spring line at the bend of the river and enabled this vessel to enter the harbor in safety.
Nov. 21	Coskata, Massachusetts...	Catboat Priscilla...	Stranded on a sand bar at 7.45 a. m., while passing out to sea through the cut 2 miles SSE. of station. Keeper at once teamed the dory to the scene and found the boat fast aground and the sea increasing rapidly, whereupon he returned to the station and telephoned to Nantucket for assistance. Upon the arrival of the tug <i>Petrel</i> , which responded to his request, the surfmen ran lines to her from the stranded craft, which was hauled afloat without apparent damage and towed to town.
Nov. 21	Paul Gamiels Hill, North Carolina.	Rowboat, no name..	Two surfmen pulled out and picked up a man who was clinging to the bottom of this boat, which capsized in Currituck Sound, 1½ miles SW. of station, while he was gunning; they took him and the boat to the station.
Nov. 21	Galveston, Texas.....	Sloop, no name.....	No tidings having been received from four youths, who were sailing this boat, after they had been absent twenty-four hours, their parents requested the keeper's aid in finding them. Two surfmen in the sailboat found the missing lads 10 miles NW. of station, vainly endeavoring to beat against the strong head tide and wind. They anchored the sloop and took the boys to the station, where their parents assumed charge of them.
Nov. 22	Gloucester, Massachusetts.	Am. sc. Beta.....	Was laden with cement and stranded on the rocky shore of Eastern Point, 2 miles SE. of station, at 8.45 p. m., during a strong SW. wind and high sea. The station crew pulled to the vicinity in answer to signals displayed by the keeper of the Eastern Point light and found the sea so rough that it was not safe to try to reach the wreck in the surfboat, but the keeper procured lines and improvised a breeches buoy, which was put on board after several attempts, and the wife and five-year-old son of the master were safely landed. The vessel broke up so rapidly that there was insufficient time to land the crew in a similar manner, whereupon they jumped into the sea, one at a time, in obedience to instructions from the station keeper, and were all safely hauled ashore by means of lines thrown to them by the life-savers. The unfortunate men had to abandon all of their personal effects, and two minutes after the last one was landed the craft broke in two and rapidly went to pieces, both vessel and cargo becoming a total loss. The master, his wife and child and one sailor were sheltered at the light-house for the night, while the remaining three sailors were taken to the station, given proper stimulants from the medicine chest, and supplied with dry clothing from the stores donated by the Women's National Relief Association. The next day the surfmen transported to the station those who had been sheltered at the light-house and provided them with clothing. Two of the rescued were succored at the station for one day and five for two days. (See card of thanks under Letters of acknowledgment.)
Nov. 22	Ashtabula, Ohio, Lake Erie.	Am. str. M. A. Hanna.	Collided with end of E. pier while entering the harbor at 10 p. m. during a NW. gale with heavy sea, drifted to eastward

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Nov. 22	Ashtabula, Ohio, Lake Erie.	Am. str. M. A. Hanna.	and stranded 500 feet from the entrance. Her sea cocks were opened and she filled with water, lying quietly on the bottom. On the following morning, the sea having subsided, she was pumped out and then hauled afloat by three tugs, the surfmen handling lines for them.
Nov. 23	Fletchers Neck, Maine...	Am. sc. Oregon.....	Sprang a leak and anchored 1 mile N.E. of station at 4 p. m., having five feet of water in her hold. Surfmen manned her pumps and freed her after three hours' labor.
Nov. 23	Jerrys Point, New Hampshire.	Am. scow Bridgeport.	Dragged anchor in Portsmouth Harbor at 11 a. m. and set signal for assistance, in answer to which surfmen pulled out to her and ascertained that her anchors were foul and that she desired the services of a tug. Keeper landed at Fort Constitution and telephoned to Portsmouth for a tug to come to her assistance.
Nov. 23	Manomet Point, Massachusetts.	Dory, no name	Surfman on S. patrol from 8 p. m. to midnight assisted a fisherman to find this boat, which was anchored offshore, and to haul it up on the beach beyond the reach of the sea.
Nov. 23	.....do	Slp. Torpedo	Was caught in a heavy squall while fishing off the Gurnet and blown under the lee of Manomet Point. Her crew left the boat in charge of the surfmen and returned home by rail. The next morning keeper and one of the crew sailed her into Plymouth Harbor and secured her at her mooring.
Nov. 23	Wood End, Massachusetts	Dory, no name	Two men in this dory were unable to return to their vessel, the fishing schooner Two Forty, on account of the strong NW. wind and rough sea, and after battling with the waves for fourteen hours, landed on the beach 3 miles N. of station at 2 a. m., in an exhausted condition. The N. patrol found their boat in the surf, and following their footprints in the sand soon discovered the unfortunate men on the beach in a state of collapse. He succeeded in getting them into a near-by fish house, and then notified the keeper, who at once proceeded to their relief, with one of his crew, in the station wagon, taking dry clothes and blankets. The rescued men were stripped of their wet garments, dressed in dry clothing, wrapped in blankets, and then taken to the station, where they were given proper stimulants and put to bed. Under the effective treatment of the surfmen they were completely revived and left the station in the afternoon. (See card of thanks and letter of acknowledgment.)
Nov. 23	Metomkin Inlet, Virginia	Am. sc. Shamrock..	Stranded on a sand bar at the mouth of Folly Creek, about $\frac{1}{4}$ mile NW. of station, and was hauled afloat on the 25th by surfmen, who ran out an anchor and manned her windlass, they having previously made an attempt to float her, which was unsuccessful on account of the low water.
Nov. 23	Cape Lookout, North Carolina.	Am. sc. Stella B. Kaplan.	Anchored 4 miles offshore on W. side of cape at 3.20 p. m. and hoisted a distress signal, in answer to which surfmen boarded and found her short of provisions. Keeper took the master's order and telephoned to Beaufort for the desired stores, which were delivered the next morning, when the schooner sailed for her destination.
Nov. 23	Umpqua River, Oregon ..	Am. sc. Lily	Attempted to cross the bar at 8.30 a. m. with a light wind and strong contrary current, and was obliged to anchor in a dangerous position. Keeper pulled out and in compliance with the master's

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Nov. 23	Umpqua River, Oregon...	Am. sc. Lily	request sent to Gardiner to procure the services of a tug, which arrived at 1 p. m. and towed the schooner to that place.
Nov. 24	White Head, Maine	Am. slp. Wanderer..	Dragged, while at anchor in Seal Harbor, at 6.55 a. m. during a strong SW. gale, and drifted among sunken ledges, where she was in danger of striking and sinking; crew launched surfboat and soon boarded her, reefed and hoisted sails, hove up anchors, and worked her clear of the ledges to a safe anchorage.
Nov. 24	Hunniwells Beach, Maine.	Am. slp. Emma C...	Was driven on the beach on the W. side of Sagadahoc Bay, 1½ miles ENE. of station, at 5 a. m., by the strong wind and high sea, while loading a cargo of sand. In response to her master's request, the surfmen proceeded to her, ran out an anchor with hawser attached, and at high water succeeded in hauling her afloat and took her to a safe anchorage, her crew meantime having discharged her cargo.
Nov. 24	Monomoy Point, Massachusetts.	Am. sc. George R. Smith.	Carried away her head stays, lost boat, and sprung a leak in the strong wind and rough sea, afterwards anchoring 1½ miles SSW. from station. The first anchor was lost, but the second brought her up. In recognition of her signal of distress, surfmen pulled to her at 12.30 p. m., conveyed her crew of five men to the station, and succored them until the next day, when they took them aboard the schooner, whereupon the tug Storm King took her in tow.
Nov. 24	Saluria, Texas.....	Am. sc. M. L. Weaver	When the lookout reported this schooner coming up the beach from the westward, close inshore and apparently searching for the entrance to Pass Cavallo bar, very rough and strong S. wind blowing, keeper set range flags, which enabled her to cross in safety and sail to a secure anchorage in the harbor.
Nov. 24	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	North patrol from 12 p. m. to 4 a. m. found this boat lying outside of the shore breakwater and sailed it to the station, where it was delivered to its owner later in the day.
Nov. 25	Monomoy Point, Massachusetts.	Am. sc. Roger Drury	Split her sails in the prevailing gale and anchored 2½ miles S. of station, setting signal for a tug. Surfmen went to her at 8.15 a. m. and assisted to weigh her anchors, the U. S. revenue cutter Samuel Dexter taking the schooner in tow for a harbor.
Nov. 25	Cleveland, Ohio, Lake Erie.	Am. str. Quito	Stranded 1,400 feet offshore and 100 feet E. of the east pier while making harbor at Lorain, 30 miles W. of station, with a high sea running. Keeper was informed of the disaster by telephone, and requested to go to the aid of her crew, who were in jeopardy. He secured a special train from the Lake Shore R. R. Co., which conveyed the surfmen with their boat and beach apparatus to the scene, where they arrived at 11.30 p. m., and found that the tug Cascade had taken off all but three of the shipwrecked crew, whom they were unable to reach. These were rescued by the surfmen and safely landed in the surfboat. Crew returned to the station at 8 a. m. on the 26th.
Nov. 25	Charlevoix, Michigan, Lake Michigan.	Am. str. John Spry..	Ran aground in the river with her tow, when abreast the station, and was assisted by surfmen, who ran and tended her lines until she was released.
Nov. 25	Cape Disappointment, Washington.	Gas. lch. Louise.....	Shipped a big sea, carried away her rudder, became unmanageable, and at 2.56 p. m. was driven on Peacock Spit by the force of the waves. Crew in surfboat

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Nov. 23	Cape Disappointment, Washington.	Gas. lch. Louise	towed the launch over the spit and to the station, where they rigged a temporary steering gear, which enabled her to proceed to Astoria.
Nov. 26	Popes Island, Virginia ...	Am. slp. Avalon	Capsized in Ragged Point channel, 4 miles SW. of station, at 5.30 p. m., during a heavy squall. Surfmen righted and bailed out the sloop, and then towed her to a secure anchorage.
Nov. 26	Sabine Pass, Texas	Skiff, no name.....	Capsized in the harbor at 7.30 a. m., its occupant reaching the shore unaided. Surfman rowed out in the dingey, picked up, righted, and bailed out the skiff, which he towed to the shore and secured to a wharf.
Nov. 26	Galveston, Texas	Slp., no name.....	Capsized by strong wind in Texas City channel, 10 miles NW. of station, at 3 p. m., her crew of four men being rescued by the keeper of Half Moon light, who was near in his boat at the time. The sloop drifted down the bay and was picked up in the harbor, bottom up, mast broken, and sail in the water. Surfmen being notified, righted and bailed her out, and left her in charge of the man who recovered her, informing her owner of the circumstance.
Nov. 26	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Mary A. Gregory.	Was enabled to take advantage of the favorable wind and leave the harbor by surfmen, who went aboard at her master's request and assisted to weigh anchors and set sails, her crew being unable to get her underway without help.
Nov. 27	Great Egg, New Jersey ...	Am. sc. Hannah M..	Parted cable and drifted out of the inlet at 10.50 a. m., and was secured by surfmen who boarded her and ran out an anchor. They then threw overboard her deck load of brushwood and on the flood tide took her to Longport, where they made her fast to a wharf.
Nov. 27	Wallops Beach and Assateague Beach, Virginia.	Am. sc. Maggie E. Davis.	Stranded at 8.45 a. m. while sailing out Chincoteague Inlet with a light breeze and strong current. Crews from both stations pulled to her, ran out anchors with hawsers attached, and, as the flood tide made, hoisted sails, manned the windlass, hove her afloat, and worked her out over the bar. Subsequently on the same day the Davis entered Assateague Harbor, and stranded on the 23th while sailing out. The Assateague station crew ran out anchors at the request of her master, but on account of the strong westerly winds were unable to float her until high water on the morning of the 29th, when she proceeded on her voyage.
Nov. 27	Cobb Island, Virginia	Slp. yt. Rosalind	At 7 p. m. dragged anchor in the prevailing strong wind and stranded on the outside of Loon channel, 100 yards NW. of station. Surfmen saw the mishap and at once boarded her, and ran an anchor to which they rigged a masthead purchase to prevent her listing offshore, the tide being too low to get her afloat. At 5.50 a. m. the next day they again boarded and succeeded in heaving her off the flat and to an anchor placed in deep water.
Nov. 27	Sabine Pass, Texas	Nph. lch. Texas Girl	Stranded on a reef in the harbor $\frac{1}{2}$ mile NE. of station at 5 p. m., and was successfully floated with the aid of surfmen, who pulled to her, ran two anchors, and hauled her into the channel, whence she proceeded to her destination.
Nov. 27	Michigan City, Indiana, Lake Michigan.	Rowboat, no name.	Capsized at 1 p. m., $\frac{1}{2}$ mile NW. of station, while its occupant, a man who had been duck shooting, was attempting to row to shore through the rough sea. He was incumbered with long rubber boots and a heavy, full cartridge belt, and the crew, who at once pulled out in the surfboat,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Nov. 27	Michigan City, Indiana, Lake Michigan.	Rowboat, no name.	reached him just as he was about to relinquish his efforts to keep afloat. They took him and the boat to the station, provided him with dry clothing from the supplies donated by the Woman's National Relief Association, and he then left for his home.
Nov. 28	Racine, Wisconsin, Lake Michigan.	Am. sc. Ottawa	At the request of her master surfmen went on board at 10 a. m. and ran additional fasts to prevent her being carried away from the wharf by the heavy undertow, her crew having been discharged.
Nov. 27	Willapa Bay, Washington	Am. str. Sequoia	Struck on NW. end of Sand Island at 10 a. m. while attempting to enter the bay in hazy weather, with a heavy sea running, sprung a leak, unshipped her rudder, and anchored in the channel. Surfmen boarded and ascertained the extent of her injuries, and then pulled to South Bend in the whaleboat, a distance of 13 miles, and sent out a tug which towed the steamer to that place.
Nov. 28	Oak Island, New York...	Am. slp. H. C. Price.	Stranded on Fire Island Bar, 2½ miles SSE. of station, at noon, during a NW. gale with high sea, sunk, and subsequently became a total wreck. Surfmen pulled out and rescued the master and his young brother, both of whom jumped overboard and were picked up by the surfmen, who were unable to go alongside on account of the rough sea. The rescued men were taken to the station, provided with dry clothing, and afforded shelter until the following day, when the crew took them off to the wreck and recovered her anchors and a portion of her gear, landing them on the beach. (See letter of acknowledgment.)
Nov. 28	Hereford Inlet, New Jersey.	Am. str. Hazel.....	At 6.15 p. m. keeper received word that this vessel, which was anchored 1¼ miles S. of station, had sprung a leak. Surfmen pulled out, and, as there was danger of her dragging in the prevailing high wind, loaned her another anchor and ran it out.
Nov. 28	Assateague Beach, Virginia.	Am. sc. Claudia V..	Dragged in the strong wind and stranded in Assateague Cove, 1¼ miles S. by E. of station, at noon. Station crew were at work on the schooner Maggie E. Davis near by and pulled over and ran out anchors for the Claudia V. With the assistance of another boat's crew they hauled her afloat at 3 p. m. and took her to a secure anchorage.
Nov. 28	.....do	Am. slp. Pittsburg..	Dragged at 11 a. m. and was in imminent danger of colliding with the schooner Maggie E. Davis, when surfmen boarded and ran a hawser from her to another vessel which was securely moored. They then hove up her anchors and planted them in good holding bottom well to windward, enabling her to ride out the blow in safety.
Nov. 28	South Chicago, Illinois, Lake Michigan.	Nph. lch. Clara K...	At 12.30 p. m. lookout reported that this launch was disabled near the entrance to Calumet Harbor, and drifting toward the end of the N. pier, with which she would soon collide. Surfmen pulled out, ascertained that her machinery was disabled, and, at the request of her master, towed her to the station, where the necessary repairs were effected, after which she proceeded.
Nov. 29	Cross Island, Maine	Am. sc. Olive G	Stranded ½ mile N. of station at 2 p. m. and was subsequently floated at high water by station crew, who placed planks under her bilges and launched her as the tide flowed.
Nov. 29	Orleans, Massachusetts...	Am. sc. Rebecca A. Taulane.	Anchored 4½ miles NE. of station and found that her anchor was caught in the French trans-Atlantic cable, when she attempted to get under way at 6.30 o'clock the next morning. Surfmen pulled to her and advised her master to

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Nov. 29	Orleans, Massachusetts...	Am. sc. Rebecca A. Taulane.	slip the anchor, but he refused, whereupon the station crew hove up the anchor and, after about two hours' labor, cleared the cable without its having sustained any apparent damage.
Nov. 29	Monomoy, Massachusetts.	Br sc. Phoenix.....	Was in collision with an unknown tramp steamer $3\frac{1}{2}$ miles S. by E. of station at 8.30 p. m., carried away all her head gear, badly damaged the hull about the bows, and sprung a leak. She drifted into shoal water, anchored, and the following morning set a signal of distress, which was answered by the surfmen, who boarded and found her badly crippled. They manned her pumps to free her of water, nailed canvas over her leaky bow ports, and, as the windlass was broken, sawed off her cables to enable the tug Storm King, which had arrived, to take her in tow for Vineyard Haven.
Nov. 29	Great Egg, New Jersey....	Am. slp. Mamie....	Stranded on a sand bar in the beach thoroughfare at 3 p. m. and was boarded by surfmen, who ran out her anchor and hauled her afloat.
Nov. 29	Assateague Beach and Wallops Beach, Virginia.	Am. sc. R. B. Leeds.	Stranded on Chincoteague Bar at 11 a. m., while trying to beat out low water. Crews from both stations pulled to her, ran an anchor, and hove her afloat, taking her to a good anchorage.
Nov. 29	Santa Rosa, Florida	Am. sc. Idell	Stranded in Pensacola Bay 4 miles NE. of station and was sighted by the station lookout at sunrise. Surfmen pulled to her, and at her master's request proceeded to Pensacola and procured a tug, which went to the schooner's assistance, towing the surfboat astern. The station crew ran lines for the tug, which hauled the stranded craft afloat at 3.30 p. m., and towed her to an anchorage in deep water.
Nov. 29	San Luis, Texas	Fish boat, no name.	Stranded on SW. reef inside San Luis Pass 4 miles NE. of station, strong wind and high sea, and was sighted by the keeper at daylight. Station crew proceeded to her in the surfboat under sail and succeeded in getting her afloat, taking her to a safe anchorage. They then escorted her crew to the station, supplied them with dry clothing from the stores of the Women's National Relief Association, and succored them until the following day, when they took them off to their boat and assisted them to start for their destination.
Nov. 29	Ludington, Michigan, Lake Michigan.	Am. str. Binghamton.	This steamer's tiller ropes parted as she was entering the harbor, and she collided with the S. pier, and blew signals of distress on her steam whistle. Surfmen proceeded to S. pier, and took her lines, while the station lookout telephoned to the tug Sport, which came in answer to his summons and towed the disabled steamer to her berth in the harbor.
Nov. 29	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Surfman on lookout pulled out in his skiff at 3 a. m. and picked up this boat, which was adrift in the river, and towed it to the shore, where he secured it.
Nov. 30	Straitsmouth, Massachusetts.	Am. sc. Newell B. Hawes.	Sprung a leak while beating around Thatchers Island; anchored in Sandy Bay, $\frac{1}{2}$ mile NW. of station, and set a distress signal, which was answered by surfmen, who pulled to Rockport in search of a tug, at the request of her master, but finding none, returned to the station and telephoned to Gloucester for one. Later in the day the surfmen boarded again in response to a signal, manned the pumps, got vessel under way, and started for Gloucester, but the high sea compelled them to seek shelter in Pigeon Cove, where the schooner was moored to a wharf and everything made secure.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Nov. 30	Monomoy Point, Massachusetts.	Am. sc. Mary Farrow.	Stranded on Shovelful Shoal, 1½ miles SSW. of station, at 5 a. m., sprung a leak, and was floated by the life-saving crew after two and a half hours of hard labor. The surfmen manned her pumps and assisted to sail her to Provincetown Harbor, where they arrived the following day, and were towed to a wharf by the steamer Vigilant.
Nov. 30	Smith Island, Virginia....	Am. sc. May Flower.	Stranded on S. end of Smith Island at 2 p. m., and was floated without apparent injury by station crew, who at once went to her assistance.
Nov. 30	Galveston, Texas.....	Slp. Jennie.....	Collided with a drawbridge in Galveston Bay, 10 miles SW. of station, at 8 p. m., broke her bowsprit, and seriously damaged her cabin house. In response to a request received by telephone, surfmen hastened to her aid in the surfboat, ran an anchor, and hauled her to a safe berth. They then took two of her crew of five men, who remained by her, to the station, and furnished them with dry clothing from the supply donated by the Women's National Relief Association. On the following day a tug towed the sloop to a shipyard for repairs.
Nov. 30	Buffalo, New York.....	Am. sc. William Jones.	Dragged anchor in the S.W. gale, and stranded ¼ mile WSW. of station at 2.30 a. m. Station crew were towed to her by tug Babcock, and ran a hawser to the stranded schooner, but, after pulling for one hour, the hawser parted, and the attempt to float her was abandoned for the night, the surfmen taking the master ashore to make further arrangements. At 8 a. m. the next day the tug Mason made an unsuccessful effort to float the schooner. The steamer J. Kelderhouse dredged around her, then the two tugs pulled her afloat and towed her to an anchorage behind the breakwater, the surfmen being employed in running and handling lines for the tugs.
Dec. 1	Straitsmouth, Massachusetts.	Dory, no name.....	Drifting to sea unattended, and surfmen towed it to the beach and hauled it out in a safe place to await owner.
Dec. 1	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. Cecelia Hill.	At 3 a. m. the master of the tug Sydney T. Smith applied to the keeper for assistance in floating the steamer Cecelia Hill, stranded off Jacksonport, 18 miles distant. Although the station had been closed for the season on the day previous, the keeper succeeded in mustering six of the crew, who immediately returned to the station. They launched the surfboat and, taking tow of the tug, reached the place of casualty at day-break, and found the distressed craft on a reef pounding heavily, with a rising sea. The tug could get only within about 700 feet of the steamer, but, after a hard pull, the life-savers succeeded in reaching her with a long hawser, and she was hauled afloat, apparently having suffered no injury.
Dec. 2	Grand Haven, Michigan, Lake Michigan.	Am. sc. Annie F. Morse.	At 10 p. m., during a high NE. wind with snow, this schooner effected a landing at the end of the outer pier, where she lay pounding heavily and in danger of serious damage. Her crew of three men, being unable to extricate her from this position, burned a torch for assistance, to which the life-saving crew responded, and, after two hours' work, succeeded in warping the vessel to a secure berth inside.
Dec. 3	Napeague and Amagansett, New York.	Am. bk. Alice Reed.	Stranded on outer bar 2½ miles SW. from Napeague Station at 11 p. m., fresh NE. wind and rough sea. The Napeague life-saving crew with beach apparatus,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 3	Napeague and Amagansett, New York.	Am. bk. Alice Reed.	and the Amagansett crew with surfboat hastened to the scene of disaster, arriving at 12.30 a. m. Owing to the darkness, rough sea, and drifting wreckage, they found it impossible to pull to the wreck in the surfboat, and immediately resorted to the Lyle gun as a means of rescuing the imperiled crew. The first shot carried a line across the vessel forward of the mainmast, but the sailors were unable to reach it, and four other shots were equally futile. Meantime, the bark was rapidly breaking up, and three of her crew were swept overboard, but were rescued from the surf by the life-savers. The rest, seven in number, clung to the after part of the wreck, which was gradually working toward the beach, and the surfmen finally reached them with heaving lines and hauled them one by one safely to the shore. They were exhausted, and were therefore carried in wagons to Napeague station, where they received hot drinks, food, and dry clothing from the stores of the Women's National Relief Association, and soon recovered from the effects of their terrible experience. The ship and cargo were lost.
Dec. 3	Holland, Michigan, Lake Michigan.	Am. sc. Waleska....	Moored in an exposed position at end of pier, and at 3.30 a. m. the keeper assisted to track her to a secure berth near the station.
Dec. 3	Fort Point, California....	Am. str. Progreso...	Set on fire by the explosion of an oil tank, at 7.25 a. m., while lying at wharf at Fulton Iron Works. The life-saving crew promptly repaired to the place in surfboat, but were unable to render any assistance beyond helping the fire companies present to handle their hose. The flames rapidly enveloped the ship, and she was destroyed in a short time.
Dec. 4	Hatteras Inlet and Cape Hatteras, North Carolina.	Am. sc. Ida Lawrence.	Steering gear disabled and vessel came to anchor off Ocracoke light-house and hoisted signal of distress. A surfman from Hatteras Inlet discovered her and carried the news back to the station, when the crew put surfboat on the wagon and started alongshore, arriving abreast of the vessel at 4 p. m., after a hard journey of about 14 miles. Finding that she had hauled down her signal, and was lying quietly at anchor, they unharnessed their horses, which were tired out, and remained in the vicinity all night. Meantime the wind came out in a strong S.W. gale, with rough sea, and, upon repairing to the beach early in the morning, the surfmen found the schooner dragging to the northward and eastward along the shore. They followed her for 5 miles, when the surfman who had been left in charge of the station met them with the tidings that a disaster had occurred off Hatteras Inlet, and, as the Lawrence had brought up on her anchors, they returned to the station to investigate the report. About 9 a. m. the master and crew of the Lawrence, eight men, became alarmed, abandoned their vessel in a boat, and, being unable to land, were driven by wind and sea towards Cape Hatteras. They were sighted by the crews of Durants and Creeds Hill stations, who followed them along the beach, and by the Cape Hatteras crew, who signaled them to land in Hatteras Blight. When the boat struck the breakers, she filled, but the surfmen from the three stations rushed in and rescued the crew and hauled their boat up on the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 4	Hatteras Inlet and Cape Hatteras, North Carolina.	Am. sc. Ida Lawrence.	beach. They were supplied with clothing from the stores of the Women's National Relief Association, and succored at Cape Hatteras station until next morning, when the surfmen transported them to Durants, and the crew of that station carried them across the inlet. They boarded their vessel, but found her leaking, and therefore beached her. They were succored at Hatteras Inlet Station until the 10th instant. The vessel became a complete wreck, and was, with her appurtenances, sold at auction. (See letter of acknowledgment.)
Dec. 5	Fletchers Neck, Maine	Am. sc. Addie	Anchored in a dangerous position in shoal water 1 mile N. from station, and leaking. Fresh NNE. gale, thick snowstorm, rough sea. The N. patrol discovered her flying a signal of distress at 12.45 p. m. and ran to the station and reported. After one and one-half hours of hard pulling the life-savers reached the schooner, and, finding her crew anxious to go ashore for safety, took them to station and succored them for the night, providing one needy seaman with clothing from the stores donated by the Women's National Relief Association. The vessel rode out the gale, and the following morning surfmen boarded with the crew, assisted to clear her of ice, pump out the hold, and reef the mainsail. They then hove up the anchors and piloted her clear of danger into open water.
Dec. 5	Gloucester, Massachu- setts.	Br. sc. Flo. F. Ma- der.	Stranded on Dog Bar Breakwater, 1½ miles SE. from station, at 2.30 a. m., fresh NE. wind with snow, moderate sea. A patrolman at once discovered her, and after burning a Coston signal to apprise the crew of help at hand, returned to station and reported the casualty. The life-saving crew pulled to the vessel, but at master's request returned ashore and procured a tug, which attempted to haul the schooner afloat by a hawser run by the surfman. The line parted, however, and operations had to be deferred till a more favorable tide. As wind and sea were increasing, the life-savers took the personal effects of master and crew to station for security, and also three of the crew who feared to stay by their vessel. The rest of the crew abandoned her later, leaving only the master and mate on board. The life-savers kept constant watch upon the stranded craft until afternoon, when two tugs got her afloat. They then boarded and stood by, performing necessary service until she was towed to a marine railway, returning to the station in tow of a tug. On the 6th they carried back to the schooner the personal belongings of the crew, all of whom returned on board.
Dec. 5	Blue Point, New York	Sc., no name	Capsized in a gale while at anchor off station, and her cargo of vegetables washed up on the beach. Station crew righted and bailed out the vessel and gathered up the cargo and restored it to owner.
Dec. 5	Lone Hill, New York	Am. slp. Madalene Sammis.	At 2.30 a. m., while bringing his vessel to anchor, the master caught his leg in the bight of the cable, and being seriously injured, was compelled to cut the cable to free himself, and the vessel went adrift, finally stranding on a shoal 1½ miles NW. from station. At daybreak she was discovered by the life-saving crew, who at once pulled alongside and took the injured man and his son, the only persons on board, to the station and succored them till the next day. The

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 5	Lone Hill, New York.....	Am. slp. Madalene Sammis.	sloop remained fast on the shoal until the 12th instant, when the surfmen assisted in floating her.
Dec. 5	Fire Island, New York...	Am. slp. C. W. Baker.	Parted cable in a NE. gale and stranded 3 miles W. from station at about 11 a. m. The lookout sighted her soon after noon, and the life-saving crew were about to start to her assistance when her crew of three men, who had waded ashore after she struck, arrived at the station chilled and wet. They were given dry clothing from the stores of the Women's National Relief Association, hot drinks and food, and the surfmen then took them back to their vessel, which a small steamboat soon hauled afloat. After anchoring her securely and bailing her out the life-savers returned with the shipwrecked men to the station, where the latter were succored until next day.
Dec. 5	.....do.....	Slp. Sylvia.....	Parted cables in NE. gale and stranded $\frac{1}{2}$ mile NE. from station. Surfmen went to her aid, pried her out of the sand into which she had settled, got her on skids, and hauled her out above high-water mark.
Dec. 5	.....do.....	Slp. Whiskey.....	Parted moorings in NE. gale and swamped in surf near the shore. Surfmen hauled her up on the beach and bailed her out.
Dec. 5	.....do.....	Slp. Ella.....	Parted moorings in NE. gale and swamped in the surf $\frac{1}{2}$ mile NE. from station. In response to a telephone message on the 12th, surfmen proceeded to the place and found the sloop full of water and frozen over. They cleared her of ice, bailed her out, and hauled her to the beach.
Dec. 5	Eatons Neck, New York..	Am. sc. S. M. Bird..	Stranded on a reef $\frac{1}{2}$ mile E. from station at 10 a. m., NE. gale, thick snowstorm, and rough sea. The patrol discovered the disaster soon after its occurrence, and the life-saving crew hastened to the scene with beach apparatus. Three attempts to fire a line over the vessel failed, and the weather having then moderated the life-savers returned to the station, put out in surfboat, brought the shipwrecked men, seven in number, to the station, and succored them until the next day. The vessel proved a complete wreck.
Dec. 5	Great Egg, New Jersey...	Nph. lch. Imp.....	Foundered at moorings off boathouse a short distance from station, during a strong NW. wind with rough sea. Surfmen got lines under the vessel, raised her, bailed her out, and secured her.
Dec. 5	Hereford Inlet, New Jersey.	Am. slp. Stella.....	Parted chains at 5 a. m., during a fresh gale and rough sea, and drifted ashore. Station crew pulled to her in surfboat, ran an anchor, and at high water tried to heave her afloat, but she was well up on the beach and the effort was unsuccessful. On the 6th surfmen ran another anchor, and at a later date the sloop was floated.
Dec. 5	.....do.....	Slp. Irene.....	Dragging anchors in a SW. gale with rough sea at 7.50 a. m. The life-savers pulled to her aid in surfboat and landed her crew of two men, who desired to go on shore for safety, then returned to station, keeping watch of the sloop, which had brought up on her anchors. At 11 a. m. the gale shifted to NW. and she started to drag again, whereupon surfmen pulled to her with a third anchor, and secured her so that she rode out the storm.
Dec. 5	Assateague Beach, Virginia.	Am. sc. Virginia Rulon.	Swamped while at anchor in shoal water $\frac{1}{2}$ mile S. of station, during a strong SW. gale with rough sea, and displayed a signal of distress. The life-savers witnessed the casualty and immediately started up

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 5	Assateague Beach, Virginia.	Am. sc. Virginia Rulon.	to windward with surfboat on wagon. Arriving at a suitable place, they launched the boat, succeeded in reaching the wreck, took off her crew of six with considerable difficulty, owing to high wind and seas, and landed 3 miles to leeward of station. They took the rescued men to the station and succored them until the next day, when they conveyed the seamen to Chincoteague, while the master and mate remained to look after their vessel, which was finally floated by wreckers and taken to Norfolk. (See letter of acknowledgment.)
Dec. 5	Metomkin Inlet, Virginia.	Slp. John Birch.....	Stranded 1½ miles N. of station during a gale. The life-saving crew went to her aid in surfboat, ran an anchor and endeavored to get her afloat, but did not succeed on account of low tide, and returned to station. On the following tide the vessel floated without assistance.
Dec. 5	Chicamacomico, Virginia.	Sc. Two Sisters.....	Parted chains during a SW. gale and stranded 2½ miles S. by W. from station. The casualty occurred at high water and the vessel went high up on the beach. On the 8th instant station crew, accompanied by surfmen from Gull Shoal and New Inlet stations, went to the vessel, got her on skids, and launched her without injury.
Dec. 5	Cape Hatteras, North Carolina.	Am. sc. Maggie E. Davis.	Stranded 3½ miles N. of station at 9 a. m., during a SW. gale with high seas. The life-savers proceeded at once to the stranded vessel, ran out her anchors, hove her afloat, and assisted to work her to a safe anchorage.
Dec. 5	Hatteras Inlet, North Carolina.	Am. sc. Wesley M. Oler.	Struck on the bar off Hatteras Inlet during the night, a heavy SW. gale with rough sea prevailing. The disaster was discovered at daylight by a surfman who had been left in charge of the station while the crew had gone to the assistance of a vessel several miles down the beach. He went on horseback after the crew, who at once returned but found that the vessel had gone to pieces. (For detailed account see caption "Loss of life.")
Dec. 5	Cape Lookout, North Carolina.	Am. bkt. Olive Thurlow.	This vessel anchored in Lookout Bay, about 2 miles W. from station, on the evening of Dec. 2, and early the next morning hoisted a signal of distress to which the life-saving crew promptly responded in surfboat. They found that the master had broken his leg and desired to be taken ashore. The keeper requested permission to shift the vessel to a safer anchorage, but his request was not granted, and he took the master ashore and sent him to Beaufort for medical treatment. On the morning of the 5th the wind came out WSW. with hurricane violence, the vessel dragged her anchors, and at 4 a. m. struck the outer reef, finally becoming a total wreck in Lookout Bight. The cook, John Chauley, was killed by a falling spar, and the rest of the crew, five men, were swept overboard by the terrific seas, but were all rescued by the life-savers, who rushed into the surf to their aid, then took them to the station, supplied them with dry clothing from the stores of the Women's National Relief Association, and succored them for two days. Two of them were seriously injured, and medical assistance was procured for them. (For detailed account see caption "Loss of life;" also see letters of acknowledgment.)
Dec. 5	Core Bank, North Carolina.	Sc. Bessie D.....	Parted cable in the night during a strong SW. wind, while at anchor off Davis, North Carolina, drifted 7 miles, and finally stranded on Core Bank, 1 mile

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 5	Core Bank, North Carolina.	Sc. Bessie D.....	SW. of station. The life-saving crew discovered and boarded her in the morning, ran out her anchor, hove her afloat uninjured, moored her off the station, and the following day the keeper delivered her to the owner.
Dec. 5	Coquille River, Oregon...	Se., name unknown	At sunrise the lookout discovered a small schooner anchored dangerously near the shore 7 miles N. of station. As the bar was too rough for the Coquille River tugs to go to her aid, the keeper telephoned to Coos Bay, from whence a tug put out and towed her from the perilous situation.
Dec. 6	Watch Hill, Rhode Island	Am. str. Uncatena..	In response to a signal from this steamer the keeper reported her to owners by telegraph.
Dec. 6	Holly Beach, New Jersey.	Am. sc. Georgie Berry.	At anchor 3 miles SE. of station, steering gear disabled, jib and foresail carried away, and signal of distress flying. The life-savers boarded at 7.15 a. m., and at request of master carried ashore the broken parts of the steering gear, repaired them, and brought them back aboard. As the master had lost his only chart of Delaware Bay, the keeper supplied him with another, and the vessel proceeded to Philadelphia.
Dec. 6	Galveston, Texas.....	Slp. Jennie	At 9 p. m. the keeper received a telephone message to the effect that a sloop had collided with the railroad bridge in West Bay, and was in need of assistance. The crew at once pulled to the place in surfboat, ran out an anchor and warped the vessel to a safe anchorage, she having carried away her bowsprit and damaged her cabin.
Dec. 7	White Head, Maine	Am. sc. Helen G. Wells.	Stranded on a ledge 1 mile NE. from station at 5.30 a. m. during a thick snowstorm. The life-saving crew received notice by telephone, and at once pulled to the vessel in surfboat and ran an anchor, but, being unable to float her, returned ashore and telephoned for a tug. They then went back aboard and worked at the pumps until the arrival of the tug, to which they ran a hawser, and she finally hauled the stranded craft afloat, whereupon the surfmen piloted both vessels into Seal Harbor, returning to station at 5 a. m. of the 8th.
Dec. 7	Newburyport, Massachusetts.	Rowboat, no name.	Drifting unattended to sea. Surfmen pulled out, towed the boat ashore, and cared for it until the arrival of the owner on the 13th.
Dec. 8	Cape Elizabeth, Maine...	Am. sc. Cora and Lillian.	At 6 a. m. the keeper received information by telephone that a schooner had stranded on Ram Island Ledges, 4 miles NNE. from station, a thick fog prevailing over the water at the time. Station crew at once put out in surfboat, arriving alongside the stranded craft at 7 a. m., and, finding her full of water and fast on the ledges, assisted her crew to land their cargo of fish and all movable appurtenances, also to remove the ballast preparatory to an attempt to float her on a favorable tide. A tug made the attempt on the 9th, but was not successful, and on the 10th a heavy SW. wind sprang up with rough sea, and the schooner went to pieces, becoming a total loss.
Dec. 8	Fletchers Neck, Maine...	Am. sc. E. and G. W. Hinds.	Leaking and anchored in an exposed position near Ram Island Ledges, 2½ miles N. from station, a thick snowstorm prevailing. Fearing disaster the master and crew, four men, landed and went to the station where they were given food and shelter. The next morning surfmen took them back to their vessel, cleared her of ice and pumped her out, then assisted to get her under way and piloted her out of the bay.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 8	Gurnet, Massachusetts ...	Am. sc. Henry May.	At anchor 1½ miles ESE. from station, fresh WNW. gale and thick vapor. She was badly iced up and had her sails blown away, while two of her crew were frost-bitten and the master had been injured by a broken boom falling upon him. At 10.50 p. m. she burned torches for assistance and the life-saving crew, leaving one surfrman in charge of station, put out in surfboat; but owing to the thick vapor they found nothing, and their boat and oars became so badly iced up that at 2 a. m. they were compelled to return ashore. In the morning they sighted the tops of the vessel's masts over the vapor or fog bank and at once put out in surfboat and, though heavy seas were constantly breaking over her, succeeded in getting on board, and stood by pumping and otherwise assisting the crew. They hoisted a signal for a tug but none responded, and at 3 a. m. of the 10th, the weather having moderated, they returned to station, where they learned that the surfrman in charge had seen their signal and telephoned for a tug. Soon after daylight the tug arrived, and the surfrmen again boarded the schooner and assisted to get her under way, when the tug took her in tow for Boston.
Dec. 8	Harbor Beach, Michigan, Lake Huron.	Am. sc. J. Duvall.....	At 11 a. m., during a NW. gale with rough sea, this schooner struck her center-board, missed her dock, and was forced to anchor in a dangerous position to escape stranding. The station crew hastened to her aid, and with lines and tackles hove her to a safe berth at a dock.
Dec. 8	Point Adams, Oregon.....	Am. str. Sequoia	Sprung a leak and became water-logged while at sea in tow of another vessel, which took her into Columbia River and anchored her off Fort Stevens. The life-saving crew boarded but could render no assistance until the following morning, when they ran hawsers from tugs to the distressed craft and she was towed to Astoria. While maneuvering, the vessel's boat towing astern was capsized and the surfrmen righted it and took it to station for safe-keeping, at request of master.
Dec. 9	White Head, Maine.....	Am. sc. Wm. V. Hutchings.	At 7 a. m., while anchored in Seal Harbor during a strong WNW. gale, this vessel parted both her anchor chains and stranded on the rocky shore of Burnt Island, 1½ miles NE. from station. She was not visible from station on account of a thick vapor or fog, but a fisherman telephoned the keeper, and the life-savers pulled to the scene in surfboat, arriving at 7.25 a. m. They found the vessel pounding heavily on the rocks, her boat carried away, seas constantly breaking over her and freezing (the thermometer showed 16° below zero), and her crew of four huddled in the cabin, which soon began to fill. They took the shipwrecked men, with their dunnage, to the station, and succored them for two days, when the weather moderated and all hands turned to and stripped the schooner, which became a complete wreck. On the 14th instant surfrmen recovered the second anchor, the other having been found when the vessel was stripped.
Dec. 9	Hunniwells Beach, Maine	Am. sc. Game Cock.	Anchored near Pond Island, 1½ miles SE. by S. from station. She hoisted a signal of distress at 10 a. m., whereupon the life-saving crew boarded in surfboat, and found her badly iced up and her sails much torn by the gale of the previous

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 9	Hunniwells Beach, Maine	Am. sc. Game Cock.	night. They returned ashore and telephoned for a tug, then boarded again, cleared vessel of ice, and upon arrival of the tug assisted to get her under way, remaining aboard until she was towed into the Kennebec.
Dec. 9	Jerrys Point, New Hampshire.	Am. sc. Lady Antrim	Stranded on the flats near Gerrish Island, 1½ miles NE. from station. She was discovered by the lookout at 11 a. m., through a thick vapor, and the life-saving crew went to her aid in surfboat. Finding the vessel badly iced up, and her crew suffering from frost-bitten hands, they remained on board the rest of the day, clearing off the ice and rendering all possible aid to the distressed crew. At high water the next day the surfmen ran an anchor, hove vessel afloat, and signaled a tug, which took her to a wharf at Portsmouth.
Dec. 9	Wallis Sands, New Hampshire.	Am. sc. George V. Jordan.	At 9.30 a. m., while the water was covered with vapor, the keeper caught sight of this vessel, which finally came to anchor 1½ miles to eastward of the station. Observing that most of her sails had been carried away, the surfmen boarded in surfboat and found her covered with ice, and her crew badly frost-bitten. The station crew cleared away the ice from the windlass, hove up the anchor, and signaled a tug, which towed the distressed craft into Portsmouth Harbor. Owing to the intensely cold weather prevailing, the keeper had a hand and foot frozen, and the surfmen all suffered greatly on the return trip to station.
Dec. 9	Nahant, Massachusetts...	Nph. lch. Sylvia, and nph. lch., no name.	Caught in drift ice at 8.30 p. m., ¼ mile SW. of station. The owner, who was on board the Sylvia, could not move his boat and was unable to escape to the shore, and, owing to a fresh NW. wind with temperature 42° below zero, was in danger of freezing. The life-saving crew, assisted by ex-surfman George W. Wickens, launched the surfboat, and succeeded in bringing the endangered man to shore. On the following day they got lines to the launches, and with tackles and a horse hove them out of the ice to secure berths.
Dec. 9	Brant Rock and Gurnet, Massachusetts.	Am. sc. Etta A. Stimpson.	At 9.30 a. m. a surfman in charge of the Brant Rock station discovered this schooner ashore on Duxbury beach. As the rest of the crew were absent on board the distressed schooner Henry May, he telephoned to Gurnet, and the crew of that station pulled to the vessel. They found that her master had beached her for safety, as her crew were frost-bitten, her sails had been carried away, and she was badly iced up. The Gurnet life-savers carried the crew to the Brant Rock station, where they were supplied with dry clothing from the stores of the Women's National Relief Association; also with food and shelter; and on the following day the keeper sent two of the injured seamen to a hospital at Boston.
Dec. 9	Chatham, Massachusetts.	Am. sc. Samuel S. Thorp.	Anchored in an exposed position 2½ miles SE. from station; windlass broken and crew unable to heave up anchor. She set a signal of distress, which owing to a heavy mist, was not visible at the station until the morning of the 10th, when the life-savers discovered it, and boarded in surfboat at 8 a. m. They hove in part of the chain by hand, but a heavy gale came on and compelled them to pay it out again. On the night of the 11th the master slipped his anchor and stood to

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 9	Chatham, Massachusetts.	Am. sc. Samuel S. Thorp.	the southward and westward, the surfmen remaining on board rendering needful assistance. After crossing Nantucket Shoals the next day, they fell in with the revenue steamer Dexter, which towed the Thorp into New Bedford Harbor, and the following morning the life-saving crew returned to their station by rail. (See letter of acknowledgment.)
Dec. 10	Atlantic City, New Jersey.	Am. sc. A. L. Lee...	Stranded on bar $\frac{1}{2}$ of a mile S. from station at 11.15 a. m., fresh southerly winds and high seas. The lookout immediately reported the casualty, and station crew put out in surfboat, reaching the wreck after an hour of hard pulling. As no possibility of relieving the vessel existed, the life-savers rescued the crew, consisting of master, mate, and two seamen, and carried them ashore. The mate and seamen were succored at the station until the following day, and were supplied with clothing from the stores of the Women's National Relief Association. The schooner became a complete wreck, and was stripped by the owners.
Dec. 10	Ludington, Michigan, Lake Michigan.	Am. sc. Lottie May...	While sailing out of harbor this vessel fouled S. pier and was tracked out of the channel by the keepers of the life-saving and light-house stations.
Dec. 11	Oak Island and Fire Island, New York.	Am. sc. Benjamin Russell.	Stranded on Fire Island Bar, at 10.45 a. m., while working out of inlet. Surfmen from both stations boarded at 11.30 a. m., and, by taking advantage of the tide and working sails, soon got the vessel afloat.
Dec. 12	Cross Island, Maine.	Am. sc. Carrie Belle.	Struck on a rock, but went clear, and then anchored in a dangerous position near Seal Cove Ledges. The life-saving crew boarded in surfboat, and, finding the master unacquainted with the waters of the vicinity, got vessel under way and worked her to a safe anchorage in Machias Bay.
Dec. 12	Monomoy Point, Massa- chusetts.	Am. sc. Nettie Franklin.	Stranded at 1 a. m. on Handkerchief Shoal, $\frac{1}{2}$ miles SW. by S. from station, fresh N.E. wind with snow, and rough sea. The life-savers reached her in surfboat at 3.30 a. m., and got her afloat by making sail and driving her off the shoal. She sustained no apparent damage.
Dec. 13	Oak Island, New York ...	Small boat, no name.	At 4.15 a. m. the lookout sighted an open boat, containing three boys, apparently jammed in the ice $\frac{1}{2}$ miles NW. of station, and surfmen pulled to the rescue, landing the boys safely on shore.
Dec. 13	Eatons Neck, New York..	Am. sc. Penobscot ..	Stranded $\frac{1}{2}$ of a mile E. of station at 5.30 a. m., on account of thick weather. The life-savers arrived in an hour with beach apparatus, and, finding the vessel within hailing distance, soon landed the entire crew of seven men in breeches buoy. The shipwrecked men were given food at station; two who were destitute were provided with clothing from the box of the Blue Anchor Society, and after noon all hands, except the master and mate, were sent to New York. A wrecking crew took charge of the stranded craft and on the 24th got her afloat, the surfmen rendering all assistance possible.
Dec. 13	Holly Beach and Hereford Inlet, New Jersey.	Am. sc. W. S. Jordan.	Came to anchor 1 mile S. of Holly Beach station during thick weather, and a rising wind and sea caused her to strike bottom and leak badly. She set a signal of distress and both life-saving crews boarded about 11.30 a. m., in surfboats. They parted her chain in heaving up anchor, but managed to cast her head seaward and make sail, when the Hereford crew returned to their station, while the Holly Beach crew remained aboard to assist the vessel around Cape May. After sail-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 13	Holly Beach and Hereford Inlet, New Jersey.	Am. sc. W.S. Jordan.	ing a short distance she became water-logged, refusing to mind her helm, and despite the best efforts of crew and surfmen soon grounded near the shore, the seas making a clean breach over her. The life-savers succeeded in landing the crew of seven men without mishap, and succored them at station two and one-half days. Vessel and cargo were a total loss.
Dec. 14	Brazos, Texas.....	Slp. Teresa.....	Carried away mast in a strong SSE. wind and came to anchor $\frac{1}{2}$ of a mile W. $\frac{1}{2}$ N. of station at 1.10 p. m. The casualty was witnessed by the lookout, who promptly gave the alarm, and the crew put out in surfboat, cleared away the wreckage, and stood by the disabled craft until a pilot boat came along and towed her to Isabel.
Dec. 14	Charlotte, New York, Lake Ontario.	Am. sc. John R. Noyes.	On December 11 this schooner left Charlotte in tow of the steamer John E. Hall, bound for Deseronto, Canada. Bad weather was soon encountered, and at 8 a. m. of the 13th, about 50 miles NE. by E. from Charlotte, the steamer became disabled, cut the hawser, and abandoned her tow. On the 14th, at 5:30 a. m., Keeper Gray received telegraphic information to the effect that a farmer living near the beach 23 miles to the eastward had sighted a schooner about 3 miles offshore flying a signal of distress. The keeper at once decided that to attempt to row the surfboat to the point indicated, taking chances of wind and weather, would be unwise, and applied to the trainmaster of the New York Central R. R., who provided him with a special train; and, loading the surfboat on a flat car, the life-saving crew proceeded by rail to Lakeside, 4 miles from the shore, where the keeper had wired for teams to be held in readiness for his use. The roads were in bad condition and the surfmen were frequently obliged to shovel through snow-drifts which blocked the way, but the journey was finally accomplished, and at 11:30 p. m. the life-savers launched their boat and started in quest of the distressed craft. Extremely cold weather prevailed and thick vapor covered the water so that they were unable to see more than a few feet, and, after pulling into the lake 7 miles, they returned to shore and camped for the rest of the night by a large fire built by some residents at request of keeper. At break of day a surfman climbed to the top of a windmill and descried far distant in the lake a small object, which proved by the aid of glasses to be a vessel, and, after getting bearings, the life-savers started for her. They rowed off shore for 20 miles before constantly increasing wind and sea, and at 11:30 a. m. reached the vessel, drifting helplessly, sails blown away, anchors gone, cabin stove in, leaking badly and heavily coated with ice. Her crew, consisting of master, mate, two seamen, and a female cook, were suffering much from fifty hours' exposure, thirty-six of which had been without food. Some were hysterical, and had bidden one another good-by, with the expectation of sinking at any moment. As the surfmen were greatly fatigued, and a long and perilous pull to shore lay before them, the keeper decided not to attempt the almost hopeless task of saving the schooner, and, taking her crew into the surfboat, headed for land.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 14	Charlotte, New York, Lake Ontario.	Am. sc. John R. Noyes.	His course lay in the trough of high-running seas, which constantly threatened to swamp the boat, but at 4:30 p. m. he effected a landing in safety. Food and comfort were provided to rescuers and rescued by two ladies living near by. The life-saving crew returned by rail to their station, taking the shipwrecked people with them. The schooner ultimately stranded and went to pieces on the Canadian shore near Salmon Point, and it was learned that the steamer Hall went down with all hands.
Dec. 14	Bois Blanc, Michigan, Lake Michigan.	Gas. lch. Bertha M.	Stranded $\frac{1}{2}$ mile SW. of station at 5 p. m. As the weather looked bad, the keeper employed a temporary crew (inactive season), manned surfboat, and aided by a rising sea got the launch afloat after two hours' hard work. The wind increased to a gale later and but for the timely aid she must have been lost. (See letter of acknowledgment.)
Dec. 14	Golden Gate, California...	Br. str. Silverton ...	Upon request of Commercial Cable Company the life-saving crew launched surfboat, ran a line to this vessel, which was engaged in laying cable to Hawaii, and after the cable had been landed, cut off the buoys and towed them ashore.
Dec. 15	North Beach, Maryland...	Slp. Prohibition	Stranded near Scarborough Creek during a SSW. gale, and four surfmen succeeded in floating her when weather and tide became favorable.
Dec. 15	Virginia Beach, Virginia.	Skiff, no name.....	Drifted ashore 2 miles S. from station and surfmen hauled it up on the beach to await owner.
Dec. 15	Little Kinnakeet, Virginia	Am. str. Edgecombe	At anchor $2\frac{1}{2}$ miles WNW. from station, flying a signal for assistance. Surfmen boarded and at the master's request brought a sick man ashore; the vessel proceeding on her voyage.
Dec. 16	Point of Woods, New York.	Slp. George Gerard.	Jammed in the ice and rapidly drifting offshore. Surfmen went to her in small boat, and after three hours of hard work succeeded in releasing her and moored her in a safe place.
Dec. 16	Hog Island, Virginia.....	Am. sc. Lillian Russell.	At about 2:15 p. m., while attempting to cross the bar 4 miles ESE. from station, during an easterly gale with seas running high, this vessel capsized in the breakers and became a total wreck, while her crew of two men were lost. The lookout observed the disaster, but the life-saving crew had great difficulty in launching, owing to a low tide. After a hard struggle they reached the scene of disaster, but their efforts to aid the vessel or rescue the crew were futile. (For detailed account see caption "Loss of life.")
Dec. 16	Sabine Pass, Texas.....	Slp. Uno.....	Stranded in harbor $\frac{1}{2}$ mile NW. of station at 3 p. m. Keeper and four surfmen went to her aid in skiff, ran an anchor and hove her afloat uninjured.
Dec. 16	Louisville, Kentucky	Flatboat, no name .	Became unmanageable and was being carried down the river by a strong current. Surfmen pulled to her assistance, reaching her as she drifted near a steamer at the wharf, and assisted her crew to moor her securely.
Dec. 17	Newburyport, Massachusetts.	Am. str. Clara E. Uhler.	Lost steerage way while steaming down the river and hoisted a signal of distress. The life-saving crew telephoned the towboat company, then boarded in surfboat. They found that the vessel had broken her propeller and stood by her until the arrival of a tug.
Dec. 17	Orleans, Massachusetts...	Rowboat, no name .	Found on the beach by a patrolman, and station crew hauled it up to a secure place to await owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902.			
Dec. 17	Rockaway Point, New York.	Am. sc. Laura Thompson.	While sailing down New York Bay bound on fishing trip, this schooner struck on Romer Shoal and her crew abandoned her. She finally floated and the master worked her unaided to an anchorage $\frac{1}{2}$ mile E. of station, where the surfmen boarded, and helped him to pump her out and furl sail, and the next day he procured assistance and took her into port.
Dec. 18	Atlantic City, New Jersey.	Am. sc. Hamlet	Grounded on the bar while attempting to enter the inlet, the master being unfamiliar with the channel. Surfmen boarded, assisted to work vessel afloat, then piloted her into the harbor.
Dec. 19	Short Beach and Point Lookout, New York.	Am. str. Paul Le Roux. ^a	Stranded, with a scow and mud digger in tow, in Jones Inlet, $1\frac{1}{2}$ miles SW. of Short Beach station. The crews of both stations went to her aid and, after she floated on the flood tide, piloted her to a safe anchorage.
Dec. 19	Spermaceti Cove, New Jersey.	Am. str. A. J. Hoole.	Grounded at the mouth of Shrewsbury River, listed over, and filled when the tide came in. Surfmen assisted a wrecking company to get her afloat, and keeper piloted her out of the river.
Dec. 19	Aranas, Texas.....	Am. sc. Katie M....	Unshipped her rudder while crossing the bar and made a signal for help. Station crew pulled to her, assisted to reshipe the rudder, then recovered the small boat of a pilot on board the schooner, it having gone adrift.
Dec. 20	Highland, Massachusetts.	Yawl, no name.....	Found drifting near the beach by a patrolman, who was aided by the keeper in hauling it to a place of security.
Dec. 20	Frankfort, Michigan, Lake Michigan.	Skiff, no name	At 5 p. m. the light keeper, while attempting to cross the river through drift ice, jumped to a cake of ice, became separated from his boat, and was rapidly drifting to sea, when the keeper put out in a rowboat, rescued the imperiled man and recovered his boat. As darkness was rapidly coming on, the rescue was very timely.
Dec. 21	Cape Henry, Virginia	Nph. lch. Florence A.	Found by patrolman stranded on the beach, with engine disabled. As she was in danger of going to pieces on the rising tide, surfmen hauled her up to a secure place. It was later learned that she had broken down while cruising with a party of people, who had landed and gone to Norfolk.
Dec. 22	Straitsmouth, Massachusetts.	Barge S. O. Co., No. 48.	On fire and abandoned $4\frac{1}{2}$ miles SE. by S. from station, cargo of naphtha on board. She was discovered early in the morning by the life-saving crew, who pulled out to her, and finding that she was burning forward while the rest of her hull was uninjured, returned to station and telephoned the facts to Gloucester, and a tug put out from that port, towed the barge into the harbor, and extinguished the fire.
Dec. 24	White Head, Maine	Am. sc. C. M. Gillmor.	Unable to heave up her anchor, which had caught in the rocks, near Burnt Island. Surfmen boarded and, after four hours' work, succeeded in clearing the anchor and moored vessel in a safe position.
Dec. 24	Little Island, Virginia....	Am. sc. Nathaniel T. Palmer.	Anchored at sea 10 miles E. from station, flying a signal for assistance. The life-saving crew pulled to her in surfboat and found that she was unable to heave up her anchor on account of a broken windlass. At request of master they at once returned to shore and telephoned for a tug, which went to the vessel's aid.
Dec. 25	Assateague Beach, Virginia.	Am. sc. John Russell.	Stranded $1\frac{1}{2}$ miles S. from station at 9.30 a. m., while working out of harbor. Surfmen pulled to her, ran her anchor, and on the flood tide assisted to get her afloat and to a safe anchorage.

^a Not in annual register; evidently an error.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1902. Dec. 25	Sullivans Island, South Carolina.	Sailboat, no name..	At 7.30 a. m. the lookout discovered a small sailboat drifting, unattended, to sea and the surfmen towed it ashore and hauled it up on the beach.
Dec. 26	Point Allerton, Massachusetts.	Am. sc. Ella M. Goodwin.	Stranded on the bar 3 miles NNW from station. The life-saving crew pulled to her aid, ran her hawser to a tug, and assisted to get her afloat.
Dec. 27	Little Beach, New Jersey.	Am. sc. Harry Prescott.	Stranded on the beach $\frac{1}{2}$ miles SE. of station, at 7 a. m., sea moderate, weather misty. The life-savers boarded at 8 a. m., and were soon after joined by the crew of Little Egg station. They found the schooner leaking badly, and worked at the pumps until the arrival of the wrecking tug North America, to which they ran a hawser from the stranded vessel, then returned to their stations. The schooner remained aground until January 1, when the wreckers hauled her afloat and towed her to New York.
Dec. 27	Mosquito Lagoon, Florida	Gas. lch. Diana.....	Two men were on a cruise in this launch when her engine broke down and they put her under jury rig and beached her through the surf, 4 miles N. of station. They then proceeded to the station, where they were succored over night, and the next morning the keeper conveyed them to the place of casualty in his launch, taking appliances for transporting the stranded craft overland to the bay. After several days' work they got her across the peninsula, launched her inside and towed her to station, when the keeper repaired the engine and the men resumed their cruise.
Dec. 28	Fire Island, New York....	Am. sc. Sharpshooter.	Stranded on Farm Shoal, 1 mile NE. of station, at 9.30 a. m. The life-saving crew immediately boarded, ran an anchor, and endeavored to heave the vessel afloat, but, unable to do so, returned to station and wired for a tug, which released her the next day.
Dec. 28	Great Egg, New Jersey...	Gas. lch. Roy S.....	Grounded on a sand bar 2 miles WSW. of station. Surfmen went to her in surfboat and helped her crew get her afloat.
Dec. 28	Louisville, Kentucky	Flatboat, no name..	Drifting helplessly down the river with a man aboard, and surfmen pulled out, towed it to dock and moored it.
Dec. 29	Quoddy Head, Maine	Dory, no name	At 11.25 p. m. lookout reported cries for help in the direction of Carrying Point Cove. The crew proceeded along the weather side of the cove, put out in a fish boat at hand and found a man in a dory at anchor in an exposed position, he having broken his oars in attempting to gain the shore. The life-savers took him to land with his boat, then returned to station.
Dec. 29	Fort Lauderdale, Florida.	Gas. lch. Zeno.....	Disabled by breaking of shaft and propeller and drifting helplessly to sea. Keeper went to her relief in launch and towed her to a place of safety.
1903. Jan. 3	Ship Bottom, New Jersey.	Span. shp. Remedios Pascual.	At 3.15 a. m. this ship went ashore $1\frac{1}{2}$ miles N. of station, in a thick fog, and was immediately sighted by surfman on patrol, who burned a Coston signal and then hastened to station and notified the keeper. There was a SE. gale with a rough sea at the time, which caused the vessel to go well up on the bar and lie near the beach. Station crew took the beach apparatus abreast the wreck and fired two lines, the second one landing among the crew, who hauled off the whip, but, not understanding its use, made it fast improperly. Surfmen then returned to station, hired horses, teamed surfboat to shore, and at daylight pulled off to the wreck and landed her crew of twenty-one men, making three trips, and being assisted by crew from Har-

Services of crews—Continued.

Date.	Station and locality.	Nature and nationality of vessel.	Nature of casualty and service rendered.
1903. Jan. 3	Ship Bottom, New Jersey.	Span. shp. Remedios Pascual.	vey Cedars station. The ship was full of water and pounding heavily, and her spars began to fall before the rescue was completed, making the work extremely dangerous. The shipwrecked men were taken to Ship Bottom station, where the keeper succored them until 6th instant, when they departed for New York. A wrecking company stripped the vessel, which with her cargo was then sold at public auction.
Jan. 4	Jones Beach, New York..	Br. str. Myrtledene.	Stranded 300 yards from shore, 1 mile SE. of station at 1.30 a. m., during thick weather, and was sighted by patrols from both this and Gilgo stations, both of whom burned their Coston signals, and then hurried to their respective stations and notified the keepers. Crews from both stations went off to wreck in their surfboats and were joined later in the day by surfmen from Zachs Inlet station. The Jones Beach station crew took an officer ashore and telephoned for tugs, which arrived during the afternoon, and the next day hauled the steamer afloat and towed her to New York.
Jan. 7	Holly Beach, New Jersey.	Am. sc. Bessie C. Beach.	Lost her fore staysail, jib, flying jib, and mainsail while beating down the coast in a strong wind, and was crippled to such an extent that she anchored at 3 p. m. and set signals for assistance. Surfmen pulled out to her, and at the request of her master returned to station and telephoned for tugs to tow her to a safe harbor.
Jan. 9	Rehoboth Beach, Delaware.	Am. sc. Rebecca M. Walls.	Anchored 3 miles offshore and hoisted a signal which could not be distinguished from station. Surfmen boarded, ascertained that she wished a tug to tow her into harbor, and then returned to station and reported to Maritime Exchange, which sent a tug to her aid.
Jan. 9	Core Bank, North Carolina.	Am. sc. Virginia Dare.	Disabled her centerboard while sailing in Core Sound. Surfmen boarded, rove a new tackle, and hoisted centerboard, enabling the vessel to proceed.
Jan. 10	Green Run Inlet, Maryland.	Am. sc. Celeste	Sprung a leak and was run ashore 13 miles NNE. of station to prevent her foundering; sea smooth. North patrolman sighted her at 5.10 a. m. displayed a red light to let her master know that assistance would soon arrive, and then hastened to station and notified keeper. Surfmen on boarding found her main deck 6 inches under water, and, after assisting to furl sails and make everything secure, landed her crew of seven men, with their baggage, and took them to the station, where they succored six of them until the 13th and one until the 17th instant. A wrecking company stripped the schooner, and the hull and cargo of guano became a total loss. (See letter of acknowledgment.)
Jan. 10	False Cape, Virginia	Nor. str. S. S. Juno..	At 2.30 p. m. lookout observed a steamer running perilously close to the beach and immediately hoisted international code signal JD (you are standing into danger), but she paid no attention to the warning and stranded on Pebble Shoals, 2½ miles ESE. of station, at 3 p. m. Surfmen boarded and found her lying easy, sea smooth, and then returned on shore and sent messages for her master. Wrecking tugs floated her the next morning, and she proceeded on her voyage.
Jan. 11	Cobb Island, Virginia	Am. sc. May Flower.	Stranded on Carters Bar, 2 miles S. of station, at 10.30 a. m., and was boarded by surfmen, who worked her afloat on the flood tide and took her into deep water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Jan. 12	Cranberry Islands, Maine.	Br. sc. Sam Slick ...	Anchored 200 yards from shore at 12 m., in a heavy squall, parted her cable, and stranded on the rocks on the W. side of Great Cranberry Island. Surfmen were notified of the casualty by telephone, launched surfboat, proceeded to schooner, and finding the tide too low to float her, ran out an anchor and made her secure. Her crew floated her during the night and then beached her in a smooth place, to be able to stop a leak below the water line. Station crew took her master to Islesford the next morning to enable him to attend to some necessary business, and on the following day, repairs having been completed, the schooner was floated and she proceeded to her destination.
Jan. 12	Avalon, New Jersey	Am. sc. Harold B. Cousins.	Her rudder became disabled, and she stranded 1 mile SE. of station at 6.50 a. m. Surfmen made seven trips to her in the surfboat, being employed in carrying messages, running lines, handling sails, and manning the pumps. The tug North America floated her on the 14th and towed her up the beach.
Jan. 13	Newburyport, Massachusetts.	Rowboats (2), no names.	A man in one of these boats, with the other boat in tow, was caught in the ice in Plum Island basin, parted his topline, broke an oar, and was unable to get to the shore. Surfmen launched a dory to windward, dropped down, threw him a heaving line, and towed both boats to the beach.
Jan. 13	Manistee, Michigan, Lake Michigan.	Gas. lch. Florence..	Became jammed in the ice in the river and was released by keeper, who turned her around with a tackle and then towed her to a safe berth.
Jan. 13	Point Adams, Oregon	Fish boat, no name.	The foundation of the house in which this boat was kept was washed away by the flood, and the boat was in danger of being seriously damaged, when the owner requested assistance to remove it to a safe place. Crew succeeded in getting the boat clear of the wreckage, with only slight damage, and hauled it up on the beach out of the reach of the water.
Jan. 14	Milwaukee, Wisconsin, Lake Michigan.	Scow Monitor	Was loaded with 100 tons of coal, sprung a leak, and was in danger of sinking in deep water. Crew assisted city fire boat to get the scow to a safe berth at the dock and moored it securely.
Jan. 16	False Cape, Virginia	Span. str. Noviembre.	Ran on Pebble Shoal, 2½ miles ESE. of station, at 6.35 a. m., and was boarded by surfmen, who sounded the depth of water around her. At 8 a. m. U. S. revenue steamer Onondaga arrived and station crew ran a hawser to her from the steamer. At the first pull the hawser parted, whereupon the surfmen again ran it and the stranded craft was hauled afloat without having sustained any apparent damage.
Jan. 18	Damiscove Island, Maine.	Am. sc. Harriett W. Babson.	Missed stays and stranded on Ram Island, 5 miles NNE. of station, at 6.30 p. m.; weather thick. When the fog cleared at 12.30 p. m. on the 19th, the patrol sighted her masts and reported to keeper, whereupon the station crew launched surfboat and pulled to her aid. They found that her crew had landed in their own boats and had been sheltered by the light keeper, and that it would be necessary to obtain a lighter before the vessel could be floated. On the 20th the underwriters assumed charge of the schooner, which subsequently became a total loss, and the surfmen took her crew to Boothbay Harbor and procured them transportation to Gloucester, Massachusetts.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Jan. 18	Monomoy, Massachusetts.	Am. sc. Emeline G. Sawyer.	Anchored 4 miles WNW. of station, in a strong NW. gale, parted cables, hoisted sail, and ran on N. side of the Common Flats, where she sank in shoal water. Surfmen pulled toward her in surfboat and had arrived within 500 yards, when they were compelled to temporarily come to anchor, owing to their boat being badly iced up and the head wind blowing with great force. Meantime a volunteer crew from Chatham pulled out, with a free wind, took off the schooner's master, and then dropped down and made fast to the station boat. As the volunteers were still fresh they pulled back to the vessel, at the keeper's request, and took off the four men remaining on board. As it was impossible for them to return to the N. shore against the wind, both boats proceeded to the station, where the rescued men were given proper stimulants and supplied with dry clothing from the stores donated by the Women's National Relief Association. They were succored at the station until the 20th instant, when station crew took them to Chatham and procured them transportation to Boston. On the 26th surfmen pulled to the wreck and saved the personal effects of the crew.
Jan. 18	Squan Beach, New Jersey.	Bge., no name.....	Stranded $\frac{1}{2}$ of a mile S. of station at 10.30 a. m., while being towed through Manasquan Inlet. Station crew assisted to float and tow it to a safe harbor.
Jan. 19	Watch Hill, Rhode Island.	Am. bge. John J. Burlee.	Was one of five barges in tow of the tug Charles B. Sanford and stranded on the rocks off Watch Hill Point, while passing out Fishers Island Sound at 8.20 a. m. Surfmen boarded and manned her pumps, remaining by her until the tug had towed her to Stonington Harbor and beached her on the flats.
Jan. 19	Point Adams, Oregon	Catboat, no name ..	This boat was caught in a squall and became unmanageable, whereupon surfmen pulled out and towed it to a wharf.
Jan. 20	Straitsmouth, Massachusetts.	Am. sc. D. Gifford ..	At 11.10 a. m. this schooner stranded on the rocks $\frac{1}{2}$ miles NE. of station and stove a hole in her bottom. A near-by steamer hauled her afloat and started to tow her to Pigeon Cove. Surfmen boarded, and, as she was leaking badly, manned her pumps, but the leak gained steadily and she sank on the edge of channel at entrance to harbor. Station crew secured her sails, saved what property they could, and took four of her crew to station. The next day a wrecking company stripped her of all movable gear, and the hull and cargo of coal were subsequently sold at auction.
Jan. 20	Ship Bottom, New Jersey.	Am. bkn. Abiel Abbott.	Stranded 500 yards from shore 1 mile N. of station, at 8.15 p. m., in a high sea and thick weather. Four of the crew were washed overboard by the sea and drowned, the bodies of two of them being subsequently found by surfmen from Harvey Cedars station, and identified. The vessel proved a total loss, and the surviving members of her crew left for New York on the 22d instant, while the master was succored at the station until the 24th. (For detailed account see caption "Loss of life.")
Jan. 21	Maddequet, Massachusetts.	Catboat Ruth.....	Was caught in the ice and dragged ashore $\frac{1}{2}$ of a mile from station. Surfmen carted small boat around the ice, pulled to boat, hauled it afloat, and anchored it in a safe berth.
Jan. 21	New Shoreham, Rhode Island.	U. S. str. Leyden ...	Stranded 200 yards from shore 1 mile W. of the SE. light, Block Island, in a thick fog, and was sighted at 12.40 p. m. by the light keeper, who notified the station

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Jan. 21	New Shoreham, Rhode Island.	U. S. str. Leyden ...	keeper of the casualty by telephone. Surfmen called upon the crew of Block Island station to go to the scene, and then teamed their own surfboat and beach apparatus to the shore abreast the wreck, where the two crews united. Upon arrival they found that seven of the steamer's crew had attempted to land in a boat, which was dashed to pieces on the rocks by the heavy sea; the men, however, safely reached the shore with a line from the vessel being assisted by on-lookers. The surfmen sent the whip out by the steamer's line and soon rigged the breeches buoy and landed the twenty-nine men remaining on board without mishap, each as landed being taken to the light keeper's dwelling for shelter. Afterwards the rescued men were taken to the life-saving stations, where such as needed dry clothing were supplied from the stores donated by the Women's National Relief Association and succored until the following day, when they left for Newport, Rhode Island. The vessel was a total loss. (See letter of acknowledgment.)
Jan. 22	Rockaway Point, New York.	Sharpie, no name ..	Surfmen picked up this boat, which contained two pairs of oars and two shot-guns, and turned it over to the police authorities. Later in the day the owner took charge of his property.
Jan. 23	Race Point, Massachusetts.	Gas. lch., no name..	Shipped a sea, which burst the canvas canopy and filled the boat with water, when abreast Race Point light-house. Her crew ran her on the beach, where she was in danger of being seriously damaged, and the station keeper, who was in the vicinity, procured the services of several men, hauled the launch out on the beach, and saved her cargo of fish.
Jan. 24	Nauset and Orleans, Massachusetts.	Am. sc. Andrew Adams.	This four-masted schooner carried away several sails, broke her main gaff, and shifted her cargo in a strong blow off Highland light, and ran back and anchored $\frac{1}{2}$ of a mile from shore, $2\frac{1}{4}$ miles N. of Nauset Inlet. She set signals of distress, which were observed from both stations, but the wind having hauled to NE., making the surf too rough to launch a boat from the beach, the two crews proceeded to Nauset Inlet, where the Orleans crew launched the surfboat kept at Nauset Harbor and pulled across to the N. side. A crew, composed of the two keepers and three surfmen from each station, then manned the boat and rowed out to the distressed craft, where they arrived much exhausted after a hard pull through the surf and rough, icy sea. They found that the vessel was in an exposed position and in imminent danger of dragging on the bar. They got her under way, at the request of her master, and sailed her for Nantucket Sound, but the tug Storm King came along and took her in tow for Vineyard Haven, the surfmen remaining on board and assisting to repair damages until they arrived at that place. On the morning of the 26th they were taken to Woods Hole and proceeded home by rail, the surfboat being sent to Orleans on a flat car.
Jan. 24	Oak Island, North Carolina	Am. sc. S. O. Co., No. 90.	Was in tow of steamer Atlas and stranded on the N. side of channel, just inside Cape Fear Bar, at 8.45 a. m. Surfmen boarded and at high water ran hawsers to the Atlas and also to the tugs Blanche and Compton, which had come to her assistance. At 3 p. m. the barge was floated and towed up the river.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Jan. 27	Cape Lookout, North Carolina.	Am. sc. Waccamaw.	Anchored dangerously near the surf on N side of bight, and was boarded by station crew, who assisted to get her underway and took her to a safe anchorage under Wreck Point.
Jan. 30	Gloucester, Massachusetts.	Am. sc. Slade Gordon.	Was unable to enter the harbor in the prevailing calm; weather thick. Keeper went to telephone station and sent a message to Gloucester for a tug, which came out and towed the schooner into port.
Jan. 30	Monomoy Point, Massachusetts.	Am. sc. James G. Blaine.	Struck on Bearse Shoal at 6.30 a. m., while bound in from fishing grounds, and sank in deep water. Three of her crew landed at the station, while the remaining sixteen men went aboard Shovelful light-ship. Station crew pulled to light-ship and took the wrecked men to station, where all were sheltered until their departure for Chatham. Both the vessel and her cargo were a total loss.
Jan. 30	Shinnecock, New York...	Rowboat, no name...	Was adrift, bottom up, $\frac{1}{2}$ of a mile NE. of station, when surfmen picked it up, righted it, and towed it to station. It was subsequently identified and removed.
Jan. 30	Tathams and Hereford Inlet, New Jersey.	Am. str. Gulf Stream	Stranded on N. point of Hereford Inlet Bar at 2.18 a. m., in a thick fog, with high SSE. wind and rough sea. Crews from both stations boarded and landed her crew of twenty men in the surfboats, taking seven of them to Tathams and thirteen to Hereford Inlet station, where they were succored until the next day. The surfmen were subsequently employed for some time in taking the owner and agents back and forth between the shore and steamer. The vessel and a portion of her cargo became a total loss. (See letter of acknowledgment.)
Jan. 30	Galveston, Texas.....	Am. sc. Pierce Simpson.	Dragged in a squall at 1 a. m., while at anchor in the channel near station, and was in imminent danger of stranding, when surfmen pulled to her and ran out an additional anchor, which held her securely.
Jan. 30	Louisville, Kentucky.....	Scow, no name.....	Broke adrift from its moorings, capsized, and was in danger of being carried over the falls by the strong current. Station crew pulled out and succeeded in towing the scow to a wharf, where they properly secured it.
Jan. 31	White Head, Maine.....	Am. sc. Thomas W. H. White.	This vessel, which was anchored in Seal Harbor, dragged in a strong westerly gale and stranded on a sunken ledge at 6.30 a. m. Surfmen ran her hawser to a schooner anchored near by, hove her afloat on the flood tide, and sailed her to a safe anchorage.
Jan. 31	Hunniwells Beach, Maine	Am. str. Leo.....	This small steamer stranded on the rocks in Stage Island Gut $\frac{1}{4}$ mile E. of station at 3 p. m., fell over on her side, and filled with water. Station crew attempted to repair her bottom, jacked her up, and tried to float her, but the water gained steadily as the tide rose, whereupon they abandoned the attempt and took her crew to the station and sheltered them for the night. In the morning, at her master's request, keeper telephoned to wreckers, who came with the proper appliances, raised the steamer, and took her to Bath, Maine, for repairs.
Feb. 1	Cahoons Hollow and Pamet River, Massachusetts.	Am. sc. Lyman M. Law.	At anchor about 6 miles NE. from Cahoons Hollow station, coal-laden, leaking badly and abandoned, her crew, as was afterwards learned, having been taken off by the steamer Grecian, bound for Philadelphia. The Cahoons Hollow crew boarded in surfboat about 8.30 a. m. and, finding 5 feet of water in the hold, anchor chains badly fouled, steam pumps disconnected and choked with coal, and no steam on donkey boiler, set a flag in

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Feb. 1	Cahoons Hollow and Pamet River, Massachusetts.	Am. sc. Lyman M. Law.	therigging, and returned ashore for assistance. At 9.10 a. m. the keeper of Pamet River station observed the signal of distress and at once mustered his crew and put out in surfboat. As they neared the vessel, a small boat containing three men was hastily lowered from the schooner Hope Sherwood, which had just arrived on the scene, and through mismanagement capsized, throwing overboard the occupants, who were soon separated from their vessel and clung to the overturned boat for their lives. The life-savers promptly pulled to the imperiled men and rescued them, then boarded the Law, but, finding more help imperative to save her, went to the steamer North Star, just arrived, and brought back her first officer, chief engineer, and several men with some necessary tools, and all hands worked until 2 p. m. in connecting up and starting the steam pumps and cutting and clearing the anchor chains, when the surfboat ran a hawser to the North Star, and, though the disabled craft in spite of constant pumping had filled until her decks were awash, she was towed safely into Provincetown Harbor. Keeper and two surfmen pulled to the Underwriter, 2 miles at sea, and delivered an important telegram from her owners.
Feb. 1	Orleans, Massachusetts...	Am. str. Underwriter.	At 12.10 p. m. the lookout reported a small boat, occupied by one man, in danger of swamping on the Potato Patch, and station crew pulled out in surfboat and towed the endangered craft to a schooner, which took it into port.
Feb. 3	Point Bonita, California...	Sailboat, no name...	Discovered by lookout adrift and bottom side up $\frac{1}{2}$ of a mile NE. from station, and surfmen pulled out and towed it to a secure place.
Feb. 4	Shinnecock, New York...	Rowboat, no name.	Parted cable and stranded $2\frac{1}{2}$ miles WNW. from station during a fresh SW. wind, and lay pounding heavily with seas breaking over her. Surfmen went to her aid and assisted by the send of the sea worked her afloat, got her underway, and sailed her to a safe anchorage.
Feb. 4	Sullivan's Island, South Carolina.	Sloop, no name	At 2 p. m., while cruising in the bay with a pleasure party of three and crew of two persons on board, engine became disabled and vessel anchored in a dangerous position. In response to a signal for help, three surfmen went to her aid in Whitehall boat, landed the passengers, and towed the launch out of danger.
Feb. 4	Galveston, Texas.....	Stm. lch. Admiral Schley.	Two surfmen assisted in floating a small schooner that had stranded on a reef near the station.
Feb. 6	Gull Shoal, North Carolina.	Sc. Tennyson.....	Stranded at 4 a. m. 1 mile NE. from Big Kinnakeet station, thick weather, moderate to fresh easterly wind, and rough sea. A surfman from Big Kinnakeet discovered her at 4.30 a. m. and at once reported to keeper, who called up Little Kinnakeet and Hatteras stations, then mustered crew and started alongshore with beach apparatus, arriving abreast of the stranded craft at 5 a. m., the crews of the other stations reaching the place soon after. The life-savers fired a line across the steamer, the first shot being successful, set up gear, rigged breeches buoy, and safely landed the shipwrecked crew, eighteen all told. The rescued men were succored at the Big Kinnakeet station until the 12th, when a wrecking company floated the vessel and towed
Feb. 8	Big Kinnakeet, Little Kinnakeet, and Cape Hatteras, North Carolina.	Br. str. Garland	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Feb. 8	Big Kinnakeet, Little Kinnakeet, and Cape Hatteras, North Carolina.	Br. str. Garland	her to Newport News, with twelve of her crew on board. The remaining six feared to go back to their ship and were succored at the station till the next day, when they also departed. (See letter of acknowledgment.)
Feb. 9	Wood End, Massachusetts.	Dories (2) no names.	Surfman on first night watch found these boats drifting near the beach and secured them, later reporting their position to the owner.
Feb. 9	Point Lookout, New York.	Fr. bk. Olivier de Clisson.	At 11 p. m. of the 8th the E. patrol sighted this vessel working in toward the beach and burned two Coston signals in warning, of which she appeared to take no heed, and finally stranded $\frac{1}{2}$ mile E. of station. The keeper at once called up Long Beach and Short Beach stations and their crews came to the place of casualty. The wind blew strong and seas were running high, but at 5.30 a. m. the Point Lookout crew reached the vessel in surfboat. Finding her in charge of wreckers they returned to the station and on the following day assisted in landing the shipwrecked crew, who proceeded to New York. On the 11th the wreckers floated the vessel apparently uninjured.
Feb. 9	Cape Disappointment and Ilwaco Beach, Washington and Point Adams, Oregon.	Ger. bk. Alsternixie	Attempted to enter Columbia River without a pilot and stranded at 5 p. m. on Peacock Spit, $1\frac{1}{2}$ miles SW. from Cape Disappointment station, wind strong SW., sea rough, weather squally. The keeper signaled the ship's crew not to attempt to land in their own boats, then called away lifeboat, but the surfmen were unable to cope with wind and sea and returned to the shore. The keeper then burned several Coston signals and sent up some rockets, one of which was seen at Point Adams station, and also sent word to the Ilwaco Beach station, the crew of which loaded their surfboat upon a car and came by rail to the scene of casualty. At 11 p. m. the Cape Disappointment and Ilwaco crews succeeded in launching, and pulled to the stranded craft, the Point Adams crew arriving about the same time in tow of tug Tatoosh. During the night and the following morning each boat took men from the bark to the tug through very heavy seas. When the wind and sea moderated they returned these men to their ship and rendered aid in running hawsers to the tug and transporting persons back and forth between the vessels until no further help was required. The Alsternixie was floated by her own crew on February 22 and took tow for a British Columbia port. (See letter of acknowledgment.)
Feb. 12	Newburyport, Massachusetts.	Am. sc. Reporter....	Anchored close to the shore, having taken in a cargo of 160 tons of sand, when a fresh westerly gale came on, and, as the tide made, drove her up on the beach 1 mile NW. from station. The life-saving crew went at once to her aid, 10.30 a. m., but the master declined their assistance and sent for a tug, which made an ineffectual attempt to haul the vessel afloat and gave it up. The master then requested the services of the surfmen, who assisted in removing 75 tons of the cargo, and at 12 m. of the 13th hove the vessel afloat and took her to a safe anchorage.
Feb. 12	Plum Island, Massachusetts.	Am. sc. James and Ella.	Stranded at 11.30 a. m. on a shoal 3 miles S. from station, during a heavy NW. gale. Surfmen ran out an anchor, and at high tide, about 10 p. m., hove her afloat and anchored her in deep water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Feb. 12	Plum Island, Massachusetts.	Am. sc. F. A. Smith.	Stranded at 11.30 a. m. on a shoal 3 miles S. of station, during a heavy NW. gale. Surfmen ran out her anchor, but failing in an attempt to float her at high water returned to station soon after midnight. The next day at high tide, 9 a. m., they boarded again and by hard heaving got her afloat and took her to a safe anchorage.
Feb. 13	Fletchers Neck, Maine...	Am. sc. Mabel E. Bryson.	Stranded at 2 p. m., 1 mile N. from station, and life-saving crew went to her aid, laid out her anchor into deep water and then returned to station, the master stating that he needed no further assistance. The vessel floated at high water and the next day started for sea, but, finding that she would not mind her helm, the master requested more help from the life-savers, who boarded again, worked the disabled craft into the upper harbor by using her sails, then warped her into The Pool and alongside a wharf, where necessary repairs were made.
Feb. 13	Metomkin Inlet, Virginia.	Am. slp. Sally.....	Grounded on a sand bar 2 miles SE. from station at 3 p. m. and the life-saving crew promptly put out to her assistance, but she floated before their arrival. They boarded her outside, however, and piloted her safely into the harbor.
Feb. 15	Cahoons Hollow, Massachusetts.	Br. sc. E. H. Foster..	At 7.30 a. m. the lookout discovered this vessel flying a signal of distress about 8 miles SE. of station, and the crew at once put out to her in surfboat. Upon boarding they found her abandoned, three feet of water in the hold, and sails blown away. Soon after the steamer Howard arrived, and took the schooner in tow for Boston, the surfmen meanwhile pumping her free of water and clearing up her decks. On reaching port the keeper delivered the abandoned craft and her official documents to the assistant inspector of the life-saving district, and the following day, with crew and surfboat, returned by rail to station.
Feb. 16	Bodie Island, and Nags Head, North Carolina.	Am. sc. Wm. H. Shubert.	At 10 p. m., during a fresh SW. gale, weather thick and rainy, sea rough, this vessel went ashore 2 miles N. of Bodie Island station. The N. patrol discovered her at 11 p. m. and flashed a Coston signal to apprise the crew of assistance at hand, then returned to station and reported to keeper, who called up Nags Head station by telephone, mustered his crew, and proceeded to a point abreast the wreck, the Nags Head crew arriving at the same time. The life-savers soon fired a shot line to the schooner and got a hawser aboard, but the gear became fouled and could not be cleared until daylight, when all hands, eight men, were safely landed in breeches buoy and taken to the Bodie Island station, where they were succored for three days. The schooner and her cargo of soft coal were a total loss.
Feb. 16	Core Bank, North Carolina.	Am. sc. Geneva Moore.	At 9 a. m., during a strong SW. wind, the life-saving crew learned that this schooner had stranded on Harbor Island Bar, 8 miles NE. from station, and went to her aid in surfboat, arriving alongside at 3 p. m. The wind had meantime increased to a gale and, as she lay in an exposed and dangerous situation, the surfmen at once ran out her only anchor and one of their own boat anchors, threw overboard part of her cargo, which consisted of lumber, corn, and potatoes, hove her afloat, and anchored her inside the bar to ride out the gale. The next day at 11 a. m. the wind moderated and the vessel started to get underway, but lost

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Feb. 16	Core Bank, North Carolina.	Am. sc. Geneva Moore.	her anchor through the parting of the cable, and the surfmen assisted to reef her down and work her to Atlantic City for safety, when they returned to the station, having been absent twenty-seven hours.
Feb. 16	Sullivan's Island, South Carolina.	Catboat, no name ..	Station crew helped owner to launch this craft, and, as he was unable to handle her in the prevailing fresh wind, a surfman assisted him to sail her to a safe anchorage at the lower end of the island.
Feb. 16	Brazos, Texas	Am. sc. Pierce Simpson.	Dragged anchor during a strong wind and grounded on the flats $\frac{1}{2}$ of a mile from station at 1 a. m. The life-saving crew ran out anchors and hove her off a short distance, but she grounded on the falling tide and was finally floated only after lightering her cargo of rice.
Feb. 17	Jerry's Point, New Hampshire.	Am. sc. Elizabeth M. Cook.	Fouled anchors and dragged ashore $\frac{1}{2}$ miles N. from station at 4.30 a. m. during a NNE. gale and thick snowstorm. The surfmen went to her aid upon discovering her at daylight and set up tackles from her masthead to the beach, which kept her from rolling offshore and filling with the rising tide. At high water they assisted a tug in getting her afloat and to an anchorage in Portsmouth Harbor.
Feb. 17	Manomet Point, Massachusetts.	Gas. lch., no name.	The surfman on midnight patrol discovered this craft lying in the breakers in danger of pounding to pieces. He promptly notified the owner and assisted him to bail her out and take her to a secure place.
Feb. 17	Hog Island, Virginia.....	Am. sc. Rebecca.....	Carried away mainsail in a fresh NW. gale and stranded at 5 a. m. on the shoal 4 miles S. from station. The life-saving crew discovered her at daybreak, put out in surfboat, and after one and one-half hours' hard pulling reached her. With great difficulty they rescued the crew of six men, whom they took to the station and succored for two days. After the gale subsided the surfmen succeeded in recovering the personal belongings of the shipwrecked men, but the vessel proved a complete loss. (See letter of acknowledgment.)
Feb. 17	Cape Hatteras, North Carolina.	U. S. light-ship No. 71.	At 7.20 a. m., in response to a signal, the life-saving crew boarded the Diamond Shoal light-ship and learned that she had been blown 65 miles to sea, had just recovered her moorings, and that her keeper desired to be reported. Station keeper at once returned to shore and complied with request.
Feb. 17	Fort Lauderdale, Florida.	Gas. lch. Anhinga..	The keeper observed this launch coming down New River and signaled her to keep to starboard, but she paid no attention to the warning and ran aground on a shoal near the entrance to the inlet. The keeper went to her aid in his gasoline launch, hauled her afloat, and as she had sustained some slight injuries, held her in tow until repairs were made.
Feb. 21	Race Point, Massachusetts	Dory, no name	Two men attempted to land through a surf in their dory, which swamped and was in danger of breaking up. The men reached the shore, but were unable to save the boat, and the surfmen assisted them to haul it up, bail it out, and launch it.
Feb. 23	Assateague Beach, Virginia.	Gas. slp. Ida Frank.	At 8.45 p. m. the patrol saw a torch flashing on this launch, which lay $\frac{1}{2}$ mile SE. of station, and, after burning a Coston signal in response, proceeded to station and reported. The crew pulled to her in surfboat, found her aground with engine disabled, ran an anchor, hove her afloat on the rising tide, and towed her to a secure anchorage, returning to station at 2 a. m. of the 24th.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Feb. 25	Damiscove Island, Maine.	Am. sc. Carrie C. Miles.	Carried away bowsprit and all head gear, and lay disabled and leaking 8 miles SW. of station. She was sighted at 2 p. m. by the life-saving crew, who boarded her in surfboat, made temporary repairs, pumped her free of water, and worked her into Boothbay Harbor, after which they returned to station, arriving at 11 a. m. of the 26th.
Feb. 25	Grand Haven, Michigan, Lake Michigan.	Am. str. C. J. Bos....	Jammed in an ice floe 4 miles W. from station and unable to extricate herself. Learning of her serious situation the keeper employed three temporary surfmen (inactive season) and went with them to her aid, transporting station skiff over the ice. The life-saving crew assisted to liberate the endangered craft and got her into clear water, when a tug towed her into harbor.
Feb. 27	Monomoy Point, Massachusetts.	Am. sc. Ada F. Brown.	Mistook buoy and stranded on Stone Horse Shoal, 2 miles S. & E. from station. The life-saving crew went to her assistance in surfboat, helped to run an anchor and heave her on the other tack, and at 10 a. m., aided by wind and tide, she floated uninjured.
Feb. 28	Holly Beach, New Jersey.	Nor. str. Fos.....	At 11.45 a. m., during a heavy SSE. gale with thick weather, the lookout discovered this steamer apparently aground about 1½ miles E. of station, and the keeper at once reported her by wire to the Maritime Exchange. A tremendous sea was running, so the life-saving crew transported their surfboat to a favorable point 2 miles down the beach, where they succeeded in launching, but, owing to a dense fog, were unable to locate the vessel and returned ashore 3 miles from launching point, after a pull of nearly three hours. They were then joined by the Hereford Inlet surfboat and, the fog having lifted, both crews pulled to the distressed craft and found her lying to two anchors. Her steering gear was carried away, and she was frequently striking the bottom, but the powerful wrecking tug North America had arrived in response to keeper's telegram to Maritime Exchange and no further attendance was required of the life-savers. The tug hauled the steamer afloat at 9.30 p. m. (See letter of acknowledgment.)
Mar. 1	Galveston, Texas.....	Am. sc. Estella	Stranded near entrance to harbor, 2 miles NNE. from station, at 9.30 a. m., and station crew at once went to her aid in surfboat, and ran hawsers to a tug, which hauled her afloat. She had lost one of her anchors, and on the 5th instant surfmen recovered it and restored it to owner.
Mar. 1	Brazos, Texas	Am. sc. Fannie.....	Carried away main boom in a strong wind, and anchored off the bar at 11.40 a. m. Soon afterwards the steamer Manteo, at anchor near by, signaled "Send a boat," and, despite a high surf along the beach, the station crew succeeded in launching the surfboat, and pulled to the schooner. She was riding in apparent security at her anchors, with no one on board, and, finding that her crew of two were aboard the Manteo, the life-savers started back for their station. They had a hard struggle, but all reached shore in safety. After the weather moderated, the crew of the schooner repaired her broken boom, and surfmen boarded, and assisted to get her underway and work her to the bar, when the master took her into port.
Mar. 3	Great Egg, New Jersey ...	Fish boat, no name.	Found on the beach 2 miles SW. of station by a surfman, and keeper had it brought to station on the 7th, and delivered it to owner on the 16th.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Mar. 3	Cape Fear, North Carolina.	Am. str. E. K. Bishop.	At anchor 3 miles WSW. of station, machinery disabled and signal flying for assistance. Surfmen pulled to her at 1.30 p. m., and, in compliance with request of master, returned to station and signaled for a tug, which soon responded and towed the distressed craft to Southport.
Mar. 4	Louisville, Kentucky.....	Flatboat, no name..	Slipped moorings and drifted down the river with no one in charge. Surfmen pulled after it, towed it back to moorings, and secured it properly.
Mar. 6	Burnt Island, Maine	Br. bkt. Cuba.....	Stranded in Port Clyde Harbor, $\frac{3}{4}$ miles from station, at 7.30 a. m. The life-saving crew went to her aid and ran out her anchor, but the U. S. revenue cutter Woodbury arriving at this juncture, they weighed the anchor again and ran a hawser to the cutter, which soon hauled the stranded vessel afloat.
Mar. 7	Aransas, Texas.....	Skiff, no name	Drifted upon the beach, and keeper with two surfmen hauled it to a secure place to await owner.
Mar. 15	Jerrys Point, New Hampshire.	Am. sc. Charlotte T. Sibley.	Stranded on account of strong current, in Portsmouth Harbor near Fort Point, at 9.10 a. m. Surfmen at once discovered the casualty, pulled to the schooner's aid, ran her hawser to a vessel anchored near by and hove her afloat uninjured.
Mar. 19	Chatham, Massachusetts.	Am. sc. Sebago	Collided in thick weather during the night, near Pollock Rip light-ship, with an unknown schooner and carried away jib boom and headgear, stove a hole in her bow and sprung a serious leak. The master anchored her between outer and inner bars $\frac{1}{2}$ of a mile E. from station, where the keeper sighted her at 8.15 a. m. through a rift in the fog, and immediately called away surfboat and boarded, but at request of master returned ashore and telegraphed for a tug, receiving a favorable reply. Meantime the master employed wreckers to pump out hold and jettison part of the cargo of coal, the life-saving crew assisting at the work and transporting from station some necessary tools and material for repairs. The tug arrived in the evening, but, owing to fog, did not find the distressed vessel until next morning, when she took her in tow for Boston.
Mar. 20	Fletchers Neck, Maine...	Am. sc. Grace E. Stevens.	Stranded at 6 p. m. on rocks 1 mile N. from station, thick weather, fresh ENE. wind, and rough sea. A surfman on patrol saw her strike, and station crew pulled to her in surfboat. They found her pounding so hard as to be in danger of complete wreck, and therefore landed her crew of four with their personal effects. On the flood tide the surfmen ran out her anchor with 90 fathoms of hawser, which they hove taut, then set mainsail, and at 2 a. m. of the 21st got the imperiled craft afloat and to an anchorage. In the morning they worked her into The Pool, and ran her in the mud to check the leaks, then telephoned for a tug, which came and towed her to Portland for repairs. (See letter of acknowledgment.)
Mar. 21	Rockaway Point, New York.	Scow, No. 14.....	Broke adrift from a tow during thick weather, and went ashore $\frac{1}{4}$ miles E. of station. The life-saving crew went to her aid in surfboat and landed the only man on board, who went to New York to report to owners. A tug arrived the next day and hauled the scow afloat, surfmen assisting by running a hawser.
Mar. 21	Mantoloking, New Jersey.	Am. sc. John F. Kranz.	At 3 a. m., during a fresh S. wind with rough sea and thick weather, this vessel ran aground near the shore $\frac{1}{2}$ of a mile N. of station. The patrol discovered her and fired a Coston signal, and the life-savers reached the scene with beach ap-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Mar. 21	Mantoloking, New Jersey.	Am. sc. John F. Kranz.	paratus at 3.30, fired a line aboard, set up gear and landed the mate in breeches buoy. He reported that the schooner was leaking badly, and the surfmen then manned surfboat, landed the rest of the crew, eight in number, with their personal effects, and succored them at station. The vessel proved a total loss, but part of her valuable cargo of logwood was saved.
Mar. 23	Assateague Beach, Virginia.	Am. sc. William and James.	Stranded at 5.50 a. m. on Assateague Beach, 2 miles S. of station, fresh wind and moderate sea. The life-saving crew reached her at 6.30 a. m. in surfboat, and as she was fast aground in a very dangerous position transported the master to Chincoteague to confer with wreckers. At 3.30 p. m. they boarded again and assisted the vessel's crew to remove part of the deck load of lumber and heave on chains. They got her afloat at 6.45, then made sail and worked her to an anchorage in the harbor.
Mar. 23	Coquille River, Oregon...	Am. str. Dispatch ..	Ran aground on mud flats in the river, 1½ miles NW. of station, during a thick fog. Surfmen pulled to her in response to her whistles for help, ran out her anchors and hove her afloat uninjured.
Mar. 23	.....do.....	Am. sc. Bender Brothers.	Stranded on a rocky ledge in the river, ½ mile SW. from station, at 6.30 p. m. The life-savers witnessed the accident, hastened to her aid in surfboat, ran her anchor, hove her afloat, and warped her to a wharf at Bandon.
Mar. 24	Sullivans Island, South Carolina.	Fish boat, no name.	Disabled by carrying away rudder head. Keeper provided owner with material for repairs, and detailed a surfman who assisted in performing the work.
Mar. 25	Fire Island, New York...	Am. slp. Laconic...	Stranded on Fire Island, 2½ miles NE. of station. The life-saving crew pulled to her in surfboat, ran out an anchor and tried to heave her afloat, but failed. They then returned to station and wired for a lighter, which succeeded in releasing the stranded craft on the 27th.
Mar. 26	Orleans, Massachusetts...	Am. sc. D. Howard Spear.	Lying at anchor 4 miles E. by N. from station in a disabled condition, having encountered a strong NW. wind with high seas, when she carried away her head sails, head stays, and spanker boom topping lift, and split her foresail and main topsail. Station crew boarded at 6.40 a. m. and assisted in making repairs, which were completed about 3 p. m., when she proceeded to her destination, Portland, Maine.
Mar. 26	Monomoy Point, Massachusetts.	Am. sc. Seth M. Todd.	At anchor 1½ miles S. from station, disabled by a broken rudder. Surfmen boarded at 6.30 a. m. and, in compliance with request of master, returned at once to shore and telephoned for a tug, which arrived at midnight and took the vessel in tow for Boston.
Mar. 26	Fire Island, New York...	Am. sc. L. V. Ostum.	Ran aground on Farm Shoal, 1½ miles NE. from station, at 2 p. m., fresh wind and moderate sea. The lookout soon sighted her and station crew got alongside in surfboat at 2.30 p. m., ran out an anchor, and, on the rising tide, hove her afloat uninjured.
Mar. 26	Indian River Inlet, Delaware.	Am. sc. Wm. H. Davidson.	At 2.45 a. m. the S. patrol sighted a torch about 2½ miles southward of station and flashed a Coston signal in response, then hastened to station and informed crew, who promptly put out in surfboat. They found that the schooner had missed stays, struck on the beach, sprung a leak, and filled. At request of master they returned at once to shore and forwarded dispatches to owners, who sent a tug and wreckers to her relief. The

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Mar. 26	Indian River Inlet, Delaware.	Am. sc. Wm. H. Davidson.	surfmen transported the shipwrecked crew with their effects to the tug and performed other boat service as required until the following morning, when the schooner was hauled off in a water-logged condition and towed to Delaware breakwater.
Mar. 27	Gayhead, Massachusetts..	Yawl, no name.....	Found drifting in the surf by S. patrol, and surfmen hauled it up to a safe place to await owner.
Mar. 28	Chadwick, New York	Am. slp. Laura W ...	Sprung a leak, came to anchor $\frac{1}{2}$ of a mile off station at 5.30 p. m., and set a signal of distress. Station crew pulled to her at once and upon request landed the crew of two men, who desired to leave their vessel on account of threatening weather. During the night a strong NE. wind, with high seas, came on, which swamped the little craft and carried away her mast. Later she became a complete wreck.
Mar. 29	Manomet Point, Massachusetts.	Dory, no name	During the night the first patrol found this dory drifting in the surf and hauled it up on the beach. His relief found a pair of oars, a thwart, and provision box, which evidently belonged to the boat.
Mar. 29	Cape Henlopen and Lewes, Delaware.	Am. sc. Carrigan ...	Sprung a leak in a strong NE. wind with rough sea, became water-logged and unmanageable, and stranded soon after midnight on point of Cape Henlopen. She was soon discovered by the patrolman from Cape Henlopen station, who immediately telephoned to the keeper, also to keeper of Lewes station, and the crews met at halfway house and proceeded to the scene of disaster with surfboat, arriving at 2 a. m. They launched the boat and started for the wreck, but the strong wind and rough seas drove them back on the beach, and they returned to halfway house, procured beach apparatus, fired a line aboard the wreck, and, in spite of the storm and darkness, rescued without mishap all hands—eight men—in breeches buoy. They took the shipwrecked crew to the Cape Henlopen station, which they reached at 6 a. m., and provided them with food and shelter; also with dry clothing from the stores donated by the Women's National Relief Association. The Carrigan became a complete wreck, but a small portion of her cargo of lumber was saved.
Mar. 30	Atlantic City, New Jersey	Nor. str. Brighton ...	Stranded at 10 p. m. 1 mile E. of station, thick fog, fresh SE. wind, and high seas, but made no signal of distress until 2.45 a. m. of the 31st, when she burned a torch, which was seen by the keeper and N. patrol, the latter flashing a Coaston signal in response while keeper telephoned Absecon and South Brigantine stations, mustered crew, and put out in surfboat to steamer, which was found fast aground, having struck at high water. She had on board a cargo of bananas and coconuts and a crew of twenty-two men and four passengers. The surfmen provided the passengers with life-preservers and landed them at station, where they were succored until morning; also forwarded dispatches at request of master. The crews from both South Brigantine and Absecon stations responded to the call for help, and the Absecon crew landed the passengers' baggage; but no other service was required of them. At 2.25 p. m. the Atlantic City surfboat carried the collector of customs and a wrecking agent to the steamer, which was floated and towed to New York on April 7. (See letters of acknowledgment.)

. *Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Mar. 30	Creeds Hill, North Carolina.	Am. sc. Benjamin Russell.	Dragged ashore $\frac{1}{2}$ of a mile SE. from station at 5.30 a. m., during a fresh gale with rough sea. The disaster was at once discovered by keeper, and the life-savers transported beach apparatus alongshore to a point abreast the vessel. The first shot from Lyle gun fell short, but the schooner soon worked inshore and the second shot reached her, when the crew of five men were safely landed in breeches buoy; the Cape Hatteras surfmen, who had also discovered the wreck, arriving in time to assist in the work of rescue. The shipwrecked men were provided with dry clothing from the stores donated by the Women's National Relief Association and succored at station until April 4, and six wreckers were also given shelter on the 3d and 4th. The Russell was floated by the wreckers on April 10, having sustained damage estimated at \$200. (See letter of acknowledgment.)
Mar. 30	Santa Rosa, Florida	Am. sc. Henry P. Chipman.	Stranded at 4 p. m. in Pensacola Bay 1 mile SE. of station; fresh W. wind and moderate sea. Surfmen boarded immediately; then, at request of master, proceeded to Pensacola and procured a tug, which towed them back to the place of casualty, when they ran a line to the stranded craft and the tug hauled her afloat.
Apr. 1	Salisbury Beach, Massachusetts.	Dory, no name.....	Found on the beach by a patrolman, who hauled it to a secure place above high-water mark.
Apr. 1	Point of Woods, New York	Slp. George Gerard.	While at anchor in shoal water a short distance from station, this vessel struck on the fluke of her anchor, stove a hole in her bottom, filled and sank. Surfmen pulled immediately to her aid, assisted to temporarily stop the leak, bailed her out, and got her underway. The owner took her to port for repairs..
Apr. 1	Two Mile Beach, New Jersey.	Am. sc. Eugene H. Catherall.	Missed channel and stranded about 700 yards from station at 9.45 a. m. The life-saving crew boarded, ran an anchor, assisted to throw overboard 400 bushels of oyster shells, which she had as cargo, got her afloat at 9.40 p. m., kedged her into good water, and assisted her crew to make sail, when she proceeded up the channel and surfmen returned to station.
Apr. 2	Indian River Inlet, Florida.	Slp., no name.....	Lying near the beach in a water-logged condition. Keeper procured a tackle, hauled sloop above high-water mark, and the following day delivered it to owner.
Apr. 3	Maddequet, Massachusetts.	Catboat, no name...	Foundered at her anchors during the night, in the harbor, $\frac{1}{2}$ miles from station. The life-saving crew discovered her in the morning, raised her after three hours' hard work, and finding that she had sprung a bad leak, hauled her up on the beach and notified the owner, who resided 12 miles distant.
Apr. 3	Cleveland, Ohio, Lake Erie.	Nph. lch. Louise	Dragging anchor in a northerly gale at 8.30 p. m. and in imminent danger of stranding about $\frac{1}{2}$ mile from station. The life-saving crew put out in surfboat with a spare anchor and cable, dropped the anchor, ran the cable to the sloop, and warped her to a safe berth.
Apr. 3	Ludington, Michigan, Lake Michigan.	Am. sc. Belle W. Culbert.	At 2 p. m., a strong N. wind with rough sea prevailing, the keeper received a telephone message from Grande Pointe au Sable station to the effect that the Manistee crew had put out to a schooner which had a signal of distress flying, but were unable to overtake her. At 3 the lookout sighted her and, as she still

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Apr. 3	Ludington, Michigan, Lake Michigan.	Am. sc. Belle W. Culbert.	displayed the signal, the keeper procured a tug, which steamed out with surfboat manned by station crew in tow. Upon reaching the vessel the tug took her in tow and, she requiring no other aid, the life-savers returned to station.
Apr. 3	South Haven, Michigan, Lake Michigan.	Rowboats (2), and ferry scow, no names.	Parted moorings in a northerly gale and were drifting unattended to sea. Surfmen put out in Whitehall boat and towed them back to their moorings, making them fast securely.
Apr. 3	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	At 10 a. m., during a heavy NNE. gale with high seas running, the assistant light keeper and another man left the N. breakwater in a small boat to go into the harbor. As they passed from under the lee of the breakwater, they encountered such a strong wind and rough sea that they could not manage their boat and were drifting rapidly to destruction on the weather side of the S. breakwater, when the life-saving crew reached them in surfboat, rescued them, and towed their boat ashore.
Apr. 3	Racine, Wisconsin, Lake Michigan.	Rowboat, no name.	Adrift in the breakers, no one on board. Surfmen discovered it at 4 p. m. and hauled it up to a secure place on shore.
Apr. 3	Point Bonita, California.	A. m. str. Albion River.	Stranded about 3 a. m. at Bodega Head, 150 yards offshore and 60 miles from station, hazy weather and moderate sea. She carried a crew of sixteen all told, forty passengers, and a cargo of general merchandise. At 10.40 a. m. the keeper received telegraphic orders from the district superintendent to proceed to the place of casualty, and he immediately mustered crew and put out in surfboat. Soon after starting the boat was taken in tow by the tug Defiance, but the latter being compelled to lay-to for repairs off Duxbury Reef, the revenue steamer McCulloch hoisted the surfboat at her davits, took the crew on board, and carried them to the stranded vessel, arriving near her at 9.30 p. m. Meanwhile all the passengers and nine of the crew had been taken off the wreck, and the life-saving crew pulled to it in surfboat to rescue the others, but they refused to leave. The surfmen spent the night on board the McCulloch, which, on account of stormy weather, in the morning put into Bodega Bay, where it was learned that the tug Sea Rover had taken the rest of the crew from the wreck, leaving the master alone on board. Considering his position perilous, the life-savers landed in the bay, transported their beach apparatus to a point on the shore near the stranded craft, fired a line aboard, and soon had the breeches buoy in working order. The master, however, refused absolutely to leave his ship. After securing the breeches buoy in place for his escape, the life-saving crew took some of the ship's cordage in exchange for that left on board, returned to the McCulloch, and were carried back to their station. The vessel finally broke up, the master landing safely in the breeches buoy. The crews of Point Reyes and Fort Point stations also started for this wreck, but were delayed by the high winds and seas and returned to their stations when they learned that the McCulloch had taken the Point Bonita crew to the scene of disaster.
Apr. 4	Oregon Inlet, North Carolina.	Sailboat Allen.....	Shortly after noon the wind, blowing a gale, brought in a rough sea with heavy surf, and this boat was caught outside with four men on board, who ran her for

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Apr. 4.	Oregon Inlet, North Carolina.	Sailboat Allen	the beach. The surfmen hastened to their aid, assisted them to land through the breakers, and hauled their boat up to a safe point.
Apr. 4	Marblehead, Ohio, Lake Erie.	Nph. lch., no name.	Filled and sank during a gale in the night while moored to the wharf at Lakeside. In the morning, at request of owner, the keeper detailed three surfmen, who repaired to the place and raised and bailed out the launch.
Apr. 4	Muskegon, Michigan, Lake Michigan.	Slp., no name.....	Capized in Muskegon Lake, 3 miles E. from station, at 1 p. m.; strong wind and moderate sea. The crew were taken off by a tugboat, and at request of owner the life-savers pulled to the capized craft in surfboat and righted and bailed it out.
Apr. 5	Avalon and Townsend Inlet, New Jersey.	Am.sc. Fannie Tracy	Stranded between the stations on Townsend Inlet Bar, at 2.05 a. m., wind off-shore, sea smooth. Both life-saving crews boarded, assisted to pump out a small quantity of water from the hold transported two insurance agents from shore to vessel, and ran a hawser to the tug North America, which arrived at 11 a. m. and at 1 p. m. hauled the stranded craft afloat uninjured.
Apr. 5	Portsmouth, North Carolina.	Am. sc. Victor C. Records.	Mistayed and stranded at 8 a. m. in the channel $\frac{1}{2}$ mile N. from station. As she made no signal, the life-saving crew were not aware that she needed help until night. They then boarded, and soon after midnight got the vessel afloat, without injury.
Apr. 5	Manistee, Michigan, Lake Michigan.	Am. scs. James H. Hall, Mishicott, and Belle W. Culbert.	Surfmen assisted to track these vessels along the piers to secure berths inside the harbor.
Apr. 5	Ludington, Michigan, Lake Michigan.	Am. sc. Waleska	Lying in an exposed situation near pier-heads, and surfmen assisted to track her to a safe berth inside.
Apr. 5	Pentwater, Michigan, Lake Michigan.	Scow, no name	Parted hawser while in tow of the steamer Carrie A. Ryerson, during a strong wind with rough sea, and went adrift 9 miles NW. of station. The Ryerson came into port and requested the aid of the life-savers, who manned surfboat, and, in tow of the steamer, went to the abandoned vessel and succeeded in replacing the towing hawser, when the steamer took her into Ludington Harbor, and then towed the surfboat back to station.
Apr. 5	Humboldt Bay, California.	Rowboat Little Conrad.	Stranded and stove in at mouth of Elk River, 1 mile E. by N. of station. At request of owner station crew pulled to the place and transported boat to station.
Apr. 5	Coos Bay, Oregon.....	Skiff, no name.....	Three farmers unskilled in rowing were unable to stem a strong current in this skiff, and would have been carried into heavy breakers on the bar but for the life-savers, who went to their aid in lifeboat and assisted them into safe water.
Apr. 6	Fire Island, New York....	Gas. slp. Contest....	Stranded at 2.30 p. m. on Point Democrat, 2 miles W. of station. The life-saving crew pulled to her aid in surfboat, and laid out an anchor, by which her own crew hauled her afloat on the flood tide.
Apr. 7	Atlantic City, New Jersey.	Am. sc. Janie T. Lewis.	Mistook buoys and stranded on Absecon Bar, $\frac{1}{2}$ mile E. of station, at 12.50 p. m., a strong S. wind, rough sea, and stormy weather prevailing. The surfmen experienced great difficulty in boarding, but finally succeeded, and at 3 p. m. got the vessel afloat. As she had lost her rudder they steered her through the channel by working her sails and using the surfboat oars, and at 3.30 p. m. anchored her safely in harbor.
Apr. 7	Evanston, Illinois, Lake Michigan.	Rowboat, no name.	Four men out rowing in this boat $\frac{1}{2}$ mile from shore broke a rowlock and were unable to regain the land on account of a brisk offshore wind. They hoisted

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Apr. 7	Evanston, Illinois, Lake Michigan.	Rowboat, no name.	a signal of distress, when two surfmen put out in a skiff and towed them to the station.
Apr. 9	Fire Island, New York ...	Am. sc. A. and A. Reeves.	Missed stays and stranded 1 mile N. of station at 3 p. m. She was immediately sighted by the lookout, and station crew went to her aid in surfboat, ran out her anchor and assisted in heaving her afloat.
Apr. 9	Oswego, New York, Lake Ontario.	Br. sc. Acacia	In attempting to enter the harbor before a fresh NW. wind, at 11 p. m., the Acacia encountered a strong current, was compelled to anchor in the river, and swung on the bank, where she lay pounding heavily. The life-saving crew promptly went to her aid in surfboat, ran a line to the pier, and hove her afloat. As she swung to her anchor the cable parted, but by sharp work on the part of her crew and the life-savers, she was warped to a berth at the pier.
Apr. 9	Niagara, New York, Lake Ontario.	Rowboat, no name.	Two men were rowing across the river when their boat became jammed in drifting ice and they were swept helpless into the lake. The keeper observed their peril and station crew put out in surfboat and rescued them.
Apr. 9	Harbor Beach, Michigan, Lake Huron.	Skiff, no name.....	Discovered drifting unattended to sea by surfman on lookout, who towed it ashore with station skiff and hauled it up on the beach.
Apr. 9	Coos Bay, Oregon	Am. sc. Maggie C. Russ.	Accidentally went adrift while taking tow from a tug at 10.30 a. m., and finally stranded 1 mile E. of station. Surfmen at once pulled to her aid, ran her kedgie anchor, and warped her into deep water.
Apr. 10	Holland, Michigan, Lake Michigan.	Skiff, no name.....	Discovered drifting to sea by the lookout, and the crew recovered it and later returned it to the owner.
Apr. 10	Coos Bay, Oregon	Am. str. Chilkat....	Arrived off the bar at 9 a. m. with a tow and short of coal, and the keeper, at request of the master, who was not familiar with the channel, piloted her to the coal bunkers at Marshfield.
Apr. 11	Old Harbor, Massachusetts.	Am. slp. Maggie Cannon.	Sprung her mast in a strong breeze while en route from Boston to New London, and lay to off the bar 2 miles ESE. of station, displaying a signal of distress. The lookout sighted her at 5 p. m., and station crew went to her aid in surfboat. Finding her short of provisions and unable to make port, they took a line from her bow and towed her with surfboat into Chatham Harbor for repairs and supplies. On the morning of the 13th she started out the channel, but grounded, and the surfmen assisted her afloat and piloted her to sea.
Apr. 11	Grand Marais, Michigan, Lake Superior.	Gas. yt., no name ..	Arrived at pierheads at 9 a. m. disabled by a broken propeller. The life-saving crew towed her to the beach near the station and assisted her crew to haul her out and make repairs. On the following day they helped to launch her, and she proceeded to her destination.
Apr. 12	Little Island, New Jersey.	Am. sc. Elsie F. Rowe.	Stranded at noon on shoal 3 miles S. of station, moderate easterly wind and heavy sea. The life-saving men immediately boarded in surfboat and landed the entire crew, nine men, with their personal effects, the master having decided to abandon the vessel. The surfmen from Little Beach station also boarded the schooner. She was released on the following day by a wrecking company, having sustained only slight injury.
Apr. 12	Fairport, Ohio, Lake Erie.	Am. str. Gem.....	Disabled by breaking of piston rod at 6.45 a. m. 1 mile N. of station, and surfmen, who boarded in response to her signals for help, telephoned for a tug, which went to her relief.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Apr. 12	Charlevoix, Michigan, Lake Michigan.	Am. sc. Belle.....	Anchored on a lee shore 2½ miles S. of station, the rising wind and sea rendering her situation dangerous. The life-saving crew pulled to her assistance and, finding only one man on board, assisted to get the vessel underway and worked her into port.
Apr. 13	Newburyport, Massachusetts.	Am. sc. George P. Rust.	Missed stays and stranded on Hump Sands, Merrimac River, 1 mile NNW. from station. Surfmen put out to her assistance, ran her kedge, hove her afloat, and worked her to a safe anchorage.
Apr. 13	False Cape, Virginia	Br. str. Daybreak...	At 11.50 a. m. the lookout reported this steamer to be on a dangerous course and the code signal JD (You are standing into danger) was hoisted at station, but she did not heed the warning and soon grounded on Pebble Shoal, 2½ miles distant. The life-savers boarded and took the master ashore to telegraph to agents and underwriters, and keeper reported casualty to Maritime Exchange. At 4 p. m. a wrecking tug arrived and the surfmen ran her hawser to the stranded vessel, which was hauled afloat with no apparent injury at 6.40 p. m.
Apr. 13	Tawas, Michigan, Lake Huron.	Piledriver, no name.	Parted moorings and went adrift in a strong NNE. wind with heavy sea. Station crew put out in surfboat, towed it to a place of safety, and reported to owner.
Apr. 13	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. George Sturges.	Dragging anchors in a strong NNE. wind with very high sea, and at 6.10 p. m. hoisted ensign at half-mast. The life-saving crew telephoned for a tug, then launched surfboat, and after a hard pull, got on board and took a towing hawser from the tug Meyer, which had arrived in response to their call. The hawser, however, soon parted, and the schooner drifted rapidly toward the beach, being saved from destruction only by the quick work of the surfmen and crew, who let go both anchors and veered to the full scope of chain. After several vain efforts to replace her towline, the Meyer put back to harbor, and later, as the anchors held, the life-savers returned to their duties at station. On the 17th they boarded again and assisted to get the anchors and makesail, when the schooner resumed her voyage.
Apr. 14	Point of Woods, New York.	Slp. Gladys G.....	Stranded ¼ mile NE. of station during a gale; no one on board. Surfmen went to her aid, hove her afloat, and anchored her in a safe place.
Apr. 14	.....do	Catboat Roberta....	Parted moorings and went adrift in a strong easterly gale. Station crew hastened after her in surfboat, boarded, and sailed her to an anchorage in Clam Point Cove.
Apr. 14	Fire Island, New York ...	Scow, no name.....	Drifted to the beach in a NE. gale, and surfmen secured it and reported to owner, who sent a tug for it after the wind subsided.
Apr. 14	Long Beach, New York ..	Nph. Ich. Curlew...	Dragging anchors in a gale and in danger of stranding. Surfmen pulled to her assistance, hove up and cleared her anchor, and took her to a safe harbor.
Apr. 14	Bodie Island, North Carolina.	Sailboat, no name..	The supply boat from Oregon Inlet station with two surfmen in charge, capsized in a squall 3 miles W. of Bodie Island station. The lookout discovered the casualty, and station crew at once pulled to the rescue, but the imperiled men were picked up by the crew of a sloop close at hand. The surfmen, assisted by fishermen, righted the capsized craft and towed it ashore for repairs, it having sustained some damage, and its crew, with the three men who rescued them, were succored over night at the station.

Services of crews—Continued.

Date.	Station and locality,	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Apr. 14	Pea Island, North Carolina.	Sc. Topaz	Capsized in a squall off Rollinson's Reef, 5 miles WNW. of station, at 4 p. m. The life-saving crew pulled to the vessel, but finding no one on board, returned to station. The next morning, accompanied by the surfmen from New Inlet station, they assisted in righting, bailing out, and temporarily repairing the capsized craft.
Apr. 14	Saluria, Texas.....	Am. sc. D. Hebert..	While beating up channel in Saluria Bay at 6:30 p. m., this vessel jammed her centerboard and grounded on the flats 3 miles N. by E. from station, but made no signal for help. Station crew pulled to her, however, in surfboat next morning, and after running out her anchor with a long scope of cable, hove her into deep water. They then shifted her cargo, unshipped centerboard and took it on deck, restowed the cargo, and piloted the schooner clear of dangers, when she proceeded to her destination.
Apr. 14	Buffalo, New York, Lake Erie.	Am. str. Conneaut ..	Stranded during thick weather 4 miles SW. of station. The life-savers manned surfboat and proceeded to the place of casualty in tow of a tug. Upon arrival they ran a hawser to the stranded craft and the tug soon hauled her afloat.
Apr. 14	Grand Haven, Michigan, Lake Michigan.	Am. sc. L. B. Forster.	Lying at pierheads pounding dangerously in a fresh wind with choppy sea. Surfmen went to her aid at midnight and warped her to a secure berth in harbor.
Apr. 14	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. Little Georgy.	Lying at pierheads in a strong wind and choppy sea, pounding dangerously on the bottom and against the pier. Surfmen went to her aid at 4 a. m. and warped her to a safe berth inside.
Apr. 14	Umpqua River, Oregon ..	Am. sc. Louise.....	Attempted to cross the bar at low water and grounded on the north spit 2 miles SW. of station. The master lowered a boat to run an anchor, but it was swept into the breakers carrying two men who were in great danger of drowning. The surfmen pulled to the rescue in lifeboat, which capsized in the breakers, but was righted without serious casualty, and finally reached the imperiled men, took them, with their boat, to station, and provided them with dry clothing from the stores of the Women's National Relief Association. Meantime the schooner floated on the rising tide and drifted into a comparatively safe anchorage, where the surfmen returned the boat and rescued men, and a tugboat then took her in tow for Gardiner.
Apr. 15	Point of Woods, New York.	Slp., no name	Dragged ashore in a gale and lay on the beach in danger of pounding to pieces. Surfmen found her and hove her up to a safe point.
Apr. 15	Spermaceti Cove, New Jersey.	Rowboat, no name.	During the afternoon the N. patrol found this boat adrift in the edge of the surf and hauled it above high-water mark.
Apr. 15	Brazos, Texas	Am. sc. Pierce Simpson.	Grounded on the bar while trying to make the harbor. Station crew ran her anchor and hove her afloat, when she slipped her cable and proceeded into port, the surfmen later recovering the anchor.
Apr. 15	Louisville, Kentucky	Flatboat, no name.	In danger of drifting over the falls with a man and woman on board. Life-savers put out in station boat and towed the imperiled craft through the Kentucky chute to safe water below the falls.
Apr. 16	Point of Woods, New York.	Catboat, no name ..	Parted cable and stranded on East Island, 2½ miles NW. of station, during an easterly gale. The life-saving crew discovered her, hove her afloat, and sailed her to a safe mooring place.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Apr. 16	Thunder Bay Island, Michigan, Lake Huron.	Am. sc. D. P. Rhodes.	At anchor flying signal of distress 3 miles N. of station, foretopmast carried away, steam pipe to donkey engine broken, pumping gear disabled and three feet of water in the hold. The life-saving crew boarded and assisted to make temporary repairs, then proceeded to Thunder Bay and reported the vessel.
Apr. 18	Muskeget, Massachusetts.	Catboat, no name...	Water-logged near the beach at Tucker-nuck. Surfmen raised it and hauled it on shore.
Apr. 18	Louisville, Kentucky.....	Am. str. Tarascon...	Collided in a fog with a pier of Pennsylvania bridge, carrying away part of star-board guards and starting a leak. She made fast to the pier and sounded her whistle for assistance. The life-savers promptly responded in station boats and ran the steamer's anchor, with a 4-inch cable attached, about 300 yards up the river, then hove her partly clear of the pier, when the U. S. S. Mackenzie arrived and towed her out of danger.
Apr. 18	Humboldt Bay, California.	Canoe, no name....	A canoe containing a quantity of fishing gear was found on the beach by surfmen, who secured the same, later returning it to the owner.
Apr. 19	Little Egg, New Jersey...	Am. sc. Virginia....	Grounded at 8 p. m. on a sand bar 2 miles N. of station while attempting to enter the inlet. The life-saving crew boarded and ran her anchor with surfboat; then, the tide being too low for further operations, returned to their duties ashore. On the flood tide the schooner's crew hove her afloat without assistance and she proceeded to her destination.
Apr. 19	Old Chicago, Illinois, Lake Michigan.	Am. str. Codorus...	Disabled 9 miles NE. of station by broken machinery, and sounded whistle for assistance. At 11.10 p. m. the lookout heard the signal and notified keeper, who called away surfboat and telephoned for a tug. The tug soon arrived, and taking surfboat in tow, steamed to the disabled vessel and towed her into port. The Evanston life-saving crew also responded to the call for help, but no service was required of them.
Apr. 20	Hampton Beach, New Hampshire.	Slp. yt. Cheetah....	Becalmed and in danger of stranding near Great Boars Head, 1½ miles SW. of station. The station patrol discovered her at 8.50 p. m. and burned a Coston signal, which was seen by the keeper, and the crew manned surfboat, went to the assistance of the sloop, and towed her to a safe anchorage. The master and two men who were passengers were sheltered over night at station, and in the morning the surfmen assisted to get the vessel underway and she proceeded on her voyage.
Apr. 20	Little Egg, New Jersey...	Am. sc. Columbia...	Stranded on a sand bar at 2.30 p. m. while working through channel. Life-saving crew ran her anchor with surfboat, hove her afloat uninjured, and she proceeded up the bay.
Apr. 20	South Chicago, Illinois, Lake Michigan.	Am. str. V. Gray...	Collided with an anchorage buoy, sprung a leak, and made fast to north pier in a sinking condition. Station crew pulled to her aid and, by using force pump and also by bailing, kept her afloat until her ballast was shifted, raising the leak above water so that repairs could be made.
Apr. 21	Sturgeon Point, Michigan, Lake Huron.	Am. str. Maine.....	Handhole plate blew out, letting water out of the boiler, and the steamer drifted helplessly before a fresh wind and moderate sea. The lookout sighted her at 2.30 p. m. about 3 miles E. of station, and the crew went to her aid in surfboat and assisted for two and one-half hours in making repairs and pumping up boiler. The vessel then got steam and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Apr. 21	Sturgeon Point, Michigan, Lake Huron.	Am. str. Maine.....	continued her voyage and surfmen returned to station, having drifted 10 miles to leeward while rendering assistance.
Apr. 22	Little Kinnakeet, North Carolina.	Am. sc. Zenovia....	At request of owner the keeper detailed three surfmen to assist in hauling this vessel up on the beach for repairs.
Apr. 22	Durants, North Carolina..	Lch., no name.....	Master carried away and machinery became disabled 1½ miles S. of station at 6.30 p. m., and the crew of two men were unable to reach shore. The lookout immediately reported the casualty, and station crew put out in surfboat and towed the helpless craft to an anchorage in Hatteras Inlet. The assistance was very timely, as a NE. gale sprung up just after the life-savers reached the launch, which in all probability would have been lost with its occupants.
Apr. 24	Spermaceti Cove, New Jersey.	Am. sc. Lillie.....	Ran aground on a shoal in the mouth of the Shrewsbury River, and the master, who was alone on board, was unable to get her afloat. The keeper and a surfman boarded in a skiff, helped haul vessel afloat, and then sailed her to Island Beach, where they hauled her ashore for repairs.
Apr. 24	Assateague Beach, Virginia.	Am. sc. Lewis R. Cottingham.	While leaving port, between 7 and 8 a. m., this vessel struck on Turner's Lump, springing a bad leak; then returned to an anchorage in the harbor. Station crew boarded at 8.10 a. m. and assisted at the pumps until 2.30 p. m., but, failing to lower the water in the hold, the master decided to put her on the beach, and keeper piloted her to the place best suited to this purpose. After beaching her the surfmen returned to the station to their regular duties, as the schooner's crew were able to make the temporary repairs needful. On the 29th the keeper acted as a member of a board to examine the vessel, after which she left port in tow of a tug. (See letter of acknowledgment.)
Apr. 25	Coos Bay, Oregon	Am. sc. San Buenaventura.	At 10.15 a. m. the lookout at the bar telephoned that this schooner was in a dangerous situation near the N. end of the jetty, and station crew immediately manned surfboat and went to her aid. When they reached the vessel, she had grounded on the rock bed of the jetty and was rolling heavily and in danger of pounding to pieces, while her crew were unable to save her. The life-savers ran a kedge, with a 4-inch line attached, into deep water, hove her afloat, then ran another anchor and warped her to a secure place. The keeper then landed and telephoned for a tug to tow her to port. The vessel lost her shoe on the rocks, damaged her keel, and carried away some of her rigging, which fouled the stringers of the jetty.
Apr. 26	Oregon Inlet, North Carolina.	Am. sc. J. F. Becker.	At midnight, during the prevalence of thick weather with a fresh NE. wind and rough sea, this vessel, a fishing smack of 60 tons, struck on the bar off Oregon Inlet, 2½ miles N. of station, and soon sank, the crew of eleven abandoning her in two boats. Five of the men were picked up by another smack and the others landed on the beach and were found by a patrolman, who took them to the station, where they were succored until the following day. The master, who had left his vessel very thinly clad, was provided with necessary clothing from the stores of the Women's National Relief Association. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Apr. 26	Sullivans Island, South Carolina.	Slp., no name	Disabled her rudder and stranded on a shoal, $3\frac{1}{2}$ miles N. of station. At 6.30 a. m. her crew, two men, set a signal of distress, which was sighted by the lookout, and the life-savers boarded, ran out an anchor, and tried to get her afloat, but failed on account of falling tide. They then supplied her with fresh water and took the master ashore to replenish his stock of provisions, which had become exhausted. On the rising tide the vessel's crew hove her afloat unaided, she having sustained no injury.
Apr. 27	Hampton Beach, New Hampshire.	Fish boats (5), no names.	Lying in dangerous positions in the edge of the surf, and two patrolmen hauled them up on the beach and secured them.
Apr. 27	Monomoy Point, Massachusetts.	Am. sc. Albert T. Stearns.	Stranded at 2 a. m. on Shoveluf Shoal, $1\frac{1}{2}$ miles SSW. of station, moderate wind and sea. A patrolman soon discovered the casualty, and the crew put out in surfboat, boarded, and tried to get the stranded craft afloat, but a rising sea forced them to abandon their efforts, so they landed the shipwrecked people, eight men, one woman, and one child, and succored them at station until the next day. The vessel proved a complete wreck.
Apr. 27	Cape Lookout, North Carolina.	Am. sc. Freddie	Grounded on a reef near the station at 11 a. m., tide falling. On the flood tide surfmen assisted to get her off, and worked her to an anchorage in the harbor.
Apr. 28	Manomet Point, Massachusetts.	Dory, no name	At 8.30 p. m. the outlook reported that a man in a dory $\frac{1}{2}$ mile N. of station acted strangely. A heavy sea was running and surfmen pulled out and, finding the man intoxicated and helpless, landed him on the beach and hauled his boat ashore.
Apr. 28	Salisbury Beach, Massachusetts.	Dory, no name	Lying in the edge of the surf in danger of beating to pieces, and a patrolman hauled it up above high-water mark.
Apr. 29	Cape Henry, Virginia.....	Rowboat, no name..	Two men who attempted to land in this boat capsized, but reached the beach. A surfman who saw the accident assisted them to haul their boat out, then took them to station, where they were provided with dry clothing from the stores of the Women's National Relief Association, and succored until next day.
Apr. 29	Fort Lauderdale, Florida.	Am. slp. Laura	Stranded about noon in the mouth of New River, a short distance from station, fresh ENE. wind and moderate sea. The keeper went to her aid in his gasoline launch, got a line to her, hauled her afloat and towed her to an anchorage in smooth water. The sloop carried a cargo of lumber and the deck load was carried away by heavy seas which swept over her, but it washed ashore and the keeper assisted her crew of three men to recover it.
Apr. 29	Evanston, Illinois, Lake Michigan.	Rowboat, no name..	Capsized in front of station, throwing three men overboard. Surfmen rescued the men in a skiff and towed their boat to shore.
Apr. 29	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name..	Drifting down the river without an occupant. Surfmen brought it to station and keeper notified owner concerning it.
Apr. 30	Burnt Island, Maine.....	Am. sc. J. M. Kennedy.	Struck on Old Man Ledge, 2 miles SW. of station, at 11.30 a. m., and soon after slid off and sank in deep water. The crew of four men abandoned her in their boat and pulled ashore, where they were met by the life-saving crew, who took them to the station, gave them dry clothing from the stores of the Women's National Relief Association, succored them until morning, then carried them to Port Clyde in surfboat.
Apr. 30	Sullivans Island, South Carolina.	Am. str. Clarence...	Caught fire at night while lying at a wharf at Charleston. Station crew pulled to her in surfboat, and, finding her envel-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Apr. 30	Sullivan's Island, South Carolina.	Am. str. Clarence...	oped in flames, cut her lines and got her clear of the wharf, then ran a hawser to a tug, which towed the burning craft into shoal water so that the owners could recover the machinery. The hull burned to the water's edge.
Apr. 30	Santa Rosa, Florida	Am. sc. Vandalia...	Dragged anchors during the night and stranded on the beach near Fort Barrancas, where she soon filled by seas breaking over her. Station crew pulled to her aid and ran a line to a tug, which soon hauled her afloat.
Apr. 30	Fairport, Ohio, Lake Erie.	Fish boat, no name.	Capsized in Grand River, $\frac{1}{2}$ mile from station, and surfmen towed it ashore and righted and bailed it out.
Apr. 30	Grand Haven, Michigan, Lake Michigan.	Scow, no name.....	Moored in an exposed position at end of pier, a rough sea making and no one on board. Surfmen went to it at 10 p. m. and warped it to a secure berth inside.
May 1	Hampton Beach, New Hampshire.	Fish boat, no name.	A fisherman in this boat was unable to reach shore on account of the high NW. wind, and the surfman pulled out and took him and his boat safely to the beach.
May 1	Manomet Point, Massachusetts.	Sailboats (2), no names.	Missed stays, capsized, filled, and drifted on the rocks in a squall. Station crew hastened to their aid, and, by springing from rock to rock and wading, soon reached them, hove overboard their ballast, bailed them out, got them afloat, and took them to a safe harbor.
May 1	Cuttyhunk, Massachusetts.	Catboat Earl	Parted its mooring line during the night, drifted on the rocky shore of the N. side of Cuttyhunk Pond at high water, and was found by the surfman on patrol at 7.30 a. m. Surfmen went to the scene, laid skids, launched the boat, towed it to a mooring stake, and secured it.
May 1	Louisville, Kentucky	Barges (4), no names.	At 2.35 p. m. the steamer Fulton, as she was backing out from a wharf with a tow of six empty coal barges, collided with the steam ferryboat Sunahine, and was seriously damaged. Two steamers went to their assistance, and while one of them attempted to tow the barges the other took the Fulton in tow. The barges, however, were caught in the strong current of the Kentucky chute of the falls, and were cast off by the steamer. They then went over the dam, struck the Pennsylvania Railroad bridge, and drifted down the river. The life-saving crew responded quickly to the lookout's alarm, and after landing four men who were on the barges boarded the vessels and directed their course so as to save them from destruction, until a steamer, which also went after them, succeeded in making them fast to the shore.
May 1	Tawas, Michigan, Lake Huron.	Slp. yt. Vera.....	Stranded on a sand bar $\frac{1}{4}$ miles NW. from station at 2 p. m., and was released, without sustaining any damage, by the station crew, who immediately went to her relief in the surfboat.
May 2	San Luis, Texas	Am. str. Old Rip....	At 8 a. m. keeper sighted a stern-wheel steamer on the bay side of San Luis Pass with a signal flag flying, whereupon the surfmen pulled to her and ascertained that she was bound to Matagorda, Texas. Her master reported that he had run aground during the night, and requested the keeper to pilot the vessel through the pass and to Velasco, stating that he was unacquainted with the coast. The keeper complied with his request and safely piloted the steamer to port, returning to the station at 7 p. m.
May 2	Duluth, Minnesota, Lake Superior.	Am. str. John J. Albright.	Stranded $\frac{1}{2}$ of a mile E. of station at 9.30 a. m. in a thick fog, and was floated at 11 a. m. by two-tugs, which were sent to her aid in response to a request made by the station keeper.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 2	Point Reyes, California...	Am. bgn. Lurline ..	Stranded in Drakes Bay, 1½ miles SE. of boathouse at 8.30 p. m., in a thick fog, and the surfmen, upon being informed of the casualty, went to her aid and made several attempts to float her, but were unsuccessful. On the 4th instant a tug arrived and, at high water in the afternoon, the surfmen ran a line to her and she pulled the stranded craft afloat and towed her to sea.
May 3	Monomoy Point, Massachusetts.	Am. sc. Clara Goodwin.	Missed stays and stranded on Pollock Rip Shoal, 2½ miles E. by S. from station at 11.15 a. m. Surfmen boarded and advised her master to anchor, as the vessel would float at high water. He took the advice and she floated at 1.30 p. m., having sustained no damage.
May 3	Charlotte, New York, Lake Ontario.	Br. sc. Reuben Dowd.	At 10.30 a. m. the keeper received information that this vessel was ashore at Devils Nose, 20 miles NW. from station, having stranded during the night, and the tug Florence towed the surfmen to the scene in the lifeboat. They arrived at the wreck at 2.15 p. m. and at once ran a line from the tug to the stranded craft, and then jettisoned a portion of her cargo and manned her pumps until 7.40 p. m., when the tug pulled her afloat, towed her to Charlotte Harbor, and ran her on the flats, at 1.30 a. m., May 4, to keep her from sinking. The master of the schooner neglected to pump her out and she filled during the night and slid off the bank, sinking in deep water. On the 13th a wrecking company floated and towed her to Toronto, Canada.
May 3	Grand Haven, Michigan, Lake Michigan.	Scow, no name.....	Was moored in an exposed place and in danger of parting its lines in the increasing sea, when station crew, at 8.15 a. m., tracked it to a safer berth 500 feet farther up the river and secured it.
May 3	Michigan City, Indiana, Lake Michigan.	Am. str. Mary Smith	Crew took her spring line, ran it to piling, and enabled her to make the difficult bend in the river.
May 4	Evanston, Illinois, Lake Michigan.	Sailboat, no name.	Capized 4 miles S. from station at 10.35 a. m., in a fresh SW. wind, and drifted offshore, the three occupants being taken off and landed by two fishermen, who then attempted to tow the boat to the shore, but were unable to make headway against the wind and sea. In response to a telephone message received at 10.45 a. m., surfmen pulled to the overturned craft, unstepped its mast, righted the boat, towed it to the shore, balled it out, and hauled it up on the beach.
May 4	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Abbie	Entered port leaking badly; surfmen boarded, manned her pumps and freed her of water.
May 4	Point Reyes, California ..	Am. str. Alexander Volta.	Was sent to repair the Point Reyes-Farallone Islands cable, which was broken. Surfmen grappled for the cable during parts of two days, recovering and buoying the ends on the 6th instant and assisted the steamer's crew to splice it on the 6th.
May 5	Indian River Inlet, Delaware.	Hol. str. Ocean	Stranded 2½ miles S. from station at 3 a. m., in a thick fog, and was sighted at 5.45 a. m. by a surfman, who at once notified the keeper. Station crew pulled off and assisted to lay out an anchor, and then returned to the station and sent messages to the owners for her master. The steamer attempted to haul off, but the anchor came home, whereupon the surfmen laid out another anchor and a second effort was made to float her, when the hawser parted. The surfmen then returned to the station and received a telegram from the owners, and took it off to the master, who thereupon made

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 5	Indian River Inlet, Delaware.	Hol. str. Ocean	arrangements with the tug North America to float the vessel. The tugs North America and Brilliant pulled her afloat at 3 p. m. on the 6th, and she proceeded under her own steam. (See letter of acknowledgment.)
May 5	Michigan City, Indiana, Lake Michigan.	Am. str. J. D. Marshall.	A surfman took a spring line for this vessel and enabled her to make the bend in the river.
May 6	Fire Island, New York ...	Am. sc. Laura White	Surfmen pulled out to this schooner, which stranded at 1 p. m. while entering the inlet, laid out an anchor, and hove her afloat without injury, whereupon she proceeded up the bay.
May 6	Great Egg, New Jersey ...	Am. sc. Gen. J. L. Selfridge.	Ran aground at 2 p. m. while entering the inlet, and the station crew pulled out, ran her line to a near-by jetty, and hove her afloat.
May 6	Kewaunee, Wisconsin, Lake Michigan.	Am. sca. (3), F. Scoville, Abbie, and Augustus.	Crew took lines from these vessels and assisted them to leave the harbor, the wind blowing directly on shore.
May 7	Holland, Michigan, Lake Michigan.	Am. sc. H. M. Avery	Was bound out of the harbor when her centerboard became jammed in the box, and she stranded on the bar at 5.25 a. m., 200 feet E. from station. Surfmen went off to her, assisted to haul up the centerboard, and pulled her clear of the shoal, after which they hoisted sail and she cleared the harbor without further mishap.
May 8	Portsmouth, North Carolina.	Port. bg. Vera Cruz VII.	Stranded on Dry Shoal Point, 3 miles ESE. from station, at 2 p. m., while trying to enter Ocracoke Inlet, and set a distress signal. Surfmen boarded and were informed that the vessel was from Cape de Verde Islands for New Bedford, Massachusetts, with 399 passengers, a crew of 22 men, and a cargo of sperm oil. Her master stated that his fresh water was exhausted and that he was endeavoring to enter the inlet to replenish his supply when the ship struck. At his request station crew took the women passengers, 23 in number, 3 children, and 10 men, to the station in the surfboat. At 6 p. m. they again went off in response to her master's signal and quelled a disturbance among the men on board. The next morning the wind freshened from NE. and the sea began to increase, whereupon the keeper procured the services of seven volunteers and pulled out to the stranded craft with both of the station surfboats, and, at her master's request, landed 371 of those remaining on board on Dry Shoal. They then obtained the services of additional men with boats and took all of the rescued persons to the station, the shoal being submerged by the sea before the last ones were removed. The rescued women and children were made comfortable at the station and the men cared for by the hospitable residents of the village, who permitted them to occupy the vacant houses, and cheerfully rendered the keeper all possible aid in preparing food for their sustenance. The body of one of the passengers, who died from disease prior to the disaster, was removed from the vessel and buried by the surfmen. On the 11th they took off a portion of the crew and landed the baggage of the passengers, and on the 12th instant transferred 416 people, with their personal effects, to the U. S. revenue steamer Boutwell, which conveyed them to Newbern, North Carolina. On the 16th the surfmen landed the mate and one seaman with their effects and took them to the station, leaving only one of the brig's crew remaining on board. Subsequently he

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. May 8	Portsmouth, North Carolina.	Port. bg. Vera Cruz VII.	was taken off by the life-saving crew, who thereafter made several trips to the wrecked vessel at the instance of the collector of customs at Newbern, and finally assumed charge of her under his direction and removed her sails to the station for temporary storage. On the 29th instant her cargo of oil was removed by a wrecking company, who sent it to Norfolk, Virginia. The vessel proved a total loss.
May 9	Monomoy Point, Massachusetts.	Am. sc. Norman....	Anchored in a dangerous position in Butlers Hole, 1½ miles SSE. from station, and was unable to get under way owing to her anchor fouling the bottom. Station crew went off in response to her signal, and were employed in weighing the anchor when the cable parted, whereupon they made sail and took her clear of the surrounding dangers.
May 9	Sullivan's Island, South Carolina.	Catboats (2), no names.	Were anchored in the creek, 2½ miles NNE. from station, and their crews were unable to return on board in their small boats owing to the prevailing gale. Life-saving crew took the men off in the surfboat and made the two craft secure, enabling them to ride out the blow in safety.
May 9	Santa Rosa, Florida	It. shp. Canara	Took a rank sheer at 12.45 p. m., while being towed to sea with sail set, and was swept ashore on the E. side of the new channel, 5 miles WSW. from station, by the strong current of the ebb tide. Surfmen boarded and assisted tugs to float her, being employed in handling the hawsers and trimming the sails. They remained on board the ship until she had safely passed the sea buoy, and then took off her pilot and two merchants of Pensacola and conveyed them to one of the tugs.
May 9	Cleveland, Ohio, Lake Erie.	Canoe, no name....	A fifteen-year-old lad, out paddling in his canoe, was unable to make headway back to shore, and the life-savers pulled to him, a distance of 4 miles, and towed him to the beach.
May 10	Hunniwells Beach, Maine	Slp. Storm King....	At 6.30 a. m. this boat stranded on the rocks, 1 mile SE. by E. from station, and filled. Surfmen pulled her afloat and towed her to a safe place, where they bailed her out, discharged her ballast, and then hauled her out on the beach.
May 10	Cape Fear and Oak Island, North Carolina.	Am. sc. Gertrude L. Trundy.	At 7.20 p. m., while heading in for Cape Fear River, this lumber-laden schooner stranded on Ella Shoal, 3 miles WNW. from station. Crews from both stations went to her in their surfboats and ascertained that she was fast aground and leaking badly. At 5 a. m. the next day the tugs Alexander Jones and Marion attempted to pull her afloat but were unsuccessful, whereupon it was decided to jettison her deck load, the surfmen being assisted by ten men from Southport. This work was completed at 5 p. m. and at 6 the tugs floated and towed her into Southport Harbor, where they beached her in a safe place, the surfmen remaining on board and tending lines until everything was secure.
May 10	Sullivan's Island, South Carolina.	Am. slp. Aurora....	Carried away her sails and stranded in the creek, 3 miles NE. from station, at 7.50 a. m. Surfmen mended the torn sails, supplied her crew with provisions, and assisted to float the boat, her crew being unable to get her off unaided.
May 10	Grand Marais, Michigan, Lake Superior.	Am. str. Embury...	Was taking in cargo at the dock and, at the request of her master, station crew launched the surfboat at 9 a. m. and sounded the depth of water in the channel between the harbor piers, in order to ascertain how deeply she could safely load.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
May 10	Grand Marais, Michigan, Lake Superior.	Gas. lch., no name.	Had a party of twelve people on board when its engine became disabled 1 mile W. from station, at 11 a. m., and the surfmen pulled out and towed her to a dock in the harbor, where the necessary repairs were made, after which she continued her cruise.
May 11	Galveston, Texas.....	Dredge, no name...	At 4 p. m. surfmen proceeded to this dredge, which dragged onto the jetty while at work on the Government fortifications, ran anchors, pulled her afloat, and securely moored her.
May 12	Hampton Beach, New Hampshire.	Dory, no name	Was adrift 2½ miles SSW. from station at 10.40 a. m., and the surfmen rowed out, picked it up, took it to the station, and secured it. The chief of police at Newburyport, Massachusetts, and the keepers of the adjacent stations, were notified and requested to keep a lookout for the owner. On the 13th the owner called at the station, proved his property, and removed the dory.
May 12	Eatons Neck, New York...	Am. sc. Seth W. Smith.	Stranded in a thick fog at 8 a. m., ¼ mile E. from station, and the strong tide carried her on the rocks. Surfmen went on board, ran out an anchor, pulled her afloat uninjured at slack water, and then assisted to make sail.
May 12	Sheboygan, Wisconsin, Lake Michigan.	Rowboat, no name..	Broke adrift from the outside breakwater and left its owner without means of reaching shore. Surfmen pulled out, picked up the boat, and restored it to its owner.
May 12	Cape Disappointment, Washington.	Fish boat, no name.	Capelized in the breakers on Peacock Spit, at 9.20 a. m., and the two occupants were washed away from the boat by the rough sea and clung to the boom and gaff, respectively. Surfmen, who were patrolling in the vicinity, hastened to their aid, rescued both men, picked up their fish net, and towed their boat to the station, where they rendered medical aid to one man and supplied both with dry clothing from the stores donated by the Women's National Relief Association.
May 13	Fletchers Neck, Maine...	Am. sc. Rebecca A. Douglas.	Was towed ashore by her consort in a thick fog at noon, and lay 2½ miles NNW. from station and ¼ mile from shore. Crew in surfboat boarded and found that nothing could be done to float her until high water, at which time they laid out an anchor and ran a hawser to a tug, whereupon an attempt, which proved unsuccessful, was made to pull her afloat. The next day a lighter was obtained and 125 tons of cargo removed from the schooner, when the surfmen, with the assistance of the tug, laid out a 2,800 pound anchor, with 60 fathoms of chain cable attached. At midnight, operations were resumed, and the vessel was floated at 3 a. m., by the united efforts of the tug and surfmen; the latter manned the windlass and hove in the cable, while the former pulled on the hawser.
May 13	Harvey Cedars, New Jersey.	Catboat Jessie Page.	Stranded on a sand bar 2½ miles SW. from station at 1 a. m. in a thick fog. In response to a request of her master, four surfmen and the keeper took the latter's boat to the scene, unloaded the disabled craft's cargo of oysters, laid out an anchor, and made other preparations for floating the boat at high water. At 1.30 a. m. the next day her crew pulled her afloat, and then returned the keeper's boat.
May 13	Ludington, Michigan, Lake Michigan.	Am. str. Lizzie Walsh.	Disabled a portion of her machinery at 11 a. m. and blew distress signals on her steam whistle; whereupon keeper telephoned for a tug to go to her aid. The

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. May 13	Ludington, Michigan, Lake Michigan.	Am. str. Lizzie Walsh.	tug Sport at once responded, took two surfmen out to her, and then towed her to Pentwater.
May 14	City Point, Massachusetts.	Sailboat, no name..	At 1.15 p. m. surfmen picked up, $\frac{1}{4}$ of a mile ESE. from pumping station, this boat, which was adrift, bottom up, with jib and mainsail set. They righted and bailed it out and then towed it to the station, where the keeper held it to await a claimant.
May 15	Metomkin Inlet, Virginia.	Slp. Bessie Lee	While crossing the bar at 5.30 a. m. with a small boat in tow, the sea threw the boat against the sloop's stern with such force that it stove a large hole in her planking, through which the water entered freely, and she filled and sank. Two near-by fishermen took off her crew of three men and were pulling in for the beach when met by the station crew, who took the rescued men into the surf-boat and then rowed out to the wreck. It was found to be impossible to raise her under the existing conditions, and her master placed her in charge of the station keeper, who made an attempt to tow her farther inshore, but failed. At 4.30 p. m. she floated to the surface, and the surfmen towed her to the beach. Subsequently they saved all the wreckage, righted and rigged the boat, and made it fast at station wharf.
May 15	Saluria, Texas.....	U. S. light-house steamer Pansy.	Hove to off the bar at daylight and hoisted international code signal GSI (Can you send a boat?). Station crew boarded in surfboat, and, at her master's request, piloted her over the bar and to the wreck of the steamer Portland, where she placed a new buoy. They then accompanied her to Half Moon light-house, and on her return delivered a buoy which they had picked up on the peninsula and one that was on the beach above the station. The next morning they set range flags for her to cross the bar, and she passed safely out.
May 16	Aransas, Texas.....	.....do	Surfmen boarded in response to her master's signal, and the keeper piloted her into the harbor, and supplied her master with desired information respecting the buoys about the jetty.
May 16	Duluth, Minnesota, Lake Superior.	Gas. lch. Maud Marian.	Was cruising in the harbor with a pleasure party on board when her machinery became disabled at 7.30 p. m. Surfmen towed her to Fifth avenue slip, where her passengers disembarked.
May 17	City Point, Massachusetts.	Am. st. yt. Hector...	Engine became disabled at 4.40 p. m., when she was 200 yards from the station, and surfmen went to her aid in station launch Relief, and towed her to her moorings near the Marine Park.
May 17	Maddequet, Massachusetts.	Am. str. Petrel	Stranded $2\frac{1}{2}$ miles NE. from station at 10.30 a. m., in a thick fog, while bound in with a cargo of fresh fish. Surfmen went on board and assisted her crew to warp her afloat, they having already run out their kedg.
May 17	Seabright, New Jersey ...	Catboat, no name ..	Capsized 500 yards SW. from station at 1 p. m., having on board two men, one woman, and a lad. Surfmen quickly reached the craft, took the woman and the boy to the shore and sent them home, and then returned and assisted to right the boat, when the men proceeded to their destination.
May 18	Hereford Inlet, New Jersey.	Lch. Gloriana	Stranded 1 mile SE. from station at 6 p. m., and station crew boarded and laid out her anchors, and then stood by until 10 p. m., when, the tide having risen sufficiently, they floated the launch and took her to a safe harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 18	Niagara, New York, Lake Ontario.	Rowboat, no name.	At 9.10 p. m. surfmen heard an outcry on the lake, and rowed out and found that a man and a woman in this boat had lost one of their oars and were rapidly drifting farther from shore. The life-savers towed them to the station and furnished them with another oar, whereupon they started for their homes at Youngstown.
May 18	Bois Blanc, Michigan, Lake Huron.	Am. str. Black Rock.	This steamer stranded on Hardwood Point, 7 miles SE by S. from station, at 9.30 p. m., in a thick fog, having mistaken a fire on the beach for Poe Reef light-ship. At 4 o'clock the next morning the station lookout heard a steamer's distress signals, and the surfmen launched and pulled the lifeboat in their direction. Upon arriving at the lightship, they ascertained that a steamer was ashore 3 miles to the southward and eastward, and at once started for Cheboygan to procure the services of a tug to assist in floating her. They left Cheboygan in tow of the tug Favorite and arrived at the stranded craft at 10.30 a. m. After about two hours' work the tug pulled the steamer afloat, and she proceeded.
May 19	Burnt Island, Maine.....	Am. sc. Emily C. Swift.	At 7.15 p. m. this vessel anchored perilously close to the rocks, $\frac{1}{2}$ of a mile SW. from station, in a squall, and was in danger of striking and sinking should the wind shift. The next morning her master requested the keeper to assist him to change his anchorage, and the surfmen towed the schooner clear of the shore and piloted her to a snug berth.
May 19	Point Betsie, Michigan, Lake Michigan.	Slp. Kaayoshk.....	Parted her peak halyards while beating in for a harbor and stranded on Platte River Reef, 8 miles N. of station. Surfmen notified a tug of the mishap and then towed to the stranded craft, which they found full of water, with her iron keel carried away and hanging by a single bolt. They bailed and pumped her out, and cut the bolt which held the keel, whereupon she floated and drifted off the reef. The tug, which had previously been unable to get near enough to run a line, then took the sloop in tow for Frankfort and left the surfmen near the station.
May 19	White River, Michigan, Lake Michigan.	Am. sc. R. Kanters.	Stranded on a bar in White Lake, and surfmen boarded and hove her afloat, made sail, and took her into the harbor.
May 19	Jackson Park, Michigan, Lake Michigan.	Gas. lch. Joe Finck.	At 11.30 a. m., surfman on lookout reported this launch, with a sailboat in tow, in distress 1 mile NE. from station, and station crew boarded and found that her engine was disabled and that the towline had fouled her propeller. After one hour's work they had the propeller clear and engine in working order, whereupon the launch steamed to South Chicago.
May 19	Cape Disappointment, Washington.	Fish boat, no name.	Two fisherman in this boat had to cut their net adrift, on account of the heavy sea, and later attempted to sail across the upper end of Peacock Spit, where they nearly capsized. Station crew, who were in the vicinity in the surfboat to render aid in case of necessity, picked up the net, which was about 100 fathoms long, towed the boat out of danger, and restored the seine to the men.
May 20	Duluth, Minnesota, Lake Superior.	Lighter, no name....	This lighter was in tow of a gasoline launch and was cast adrift when the latter disabled her machinery. Surfmen towed it to a cluster of piling near the boathouse and made it fast until the launch had repaired damages.
May 20	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Surfman William Weldon picked up this skiff, valued at \$35, which was drifting out between the piers, and later returned it to its owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
May 21	Fire Island, New York ...	Am. slp. Annie G ...	Stranded on Democrat Shoal, 2 miles WNW. from station while beating down the channel with a light wind, and set signal for assistance. Station crew boarded, laid out anchors, and warped her afloat on the flood tide, the sloop having sustained no damage.
May 21	Sandy Hook, New Jersey.	Am. sc. Rebecca	Stranded on the extreme end of Hook, while bound in for a harbor, and was floated by life-savers, who ran her anchor and pulled her into deep water at high tide, uninjured.
May 21	Louisville, Kentucky	Skiff, no name.....	At 5 p. m. the lookout reported four youths in hazard in this skiff in the Indiana chute of the falls, whereupon station boatmen pulled out and picked up the skiff, towing it and the boys safe to the shore.
May 22	City Point, Massachusetts.	Yawlt. Waldemar.	Keeper was informed by master of a gasoline launch that this yacht was ashore between Thompson and Spectacle Islands, out of view from the station, with a distress signal flying in her rigging. Station crew went to her in the 28-foot launch, found that she had broken her rudder while cruising in Quincy Bay, and towed her to moorings off Savin Hill.
May 22	.....do	Rowboat, no name ..	Lookout reported that two small boys in this boat were unable to manage it and were in imminent danger of swamping in the fresh wind and choppy sea. At 3 p. m. the life-savers manned the 25-foot launch, steamed alongside, took off the much-frightened lads, and towed the boat to the public landing.
May 22	.....do	Catboat Wa Wa	Broke her rudder when near the station and her master took in sail and called for aid. Station crew went to her in a launch and towed her to moorings off the South Boston Yacht Club House.
May 22	Sandy Hook, New Jersey.	Catboat, no name ..	Stranded on the outside beach, 1 mile N. of station, and filled with water. Surfmén were unable to float her on account of the high surf occasioned by the prevailing NE. wind, but unbent her sails, and took the master to the station and supplied him with dry clothing from the stores donated by the Women's National Relief Association. The next day they took the owner off to the gasoline steamer Neptune, and, as the wind and sea had abated, assisted the latter to float the boat, which was found to be considerably damaged.
May 22	Atlantic City, New Jersey	Nph. lch. Mattie	Disabled her machinery and was picked up by the crew of a fishing skiff and towed toward the shore. Lookoutsighted the boats at 7.45 a. m., weather misty, and the surfmen pulled out and assisted to tow this one through the inlet and into the harbor.
May 22	Hammond, Michigan, Lake Huron.	Slp., no name.....	Broke her main gaff, entered the station harbor at 7.30 p. m., and requested assistance. The next morning surfmen repaired the gaff, furnishing the necessary materials.
May 22	Grand Haven, Michigan, Lake Michigan.	Sailboat Gadabout..	Capsized in the river at 5.10 p. m., the two men on board swimming to a near-by wharf. Surfmén in the Whitehall boat picked up, righted, and towed the boat to an anchorage across the river.
May 22	Evanston, Illinois, Lake Michigan.	Am. sc. City of Sheboygan.	Drifted into shoal water in a heavy fog and light airs and anchored to avoid stranding. At 4 a. m. the next day station crew heard her distress signals, went out and ran her kedgè with a long warp, and pulled her into deep water. They then assisted to make sail, and she proceeded on her voyage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. May 23	Gurnet, Massachusetts....	Slp., no name.....	At 3.45 p. m. her owner came to the station and requested the keeper to aid him in saving his boat, stating that she had capsized and sunk $3\frac{1}{2}$ miles NNW. from station, in a squall. Surfmen found her lying on her bilge just clear of the breakers and ran out a kedge to keep her from going ashore. They then unbent her sails and towed her to the flats near the station, where they bailed her out, straightened up her ballast, and righted her at high water the next morning, having been prevented from doing so sooner by the heavy sea. Later in the day they bent her sails and otherwise put her in condition to resume cruising.
May 23	New Inlet and Chicamacomico, North Carolina.	Am. sc. Inez N. Carver.	At 1.30 a. m. stranded 2 miles SE. from station, weather squally, sea smooth, and was sighted by the S. patrol from New Inlet station, who burned a Coston signal and then hastened to the station and notified the keeper. The keeper of Chicamacomico station was requested to bring his crew to the wreck, and then the surfmen launched and boarded the schooner. At her master's request they took ashore and sent telegrams to Norfolk for tugs. Both crews then went off and, after laying out a kedge, set sail and tried to float the craft, using sail and heaving on the warp, but were unsuccessful. At 5 p. m. the tug Rescue arrived and the surfmen ran and tended her hawser until nightfall. The schooner was floated at 3 a. m. the next day and proceeded to Norfolk apparently uninjured.
May 23	Ashtabula, Ohio, Lake Erie.	Sailboat, no name..	Two fishermen attempted to sail into the harbor in this boat, but were driven to leeward of the entrance by the fresh wind and lumpy sea and ran aground 100 yards W. of station. At 12.30 p. m. station crew took tackles to her and hauled her out on the beach.
May 23	Louisville, Kentucky	Gas. lch. Ferndale..	At 6.30 p. m. the lookout gave the alarm that this launch, containing a man, a woman, and a boy, was in distress in the middle chute of the falls of the Ohio. Station crew at once pulled to their aid, ascertained that the boat's machinery was disabled, and towed the launch and her occupants to the wharf at the foot of Fifth street and made her fast.
May 23	.....do	Skiff, no name.....	At 7.25 p. m. four students from the Kentucky School of Medicine were rescued from death in the Ohio River by the station boatmen. The men were out rowing and had arrived opposite the station on their return to shore, when their boat was caught in the swift current and rapidly swept toward the falls. They struggled manfully at the oars, but one of their number had become exhausted and the others had lost hope, when the life-savers reached them and towed their boat safely to the station.
May 23	Charlevoix, Michigan, Lake Michigan.	Sailboat, no name..	Was in danger of capsizing off the harbor entrance in the prevailing fresh wind, the four men on board being unfamiliar with handling sailing craft. At 11.45 a. m. surfmen, whose attention had been attracted by her strange maneuvering, pulled out, and, at her owner's request, took charge and sailed her into the harbor.
May 23	Michigan City, Indiana, Lake Michigan.	Gas. lch. Minnie L..	At 9.30 p. m. lookout observed this craft to be on fire and immediately gave the alarm. Station crew hastened to the scene with buckets and a fire extinguisher and succeeded in putting out the flames, which were caused by the spilling of 5 gallons of gasoline on the deck.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 23	Michigan City, Indiana, Lake Michigan.	Gas. lch. Minnie L.	Her master had already cast adrift and abandoned the launch, but the efforts of the surfmen saved her, the fire extinguisher proving particularly useful in subduing the conflagration.
May 23	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	Swamped $\frac{1}{2}$ of a mile SE. from station at 4.57 p. m., and one of its four occupants drowned. Station lookout saw the mishap and instantly gave the alarm, whereupon surfmen pulled the Whitehall boat to the scene with all possible speed, but just as they arrived a boat's crew from the Naval Reserve steamer Dorothea, which was anchored very near, picked up the last survivor. The three rescued men were taken to the station, and the surfmen made diligent search for the body of the drowned one, recovering it at 2.45 p. m. the next day and delivering it to the proper city authorities. (For detailed account see caption "Loss of life.")
May 23	Evanston, Illinois, Lake Michigan.	.....do	Filled and capsized 200 yards E. from station at 8.20 p. m., the occupants having neglected to put in the plug. Surfmen pulled out, picked up a man and a woman, who were clinging to the bottom of the boat, and landed them on the beach. They then picked up the boat, towed it to the shore, and delivered it to the owner.
May 24	Salisbury Beach, New Hampshire.	Dory, no name	At 5.30 a. m. surfman on patrol found this dory drifting up the beach, and secured it in a safe place to await a claimant.
May 24	Newburyport, Massachusetts.	Am. sc. Westerloo ..	Anchored too close to the breakers 1 mile N. from station and was in danger of dragging ashore. At daybreak surfmen boarded, weighed her anchor, made sail, and worked her to a more secure berth. Upon returning to the station the keeper telephoned to Newburyport for a tug, which came out and towed the schooner up the Merrimac River.
May 24	Oak Island, North Carolina.	Rowboat, no name.	The S. patrol, from 9 p. m. to midnight, picked up this boat which drifted ashore, and secured it to await a claimant.
May 24	Gilberts Bar, Florida	Lch., no name	Disabled her machinery 3 miles SW. from station, whereupon keeper pulled out and towed her to the mainland.
May 24	Milwaukee, Wisconsin, Lake Michigan.	Am. str. City of Paris	Stranded 8 miles N. from station in a thick fog at 11.30 p. m. At 8.10 the next morning keeper observed a wrecking tug leave port with a gang of laborers on board, and at once telephoned to the towboat office and ascertained the location of the wreck. Station crew pulled to her in the surfboat, assisted to lighter a portion of her cargo and to handle lines for the tugs, which floated her at 5.25 p. m.
May 24	Sheboygan, Wisconsin, Lake Michigan.	Gas. lch. Venus	Disabled her engine $\frac{1}{2}$ mile SE. from station at 5.30 p. m., and, having no anchor on board, drifted toward the beach just S. of the harbor piers. In answer to her distress signals surfmen went out in the Whitehall boat and towed her to the station, where repairs were soon made.
May 25	Burnt Island, Maine	Am. slp. Ocean Queen.	Her master misjudged his distance from the shore in the extreme darkness, and the sloop stranded on the S. end of Hoopers Island, 3 miles NNE. from station, at 11 p. m. Station crew went to her early the next morning, laid out her anchor, helped to remove her ballast, and discharged her cargo of fish bait into a dory alongside. On the flood tide they rigged a purchase to her masthead, listed her offshore, and towed her into deep water just as a heavy sea began to make.
May 25	Two Rivers, Wisconsin, Lake Michigan.	Rowboat, no name.	At 2 a. m. lookout sighted a rowboat drifting out of the harbor and called one of the crew, who picked it up and made it fast at station. The owner claimed and removed the boat on June 7.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. May 26	Plum Island, Wisconsin, Lake Michigan.	Am. str. Erie L. Hackley.	This steamer stranded in a dense fog on the rocks inside of the S. entrance to Detroit Harbor at 6 a. m. Surfmen heard her distress signals and pulled out and searched for her in the fog, but could not find her until the fog lifted at 8.15, when they sighted her just inside the harbor with two tugs pulling on her. The tugs abandoned the attempt to float her, whereupon the station crew laid out her anchor with cable bent at 11.15, and ran a line to one of the tugs which had been recalled. At 3.55 p. m. the tug hauled her afloat, the surfmen heaving on the windlass and assisting to get her into deep water.
May 27	Wallops Beach, Virginia...	Slp. Mary J. Pennington.	Was sighted off the station at 6.50 p. m. with her colors at half mast, whereupon the crew pulled out through a rough surf and ascertained that her master, who was unacquainted in the vicinity, had lost his reckoning earlier in the day and been directed how to proceed by the keeper of Metomkin Inlet station. At his request the keeper assumed charge and took the vessel to a snug anchorage in Chincoteague Inlet.
May 27	Old Chicago, Illinois, Lake Michigan.	Slp., no name.....	At 2.40 p. m. parted her cable in the SW. gale and rough sea and drifted toward the breakwater, where she would have soon been dashed to pieces. Station crew pulled out in surfboat, towed her to a berth off the station, and the following day delivered her to her owner.
May 27	Sheboygan, Wisconsin, Lake Michigan.	Am. sc. O. Shaw....	At 3.30 p. m. surfmen assisted this schooner, which was parting her lines in the heavy swell, to haul to a better berth inside the piers, there being no tugs in port at the time.
May 27	Cape Disappointment, Washington.	Fish boat, no name.	At 9.30 a. m. two fishermen in this boat lost their gill net and attempted to pull across the upper end of Peacock Spit, on which a heavy sea was breaking. Surfmen, who had pulled to the locality to be on hand in case of accident to the boats fishing in the vicinity, towed them out of danger and then located their lost net.
May 28	Cape Elizabeth, Maine...	Am. sc. Republic...	Stranded on Trundys Reef at 5.30 p. m., and surfmen boarded and found her fast on the rocks with three feet of water in her hold. The tug Portland shortly afterwards arrived and the station crew ran a hawser to her and then manned the schooner's pumps until 8 p. m., when she floated and the tug towed her to Portland.
May 28	City Point, Massachusetts.	Slp. yt. Vandal.....	Disabled her steering gear at 10.15 a. m., when $\frac{1}{2}$ of a mile S. from station, took in sail, and made signals for assistance. Life-savers went to her in station launch and towed her to her moorings in Dorchester Bay.
May 28	.....do.....	Slp. yt. Naomi.....	Dragged at 1.05 p. m. in a strong SW. wind and rough sea and collided with the yacht Hester, the crews of both yachts being on shore at the time. Station crew in 28-foot launch cleared the boats without damage and towed this one to a good berth and anchored her with a long scope of cable.
May 28	.....do.....	Slp. yt. Hester.....	At 1.40 p. m. this yacht dragged and fouled the sloop Naomi, badly chafing her. Crew went to her in launch Relief, pulled her free, cleared her anchor, and then anchored her in a secure berth.
May 28	.....do.....	Slp. yt. Caritas.....	Dragged and collided with several small craft and was in danger of sinking them. As soon as the station crew had secured the sloop Hester, they took this boat to a safe mooring.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. May 28	Charlotte, New York, Lake Ontario.	Pile driver, no name	Was in tow of the steamer J. D. Scott, which cast it adrift off the station in a SW. gale at 12.30 p. m. Keeper telephoned for a tug and then went off with his crew in the surfboat and boarded the pile driver 3 miles NE. from station. The surfmen found that the master had attempted to anchor it, but the anchor dragged and the vessel was rapidly getting into the rough water of the lake, where it was in danger of foundering with its crew of six men. The keeper at once let go his boat anchor with a long scope of cable, hauled up the pile driver's anchor, and backed his own with it, whereupon the pile driver stopped dragging. The tug Florence soon came in response to the keeper's request and towed the pile driver to the shore, the surfmen jettisoning its supply of coal and otherwise trying to lighten it, besides manning the pumps to keep it afloat.
May 28	Saint Joseph, Michigan, Lake Michigan.	Str. Emma B	Collided with the N. pier, while trying to make the harbor at 9 p. m., broke her stem and sustained other serious damage. Her master broke his left wrist and one of her crew received a severe blow over the left eye. Surfmen ran down the pier, took a line from the disabled steamer, towed her up the river to the station, and sent for a physician, who came and treated the injured men.
May 29	City Point, Massachusetts.	Gas. lch. Teva	Engine would not work owing to the use of improper fuel, and the launch drifted toward Spectacle Island. Crew in station launch towed her to the float at the South Boston Yacht Club.
May 29	Monomoy Point, Massachusetts.	Br.sc. Helena Maud.	Stranded $\frac{1}{2}$ miles SW. from station on Shovelful Shoal at 12.30 a. m. in a strong wind and rough sea, and became a total loss. Station patrol sighted distress signals on the vessel shortly after she struck, and the surfmen boarded and found her full of water with the sea breaking over her, and her rowboat smashed at the davits. They took off her crew of four men, landed them at the station, and afforded them succor until noon, when they conveyed them to Chatham in the surfboat.
May 29	Duluth, Minnesota, Lake Superior.	Gas. lch. Vera L	Was out on a pleasure cruise with three people on board and was rendered helpless when her propeller wheel struck a sunken log and broke. Surfmen towed the launch to the shore.
May 29	Muskegon, Michigan, Lake Michigan.	Gas. lch. Thomas C.	At 4.15 a. m. lookout sighted this boat drifting out into the lake before a strong wind with two men on board making signals of distress. Station crew pulled out, ascertained that her machinery was disabled, and towed her into Muskegon Harbor, where the necessary repairs were effected.
May 30	Hunniwells Beach, Maine.	Catboat Marguerite.	At 9.15 p. m. this boat stranded on a sand bar $\frac{1}{2}$ mile NE. by E. from station and fell over on her bilge. Surfmen discovered its condition at dawn, and on the flood tide went to it in the surfboat, which they lashed alongside. As the tide flowed the boat gradually floated, and the surfmen took it to a safe place.
May 30	Straitsmouth, Massachusetts.	Slp. Thistle	While shifting anchorage during the night in a fresh NE. wind and rough sea, this sloop missed stays and stranded on the rocks. At midnight her crew of two men arrived at the station and informed the surfmen of the mishap, stating that there was no need of trying to save the wreck as she would surely be a total wreck. The station crew, however,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessels.	Nature of casualty and service rendered.
1903. May 30	Straitsmouth, Massachusetts.	Slp. Thistle.....	pulled out, and found her rolling and pounding heavily, with the sea breaking over her and her main boom in the water. They boarded with considerable difficulty, hauled down the sails, laid out an anchor, and pulled her to a good anchorage in deep water. During the day she was taken to Gloucester for repairs.
May 30	City Point, Massachusetts.	Gas. lch. Rose.....	At 1.30 p. m. lookout reported this launch drifting 1½ miles NE. from station with her machinery apparently disabled. A sharp watch was kept on her and, at 2.10 p. m., her master made a distress signal, in answer to which surfmen proceeded to her in launch Relief and towed her to her mooring off the Mosquito Yacht Club.
May 30	Duluth, Minnesota, Lake Superior.	Slp. Marjory.....	While sailing in the harbor this sloop ran on a sunken crib ½ mile NW. from station, and her crew were unable to release her. Surfmen went to her aid and pulled her free without damage.
May 31	Galveston, Texas.....	Slp. Mayflower.....	Was bound from Galveston to Bolivar Point and was driven to leeward by the head wind and strong current of the ebb tide and anchored in a bad position to windward of the S. jetty to avoid stranding. Surfmen took her crew to the station and succored them until the weather moderated, when they towed the sloop into port uninjured.
May 31	Cleveland, Ohio, Lake Erie.	Am. sc. C. J. Magill..	Was in tow of a steamer and drifted toward the beach when the towline parted, anchoring to avoid stranding. Surfmen boarded, assisted to haul aboard the parted line, and, upon her arrival, ran the hawser to the tug Frank W., and then assisted to weigh the schooner's anchor.
May 31	Louisville, Kentucky	Wharf boat, no name.	This boat was used as a landing by the steamers of the Louisville and Evansville Packet Company, and swung out into the stream, when its stern mooring chain parted. Station crew went on board and ran two hawsers from the boat to the shore and then assisted to haul the boat back to its position and moored it.
May 31	Ludington, Michigan, Lake Michigan.	Lighter, no name ..	This lighter, belonging to the Pere Marquette Railroad Company, went adrift and was picked up by surfmen, who towed it into the harbor and made it fast.
May 31	Holland, Michigan, Lake Michigan.	Slp. yt. Alpha.....	Upon ascertaining that this sloop had dragged and stranded in Black Lake, surfmen pulled to her in the Whitehall boat and weighed her anchor. The steamer Post Boy then floated her, and the station crew took her to a snug anchorage and made her secure.
May 31	South Haven, Michigan, Lake Michigan.	Slp. Damfino	At 6.30 p. m. crew rowed out 8 miles and warned the four occupants of this sloop, who were inexperienced in boat sailing, to return to the land, as they had carried away some of their sails and were in danger of capsizing in the rough sea. The men took the advice and landed four miles S. of the harbor, the surfmen hauling their boat high on the beach and securing it.
May 31	Michigan City, Indiana, Lake Michigan.	Gas. lch. Minnie L..	Broke adrift in a squall at 3 a. m., whereupon life-saving crew towed her to station dock and secured her until 9 a. m., when she was removed by her owner.
May 31	Humboldt Bay, California	Am. str. Pomona....	Parted her tiller ropes at 2.45 p. m., while bound out, and let go her anchor to keep from going ashore, but the strong current caused her to drag, and strand on a sand bar 1 mile S. from station. After running out a kedge, which came home as soon as a strain was brought on it, the surfmen went ashore and telephoned for a tug. Upon the arrival of the tug Ranger they ran a small line to her from the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. May 31	Humboldt Bay, California	Am. str. Pomona ...	stranded vessel by which a large hawser was hauled on board. At 5 p. m. the tug pulled her afloat and she proceeded to sea, having repaired the tiller rope while aground.
June 1	Ludington, Michigan, Lake Michigan.	Skiff, no name	Struck adrift, and was sighted in lake by surfmen, who pulled out and recovered it.
June 2	Burnt Island, Maine	Am. sc. New England.	Stranded on Hat Island Bar, $2\frac{1}{2}$ miles NE. of station, at 6 p. m. The keeper mustered a crew (inactive season), pulled to her in surfboat, and offered assistance, which the master declined. The schooner floated on the flood tide, and came to anchor, but the next day, as the tide ebbed, began to pound bottom, and, at request of master, the life-saving crew boarded, kedged her into deeper water, then piloted her clear of danger.
June 2	Duluth, Minnesota, Lake Superior.	Skiff, no name	Became water-logged while carrying a load of lumber across the harbor in tow of a small rowboat, and surfmen put out and assisted in taking it to a secure place.
June 2	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. John Den- neson.	At request of master the keeper detailed a surfman to pilot this vessel to a fishing station on the shore about 2 miles to the southward of life-saving station.
June 3	White River, Michigan, Lake Michigan.	Am. scs. Swan and Augustus.	Surfmen assisted these schooners into the harbor by running lines and warping them along the pier.
June 4	Great Egg, New Jersey ...	Gas. lch., no name..	Fouled propeller with a line while towing a scow, and lay disabled $\frac{1}{2}$ mile SW. of station. Keeper went to her aid, and assisted in freeing propeller, when the launch proceeded with her tow.
June 4	Jackson Park and Old Chicago, Illinois, Lake Michigan.	Am. str. Wm. A. Haskell.	Stranded on Oakland Shoal at 11 p. m., during thick weather, and sounded signals of distress. Both life-saving crews responded, also two tugs, and the surfmen took soundings and ran towlines from the tugs to the stranded vessel, which was hauled afloat at 2 a. m. of the 5th.
June 5	Grand Haven, Michigan, Lake Michigan.	Sailboat, no name..	Slipped moorings and went adrift. Surfmen pulled after it and towed it to station, where the owner recovered his property.
June 6	Old Chicago, Illinois, Lake Michigan.	Sailboat, no name..	Drifting unattended into the lake, and surfmen recovered it and restored it to owner.
June 6	Kewaunee, Wisconsin, Lake Michigan.	Gas. lch., no name..	Engine broke down, and vessel, with one man on board, drifting helplessly about $1\frac{1}{2}$ miles SE. of station. The life-saving crew hastened to her aid, and towed her in with surfboat.
June 7	City Point, Massachusetts.	Slp. Lauretta	Found adrift in the bay by sunset patrol, and surfmen took it to station, where it was held until the arrival of the owner.
June 7	Old Chicago, Illinois, Lake Michigan.	Am. str. Robert E. Burke.	Stranded at 12.05 a. m., $3\frac{1}{4}$ miles N. of station. The life-saving crew went to her relief and ran a hawser from a tug, which hauled the stranded craft afloat uninjured.
June 8	City Point, Massachusetts.	Slp. Ben Hur	Dragged anchor in a fresh SW. wind and collided with a wharf, against which she lay pounding dangerously. Surfmen put out in launch and towed her to a secure anchorage.
June 8	.....do.....	Slp. Rival	Dragged anchor in a fresh SW. wind, fouled a sunken wreck, and was in danger of being stove to pieces when the station crew arrived and took her to an anchorage.
June 8	.....do.....	Slp. Viking	Dragged anchor in a fresh SW. wind and stranded $\frac{1}{2}$ mile NNW. of station. Surfmen hauled her afloat with steam launch and towed her to good moorings.
June 8	Cape Disappointment, California.	Fish boat, no name.	Capsized in breakers $1\frac{1}{2}$ miles S. of station, throwing overboard the two occupants, who were rescued by some fishermen near by. Station crew pulled to the scene and recovered the boat, later returning it to owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. June 10	South Haven, Michigan, Lake Michigan.	Slp. Spray	During a brisk NW. wind with rough sea the keeper noticed this boat, about 4 of a mile offshore, carrying too much canvas and evidently in charge of some one unskilled in boat handling. In anticipation of an accident he had called away the surfboat, and when the sloop capsized, the life savers pulled out and rescued the crew of two, brought them to the station, then returned to the capsized craft and assisted a launch in getting it under the lee of the breakwater, where they righted and bailed it out.
June 10	Racine, Wisconsin, Lake Michigan.	Am. sc. Eliza Day..	At 11.30 p. m., during a fresh wind with high seas running, this vessel hove to outside and signaled for a towboat. The tug S. O. Dixon responded, but being short handed the keeper sent a surfman on board of her, who assisted in getting the schooner into port.
June 10	Milwaukee, Wisconsin, Lake Michigan.	Slp. Blackbird.....	Capsized 3 miles N. of station at 3 p. m. through careless handling, throwing four men overboard. The life savers manned surfboat and were towed to the scene by the tug Sharkey. They rescued one man, the others having been picked up by a yawl, and assisted in righting and securing the sloop.
June 11	Niagara, New York, Lake Ontario.	Rowboat, no name.	Drifting out of Niagara River into the lake about 2.30 a. m., the occupant, a soldier, being intoxicated and unable to row. His cries for help were heard by the station lookout, and the surfmen promptly put out in surfboat, rescued him, and towed his boat to shore. A fresh NW. wind with heavy sea prevailed, and but for the timely aid the soldier doubtless would have lost his life.
June 11	Cleveland, Ohio, Lake Erie.	Am. sc. Horace H. Badger.	At 8.10 p. m., high winds and seas prevailing, schooner lost her foresail, became unmanageable and struck the stone breakwater, to which the crew of eight men climbed to save their lives. The lookout sighted the vessel when she was about a mile N. of station, and the life-saving crew had already launched the surfboat when she struck. They carried the shipwrecked men to the station, supplying three of them with clothing from the stores of the Women's National Relief Association, then called a tug and returned to the wreck, but found that it had broken to pieces and gone down.
June 11	Louisville, Kentucky	Shanty boat, no name.	Shortly after midnight the owner of this boat, which was occupied by himself, his wife, and four children, started to cross the river above the falls. Misjudging the current and being unfamiliar with the locality, he steered a wrong course, and was drifting rapidly toward the Indiana chute, where the strong current would surely carry the boat and its occupants to destruction over the falls. The station lookout saw the danger and gave the alarm, and the life-saving crew manned a boat, hastened to the rescue, reached the imperiled craft close to the entrance of the chute, towed it out of danger, and moored it securely to the river bank.
June 11	Jackson Park, Illinois, Lake Michigan.	Am. sc. Starlight....	Sprung a leak through laboring in a rough sea and was in danger of foundering at her moorings, 1½ miles SE. of station. The life-saving crew boarded her at 10.40 p. m., and by manning her pump and bailing with buckets, freed her of water after four hours' work. Meanwhile the sea had moderated, and the schooner being in no further danger, the surfmen returned to the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. June 11	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. sc. Day Spring.	Jammed centerboard and grounded on a sand bar near station. Surfmen ran a line to a pier close at hand and hove her afloat uninjured.
June 12	Cape Elizabeth, Maine. . .	Am. sc. Washington B. Thomas.	On the evening of June 11 the Washington B. Thomas, from Newport News, Virginia, for Portland, Maine, with 4,226 tons of coal, came to anchor about 3 miles SW. by W. from the light-ship off Cape Elizabeth, calm weather with thick fog and a heavy swell prevailing. She remained at this anchorage until the following evening, when a fresh SE. wind came up with a fast rising sea. At 7 p. m. the vessel began to drag, and her second anchor was dropped and chain veered to full scope, when she held on for a short time, but wind and sea rapidly increased, and despite the efforts of officers and crew she parted her starboard chain, dragged rapidly to leeward, and between 10 and 11 p. m. struck on the rocks off Stratton Island, 6 miles SW. by W. from Cape Elizabeth, and began to break up. Heavy seas swept the decks, one of which carried away the trunk of the cabin, and a mass of debris struck the master and his wife, the latter, who was already unconscious, being swept away and lost. The master and crew, twelve men and two boys, clung to the wreck until help arrived the following night. It being the inactive season, tidings of the disaster did not reach the Cape Elizabeth Life-Saving station until 4 p. m. of the 13th. Upon then receiving information that a vessel had gone ashore on Stratton Island, the keeper immediately gathered a temporary crew (inactive season), procured teams, transported surfboat and beach apparatus to Prouts Neck, 9 miles distant, and there launched and pulled for the scene of disaster. The thick fog and storm still prevailed, and floating debris, submerged rocks, and darkness rendered the work exceedingly perilous, but the life-savers reached the schooner at 8 p. m. and succeeded in landing nine of the shipwrecked people on Stratton Island. At daybreak they rescued the remaining five, then transported all hands to Prouts Neck, where food and shelter awaited them. One seaman had a broken leg, and another had suffered other severe injuries, and procuring a conveyance the keeper accompanied them to the marine hospital at Portland. (For detailed account see caption "Loss of life.")
June 12	Hampton Beach, New Hampshire.	Fish boats (5), no names.	At moorings, 400 yards from station, in danger of being wrecked by an easterly gale, with rough sea. At request of owners, the keeper manned surfboat with a crew of fishermen (inactive season) and put out to the relief of the imperiled craft. While maneuvering, one of the fishermen fell overboard and was swept into the surf. He was rescued in an exhausted state, and keeper revived him by practicing the Service method of restoration. All of the boats were saved, though three of them were considerably damaged.
June 12	City Point, Massachusetts.	Slp. yts. Frolic and Chieftain.	Dragging anchors in Dorchester Bay during an easterly gale, and station crew boarded and secured them.
June 12	.....do	Slp. yts. Wraith and Alice.	Stranded during an easterly gale, in Pleasure Bay, 1½ miles N. by E. from station. Owing to other casualties occurring at the same time, the life-saving crew were unable to go to them until the following day, when they got both vessels afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. June 12	City Point, Massachusetts.	Sc. Janie and slp. Weejok.	Parted moorings and were in danger of stranding, when surfmen boarded and brought them to anchor in berths, where they rode out the gale without further mishap.
June 12	.....do.....	Slp. yts. Eclipse and Lena.	The Eclipse fouled the Lena during a gale, and both vessels parted their moorings and went adrift. Station crew hastened to their relief, cleared them, and anchored them in secure berths.
June 12	.....do.....	Rowboat, no name.	Capsized in Dorchester Bay during a gale and rough sea, throwing overboard two men, who, being unable to swim, clung to the bottom of the overturned craft. The life-savers pulled to the rescue, carried the men to the station, supplied them with dry clothing from the stores of the Women's National Relief Association, and later secured their boat.
June 12	.....do.....	Slp. yts. Petrel and Corona.	During the gale prevailing this date, the former vessel fouled the latter, both receiving considerable injury. Surfmen cleared them and moored them in good berths.
June 12	.....do.....	Am. sc. Charles McDonald.	Dragged anchor during an easterly gale with rough sea, and surfmen boarded and let go her second anchor, which brought her up just in time to prevent her doing serious damage in a large fleet of yachts at anchor under her lee.
June 12	Quonochontaug, Rhode Island.	Slp. Opitsah V.	Stranded on the beach $\frac{1}{2}$ mile E. of station during a heavy gale, her crew of five men escaping to shore in safety. The keeper assisted the shipwrecked men to save their personal effects, and succored them at station until the next day. The vessel sustained serious damage, but at a later date was floated and towed to New London for repairs.
June 12	Forked River, New Jersey.	Am. slp. Edward Tilton.	Lost sails in an easterly gale, and stranded $1\frac{1}{2}$ miles S. of station, the crew of three men safely reaching the shore. The keeper succored the men at station and on the 14th assisted to strip the vessel, after which the hull was abandoned.
June 12	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. Wm. A. Young.	Became off entrance to harbor, unable to procure a towboat. Station crew launched a boat, ran her lines to pier, and warped her into the harbor.
June 13	Squan Beach, New Jersey.	Fish boat, no name.	Capsized on the bar 300 yards ESE. of station, throwing overboard seven men, five of whom swam ashore, and two, unable to swim, clung to the overturned craft, their situation being one of great peril owing to high seas rolling in from the southward. It being the inactive season at station, the keeper with the assistance of a fisherman who volunteered to go, manned a skiff, put out to the rescue, brought the imperiled men safe to shore, then succored them at station until they recovered from the effects of the casualty.
June 13	Cleveland, Ohio, Lake Erie.	Am. str. Charles H. Davis.	Shifted cargo of stone during a strong wind and rough sea, and foundered 1 mile NW. of station at 1.45 p. m. Previous to her sinking the lookout reported that the vessel appeared to be in distress and the life-savers had started out in lifeboat when she went down. The master drowned, but the others of the ship's company, six men and one woman, were picked up and landed at the station by the tug Frank W. The surfmen made vigilant search for the master, without success, and his body was not found until the 20th. The rescued people were provided with food and stimulants at station, also with dry clothing from the supply of the Women's National Relief Association. (For detailed account, see caption "Loss of life.")

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessels.	Nature of casualty and service rendered.
1908.			
June 13	Michigan City, Indiana, Lake Michigan.	Slp. yt. Clara B.....	Missed channel and was heading for the beach, when a Coston signal burned at station apprised her of danger and brought her to anchor. The life-saving crew then put out in surfboat and towed her into harbor.
June 13	.....do	Slp. yt. Phineas, and Ethel.	Unable to enter port owing to changes in channel and surfmen piloted them in.
June 14	Louisville, Kentucky.....	Flatboat, no name..	While entering port at 9.25 p. m. the steamer Falls City collided with this flat, and two men fishing from it were thrown overboard, while their boat went adrift. The life-savers promptly manned a boat, rescued the drowning men, and recovered their boat.
June 14	Old Chicago, Illinois, Lake Michigan.	Sc. yt., no name	At 10.30 a. m. a fresh wind and rough sea prevailing, the lookout sounded an alarm and reported that a yacht had capsized about a mile offshore. The life-savers immediately launched surfboat and hastened to the rescue in tow of the tug Chicago. They found three men, the yacht's crew, clinging in an exhausted state to the bottom of the overturned craft, took them into the surfboat, then towed yacht to the beach and righted and bailed it out.
June 15	Sturgeon Point, Michigan, Lake Huron.	Piledriver, no name	Adrift in lake, 12 miles SE. by S. from station, fresh NW. wind and high seas. The life-saving crew put out in surfboat, towed the pile driver to shore, anchored it, and notified owner.
June 16	City Point, Massachusetts.	Catboat Nereid, and yawl Emma C.	Catboat parted chain and drifted foul of yawl during a strong NE. wind, with rough sea. Surfmen boarded, cleared them, and moored them securely.
June 16	.....do	Am. sc. Two Brothers.	Dragging anchor in a strong NNE. wind and in danger of fouling a pier. She hoisted a signal of distress and the life-saving crew went to her relief in two launches, warped her clear of danger, and brought her to anchor.
June 16	.....do	Slp. yts. Arrow, and Creon.	Dragged anchors in a strong wind, fouled each other, then struck a pier, where they lay pounding heavily in the rough sea and were in danger of sinking. Station crew went to their aid at 5.30 a. m., dropped their anchors, warped the imperiled craft clear of danger, then took them to secure moorings.
June 16	Manomet Point, Massachusetts.	Am. sc. Ada.....	Stranded at 3 a. m. on rocky shore 3½ miles N. of station, during thick weather and a NE. gale, the crew of four landing in safety. Upon learning of the disaster early in the morning, the keeper (inactive season) employed a temporary crew, and transported surfboat by wagon to the scene of the wreck. Finding that the schooner was well up on the rocks the surfmen assisted the crew to strip her and stow her gear in a safe place. The vessel was hauled afloat at a later date.
June 16	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name..	At 10.40 a. m. three men were crossing the river in this boat when they fouled a tug and where thrown overboard. Surfmen hastened to the aid of the drowning men with heaving lines and rescued them.
June 17	Michigan City, Indiana, Lake Michigan.	Skiff, no name.....	Surfmen observed skiff drifting into the lake, and recovered it, later restoring it to owner.
June 18	Ashtabula, Ohio, Lake Erie.	Am. str. St. James, and three barges.	The steamer, with the barges in tow, encountered serious difficulty in entering port, and keeper assisted at lines, checking the barges just in time to avert a collision.
June 19	City Point, Massachusetts..	Gas. lch. Estelle....	Adrift in Dorchester Bay, 1 mile SW. of station, engine disabled, and the two men in charge unable to make repairs. Surfmen steamed to her relief in launch, and towed her to good moorings.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessels.	Nature of casualty and service rendered.
1903. June 20	Atlantic City, New Jersey.	Gas. lch. Imp.....	Lost bearings in thick fog, and at 9 p. m. fired gun for assistance. Keeper employed temporary crew (inactive season), and went out in surfboat, but owing to thick weather and rough sea failed to locate the distressed craft, and returned to station. At 12.20 a. m. the fog lifted and the life-saving crew again put out, found vessel $\frac{1}{2}$ miles E. of station, and piloted her safely into port.
June 20	Louisville, Kentucky	Sailboat Rough Rider.	Capized off station, throwing the occupants, two men, into the river. The lookout immediately gave the alarm and surfmen manned riverboat, rescued the drowning men, and towed their boat to shore.
June 21	Newburyport, Massachusetts.	Am. sc. Harriet Rogers.	Carried away fore and main sails in a fresh NE. wind, became unmanageable, and struck on Newburyport bar. The keeper manned surfboat (inactive season), boarded vessel just as she had pounded across the bar, and piloted her, under her headsails, to an anchorage. As she was leaking badly, he then returned to station and by telephone called a tug to her assistance.
June 21	City Point, Massachusetts.	Sc. Lena F	Parted moorings in a strong NE. wind, and was rapidly drifting toward a rocky beach in Dorchester Bay when station crew boarded and took her to safe moorings.
June 21	Gull Shoal, North Carolina.	Am. sc. Lucy H. Russell.	Stranded through miscalculation near the shore $\frac{1}{2}$ mile S. of station, at 2.15 a. m. She was sighted at 4.30 a. m. by the keeper, who set the call signal (inactive season), and a temporary crew soon arrived. The life-savers boarded the wreck several times, and landed the crew of nine with their dunnage at station, where they were succored for several days. The schooner was turned over on the 27th to wreckers, who stripped her, and the hull was sold at public auction on July 13 following.
June 21	Oswego, New York, Lake Ontario.	Am. str. St. Joseph.	Stranded at 8.30 a. m., during thick fog, 4 miles W. of station. The life-saving crew were towed in surfboat by a wrecking tug to the place of disaster, and rendered assistance by running lines and shifting the cargo of the stranded ship, which was hauled afloat by three tugs at 8 p. m.
June 21	Pointeaux Barques, Michigan, Lake Huron.	Slp. yt., no name..	Stranded on reef near bell buoy at 7.15 p. m., bent centerboard and sprung a leak. Station crew hauled her afloat, towed her back of breakwater, assisted her crew to haul her up on ways and make repairs, and launched her at 11.30 a. m. next day.
June 21	.....do	Slp. yt. Grayling...	Becalmed at 8.30 p. m. in dangerous proximity to rocks $\frac{1}{2}$ mile NE. of station, and flashed signal of distress. The life-saving crew at once responded in surfboat, and towed the endangered craft to a safe anchorage.
June 22	Hunniwells Beach, Maine.	Row boat, no name.	Found drifting in the surf by keeper, who hauled it to a secure place to await owner.
June 22	Duluth, Minnesota, Lake Superior.	Catboat, no name..	Capized in harbor $\frac{1}{2}$ mile S. of station, at 11.25 a. m., throwing overboard occupants, six persons, who clung to the bottom of the boat. The life-savers pulled to the rescue, took the imperiled people into the surfboat and carried them to station, where they were supplied with dry clothing from the stores of the Women's National Relief Association, and with other comforts. Two young women were so nearly exhausted that they could not have held to the boat much longer and would have drowned but for the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. June 22	Duluth, Minnesota, Lake Superior.	Catboat, no name..	prompt rescue work. Surfmén later towed the capsized craft to the station, where the owner found it.
June 23	City Point, Massachusetts.	Gas. lch., no name.	Machinery disabled and launch drifting helplessly toward a rocky shore 1½ miles SW. of station. Surfmén steamed to her aid in station launch and towed her to her destination, near Thompsons Island.
June 24	.....do	Gas. lch. Hazel	Fouled propeller in a lobster trap during a strong N.E. wind with choppy sea, and came to anchor with rocks dangerously close under her lee. She signaled for help and station crew went to her aid in steam launch and towed her to secure moorings.
June 24	Saluria, Texas	Mex. str. Cosomaloapan.	The Cosomaloapan, a river steamer of 100 tons, carrying a crew of fourteen, all told, was on the way from New Orleans to Vera Cruz, Mexico, when she encountered heavy weather off Matagorda Peninsula, about 12 miles N.E. of Saluria station, sprung a bad leak, which necessitated the application of her whole steam power to the pumps, and was compelled to anchor on a lee shore, the wind being strong from S. and sea rough. At about 11 p. m. it was decided to beach the vessel, and her cables were accordingly slipped; but, as she fell into the trough of the sea, heavy breakers boarded her, wrecking her entire upper works, and crashing timbers and escaping steam forced the crew to take to the water. All hands, though more or less injured, gained the shore except the master, who doubtless was killed in the wreckage, his body being later recovered and buried by the crew. The shipwrecked men, in a destitute and pitiable state, were supplied with food and shelter by a resident on Matagorda Peninsula, Mr. Thomas Cherry, who wired the news to the life-saving station at Saluria. The keeper, who had meantime learned of the disaster, employed two temporary surfmén (inactive season), placed the stock of clothing belonging to the Women's National Relief Association and a quantity of medical stores in the supply boat, and proceeded to the relief of the shipwrecked people. Upon reaching the residence of Mr. Cherry, he distributed clothing and medicines to the survivors of the wreck, transported dispatches back and forth, and on the 26th conveyed the shipwrecked company to Port Lavaca, where quarters had been prepared for them by the deputy collector of customs. On July 2 the men were sent to Saluria en route to Mexico, and were provided at station with food, shelter, and medical treatment, but the vessel intended for their transportation failing to arrive, the keeper sent them back to Port Lavaca the following day by the sloop Dunbar, the Mexican consul having arrived at that port to take them in charge. (See letters of acknowledgment.)
June 24	South Haven, Michigan, Lake Michigan.	Scow, no name.....	At 1 a. m. surfmén on lookout pulled out in station skiff and recovered a scow that had gone adrift.
June 24	Saint Joseph, Michigan, Lake Michigan.	Lighter, no name ..	Sprung a leak while in tow of a steam barge during a fresh SW. wind and rising sea. At 7.30 a. m., when off the life-saving station, the steamer sounded a whistle for assistance, and, after notifying a tug near by, the life-savers pulled to the vessel in surfboat, and, upon the arrival of the tug, ran her line to the lighter, which was then towed into the harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. June 24	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	This boat was stolen from a boat club at Lakeside, and the keeper, who had been supplied with its description, discovered it lying at a dock and returned it to the owners.
June 24	Cape Disappointment, Washington.	Fish boat, no name.	Partly swamped in the breakers on Peacock Spit, the occupants, two fishermen, being in a serious situation. Station crew, who were patrolling the waters in lifeboat on account of prevailing bad weather, towed the imperiled craft out of danger.
June 24	.....do	Fish boat, no name.	Anchored in edge of breakers on Peacock Spit and in danger of swamping; two fishermen on board. Station crew pulled to the rescue, but the lifeboat capized in the surf. The surfmen succeeded in righting it without casualty, then returned to the fish boat, which had meantime swamped, and towed it to a safe position.
June 25	Block Island, Rhode Island.	Slp. Dewey	Stranded 3 miles N. of station at 9 p. m. It being inactive season, the keeper did not learn of the casualty until the following morning, when he proceeded to the place, and assisted the master to patch some holes stove in the bottom of the boat when she struck, and they then got her afloat.
June 25	White River, Michigan, Lake Michigan.	Sailboat, no name..	Capized and abandoned 4 mile from station, and surfmen righted and bailed it, then delivered it to owner.
June 25	Jackson Park, Illinois, Lake Michigan.	St. yt. Viking	At 2.30 a. m. the N. patrol discovered a fire on the Viking, which lay in the basin at the foot of Fifty-fifth street. He aroused the owner, who lived near, and, procuring buckets, enlisted the services of men in the vicinity and soon extinguished the flames, saving vessel from destruction. (See letter of acknowledgment.)
June 25	Point Adams, Oregon.....	Fish boat, no name.	Drifted into a perilous position in breakers on Clatsop Spit while two fishermen in charge were endeavoring to recover their net. The life-savers pulled to the rescue, towed the boat clear of danger, then recovered the net, from which the fishermen had been compelled to cut adrift to save themselves.
June 26	Galveston, Texas.....	Slp., no name	Parted cable in a fresh NE. wind and was rapidly drifting upon a fleet of small craft anchored under her lee. Keeper assisted by one surfman boarded and secured her.
June 27	Atlantic City, New Jersey.	Gas. sc. Arrow.....	Stranded a short distance from station at high water, and on falling tide stove hole in bilge. The keeper employed a temporary crew (inactive season), but as he could not get her afloat, laid out an anchor to hold her in position, then discharged the men. The crew of the stranded vessel, being chilled and wet, were succored at station for a short time. The schooner was floated by contractors three days later, the damage amounting to about \$2,000.
June 27	Sleeping Bear Point, Michigan, Lake Michi- gan.	Am. sc. L. B. Coates.	Becalmed dangerously near shore at 7.40 a. m., and station crew manned surfboat and towed her to a safe offing.
June 27	Two Rivers, Michigan, Lake Michigan.	Am. sc. Mishicott...	Fouled pier in attempting to leave port, and lay pounding dangerously against the piling in a choppy sea. Surfmen hastened to her aid and assisted to get her free, when she proceeded on her voyage.
June 27	Sturgeon Bay Canal, Wis- consin, Lake Michigan.	Scow No. 35	Parted moorings and swung into the channel, obstructing navigation. In response to a request by telephone, station crew proceeded to the place, hove scow back to dock, and moored it securely.
June 28	Louisville, Kentucky	Flatboat, no name..	At 11.55 a. m. the lookout sounded an alarm and reported that three boys in a flatboat were in danger in the Indiana

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. June 28	Louisville, Kentucky	Flatboat, no name..	chute of the falls. The life-savers manned a boat, pulled swiftly into the chute, picked up one boy who had jumped overboard in fright, then caught the helpless boat, and, despite the swirling waters and strong current, towed it to the Indiana shore and landed the occupants in safety.
June 29	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name .	Station crew recovered this boat, which had been stolen the previous day, and restored it to the owner.
June 30	City Point, Massachusetts.	Gas. lch. Louise.....	Engine broken down, crew of four unable to make repairs, and boat drifting to leeward; night coming on. Surfmen put out in steam launch and towed disabled craft to station.
June 30	.....do	Slp., no name.....	Two boys sailing in the bay 2½ miles E. of station were unable to manage their boat in the freshening breeze, while darkness close at hand added to their peril. Surfmen boarded, took in the sail, and towed boat to station.
June 30	Racine, Wisconsin, Lake Michigan.	Rowboat, no name .	At 4 p. m., during a heavy squall three boys landed on S. pier from this boat, which then went adrift. Surfmen recovered it and restored it to owners.

MISCELLANEOUS SERVICES OF CREWS.

Under this caption are included services performed by crews in other casualties than shipwrecks, such as rescues of persons who had fallen from docks, floats, etc., recovery of the drowned, aid in extinguishing neighborhood fires, succor to persons in the vicinity of stations suffering from exposure and in need of shelter and food, resuscitation of the apparently drowned, rescuing property exposed to loss in various ways, etc.

In many instances lives were saved by the promptness and intelligent aid of the surfmen.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. July 1	Louisville, Kentucky.....	Recovery of body...	John Togood was seized with cramps while bathing at the foot of Ninth street, and drowned before his companions could render assistance. Upon being notified of the occurrence the station crew went to the locality and dragged for the body, which they recovered and delivered to the coroner.
July 4	Cleveland, Ohio, Lake Erie.	.....do	At 6 a. m. the keeper received notice by telephone that a man had fallen from a dock about ½ of a mile from station and drowned. Surfmen pulled to the place, dragged for and recovered the body, which they delivered into the custody of an undertaker.
July 4	Louisville, Kentucky.....	.....do	While three young men were viewing the regatta of the Louisville Boat Club, from a skiff, their boat was capsized by the swell from a passing steamer, and one of them, George Jenner, who lived at 118 Campbell street, was swept beneath the steamer City of Cincinnati, which was anchored off her dock, and drowned. The life-saving crew recovered the body and took it to the station, where it remained until removed by an undertaker later in the day.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. July 4	Duluth, Minnesota, Lake Superior.	Body found	The master of the canal ferryboat informed the keeper that the body of a dead man was floating near Booth's dock at the foot of Lake avenue. Surfmén found the body, which was badly decomposed, and towed it to the shore, where it was taken in charge by the coroner.
July 4	Holland, Michigan, Lake Michigan.	Rescue from drowning.	Two of the station crew heard the outcries of a young woman who fell into the water at a place where the current was very strong, and hastening to her relief in a boat, arrived in time to save her from drowning, her strength being about exhausted.
July 5	Duluth, Minnesota, Lake Superior.	Recovery of body ..	At 1.35 a. m. surfmen launched the surfboat and pulled to the canal, about 1 mile NW. of station, where they dragged for and recovered the body of a man who had fallen from the pier and drowned. The body was delivered into the custody of two policemen who witnessed the operations.
July 5	South Chicago, Illinois, Lake Michigan.	.....do	George Gifford, a 17-year-old lad, drowned while bathing in the slip, about 150 yards from the station, and the surfmen, who were attracted by the outcries of the youth's companions, hastened to the scene in a boat. They recovered the body within three minutes after arriving, and at once diligently worked the Service method for the restoration of the apparently drowned, continuing their efforts for a period of two hours and twenty minutes, but without success. The remains were taken in charge by the city authorities.
July 5	Point Adams, Oregon.....	Rescue from drowning.	Three of station crew rescued a fisherman who fell into the water from his boat and landed him on the pier.
July 6	Erie, Pennsylvania, Lake Erie.	Clothing furnished, and succor.	A youth who had fallen into the water from a pier was sheltered at the station and furnished dry clothing from the supply donated by the Women's National Relief Association.
July 6	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	The life-savers rescued a man who fell from the S. pier and was in imminent danger of drowning.
July 6	Saint Joseph, Michigan, Lake Michigan.	Recovery of body ..	At 9.10 a. m. keeper was notified by telephone that a man had drowned up the Saint Joseph River. Two of the station crew immediately went in the skiff to search for the body, which they recovered and turned over to the chief of police.
July 6	South Chicago, Illinois, Lake Michigan.	.....do	At 4.10 p. m. the keeper received a message from the Illinois Steel Company's office, informing him that one of their employees had fallen overboard and drowned, and requesting him to endeavor to recover the body. Surfmén rowed to the scene in the supply boat and, after grappling for one and one-fourth hours, recovered the remains and delivered them to the municipal authorities.
July 6	Old Chicago, Illinois, Lake Michigan.	.....do	At 1.30 p. m. keeper received information that one of the crew of the steamer Indiana fell into the water at her dock $\frac{1}{2}$ of a mile W. of station and drowned. Two surfmen in station skiff grappled for and recovered the body and, as life was extinct, delivered it to the steamer's agent.
July 6	Racine, Wisconsin, Lake Michigan.	.....do	Wm. J. Nestril, of 712 High street, Racine, Wisconsin, fell into the lake near the S. pier about 2 a. m. and drowned. Station crew hastened to the place in skiffs and dragged for the body, which they recovered in about thirty minutes. The remains were taken to the station and subsequently removed by the coroner.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. July 6	Cape Disappointment, Washington.	Recovery of property.	While out patrolling Peacock Spit in the surfboat surfmen picked up and restored to their owners three gill nets and part of another one, which were in the breakers and in danger of being lost. The recovered property was valued at \$1,000.
July 7	Saint Joseph, Michigan, Lake Michigan.	Recovery of bodies (2).	Surfmen Alden and Roberts recovered the bodies of Rudolph Steffick and wife, who drowned in the Saint Joseph River on the 5th instant, and delivered them to the coroner.
July 7	Cape Disappointment, Washington.	Recovery of property.	Surfmen picked up a gill net which had been lost in the breakers, and later recovered another one which had fouled a fish trap and was in danger of being destroyed. Both nets were restored to their owners.
July 8	Fletchers Neck, Maine.	Rescue from drowning.	A man and two boys, who were thrown into the water by the capsizing of their boat, were rescued from drowning by a surfman with the assistance of another man.
July 8	Ashtabula, Ohio, Lake Erie.	Rescue from danger.	A patrolman found an intoxicated man lying on the railroad track, and in danger of being run over, and removed him to a safe place.
July 8	Saint Joseph, Michigan, Lake Michigan.	Recovery of body...	Two surfmen went up the river on the steamer May Graham to search for the body of Miss Steffick, who drowned on the 6th instant. They found the body lodged in the branches of a submerged tree about 1½ miles below where the young woman drowned and took it to town and gave it into the care of the coroner.
July 8	Jackson Park, Illinois, Lake Michigan.	.....do	The life-savers found the body of a drowned man wedged among the piling of the Casino pier, and turned it over to the city authorities.
July 8	Cape Disappointment, Washington.	Recovery of property.	Station crew pulled out in the surfboat, recovered two gill nets, which had gone adrift, and also assisted a fisherman to clear a net which had fouled a fish trap. The nets were later delivered to their owners.
July 9	Racine, Wisconsin, Lake Michigan.	.....do	Two members of crew pulled out and made a line fast to a wagon which had sunk in 8 feet of water, whereupon the remainder of the crew manned the line and pulled the wagon out onto the beach.
July 10	Point Lookout, New York.	Body found	Keeper found the body of a man lying on the beach, ¼ mile W. of station, and notified the proper authorities.
July 10	Erie, Pennsylvania, Lake Erie.	Clothing furnished.	Two lads who fell overboard while fishing from the pier came to the station and were given dry clothing from the stores donated by the Women's National Relief Association.
July 11	Short Beach, New York..	Body found	Keeper found the body of a woman on the beach ¼ mile SE. of station, telephoned to the authorities at Freeport to send an undertaker, and delivered the remains to him upon his arrival.
July 11	Buffalo, New York, Lake Erie.	Property saved.....	At 6 p. m. a horse jumped into the creek from the end of a pier, and was saved by surfmen who pulled out in a boat and towed him to the shore. They took him out on the launchway of the new station, and later delivered him to its owner.
July 11	White River, Michigan, Lake Michigan.	Rescue from drowning.	At 2 p. m. three boys and a young woman started out rowing in a skiff, and the latter lost her balance in shoving the boat from the pier and fell into the water. Surfmen hastened to the aid of the drowning girl, who had sunk twice, when ex-Surfman William Murray reached the scene, dived into the water, and brought her to the surface. He supported her until the arrival of station

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. July 11	White River, Michigan, Lake Michigan.	Rescue from drown- ing.	crew, who took her to the station, sup- plied her with dry clothing from the stores donated by the Women's National Relief Association, and succored her un- til she had sufficiently recovered to leave for her home.
July 12	Cleveland, Ohio, Lake Erie.	Recovery of body...	At 2.45 p. m. the keeper and two of the crew rowed to a dock $\frac{1}{2}$ mile SW. of sta- tion, in response to signals made by some men waving their hats, and ascertained that a man had fallen into the water and drowned. They recovered the body and applied the Service method for the restoration of the apparently drowned, for one and one-fourth hours, when, there being no signs of returning animation, the body was turned over to an under- taker, who had arrived.
July 13	Old Chicago, Illinois, Lake Michigan.	.....do	At 12.40 a. m. station crew recovered the body of a man who fell from the break- water, $1\frac{1}{4}$ miles NNE. of station, and drowned. They took the body to the station and notified the city authorities, who assumed charge of the remains.
July 14	Point Adams, Oregon	Assistance at fire ...	At 11 p. m. the station patrol reported that the old commissary building at Fort Stevens was on fire, whereupon the crew hastened to the scene, each man carry- ing a bucket. They aided the garrison to fight the flames, but despite their united efforts the building was entirely destroyed.
July 16	Holland, Michigan, Lake Michigan.	Rescue from drown- ing.	A man bathing a short distance W. of station was carried beyond his depth by the undertow and was in danger of drowning. In response to his outcries keeper took a heaving line and ran to his assistance. He gave one end of the line to a surferman who accompanied him, and, fastening the other around his own body, plunged in and brought the exhausted man safely to the shore.
July 16	Evanston, Illinois, Lake Michigan.	.....do	A young man named William Bender went swimming from the station pier and be- came exhausted while endeavoring to stem the strong current. In response to his calls for help Surferman H. B. Smith, who had gone to warn him of his danger, sprang into the water and seized him just as he sank beneath the waves. He succeeded in getting the helpless man to the pier, where two surfermen quickly pulled them out.
July 16	Two Rivers, Wisconsin, Lake Michigan.	Fire extinguished ..	Surfermen rowed across the river in a small boat and extinguished a fire in a wood yard, which threatened to consume the entire stock on hand.
July 17	Biscayne Bay, Florida ...	Fresh water fur- nished.	Keeper furnished the crew of a small schooner with fresh water, their supply being exhausted.
July 17	North Manitou Island, Michigan, Lake Michi- gan.	Property saved	A horse attached to a wagon broke through the pier and was extricated by surfermen who hastened to his aid.
July 19	Niagara, New York, Lake Ontario.	Assistance at fire ...	At 2 p. m. the lookout reported that a building on the Canadian side of the river was on fire, and the station crew rowed across and used every effort to extinguish the flames, which were in the laundry adjacent to the Queens Hotel. While they were unable to save the laundry building, they succeeded in checking the progress of the flames and prevented them spreading to the hotel.
July 19	Old Chicago, Illinois, Lake Michigan.	Recovery of body ..	At 6 a. m. the patrol picked up the body of a man which was floating in the slip, and the keeper turned it over to the city authorities.
July 19	Milwaukee, Wisconsin, Lake Michigan.	.....do	The badly decomposed body of an infant was found in the river near the station and was taken in charge by the coroner, who was notified of the occurrence.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. July 20	Sheboygan, Michigan, Lake Michigan.	Assistance to light keeper.	Surfmen pulled out in the surfboat and added the light keeper to attend to the lights on the breakwater, and then took him ashore, the sea being too rough for his small boat.
July 20	Golden Gate, California..	Assistance to woman in distress.	At 7.30 p. m. a surfman reported to keeper that eight men were ill—using a woman about 300 yards from the station, and the crew immediately hastened to her rescue. After a short search they found four of the miscreants, who attempted to run away when they saw that relief was approaching, but the surfmen pursued and caught three of them, while the fourth effected his escape through the brush. The captured men were taken to the station and held until the arrival of the police ambulance, for which the keeper telephoned, when they were delivered into the custody of the local authorities. Meantime, the woman, who had been brutally beaten and kicked in the face and chest, was taken to the station, where she relapsed into a semi-conscious state. The surfmen did all in their power to make her comfortable until she was removed to a hospital in an ambulance. The remaining four offenders effected their escape before the arrival of the relief party.
July 21	Cleveland, Ohio, Lake Erie.	Recovery of body..	At 7 a. m. a telephone message was received at the life-saving station to the effect that a man named John Dolan had fallen from a bridge 4 miles up the river, and drowned. The keeper and a surfman proceeded to the place in skiff, recovered the body, and delivered it to an undertaker.
July 21	Old Chicago, Illinois, Lake Michigan.	Body found	At 9.45 p. m. the master of a passing tug reported to keeper that he passed the body of a man floating in the lake 2 miles SE. of station. Crew pulled to the locality and found the body, which they delivered to the municipal authorities.
July 21	Evanston, Illinois, Lake Michigan.	Rescue from drowning.	A five-year-old lad fell into the lake from the sea wall and was being carried out by the backlash, when Surfman J. O. Enwall jumped into the water and took him safely to land.
July 22	Racine, Wisconsin, Lake Michigan.	Aid to United States Light-House Establishment.	Keeper detailed surfmen to assist in taking soundings in the harbor, to locate a site for a new light-house.
July 23	Duluth, Minnesota, Lake Superior.	Assistance at fire...	At 5 p. m. surfmen assisted to extinguish flames in a house, near the canal, which was on fire.
July 24	Biscayne Bay, Florida...	Fresh water furnished.	Keeper supplied the crew of a sharpie with fresh water, their supply having become exhausted twenty-four hours previously.
July 24	Hammond, Michigan, Lake Huron.	Transportation of body.	The crew of the tug Champion found the body of a man, who drowned at the entrance to the Ocquere River on the 22d instant, and informed the keeper. Surfmen took the body to the station and made a coffin for it, and then shipped it to relatives of the deceased.
July 25	Biscayne Bay, Florida....	Fresh water furnished.	The master of a schooner was given a quantity of fresh water from the station supply.
July 25	Louisville, Kentucky.....	Rescue from drowning.	At 3.53 p. m. the lookout gave the alarm that a man had fallen overboard from a steamer which was bound up the river. Station crew immediately went to his rescue in a boat, and picked him up before he became exhausted. They then put him on board the steamer, which had returned for him.
July 26	.....do	Recovery of body...	At 4.30 p. m. keeper received notice by telephone that a man had drowned in the river about 6 miles from station. Surfmen pulled to the locality and recovered the body, which they took to the shore and turned over to the proper authorities.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. July 26	Holland, Michigan, Lake Michigan.	Recovery of body...	Llewelling Dutton, a 16-year-old youth, who lived at Holland, Michigan, drowned while bathing 1 mile S. of station. Upon receiving notice of the accident surfmen at once pulled to the scene in the supply boat and soon found the body, which they endeavored to resuscitate. After they had worked for one hour a physician arrived and pronounced life extinct. The crew then removed the remains to the station, and later turned them over to an undertaker.
July 27	Hereford Inlet, New Jersey.	Succor.....	Two men in a small skiff were drowned by the sea in going through the surf, and were succored at the station overnight.
July 27	Ocean City, New Jersey..	Resuscitation.....	The keeper saw a crowd collecting on the beach, around a man who had just been rescued by the life-guards, and hastening to the spot found that the man was apparently lifeless, with sand in his mouth and ears. Keeper at once expelled the water from the stomach of the patient, and then practiced the Service method of resuscitation for twenty minutes, when he was rewarded by signs of returning life. He continued the artificial respiration some time longer, being assisted by surfmen, when the patient was removed to his hotel, placed in bed, and administered to until he breathed without difficulty.
July 29	Fort Lauderdale, Florida.	Fresh water furnished.	The master of the schooner Harris Bros. asked to be furnished with fresh water, as his supply was exhausted. Keeper complied with his request, filling his cask from the station tanks.
Aug. 1	Mecox, New York.....	Body found.....	The keeper took charge of the body of a dead man found on the beach and notified the coroner of same. Nothing could be found by which to identify the remains.
Aug. 2	North Scituate, Massachusetts.	Rescue from danger	A fishing party of four had been landed on an outlying rock $\frac{1}{2}$ of a mile from shore by a local boatman, who failed to return for them. Bad weather threatened, and, in response to a signal from the party, surfmen pulled out and brought them to the station.
Aug. 4	Cobb Island, Virginia	Buoy reported adrift	Keeper discovered a bell buoy ashore on Wreck Island and reported same to light-house inspector.
Aug. 4	Brazos, Texas	Aid in case of death.	At 1.45 p. m. the station keeper went to Point Isabel, upon request, and ordered a coffin for the keeper of Brazos-Santiago light-house, who had died suddenly, and after returning detailed a surfman to care for the light-house during the absence of the assistant light keeper, who was the son of the deceased, and consequently desirous of attending the funeral. On the following day the station keeper went to Point Isabel in supply boat and transported assistant light keeper and family to the light-house.
Aug. 4	Michigan City, Indiana, Lake Michigan.	Recovery of body...	At 8 a. m. the life-saving crew pulled up the river in surfboat, with grappling hooks, and recovered the body of Joseph Baron, who drowned on the day previous.
Aug. 4	Old Chicago, Illinois, Lake Michigan.	Aid to injured.....	A man who had been severely injured at the breakwater was brought to the station by the tug Alert. The keeper gave him stimulants, bandaged the wound, and applied the proper remedies, then sent him to the hospital in an ambulance for which he had telephoned.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Aug. 5	Brenton Point, Rhode Island.	Recovered buoy....	While practicing in surfboat the crew found a large can buoy adrift 9 miles S. from station, towed it to a secure place, and reported facts to light-house inspector.
Aug. 5	Evanston, Illinois, Lake Michigan.	Body found	At 11.50 a. m. the surfmen learned that a boy had just been drowned at the foot of Greenwood avenue, and hurried to the place with boat, drag, and blankets. They recovered the body after it had been in the water about forty minutes and worked at resuscitation for one and one-half hours, when a physician who came to their aid pronounced life extinct.
Aug. 7	Sullivan's Island, South Carolina.	Rescue from drowning.	A party of eight bathers, who were in the water near the station, got beyond their depth and called for help. The keeper and three surfmen immediately donned their life-belts, swam out to the endangered people, and assisted them to the shore in safety.
Aug. 7	Bulow, Florida.....	Succor.....	The keeper gave shelter over night to an aged man and wife who had been overtaken by darkness and high tide while traveling the shore from Ormond to Saint Augustine.
Aug. 7	Buffalo, New York, Lake Erie.	Recovery of body ..	At about 1.30 a. m. the lookout heard cries for help on the opposite side of the creek, and hastily jumping into a ferry scow, pulled across and learned from a watchman that a man had just fallen overboard from the dock. After making a careful but fruitless search, the lookout returned to the station and called the crew, who went out and dragged for the body, recovering it in about twenty minutes. They made every effort to resuscitate the body, but after over an hour of unceasing labor no sign of life appeared, and they delivered it to the corner.
Aug. 8	Fort Lauderdale, Florida.	Fresh water furnished.	The keeper provided the crew of the sloop Ranger with fresh water, their supply having failed.
Aug. 9	Quoddy Head, Maine	Aid to injured.....	A member of the crew of the schooner Watchman, at anchor in the bay, was seriously injured by a sheet block, and surfmen took him ashore in small boat at request of attending physician.
Aug. 9	South Chicago, Illinois, Lake Michigan.	Recovery of body ..	Surfmen picked up the body of a dead infant found floating in the harbor, and delivered it to the proper authorities.
Aug. 9	Racine, Wisconsin, Lake Michigan.	Recovery of property.	An iron casting of considerable value was recovered from the bottom of the river by a surfman and returned to its owner.
Aug. 10	Wood End, Massachusetts.	Transportation.....	A man with his wife and child were belated near the station and keeper sent them home in station wagon.
Aug. 11	Duluth, Minnesota, Lake Superior.	Recovery of body..	At 8.30 p. m. the keeper received a telephone message to the effect that a boy had drowned in the slip at Sixth avenue, 1 mile distant. Surfmen pulled to the place, recovered the body, and delivered it to the parents. As the drowning occurred in the forenoon, there was no possibility of resuscitation.
Aug. 11	Charlevoix, Michigan, Lake Michigan.	Rescue from drowning.	A small boy fell into the water from a wharf near station and a surfman promptly rescued him.
Aug. 13	Newburyport, Massachusetts.	Assistance at fire...	At 1.40 p. m. the lookout reported a cottage on fire $\frac{1}{4}$ mile from station. Hastening to the scene, surfmen assisted in tearing down an outhouse and wetting an adjoining cottage, thus preventing the spreading of the conflagration.
Aug. 13	Ilwaco Beach, Washington.	Fire extinguished..	A fire which started in a forest near the station from the sparks from a locomotive threatened to spread to the railroad bridge and to some cottages in the vicinity. The life-saving crew fought the flames for several hours and finally extinguished them.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Aug. 14	Holland, Michigan, Lake Michigan.	Rescue from danger.	While the crew were drilling in lifeboat, a wharf near by collapsed, precipitating about twenty people into the water underneath, whereupon the surfmen pulled to the place and aided several persons to reach the shore.
Aug. 16	Fire Island, New York ...	Aid to light keeper.	In response to a signal from the light-house steamer Gardenia, keeper pulled out to her in surfboat, then returned to station and telephoned light keeper to meet the vessel outside in his boat to get supplies which she had on board for him.
Aug. 16	Charlevoix, Michigan, Lake Michigan.	Fire extinguished..	At 3.30 p. m. a fire broke out on Government Pier, and was promptly extinguished by a bucket brigade of surfmen.
Aug. 16	Sheboygan, Wisconsin, Lake Michigan.	Recovery of body ..	Learning that a cap and fishing rod had been seen floating near a dock, the life-saving crew dragged the water in the locality and brought the body of a man to the surface. They made every effort at resuscitation, and abandoned the work only when a physician pronounced life extinct.
Aug. 17	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	At 8.15 p. m. the lookout heard a splash in the river and gave the alarm. Surfmen put out in Whitehall boat and rescued a man who had been suddenly taken ill and fallen overboard from a schooner at anchor. The life-savers took him to the station, supplied him with clothing from the stores of the Women's National Relief Association, and when he had recovered, took him back to his vessel.
Aug. 17	Racine, Wisconsin, Lake Michigan.	.....do	Soon after midnight the lookout and a patrolman heard cries for help from the other side of the river, and hastily pulling across found a drunken man in the water clinging to a pile. They took him to the station, where he was supplied with dry clothing from the stores of the Women's National Relief Association, and was cared for until sober the following morning.
Aug. 18	Hunniwells Beach, Maine	Fire extinguished..	At 12 midnight the lookout discovered a fire on the wharf about 100 yards distant, and surfmen promptly extinguished it.
Aug. 18	Orleans, Massachusetts...	Aid to driving party	A man and two women were driving on the beach when their horse fell and they were unable to raise him. Surfmen went to their aid, raised the fallen animal, and the party proceeded on their way.
Aug. 21	Fourth Cliff, Massachusetts.	Rescue from danger.	Two women, who had been digging clams, were cut off from shore by the rising tide, and hearing their cries for help a surfman went to them in dory and landed them on the beach.
Aug. 24	Erie, Pennsylvania, Lake Erie.	Recovery of body..	The keeper and two surfmen pulled to Erie docks, 1½ miles distant, and by use of grappling gear recovered the body of a drowned boy. They attempted resuscitation without success.
Aug. 24	Saint Joseph, Michigan, Lake Michigan.	Rescue from drowning.	At 7.30 a. m. the lookout saw a man fall from a pier near by and sounded the alarm. A surfman instantly put out in skiff, rescued the man, who was intoxicated and helpless, and brought him safely to shore.
Aug. 24	Old Chicago, Illinois, Lake Michigan.	Recovery of body..	At 6.15 a. m. the keeper received a request by telephone to assist in recovering the body of a young man who had drowned at Thirty-third street, 3½ miles distant. Pulling to the locality in Whitehall boat the life-savers recovered the body, life having been some time extinct.
Aug. 25	Duluth, Minnesota, Lake Superior.	Body found	The body of a young man who drowned on the 17th instant was found floating in the harbor by surfmen, who delivered it to the coroner.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Aug. 27	Brenton Point, Rhode Island.	Aid in military maneuvers.	Upon request of an army officer stationed near by during military maneuvers, the life-saving crew signaled a Government tug, using International Code.
Aug. 27	Chester Shoal, Florida ...	Succor and transportation.	Upon request the keeper brought a sick woman to station for the night and on the following day carried her to Titusville for medical treatment, at the same time taking along an aged man who had no means of accomplishing the journey.
Aug. 28	City Point, Massachusetts.	Clothing furnished.	Two men who had been capsized from a boat were brought to station and keeper supplied them with dry clothing from the stores of the Women's National Relief Association.
Aug. 28	Oswego, New York, Lake Ontario.	Recovery of body ..	In response to prolonged whistles from a tugboat at the break water the life-saving crew pulled out, and learned that a man had jumped from the vessel and drowned. The body had just been recovered by a diver, and the life-savers worked to effect resuscitation until all hope was past, then took the remains to station and reported to coroner.
Aug. 30	Newburyport, Massachusetts.	Aid to injured.....	At 12.30 p. m. a lad suffering from a bullet wound in the abdomen was brought to the station, where the life-savers ministered to him until his father and a physician, for whom the keeper had telephoned, arrived and removed him to a hospital.
Aug. 30	Orleans, Massachusetts...	Assistance at fire...	The lookout reported a barn on fire at East Orleans, and keeper and surfmen hastened to the scene and assisted in saving a dwelling house, which must otherwise have been destroyed.
Aug. 30	Buffalo, New York, Lake Erie.	Rescue from drowning.	A man trying to swim across the creek became exhausted and called for help, whereupon a surfman pulled to him in ferry scow and brought him safe to shore.
Aug. 30	Racine, Wisconsin, Lake Michigan.	Recovery of body ..	Surfmen recovered the body of a man reported by a tugboat and took it to station, the keeper reporting to coroner.
Aug. 31	Cedar Creek, New Jersey.	Succor.....	A belated seaman was unable to find his ship in the darkness, and keeper succored him at station until morning.
Sept. 1	Newburyport, Massachusetts.	Rescue from danger.	Two youths fishing on the S. jetty were prevented from returning to the shore by the rising tide and surfmen pulled to their aid and landed them safely on the beach.
Sept. 1	Cuttyhunk, Massachusetts.	Transportation of body.	Station crew transferred the remains of Edgar Veeder, a resident of the island who had died in New Bedford, Massachusetts, from a steamer in the offing to the shore.
Sept. 1	Blue Point, New York ...	Resuscitation.....	A young man in bathing 1 mile W. of station was taken unconscious from the water by other bathers and partially resuscitated by ex-surfman George Anderson of Lone Hill Life-Saving Station, and a physician; when, showing signs of collapse, assistance was requested from the station crew. Keeper sent a surfman to render aid and, after he had administered a stimulant and applied gentle friction to the limbs, the patient revived sufficiently to be taken to Patchogue.
Sept. 1	Shark River, New Jersey.	Recovery of bodies (2).	At 4 p. m. surfmen discovered the body of a woman floating in the surf in front of the station and waded in and recovered it. At 4.30 p. m. the body of a man was found in the same locality and taken to the shore by station crew who attempted to resuscitate both bodies, until a physician arrived and pronounced life extinct. It was ascertained that the deceased had drowned near Belmar at 2.30 p. m. while in bathing. The remains were taken in charge by the coroner.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Sept. 1	Little Island, Virginia....	Resuscitation.....	A young woman fell overboard in deep water and, being unable to swim, was drowning when an onlooker went to her rescue, guided only by the top of her hat, which was floating on the water, and took her to land in an unconscious condition. A crowd quickly collected and shut off all air from the woman, when the keeper reached the shore, dispersed the crowd, and, assisted by surfmen and two physicians, applied the Service methods and restored her to consciousness. Artificial respiration was continued for two and one-half hours, at the end of which the patient had fully recovered.
Sept. 1	Gilberts Bar, Florida.....	Fresh water furnished.	Keepers supplied fresh water to boat whose supply was exhausted.
Sept. 1	Charlotte, New York, Lake Ontario.	Rescue from drowning.	About 10 p. m. a woman who slipped from the gangway while going on board a steamer, and fell between steamer and dock, was rescued by surfmen who were on the pier. She was not seriously injured and proceeded aboard the steamer.
Sept. 1	Cleveland, Ohio, Lake Erie.	.....do.....	Thomas Dunn, of No. 1400 Broadway, Cleveland, Ohio, fell overboard from the end of East river pier at 4.20 a. m., and was rescued by surfmen who heard his outcries and pulled to his aid in the station skiff. Keeper provided him with dry clothing from the stores of the Women's National Relief Association and served him a warm breakfast, after which he left for his home.
Sept. 1	Ludington, Michigan, Lake Michigan.	Recovery of body...	At 5 p. m. keeper was notified by telephone that a rowboat had capsized off Epworth Heights, 2 miles N. of station, and that one of its three occupants had drowned. Life-saving crew immediately rowed to the scene in the surfboat, and shortly afterwards recovered the body, which they discovered floating in the surf 100 feet from shore. They took it to the beach, where it was identified as that of Dr. W. B. Swan, and endeavored to resuscitate it, being assisted by two physicians, one of whom brought an electric battery and applied it in hope of supplementing the efforts of the surfmen. After working for two hours the physicians pronounced life extinct.
Sept. 1	Old Chicago, Illinois, Lake Michigan.	Rescue from drowning.	By quick action Surfman Muench, saved from drowning Frank Bienfack, an employee of the Chicago Brewery, who had fallen into the water from the N. pier.
Sept. 2	.....do.....	.....do.....	A man named Chas. Weber fell into the water from the pier, and was pulled out and saved from drowning by Surfman Muench, who was on the pier watch from 10 p. m. to midnight, and heard the outcries of the imperiled man.
Sept. 3	Surfside, Massachusetts..	Recovery of body ..	A lad named James King drowned while bathing in Miacomet Pond, and his body was recovered by surfmen who dragged for it. The coroner arrived shortly afterwards and pronounced life extinct, after which an undertaker removed the body from the station.
Sept. 4	Gilberts Bar, Florida.....	Fresh water furnished.	Keeper furnished fresh water to master of a small boat, who called at station and stated that his supply was exhausted.
Sept. 4	Fairport, Ohio, Lake Erie.	Recovery of body ..	At 2.30 p. m. keeper was informed by telephone that the body of a man was floating under the iron ore dock, $\frac{1}{2}$ of a mile up the Grand River. Surfmen pulled to the locality and picked up the body, which was that of a man apparently 35 years of age. It was not identified, and was delivered to the local authorities.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Sept. 5	Sheboygan, Michigan, Lake Michigan.	Rescue from danger.	At 1.30 p. m. surfmen pulled out and rescued an aged man who was in danger of being swept from the S. pier by the heavy sea which was washing over it.
Sept. 5	Ilwaco Beach, Washington.	Fire extinguished..	After five hours of effort station crew extinguished a large fire which broke out in the forest on an estate adjacent to the station.
Sept. 7	Harbor Beach, Michigan, Lake Huron.	Recovery of body ..	Surfmen dragged for and recovered the remains of Charles Rosebeck, a sailor, who drowned near the breakwater on the 6th instant. They clothed the deceased from the stores donated by the Women's National Relief Association, and delivered the remains to the village authorities. Afterwards, two of the surfmen assisted to convey the body to an undertaker's establishment.
Sept. 7	White River, Michigan, Lake Michigan.	Recovery of property.	Station crew assisted to pick up a quantity of shingles which had been washed overboard from the schooner Condor on the 6th instant.
Sept. 7	Ilwaco Beach, Washington.	Assistance at fire ...	Crew was employed from the 7th to the 12th instant in fighting a forest fire raging in the vicinity. On the 8th, 10th, and 11th, they were engaged in checking the flames on the estate of a Mr. Loomis, and saved his home and outbuildings from destruction. On the 12th, the wind having come out from N.E., the surfmen directed their efforts to extinguishing the fire near the station, thereby saving station property and a number of cottages in the immediate vicinity from the flames. (See letter of acknowledgment.)
Sept. 8	Cleveland, Ohio, Lake Erie.	Recovery of body...	Three of station crew found the body of a young woman wedged between some piling and large rocks, on the shore 1½ miles S.W. of station and, after removing the rocks, secured the body, which proved to be that of Miss Edna Parrish, of 82 Stone street, Cleveland, Ohio, who fell from the piling and drowned on the 1st instant. The remains were delivered into the custody of an undertaker.
Sept. 10	Ashtabula, Ohio, Lake Erie.	.....do	After dragging for one hour, at 8.30 a. m. life-savers recovered the body of a man who fell into the river from the bridge, while the draw was open, and drowned. The body was delivered to an undertaker and identified as that of a fireman on the steamer Selwyn Eddy.
Sept. 10	Old Chicago, Illinois, Lake Michigan.	Assistance at fire ...	At 8.30 p. m. station lookout discovered that the N. pier was on fire near the beacon light and sounded the alarm. Keeper immediately notified the city fire tug by telephone and proceeded to the scene with station crew in surfboat. Surfmen formed a bucket brigade and, with the aid of a stream from a tugboat, extinguished the flames before the arrival of the local firemen.
Sept. 11	Quogue, New York.....	Body found.....	Albert Swan, a fisherman, drowned near the halfway post, while bathing after dark on the 10th instant. His body was found on the beach during the first night watch and taken to station by keeper, who notified the coroner.
Sept. 11	Fort Lauderdale, Florida.	Succor.....	A man who was traveling up the coast in an open boat was sheltered over night and given breakfast at the station.
Sept. 12	Charlevoix, Michigan, Lake Michigan.	Fire extinguished..	A fire which threatened to destroy the pierhead light tower was extinguished by station crew at 11.30 a. m.
Sept. 14	Fletchers Neck, Maine...	Recovery of body ..	Life-savers dived for and recovered the body of an unknown man who fell overboard from his boat and drowned. They turned it over to the coroner.
Sept. 14	Musquito Lagoon, Florida	Fresh water furnished.	Master of schooner Maud Muller was given a supply of fresh water from station cisterns.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Sept. 15	South Manitou, Michigan, Lake Michigan.	Transportation	As there was no other means of transportation, surfmen took a physician to North Manitou Island in the sailboat to attend a woman who was very ill at that place.
Sept. 16	Crisps, Michigan, Lake Superior.	Recovery of prop- erty.	Station crew recovered a pumping engine which washed ashore on a piece of deck from the abandoned wreck of the schooner Montgomery, which stranded 3 miles W. of station on October 16, 1901. They took it to the station and placed it under shelter, notifying the owners of the vessel of the recovery of their property.
Sept. 18	Southampton, New York.	Rescue from drown- ing.	In the early morning a woman went in bathing and was carried seaward by a receding wave. Surfman Topping, who was returning from his morning patrol, saw her peril, and hastening to her aid, reached the place just in time to haul her out as she was thrown back by a heavy sea.
Sept. 19	Narragansett Pier, Rhode Island.	Recovery of body...	Keeper was notified that a body was wedged in the rocks near Rock Ledge, 2 miles S. of station, and hastening to the scene with surfmen, recovered the body and took it ashore, where it was identified as that of a man who was washed overboard from a yacht by the sea off Brentons Reef Lightship on the 6th instant.
Sept. 19	Umpqua River, Oregon...	Transportation of body.	At 4 p. m. surfmen went to the light-house in response to a signal from its keeper, and ascertained that the body of a man had been found in a cabin near by. They took the body to the station, and afterwards to Gardiner, where it was delivered to the coroner.
Sept. 20	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	Frank Nooworski, a 13-year-old lad, while fishing from the N. pier, fell into the lake and drowned. Upon receiving notice of the accident, surfmen proceeded to the locality and dragged for the body, which they recovered in about twenty minutes, and delivered to the local authorities.
Sept. 21	Old Chicago, Illinois, Lake Michigan.	Aid to injured.....	The master of the schooner Harvey was struck on the head by a monkey wrench, which fell from aloft, and caused a severe scalp wound. He was brought to the station where the keeper washed and dressed the wound and applied an antiseptic and bandages from the station medicine chest. Then the keeper telephoned to a hospital for an ambulance, which arrived and conveyed the injured man to the railroad station en route to his home.
Sept. 25	Monomoy, Massachusetts.	Fire extinguished..	Crew extinguished a large fire in the beach grass which would have destroyed several fish houses had not its progress been checked.
Sept. 25	Charlotte, New York, Lake Ontario.	Recovery of body...	At 6.45 a. m. a telephone message to the effect that a man, Charles Ostrander by name, had fallen overboard from a barge at the docks $1\frac{1}{4}$ miles distant and drowned, was received by the keeper. He immediately proceeded to the place in a small boat manned by two surfmen, and by dragging recovered the body at 11 a. m., delivering it to the coroner.
Sept. 28	Narragansett Pier, Rhode Island.	Succor.....	Twelve soldiers from the garrison at Fort Adams, Newport, Rhode Island, were prevented from returning to the post by a thick fog and were sheltered over night at the station.
Sept. 30	Salisbury Beach, Massa- setts.	Recovery of body...	Life-savers recovered the badly decomposed body of a young woman, which was found wedged in the rocks at the south end of the jetty, and removed it to a building near by, where it remained until an undertaker arrived from Newburyport and took it away.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered	Nature of casualty.
1902.			
Oct. 2	Oswego, New York, Lake Ontario.	Recovery of body...	At 9.30 a. m. surfmen launched station dingy and dragged the river for the body of Dennis Murphy, who was supposed to have drowned on the previous day, and at 1 p. m. recovered it and delivered it to an undertaker.
Oct. 5	Blue Point, New York....	Succor.....	A Block Island fisherman, who had been driven ashore on Long Island by adverse winds, applied at the station for food and was given a meal and sufficient provisions to last him to his home.
Oct. 5	Golden Gate, California..	Clothing furnished.	A man who had lost his clothes while endeavoring to rescue a boy from drowning, was given clothing from the stores of the Women's National Relief Association.
Oct. 8	.....do	Aid to injured.....	Learning that a man had broken his leg a short distance from station, surfmen proceeded to the place, brought him to the station on a stretcher, and put him into an ambulance which the keeper the ordered.
Oct. 9	Newburyport, Massachusetts.	Rescue from drowning; clothing furnished.	A young man named Charles Eaton, while digging clams on a beach 2 miles from the station, became unconscious and fell face down in the water and mud, remaining in that position several minutes. Two ex-surfmen, who were working on the beach, discovered him and hauling him up on the shore, began resuscitation by Service method, and sent a messenger to telephone the life-saving station for aid. Surfmen immediately repaired to the place, continued the work of resuscitation until the patient became fully conscious, then conveyed him to the station, where he was treated until 5.30 p. m., when he was provided with necessary clothing from the stores of the Women's National Relief Association and sent to his home.
Oct. 11	Sullivan's Island, South Carolina.	Recovery of property.	A patrolman found a barrel of spirits of turpentine on the beach and the keeper had it brought to station and then notified the agent of the steamer Apache, as it evidently belonged to her cargo. (See letter of acknowledgment.)
Oct. 15	Cuttyhunk, Massachusetts.	Clothing furnished, and succor.	Two men who had been rescued by a catboat from a foundered sloop were brought to the station, where they were given hot drinks and food and supplied with dry clothing from the stores of the Women's National Relief Association.
Oct. 15	Napeague, New York....	Body found.....	The body of a man who had been lost overboard from a fishing steamer was found on the beach by a fisherman, and the keeper notified a coroner, who took it in charge.
Oct. 16	Point Adams, Oregon....	Transportation	Station crew transported customs inspectors, in surfboat, to and from a steamer bound to sea.
Oct. 16	.....do	Body found	The life-saving crew took charge of a body found on the beach $\frac{1}{2}$ mile from station, and upon the arrival of the coroner transported it to New Astoria.
Oct. 17	Fairport, Ohio, Lake Erie.	Recovery of body ..	At 12.15 a. m. the life-savers learned that a man had fallen from a wharf about a mile from the station, and immediately pulled to the place and recovered the body. After exhausting every effort to effect resuscitation, they took the body to the station and reported to coroner.
Oct. 17	Duluth, Minnesota, Lake Superior.	Assistance at fire. ...	At 8 p. m. a fire broke out in a dwelling on Minnesota Point, and the life-saving crew pulled to it in surfboat, established a bucket brigade, and held the flames in check until a fire company arrived and extinguished them.
Oct. 19	Golden Gate, California ..	Aid to injured.....	A man and woman who had been injured by a runaway horse, the woman being insensible, were cared for by station crew until the arrival of an ambulance.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Oct. 20	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body ..	From 8 to 10 p. m. surfmen dragged for the body of a boy who had fallen into the river, and finally recovered it. Life was extinct.
Oct. 23	Bethel Creek, Florida	Hydrographic in- formation.	The keeper found a bottle on the beach $\frac{1}{2}$ mile from station, which contained a paper dated August 15, 1902, latitude $24^{\circ} 56' N.$, longitude $84^{\circ} 10' W.$, and forwarded same to the Hydrographic Office, Washington. On the 25th he found another bottle with similar data, which he also forwarded.
Oct. 24	Hammond, Michigan, Lake Huron.	Property saved	A valuable horse broke through a dock and was imprisoned in a crib containing 14 feet of water. Station crew went to the place in surfboat, with the proper appliances, rigged purchases, and rescued the animal, which otherwise must have perished.
Oct. 27	Jerrys Point, New Hamp- shire.	Transportation	Surfboat transported the master of the schooner Medford to Portsmouth lower harbor and put him aboard his vessel, which he had abandoned at sea, she being subsequently towed into port.
Oct. 29	Chester Shoal, Florida ...	Succor.....	Four belated fishermen were supplied with supper and lodging at the station.
Oct. 31	Newburyport, Massachu- setts.	Assistance at fire...	At 6.35 p. m. a fire broke out in a cottage 1 mile S. from station and rapidly spread to an adjoining house. Surfmen hurried to the scene, but the buildings were too far gone to be saved, and they directed their efforts to preventing the flames from spreading through the grass. At 7.30 p. m. fire broke out in another cottage $\frac{1}{2}$ mile from station, and surfmen extinguished it in time to save a house near by.
Nov. 1	South Chicago, Illinois, Lake Michigan.	Recovery of body ..	At 2.20 p. m. surfmen launched the supply boat and pulled to the N. slip at the Illinois Steel Co.'s works, 1 mile from station, and recovered the body of John Smith, of Ashland, Wisconsin, who fell overboard from the steamer Alva at 8 p. m. of the 31st ultimo and drowned. The remains were taken to the station and placed in charge of the city authorities.
Nov. 3	Oak Island, North Caro- lina.	Aid to injured.....	At 1.30 p. m. keeper was informed that one of the crew of a fish boat was severely injured by the capsizing of the boat in the surf 3 miles W. of station and was in urgent need of medical attendance. Surfmen proceeded to the fishery in their small boat and transported the wounded man to Southport, where they placed him in charge of a surgeon.
Nov. 3	Chester Shoal, Florida ...	Succor.....	A man traveling from Artesia, Florida, to the Canaveral clubhouse, near the station, in a small open boat, lost his way in the darkness and, after having been out all night, found his way to the station, where the keepersuccored him until the next day.
Nov. 4	Buffalo, New York	Recovery of body ..	In response to a telephone message received at 11.40 a. m., stating that Edward Branch, a deck hand on the steamer City of Erie, had fallen from that vessel into the Blackwell Canal and drowned, two surfmen proceeded to the scene in the small boat and, after grappling for ten minutes, recovered the body, which they took to the shore and attempted to resuscitate. They applied the Service method of restoring the apparently drowned unremittingly for two hours and twenty-five minutes, when the coroner arrived, pronounced life extinct, and assumed charge of the remains.
Nov. 6	Hereford Inlet, New Jer- sey.	Succor.....	Joseph Ludlam, master of a small yacht, was succored at the station for the night, his boat being too wet for him to sleep on board.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Nov. 7	Old Chicago, Illinois, Lake Michigan.	Body found	The master of the schooner R. Kanters, which arrived in port at 1.20 p. m., reported to keeper that he had passed the body of a man floating in the lake 3 miles N. of station and had lowered his yawl boat in charge of two men, who were instructed to remain by the body until the arrival of the life-savers. Surfmen pulled out and picked up the body, which was delivered to the city authorities and afterwards identified as that of Harry Frank, of Jacksonville, Illinois.
Nov. 8	Core Bank, North Carolina.	Succor.....	Charles Rose and his son, who were fishing from their skiff in Core Sound, were unable to return home against the strong head wind and were succored at the station over night.
Nov. 8	Duluth, Minnesota, Lake Superior.	Recovery of body ..	At 6 a. m. keeper and one surfman rowed to the Great Northern Elevator, 4 miles SW. of station, and after dragging for one and one-half hours recovered the body of Charles Clauson, a seaman, who had fallen into the water and drowned while attempting to land from the steamer Ferdinand Schlesinger at 7 p. m. the previous evening; the body was delivered into the custody of the coroner.
Nov. 9	Gilberts Bar, Florida.....	Succor and transportation.	Two men in a launch were belated at the station on account of an accident to her machinery and were furnished with supper and transportation to their homes.
Nov. 10	Gurnet, Massachusetts ...	Succor and resuscitation.	At 11.30 a. m. the master of the sloop Allons brought to the station a man on the point of collapse from exposure and exhaustion, whom he had found clinging to the bottom of a capsized dory on Browns Bank, 2½ miles SW. of station. Surfmen administered proper restoratives to him from the station medicine chest and, after three hours' work, completely revived him. They then furnished him with dry clothing from the stores donated by the Women's National Relief Association and he left for his home.
Nov. 10	Lone Hill, New York.....	Recovery of property.	Surfmen found a fish net floating in the surf, held by two anchors, and took them to the station to await a claimant.
Nov. 10	Thunder Bay Island, Michigan, Lake Huron.	Recovery and transportation of bodies (3).	A small boat containing five young men capsized in White Fish Bay, 4 miles E. of Alpena, at 5 p. m. of the 9th instant, and three of them, Geo. Millard, Alec Cyr, and Anthony Monser, drowned while attempting to reach the shore. At the request of the lads' parents surfmen proceeded to the scene the next morning in tow of the keeper's launch Florence C., and at 11 o'clock recovered the bodies, which were found in 6 feet of water and only a few feet from one another. At the request of the coroner, who was present, station crew took the remains to Alpena and delivered them to an undertaker.
Nov. 10	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	At 8 a. m. the steamer Saranac stopped off the station and her master reported having passed the body of a man floating in the water ¼ mile from the harbor entrance. Surfmen pulled out and picked up the body, which was delivered to the coroner and subsequently identified as that of J. Pereles, who resided at 448 Jackson street, Milwaukee, and had been missing since October 8, 1902.
Nov. 11	Pecks Beach, New Jersey.	Clothing furnished.	At 9 a. m. a man came to the station cold and wet, and the keeper supplied him with dry clothing from the stores of the Women's National Relief Association.
Nov. 14	Cleveland, Ohio, Lake Erie.	Recovery of body...	Surfmen dragged for and recovered the body of George T. Porter, of 133 Tennessee street, Cleveland, who fell into the river from a dock and drowned, and delivered it to an undertaker.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Nov. 16	Vermilion, Michigan, Lake Superior.	Wreck located.....	At 8.15 a. m. surfmen pulled out in surf-boat and located the wreck of the foundered schooner W. T. Chappell, which they found in 38 feet of water, $\frac{1}{4}$ mile off-shore and 6 miles E. of station. Keeper then notified the owner, W. C. Houghton, of Sault Sainte Marie, Michigan, of the exact location of the foundered craft.
Nov. 18	Wallops Beach, Virginia.	Rescue from danger.	Keeper took a family of three people from their cabin, which was in danger of being washed off the beach by the high tide and strong wind, conducted them to the station in the supply boat, and afforded them succor until the storm had abated on the next day, when he returned them to their home.
Nov. 18	South Chicago, Illinois, Lake Michigan.	Recovery of body ..	Crew recovered the body of Gilbert Olson, a fisherman, who walked through the open draw of the 92d street bridge and drowned in the Calumet River. They took the body to a schooner moored near by, and as it had been in the water only a short time, endeavored to resuscitate it, but their efforts were unavailing, and at the end of two hours it was given into the custody of the city authorities.
Nov. 22	Gull Shoal, North Carolina.	Aid to injured.....	At 3 p. m. a boy, who had been kicked by a horse, was brought to the station bleeding badly. Keeper dressed and bandaged his wounds, and then sent him home in care of a surfman.
Nov. 23	Peaked Hill Bars, Massachusetts.	Bodies found (2) ...	In response to information received at 2 p. m., keeper proceeded to the halfway house with station team and found a strange dory in the surf, and near by the bodies of two men who had evidently drowned while attempting to land. As life was extinct he put the bodies into the wagon, took them to the station, and notified the town authorities at Provincetown, who sent an undertaker to take charge of them.
Nov. 23	Louisville, Kentucky	Rescue from danger.	At 11.45 a. m. the lookout sounded an alarm and reported that a man had fallen overboard from a steamer lying at the docks. Surfmen quickly pulled to the rescue, took the imperiled man into their boat, and carried him to the station.
Nov. 25	Spermaceti Cove, New Jersey.	Aid to injured.....	At 9.45 p. m. keeper was informed that Sergeant Baker, a soldier stationed at Fort Hancock, had badly injured his leg near the railroad track and was unable to walk. Surfmen conveyed him to the station, dressed and bandaged his leg, and next morning sent him to the fort by rail.
Nov. 26	Rehoboth Beach, Delaware.	Property saved	Surfmen picked up a quantity of railroad ties on the beach, which were delivered to Mr. Hiram James, wreck master at Ocean View, Delaware.
Nov. 27	Duluth, Minnesota, Lake Superior.	Recovery of bodies (2).	In response to a telephone message received from police headquarters at 5.30 p. m., informing him that two lads had drowned near the slip at the foot of Fifteenth avenue, $1\frac{1}{4}$ miles W. of station, keeper and crew proceeded to the locality in the surfboat and found that the boys had broken through thin ice on a pond 200 yards from the slip and drowned. Surfmen dragged for and recovered both bodies and, as life was extinct, delivered them into the charge of the police authorities.
Nov. 28	Long Branch, New Jersey.	Succor.....	Keeper gave food and lodging to the crew of four men from the schooner Amelia Furman, which stove a hole in her bottom and filled while at anchor near the station.
Nov. 28	Kill Devil Hills, North Carolina.	Succor and transportation.	Keeper succored at the station over night a party of three men and three women, who were unable to return to Manteo when their boat became disabled, and took them home the next day in his sail-boat.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902. Nov. 29	Race Point, Massachusetts.	Succor.....	Keeper gave food and lodging for the night to John Roberts, a fisherman, who had become lost from the schooner Susie Hooper while fishing in his dory, pulled a distance of 4 miles to the shore, and arrived at the station at 7 p. m. in an exhausted condition.
Nov. 30	Sullivans Island, South Carolina.	Recovery of property.	Surfmen assisted a man to recover a raft of logs, which had broken adrift, and to get it into the marsh and secure it.
Nov. 30	Bethel Creek, Florida.....	Succor.....	Keeper gave shelter to two men, C. J. Coggin and Charles L. Bennett, who were overtaken by darkness while traveling from Jupiter to Cocoa.
Nov. 30	Santa Rosa, Florida.....	.....do.....	At 10 a. m. the master and crew of four men from the schooner Mary Louise arrived at the station in a destitute condition, and reported that they had run their vessel on the beach, 17 miles E. of station, the previous night after she had lost her sails and sprung her foremast in the prevailing gale. Keeper gave them food, and dry clothing from the supply donated by the Women's National Relief Association, and sheltered them until the next day.
Nov. 30	Duluth, Minnesota, Lake Superior.	Recovery of body..	While the British steamer Monarch was making a landing at Northern Pacific Dock No. 3, at 4 a. m., George Flazell, of Pontiac, Michigan, a watchman, fell into the water in an endeavor to reach the pier, and drowned before assistance could reach him. Surfmen recovered the body at 7.30 a. m., and left it in charge of the steamer's officers.
Dec. 1	Louisville, Kentucky.....	Body found	Learning that a man had drowned himself near the foot of First street, surfmen pulled to the locality and found the body floating on the surface. They took it to station and attempted resuscitation, but life was extinct.
Dec. 4	New Shoreham, Rhode Island.	Clothing furnished, and succor.	A fisherman who had lost his boat was succored over night at station and supplied with some necessary clothing from the stores of the Women's National Relief Association.
Dec. 7	Louisville, Kentucky.....	Rescue from danger.	At daybreak the lookout sighted an object on the guiding dam about 1 mile from station, and surfmen put out in a boat and found it to be a man who had been thrown overboard by the capsizing of a boat. He was wet and chilled, and the life-savers took him to station, where he was succored until he was able to go home.
Dec. 8	Newburyport, Massachusetts.	Succor.....	Two belated fishermen were succored at the station over night.
Dec. 8	Orleans, Massachusetts...	Clothing furnished, and succor.	Two fishermen, who were chilled and wet, came to station and were furnished with dry clothing from the stores of the Women's National Relief Association and succored until morning.
Dec. 8	Portage, Michigan, Lake Superior.	Property recovered.	The light beacon on breakwater was carried away in a heavy storm, and station crew found it and towed it to the light-house wharf with surfboat.
Dec. 9	Point Allerton, Massachusetts.	Succor.....	Two belated fishermen came to the station for shelter, and were succored over night.
Dec. 9	Long Branch, New Jersey.	.....do.....	At 10 a. m. three fishermen, who had landed on the beach cold and wet, were provided at station with food and fire.
Dec. 10	Umpqua River, Oregon ..	.....do.....	Two travelers, wet and cold, were given food and lodging at station.
Dec. 15	Little Island, Virginia....	Recovery of property.	A quantity of lumber and shingles found on the beach by a patrolman was gathered up by the crew, and the keeper notified the commissioner of wrecks regarding it.
Dec. 15	Dam Neck Mills, Virginia..	.....do.....	Surfmen gathered up some lumber found on the beach and delivered it to the commissioner of wrecks.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1902.			
Dec. 15	False Cape, Virginia	Recovery of property.	A quantity of shingles gathered up on the beach by the crew was delivered to the commissioner of wrecks.
Dec. 21	Monmouth Beach, New Jersey.	Assistance at fire ...	At 4 a. m. a patrolman discovered a burning cottage 1 mile S. from station, and at once telephoned to the North Long-branch fire department, which reached the conflagration in time to prevent it from spreading.
Dec. 22	Surfside, Massachusetts .....	.....do	At 8.15 p. m. the keeper discovered a building on fire about a mile inland, and, hastening to it, the crew succeeded in rescuing two horses belonging to the owners.
Dec. 22	Point Adams, Oregon	Property recovered.	Station crew pulled to Clatsop Spit in surf-boat for a small raft of lumber, which they picked up and towed to station to hold for owner.
Dec. 24	Oswego, New York, Lake Ontario.	Succor.....	At 9.30 p. m. the keeper found an intoxicated man on the beach, who had been overboard, had his clothing frozen on him, and was benumbed and bewildered. Took him into station, gave him hot coffee, supplied him with dry clothing from the stores of the Women's National Relief Association, and when he became sober, took him into town and started him for home.
Dec. 26	Plum Island, Massachusetts.	Body found	The body of a boy named Herman Homer was found on the beach and cared for at station until removed by an undertaker.
Dec. 26	Sabine Pass, Texas	Recovery of body ..	Surfmen dragged for and recovered the body of a man who had fallen overboard and drowned ½ mile from station.
Dec. 27	Wallops Beach, Virginia ..	Succor.....	Two hunters, a man and boy, lost their boat and were given food and lodging at station.
Dec. 28	Corson Inlet, New Jersey.	Body found	The body of a drowned man found on the beach was taken to station and cared for until next day, at request of coroner.
Dec. 29	Umpqua River, Oregon ..	Succor.....	Two travelers, whom night had overtaken on the beach, were given food and lodging at station.
Dec. 30	Sullivans Island, South Carolina.	Rescue from danger	A man who had gone adrift on a raft of logs was rescued by a surfman, who also assisted in recovering the logs.
Dec. 31	Brigantine, New Jersey ..	Succor.....	Five seamen, who had landed on the beach from the schooner Harry Prescott, were succored overnight at station.
Dec. 31	Fort Lauderdale, Florida.	Fresh water furnished.	Keeper furnished fresh water to several fishermen whose supply had become exhausted.
Dec. 31	Milwaukee, Wisconsin, Lake Superior.	Recovery of body ..	A man named Arthur Leeds fell overboard from a fish tug and drowned, and keeper went in dingey and assisted the vessel's crew in recovering the body.
1903.			
Jan. 2	South Manitou Island, Michigan, Lake Michigan.	Succor and transportation.	Keeper employed a volunteer surfman (inactive season), launched a boat, and took two of the crew of the stranded steamer Ann Arbor No. 1 to Glen Haven, to enable them to telephone for aid. Upon returning to the station at 7 p. m. it was ascertained that the steamer floated and resumed her voyage during their absence, whereupon the two men were succored at the station for the night. They left the next day on a tug which had been sent for them.
Jan. 4	Long Beach, New York ..	Assistance at fire ...	The boiler house at the Long Beach Hotel was set on fire by the upsetting of a can of gasoline. Surfmen proceeded to the scene, formed a bucket brigade and assisted to extinguish the flames.
Jan. 4	Saluria, Texas.....	Succor.....	Two men and two women, who were unable to return to Port Lavaca in their small sloop owing to the strong head wind, landed abreast the station and were succored for the night.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Jan. 6	South Brigantine, New Jersey.	Succor.....	A party of five people from Atlantic City were prevented from returning to their homes by the stranding of their launch in Grassy Bay on account of the low tide. They were sheltered over night at the station and given breakfast the next morning, after which they proceeded.
Jan. 6	San Luis, Texas.....	Aid to injured.....	At 9 a. m. a fisherman came to station and informed keeper that a man had accidentally shot himself in the right arm while gunning on the beach 2 miles SW. of station. Surfmén took medicines and blankets and proceeded with all dispatch in station team to his aid. They found the wounded man very weak from loss of blood and his arm badly lacerated, whereupon the keeper dressed the wound, administered proper stimulants, and transported him to town, where he was entered at the hospital for treatment.
Jan. 8	South Brigantine, New Jersey.	Succor.....	At 7.30 p. m. three men bound from Seabright to Holly Beach in a gasoline skiff stopped at station and requested succor, stating that they were unable to proceed farther on account of the low water in the bay. Keeper gave them food and lodging and saw them started safe on their way the next morning.
Jan. 12	Milwaukee, Wisconsin, Lake Michigan.	Rescue from danger.	At 2.30 p. m. a young woman attempted to row across the harbor in a skiff, but could not make headway against the strong wind and drifting ice. Becoming numb with cold she ceased her efforts, and was rapidly drifting out of the harbor, when the keeper saw her peril, ran along the S. pier and threw her a line, by means of which he hauled the boat safely to land.
Jan. 16	Lone Hill, New York.....	Transportation.....	The master of an ice-bound oyster sloop was transported to Sayville by a surfman in his ice boat.
Jan. 17	Cleveland, Ohio, Lake Erie.	Succor.....	The city supply boat had been unable for ten days to reach cribs 2 and 3 of the Cleveland waterworks on account of the heavy ice, and their keepers were short of provisions. Upon the request of the local authorities for aid, station keeper employed three volunteers (inactive season), hauled dingy 3 miles over the ice, and then launched and pulled to the cribs, delivering a boat load of provisions to each.
Jan. 22	Biscayne Bay, Florida.....	.....do.....	Keeper furnished food, and lodging for the night, to four men and a lad who were overtaken by darkness while traveling along the beach.
Jan. 23	Point Allerton, Massachusetts.	.....do.....	At 4 p. m. two fishermen, who were wind-bound in their small boat, went to the station and asked for shelter. Keeper succored them until the next morning, giving them food and lodging.
Jan. 24	Strattonmouth, Massachusetts.	Assistance at fire.....	At 2 a. m. the N. patrol discovered a building on fire, in Pigeon Cove, and immediately ran to a church and rang an alarm. The fire department soon responded and saved the village from a general conflagration, a private residence and the Pigeon Cove hotel, however, were consumed.
Jan. 25	Umpqua River, Oregon..	Property saved.....	The prevailing freshet carried away several rafts of logs from their moorings and swept them down the river, one of them breaking up near the station. Surfmén endeavored to swing two of them ashore by means of lines, but owing to the swift current their efforts were unavailing. They then picked up and secured all the loose logs in the vicinity, and thus saved about 40,000 feet of lumber. They continued their work on the succeeding two days and saved several thousand feet additional.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Jan. 26	Oak Island, North Carolina.	Succor.....	At 1.30 p. m., the master and six of the crew of the barkentine <i>Nineveh</i> , which foundered at sea 30 miles NNE. of Cape Romain, South Carolina, on the 20th instant, arrived at the station in a destitute condition, having landed 12 miles to the westward after being fifty-two hours at sea in a small open boat. Keeper provided them with dry clothing from the supply donated by the Women's National Relief Association and succored them at station until the 28th, when they left for Wilmington.
Jan. 29	Coskata, Massachusetts .....	.....do	The master and seventeen seamen from the schooner <i>Maggie</i> and <i>Hattie</i> , which stranded on Rose and Crown Shoal, 15 miles ESE. of station, at 7.30 a. m., in a thick fog, landed on the beach in their dories at 5 p. m. Surfmen escorted them to the station and succored them until the next day, when they left for Nantucket on the steamer <i>Petrel</i> .
Jan. 29	Blue Point, New York .....	.....do	Three fishermen were prevented from returning to the mainland over the broken ice by a thick fog, and were given food and lodging at the station.
Jan. 29	Evanston, Illinois, Lake Michigan.	Property saved	A valuable dog fell into the lake and was being carried offshore by the ice, when the keeper and a bystander pulled out in a small boat, brought the animal safe to land, and returned it to its owner.
Feb. 1	Umpqua River, Oregon...	Recovery of property.	Surfmen assisted in gathering up and securing a quantity of logs, some of which were adrift and others on the beach.
Feb. 3	.....do	Succor.....	A belated traveler was given supper and lodging at station.
Feb. 6	Aransas, Texas	Medical assistance..	In response to a signal, keeper boarded the schooner <i>Pierce Simpson</i> , at anchor 1 mile from station, and gave medical treatment to a seaman, who was very ill.
Feb. 7	Point Adams, Oregon.....	Transportation	Upon request of collector of customs the life-saving crew manned surfboat and conveyed customs inspectors to a British steamer in the offing.
Feb. 7	Umpqua River, Oregon...	Succor.....	A belated traveler was furnished with food and shelter at station for the night.
Feb. 9	Galveston, Texas	Recovery of body...	At 9 a. m. the keeper learned that a seaman from the steamer <i>Brinkburn</i> had drowned during the night, and sent three surfmen in dingey, who recovered the body by dragging.
Feb. 9	Sleeping Bear Point, Michigan, Lake Michigan.	Fire extinguished..	At 12.30 p. m. a fire broke out in a cottage a short distance from station, and surfmen extinguished the flames before much damage was done.
Feb. 11	South Chicago, Illinois, Lake Michigan.	Recovery of body...	In response to a request the keeper took grappling hooks to Calumet River and recovered the body of a man who had drowned two days previous.
Feb. 12	Louisville, Kentucky.....	Recovery of property.	Life-saving crew put out in boat and succeeded in landing a horse and wagon which had fallen into the river a short distance from station.
Feb. 14	Pecks Beach, New Jersey.	Assistance at fire ...	At 10.30 a. m. the lookout discovered a dwelling on fire about $\frac{1}{2}$ mile distant and surfmen hastened to the scene and assisted in saving furniture, and preventing the flames spreading to other buildings.
Feb. 15	Cape Henry, Virginia	Body found.....	During the afternoon a surfman on fog patrol found the body of a drowned man on the beach, and as there was nothing by which it could be identified, the life-saving crew made a coffin, in which they placed the body, and buried it at a suitable place on the shore.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Name of casualty.
1903. Feb. 17	Blue Point, and Bellport, New York.	Rescue from danger	A patrolman from each station assisted a man to work a sharpie through porridge ice, and rescued a man who was unable to reach the shore from a small sloop, and was in danger of freezing to death in his exposed situation.
Feb. 21	Duluth, Minnesota, Lake Superior.	Recovery of body...	The keeper assisted a policeman in recovering the body of a man who had broken through the ice and drowned, near a grain elevator 1½ miles from station.
Feb. 24	Pecks Beach, New Jersey.	Succor.....	A belated laborer, in search of work, came to station and was provided with lodging and breakfast.
Feb. 28	Fort Lauderdale, Florida.	Recovery of bodies.	Keeper assisted in recovering the bodies of two men, Isaac Howard and Jessie Arnold, who drowned the day previous upon the capsizing of their boat.
Mar. 1	Chester Shoal, Florida ...	Succor.....	A young lady on her way in a sailboat to Titusville for medical treatment became too ill to continue the journey and was succored at station over night. In the morning the keeper procured transportation for her in a steam launch, and his wife accompanied her to her destination.
Mar. 4	Eatons Neck, New York..	Transportation	Keeper provided transportation to Northport to two officers from the British steamer Beckenham.
Mar. 6	Biscayne Bay, Florida....	Succor.....	Eleven persons, who had broken camp, became belated on the beach and were provided with food and lodging at station.
Mar. 12	Gurnet, Massachusetts ...	Rescue from danger	At 4.15 p. m. the keeper received information that a small boy had been lost and immediately sent out a search party, which found the child at 7 p. m.
Mar. 14	Rocky Point, New York..	Fire extinguished..	Station crew extinguished a fire in the woods, that had burned over several acres and threatened to do more serious damage.
Mar. 19	Louisville, Kentucky.....	Recovery of property.	Surfmen rescued a horse that had fallen into the river and restored it to owner.
Mar. 20	Brenton Point, Rhode Island.	Transportation	A man 86 years of age, who had lost his way and wandered in the vicinity all night, was found by a patrolman, and keeper detailed a surfman to take him to his home in Newport with a horse and wagon.
Mar. 20	Galveston, Texas.....	Recovery of body ..	At 8.40 p. m. keeper received information by telephone that a man had fallen overboard from a pier in the harbor, and proceeding to the place in surfboat the life-saving crew recovered the body with grappling hooks. All efforts to resuscitate it proved futile and it was, therefore, delivered to the coroner, the surfmen returning to station at 11.40 p. m.
Mar. 22	Wood End, Massachusetts	Buoy repaired.....	A surfman detailed by keeper worked all day with light-keeper in splicing a broken spar buoy, which marked a shoal off the point.
Mar. 23	Two-Mile Beach, New Jersey.	Recovery of property.	At 6 p. m. a surfman found on the beach a small library marked "Boston Seamen's Friend Society" It contained 17 volumes, which were in bad condition.
Mar. 23	Metomkin Inlet, Virginia.	Succor.....	A party of fishermen, camped about a mile from the station, were provided by keeper with wood, as they had no fuel and were suffering from the cold and inclement weather.
Mar. 23	.....do	Medical assistance..	A fisherman camping near the station became very ill during the night, and keeper provided him from medicine chest with the proper remedies.
Mar. 24	Burnt Island Maine	Rescue from danger	A man who had gone on board of the wreck of the schooner White Foam in quest of salvage was taken off by the life-savers and landed at Port Clyde. His rescue was extremely opportune, as he had no boat and the wreck sank in deep water soon after,

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Mar. 24	Bethel Creek, Florida	Succor.....	Eight persons who had been cruising in a launch were belated near station, and keeper provided them with shelter for the night.
Mar. 25	Cold Spring, New Jersey..	Assistance at fire...	At 3.50 a. m. the patrol discovered a hotel on fire and called up station crew, who assisted in subduing the flames, which was accomplished, however, only when the hotel and a cottage near by had been destroyed.
Mar. 26	Gloucester, Massachusetts	Fire extinguished..	At 5 p. m. part of station crew went to some woods near by and put out a fire that threatened to do much damage.
Apr. 1	False Cape, Virginia	Recovery of property.	At 9 a. m. the lookout discovered a large fish net drifting to sea, and surfmen recovered it and brought it to station, the keeper notifying owner that his property was safe.
Apr. 2	Buffalo, New York, Lake Erie.	Rescue from drowning.	At 9 p. m. two small boys were crossing the creek in a scow when one of them fell overboard in deep water. The keeper, who witnessed the accident, instantly plunged overboard and rescued the drowning lad.
Apr. 3	Sullivan's Island, South Carolina.	Recovery of property.	Station crew picked up 88 crates of vegetables that had been lost overboard from a vessel, and keeper reported to the owner, who came for his property.
Apr. 4	Racine, Wisconsin, Lake Michigan.	Fire extinguished..	At 8.15 a. m. a fire broke out in a large building near the station in which was stored oakum, oil, fish nets, and empty barrels. The life-saving crew immediately ran out hose, manned pump, and in a short time extinguished the flames, saving considerable valuable property.
Apr. 5	Maddequet, Massachusetts.	Succor.....	A pleasure party of men and women out sailing were overtaken by stormy weather, and landed on the beach near the station for safety. They were wet and chilled and the keeper took them to station, provided them with hot drink and fire for drying their clothing. He then telephoned for carriages, which took them to their homes.
Apr. 8	Hampton Beach, New Hampshire.	Rescue from danger	The sunset patrol N. found an intoxicated man lying helpless on the electric railway track and took him to station, and the keeper procured a conveyance and sent him home.
Apr. 8	Harbor Beach, Michigan, Lake Huron.	Property saved	The lookout discovered a team of runaway horses rushing down the dock, and stopped them just in time to prevent their going overboard.
Apr. 8	Kewaunee, Wisconsin, Lake Michigan.	Fire extinguished..	At 5 p. m. a surfman discovered and extinguished a fire that had started on a dock near the station.
Apr. 13	Cape Fear, North Carolina.	Recovery of property.	During the day the crew secured about 4,000 feet of lumber that drifted up on the beach. It was supposed to be from the cargo of a schooner that was lost off Frying Pan Shoals at a previous date.
Apr. 14	Biscayne Bay, Florida....	Succor and transportation.	Two fishermen who had lost their boat came to station in a destitute condition and keeper provided them with clothing from the stores of the Women's National Relief Association, gave them food and shelter until morning, and then conveyed them to Miami.
Apr. 14	Point Reyes, California ..	Assistance to cable company.	At 4.10 a. m. station crew pulled to cable steamer, about 2 miles distant, in surfboat, transported two officials to shore and back to the vessel, then landed cable. They afterwards assisted in hauling ashore a mile of spare cable.
Apr. 15	Nahant, Massachusetts...	Fire extinguished..	At 2.30 a. m. two surfmen put out a fire which they discovered in woods in dangerous proximity to a dwelling house.
Apr. 16	South Manitou Island, Michigan, Lake Michigan	Medical assistance .	The keeper sailed to Glen Haven and returned with some medicine for a woman who was very ill. The doctor, owing to bad weather, would not accompany him, but followed when the storm had subsided.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903.			
Apr. 17	Plum Island, Massachusetts.	Recovery of property.	A large nun buoy found on the beach was reported by keeper to the light-house inspector of the district.
Apr. 17	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Assistance to canal official.	Upon request of the officer in charge of the canal the keeper detailed a surfman, with a skiff, to assist in taking soundings on this and following date.
Apr. 18	Plum Island, Massachusetts.	Property recovered.	Several lobster traps that drifted on the beach were recovered by surfmen and keeper notified owner, who came for his property.
Apr. 19	Holland, Michigan, Lake Michigan.	Clothing furnished.	A man who had fallen overboard from a pier and climbed out came to station wet and cold, and was provided with dry clothing from the stores of the Women's National Relief Association.
Apr. 20	Biscayne Bay, Florida ...	Succor.....	A party of 4 persons, who had landed on the beach, became belated and were given food and lodging at station.
Apr. 22	Golden Gate, California..	Clothing furnished.	Two men who had been thrown into the water from a buggy came to station and were provided with dry clothing from the stores donated by the Women's National Relief Association. Surfmen went after their horse and buggy, which had been left on the beach, and returned them to owner.
Apr. 26	Avalon, New Jersey.....	Rescue from danger, and assistance at fire.	At 3.20 a. m. the lookout discovered a cottage on fire near the station. He gave the alarm, and, hastening to the burning building, endeavored to arouse the owner, but, failing in this, climbed the porch, kicked in a window, and rescued the imperiled man, who was already partly overcome by the fumes and smoke. Meantime sufficient help had responded to the alarm to prevent the flames from spreading to adjoining buildings.
Apr. 26	Middle Island, Michigan, Lake Huron.	Succor.....	A belated fisherman was provided at station with food and shelter for the night.
Apr. 27	Point Reyes, California ..	Assistance to Weather Bureau.	Upon the evening of the 26th the keeper received a telephone message stating that a steamer had fouled the Weather Bureau cable in Drake's Bay and requesting him to investigate the matter. At 4 a. m. of the 27th the life-saving crew manned the surfboat and, proceeding to Drake's Bay, ascertained that the cable had been fouled and cut by the steamer South Portland. They returned to the station at 7.56 a. m. and reported the facts to the weather observer at Point Reyes. (See letter of acknowledgment.)
Apr. 28	Jackson Park, Illinois, Lake Michigan.	Clothing furnished.	A boy who had fallen into the water was supplied with clothing from the stores of the Women's National Relief Association.
Apr. 29	Marquette, Michigan, Lake Superior.	Transportation	The weather being stormy and sea running high, station crew launched surfboat, landed light keeper on pier to light the beacon and then carried him ashore.
Apr. 30	Brenton Point, Rhode Island.	Succor.....	A fisherman who had capsized in his boat and was wet and cold was provided at station with hot drinks and food.
Apr. 30	San Luis, Texas	Recovery of property.	While on the way to Galveston the keeper found on the beach a cabinet containing the log book and several other articles which belonged to the schooner Margaret Ward, lost off Galveston Bar Apr. 13. He left the property in care of the district superintendent, who delivered it to the master of the vessel.
Apr. 30	Cleveland, Ohio, Lake Erie.	Recovery of body ..	At 7.45 a. m. a telephone message was received at station to the effect that a man had drowned upon falling overboard from a steamer in the harbor, and keeper sent two surfmen in dingey with dragging apparatus, who recovered the body and delivered it to an undertaker.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1908. May 1	Monmouth Beach, New Jersey.	Assistance at fire ...	Keeper loaned the local fire company two 50-foot lengths of hose and enabled it to subdue a conflagration which threatened to destroy several cottages 1 mile S. of station.
May 3	Sullivans Island, South Carolina.	Rescue from danger	Surfmen pulled out and rescued two soldiers who were fishing on the jetty and were cut off from shore by the rising tide.
May 3	Milwaukee, Wisconsin, Lake Michigan.	Property saved	At 3.45 a. m. a horse plunged into the river with a carriage containing three men, and the surfmen hastened to the scene and succeeded in getting the team out, the men being rescued by lines thrown to them by the bridge tenders, who witnessed the accident.
May 4	Spermaceti Cove, New Jersey.	Body found	The body of Charles Krug, who drowned at Highland Beach on the 11th ultimo, was found on the beach 100 yards S. from station, at 5 a. m. by surfmen, and properly cared for until removed by the coroner later in the day.
May 8	Milwaukee, Wisconsin, Lake Michigan.	Recovery of property.	At 9.15 a. m. an enraged bull broke from the stock yard inclosure and, after causing a panic among the pedestrians in Erie street, jumped into the river. Surfmen launched a boat and rescued the animal.
May 8	.....do .....	.....do	At 4.15 p. m. keeper was requested to save a team of two horses which became frightened and plunged into the Menominee River. After hard work surfmen got one horse safely on the dock, the other having drowned prior to their arrival. They then pulled out the dead horse and recovered the harness.
May 9	Racine, Wisconsin, Lake Michigan.	Medical assistance .	While witnessing a launching near the station a 10-year-old lad fell into a cofferdam, which was full of water, and, striking on one of its cross timbers, received a bad wound across his forehead. A bystander immediately pulled him out, and surfmen carried him to the station, where a physician rendered the necessary medical aid, using supplies from the station medicine chest. Keeper put the lad to bed, and after he had sufficiently recovered furnished him with dry clothing from the stores donated by the Women's National Relief Association, and sent him home in care of his father.
May 10	Frankfort, Michigan, Lake Michigan.	Rescue from drowning.	At 5.30 a. m. keeper saw a man fall over board from the car ferry Ann Arbor No. 2 and jumped into a rowboat and rescued him. The man was entangled in a heaving line, one end of which was made fast on shore, and was pulled overboard as the steamer backed away from the wharf.
May 11	Dam Neck Mills, Virginia.	Recovery of property.	Surfmen found a barrel of turpentine and a small quantity of cotton on the beach, and delivered them to the local commissioner of wrecks.
May 12	South Chicago, Illinois, Michigan, Lake Michigan.	Recovery of body ..	Surfmen recovered the body of a 6-year-old boy, who fell overboard at the foot of 91st street and drowned. They applied the Service resuscitation methods for two hours without success, when a physician arrived and pronounced further effort useless.
May 14	False Cape, Virginia	Body found	Surfmen found the mutilated and badly decomposed body of a white man in a large wooden box, which had stranded on the reef, and took it to the station. After notifying the signal observer at Cape Henry of the circumstance, keeper had the body buried.
May 14	Poyners Hill, North Carolina.	Recovery of property.	Surfman on patrol picked up a box containing a quantity of a man's personal effects, and some letters addressed to

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1908.			
May 14	Poyners Hill, North Carolina.	Recovery of property.	William F. Buchanan. Subsequently these articles were sent to the General Superintendent of the Life-Saving Service, Washington, D. C.
May 14	Louisville, Kentucky	Body found	At 11.45 a. m. the lookout sighted a body floating in the river at the foot of 4th street, and the station crew towed it to the shore and delivered it to the coroner. It was identified as that of a man who fell from a barge and drowned on the 15th instant.
May 15	Assateague Beach, Virginia.	Recovery of property.	Surfmen found a 6-inch hawser valued at \$70, near the beach, and delivered it to its owner.
May 17	Louisville, Kentucky	Recovery of body ..	At 1.05 p. m. keeper was notified by telephone that Charles Huber, a 17-year-old youth, had drowned in the river at the foot of Clay street. Crew dragged for and recovered the body, and, as life was extinct, delivered it to the coroner.
May 18	Sabine Pass, Texas	Rescue from drowning.	At 11 a. m. station lookout saw a man fall overboard from a near-by wharf, and rescued him with the assistance of another surfman.
May 18	Oswego, New York, Lake Ontario.	Rescue from danger.	At 9 p. m. surfman on patrol found a man who had lost his way and was bewildered, and accompanied him to a highway and placed him in charge of people who took him home.
May 18	.....do	Recovery of body...	At 11 p. m. keeper was notified that a man had drowned in the river 1½ miles S. from station. He took surfmen in the small boat, dragged for and recovered the body in 22 feet of water, and delivered it to the coroner.
May 22	Two Rivers, Wisconsin, Lake Michigan.	Aid to injured	At 3.45 p. m. a man fell from a schooner at the dock opposite the station and received a severe scalp wound. Keeper rendered medical aid, stopping the flow of blood, and dressing the wound.
May 24	Cape Disappointment, Washington.	Transportation	In response to a telephone message from Ilwaco, stating that a girl had been poisoned at that place, keeper had surfboat manned and took the local physician to Ilwaco, arriving in time to save the child's life.
May 28	South Manitou, Michigan, Lake Michigan.	.....do	Station crew went to Glen Haven in the surfboat and brought back a physician to attend a man who was seriously ill on the island.
May 28	Cape Disappointment, Washington.	Recovery of property.	While patrolling Peacock Spit surfmen found three gill nets, valued at \$900, which had been lost, and directed their owners to them.
May 29	Middle Island, Michigan, Lake Huron.	Transportation	Surfmen conveyed people from the U. S. light-house steamer Amaranth to the beach in the surfboat to enable them to inspect the site for a new light-house. At 11 a. m. they returned them to the steamer, whereupon she proceeded.
May 29	Southside, California	Recovery of property.	At 11 p. m. keeper took his horse to the assistance of a woman whose team had stalled on the beach 2 miles N. from station, and succeeded in extricating the horse and wagon from the mire and getting them to the station before they were caught by the rising tide.
May 30	Old Chicago, Illinois, Lake Michigan.	Body found	Surfmen took charge of the body of an infant, which a fisherman picked up in his net, and delivered it to the coroner.
May 31	South Manitou Island, Michigan, Lake Michigan.	Transportation	Surfmen went to Glen Arbor in station sailboat and brought back a physician to attend one of the residents of the island who was seriously ill.
May 31	South Chicago, Illinois, Lake Michigan.	Recovery of body...	At 6.05 p. m. keeper received notice by telephone that a man had drowned in the Calumet River, at the foot of 94th street, and immediately pulled to the scene with two surfmen in the Whitehall boat. They recovered the body, which was identified as that of Simon

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1908. May 31	South Chicago, Illinois, Lake Michigan.	Recovery of body...	Flaxman, of 4713 Ashland avenue, Chicago, and delivered it to the proper city authorities, all efforts to resuscitate it having failed.
June 3	Atlantic City, New Jersey.	Rescue from drowning.	At 11 a. m. a boy, who had been fishing on the pier, fell overboard, and a man near by sprang to his assistance and held him up until the arrival of a surfman, who threw a line and hauled both upon the wharf.
June 4	Saint Joseph, Michigan, Lake Michigan.	Clothing furnished	A woman, who had fallen overboard from a schooner, was supplied with dry clothing from the stores of the Women's National Relief Association.
June 4	Cape Disappointment, Washington.	Recovery of property.	Surfmen manned lifeboat and recovered a valuable net that had been lost near Peacock Spit by a fisherman.
June 5	Portage, Michigan, Lake Superior.	Assistance at fire ...	At 7 a. m. the lookout discovered a house on fire, $\frac{1}{2}$ mile from station, and the crew hastened to it and saved a quantity of furniture, the building being past saving.
June 6	Milwaukee, Wisconsin, Lake Michigan.	Rescue from drowning.	At 8 a. m. surfman on patrol discovered a man standing in 3 feet of water, supporting himself against the breakwater, and, after a hard struggle, lifted him on the pier. As he was benumbed and helpless, the surfman telephoned station, and a patrol wagon came for the rescued man and conveyed him to a hospital.
June 7	Charlotte, New York, Lake Ontario.	Clothing furnished.	Keeper supplied clothing from the stores of the Women's National Relief Association to two boys who had been capsized in the harbor.
June 7	Old Chicago, Illinois, Lake Michigan.	Rescue from drowning.	An intoxicated man, who had fallen overboard from a skiff in the harbor, was rescued by a surfman.
June 9	South Chicago, Illinois, Lake Michigan.	Body found	Station crew took charge of the body of a dead man, Chester Breed, found by a tug, and delivered same to the proper authorities.
June 10	Jackson Park, Illinois, Lake Michigan.	.....do	Keeper took charge of the body of a dead man found floating in the lake, and delivered it to police authorities. No clew as to identity was found.
June 11	Biscayne Bay, Florida ...	Succor.....	Keeper succored over night at station a man with his wife and two children, who had become belated on the beach.
June 12	Straitsmouth, Massachusetts.	Fire extinguished ..	At 2 p. m. keeper saw an old building on fire near light-keeper's dwelling, on Straitsmouth Island, and, securing the services of another man (inactive season), pulled to place in dory and assisted to extinguish the flames.
June 12	South Chicago, Illinois, Lake Michigan.	Body found	The body of a man named Alexander Murray, found by a tugboat, was taken in charge by keeper and delivered to the proper authorities.
June 13	Sturgeon Bay Canal, Michigan, Lake Michigan.	Aid to canal official.	Keeper detailed two surfmen, with skiff, to assist canal superintendent in taking a series of soundings.
June 15	Nahant, Massachusetts...	Recovery of property.	Two horses harnessed to a valuable ice wagon became unmanageable, plunged into Lynn Harbor, and drowned. Keeper assisted to recover harness and wagon.
June 15	Racine, Wisconsin, Lake Michigan.	Body found.....	At 4 p. m. a patrolman observed the body of a dead man (afterwards found to be Andrew Bartleson) drifting down the river, and, pulling out in station skiff, towed it to shore, where keeper delivered it into care of coroner.
June 16	Marblehead, Ohio, Lake Erie.	Recovery of body ..	Learning that a man had fallen from a scow near Cedar Point, and drowned, keeper sent surfmen in boat, with grappling gear, to search for the body, which they recovered and delivered to an undertaker.
June 16	Old Chicago, Illinois, Lake Michigan.	.....do	At 12 midnight keeper received notice by telephone that a boy had fallen from a dock and drowned, $2\frac{1}{2}$ miles distant. He at once dispatched surfmen to the point to make search, but they returned at 3 a. m., having made a fruitless attempt

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1908.			
June 16	Old Chicago, Illinois, Lake Michigan.	Recovery of body ..	to find the body. At 7 a. m. the keeper took charge of search party in Whitehall boat, recovered the body, and delivered it to the father of the deceased.
June 17	Vermilion, Michigan, Lake Superior.	Aid to injured.....	A man working near station cut his foot badly with an adze, and keeper dressed and bandaged the wound.
June 18	Aransas, Texas .....	.....do	At 6.30 p. m. keeper went to Tarpon Hotel and stitched up and dressed the wounds of a boy who had been kicked in the face by a horse.
June 18	Two Heart River, Michigan, Lake Superior.	Fire extinguished..	At 2 p. m. fire broke out in a cottage near station, and surfmen extinguished same.
June 18	Southside, California.....	Aid to injured.....	At 6 p. m. a man came to station bleeding badly from several wounds and stated that he had been beaten and robbed, about 3 miles distant from the station, by persons unknown to him. Keeper gave him stimulants, dressed his wounds, sent him to the hospital, and then reported facts to police department.
June 20	Cleveland, Ohio, Lake Erie.	Body found.....	At 11 a. m. the tug John Gregory stopped off station with the body of E. A. Haskins, who lost his life at the foundering of the steamer Charles H. Davis, of which he was master. Keeper took charge of the body and telephoned for an undertaker, who came and took charge of the remains.
June 20	Milwaukee, Wisconsin, Lake Michigan.	Recovery of property.	Between 2 and 3 p. m. station crew put out in surfboat and recovered a valuable horse that in fright had broken from a carriage and plunged into the harbor.
June 21	Quonochontaug, Rhode Island.	Body found.....	At 12 noon keeper proceeded to eastward 1½ miles and took charge of the body of a man that had washed ashore, later delivering it to the custody of the coroner.
June 21	Louisville, Kentucky.....	Recovery of body..	Station crew dragged the river and recovered the body of a man who had fallen from the dike and drowned, delivering it to coroner.
June 22	Little Island, Virginia....	Recovery of property.	Keeper delivered to agent of Clyde Steamship Co. a barrel of turpentine found on the beach by surfmen.
June 22	Grays Harbor, Washington.	Body found.....	Surfmen found on the beach the body of a man, in a badly decomposed condition, placed it in a tight box and notified the coroner.
June 23	Jerrys Point, New Hampshire.	Clothing furnished.	Keeper supplied clothing from stores of the Women's National Relief Association to master of the wrecked schooner BVH and his wife.
June 23	Louisville, Kentucky.....	Rescue from danger.	At 11.45 a. m. keeper learned that a man had fallen overboard from a steamer near by, and immediately manned a boat and pulled to the rescue. The mate of the steamer had reached down with a boat hook and was supporting the imperiled man when the life-savers arrived and took him into their boat.
June 24	Erie, Pennsylvania, Lake Erie.	Recovery of body ..	Being apprised by telephone that a man had drowned near Erie docks, station crew pulled to the place, supplied with grappling hooks, and after twenty-five minutes' work recovered the body. They attempted resuscitation by Service methods, continuing it until the physician arrived and pronounced life extinct.
June 25	Charlevoix, Michigan, Lake Michigan.	Rescue from drowning.	At 11.40 p. m. a raftsmen fell overboard near station, and, in response to an alarm sounded by the lookout, surfmen manned Whitehall boat and rescued the drowning man just as his strength failed.
June 25	.....do .....	.....do	An intoxicated man, who fell from a pier near the station, was taken out of the water by the life-saving crew and provided with dry clothing from the stores of the Women's National Relief Association.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. June 26	Middle Island, Michigan, Lake Huron.	Transportation	At 7.45 p. m., in response to a whistle from the U. S. light-house steamer Marigold, station crew manned surfboat and landed inspector Seventh light-house district, Commander Winslow, U. S. Navy, on official business, later carrying him back to his vessel.
June 27	Michigan City, Indiana, Lake Michigan.	Aid to injured.....	While walking through the park, a surfman heard groans in an outhouse, and upon investigation, found a man who had shot himself with suicidal intent. He immediately reported to keeper, and the latter procured a doctor, whom he assisted in dressing the wounds of the injured man and placing him in an ambulance.
June 27	Old Chicago, Illinois, Lake Michigan.	Rescue from danger.	At 9.30 p. m. surfman on pier watch rescued from drowning an intoxicated man, who fell from the pier.
June 27	Cape Disappointment, Washington.	Recovery of property.	During rough weather, while patrolling Peacock Spit in lifeboat, station crew picked up a drifting net, valued at \$300, and restored it to owner.
June 28	Michigan City, Indiana, Lake Michigan.	Bodies recovered (2)	At 1 p. m., in response to a telephone call, surfmen manned Whitehall boat, pulled a mile up the river and recovered the body of a boy who had drowned. Upon returning to station they learned that another boy had drowned near the breakwater, and at once went to the place and recovered the body. They attempted resuscitation, but found life extinct.
June 28	Old Chicago, Illinois, Lake Michigan.	Fire extinguished..	At 7.30 p. m. fire broke out on breakwater near new life-saving station, and surfmen went to it on board a tug and assisted to extinguish the flames.
June 29	Jackson Park, Illinois, Lake Michigan.	Rescue from peril..	At 1 p. m. surfmen pulled out in Whitehall boat and rescued two boys, who were drifting helplessly into the lake on a raft.
June 29	Racine, Wisconsin, Lake Michigan.	Recovery of property.	Surfmen with grappling gear recovered a bicycle that had fallen from a wharf into deep water, and restored it to owner.

VESSELS WARNED FROM DANGER.

1902-1903.

VESSELS WARNED FROM DANGER.

The regulations of the Service require the station crews to patrol the beaches every night from sunset to sunrise, and also during the daytime in thick and stormy weather. The main purpose is to obtain speedy knowledge of casualties and to insure prompt assistance. An additional important object is the discovery of vessels standing into danger, in order that they may be warned away and escape disaster. The value of this feature of the patrol system is inestimable.

During the last year 214 vessels were warned away from peril by the patrolmen, 198 of them during the night and under such circumstances, as will be seen from the following table, as would have made disaster almost certain but for the warnings of the patrols:

WARNED BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1902.		
July 8	Yaquina Bay, Oregon	The N. patrol from 8 p. m. to midnight burned a Coston signal and warned away a steamer that was standing too close to the reef.
July 11	Ilwaco Beach, Washington...	A steamer heading for the beach, 3 miles N. of station, was apprised of her danger when the patrolman displayed a red light at 2.10 a. m. She immediately changed her course and stood seaward.
July 12	Yaquina Bay, Oregon	At 10.20 p. m. surfman on N. patrol burned a danger signal and warned a steamer which was standing toward the south reef. She blew three blasts on her steam whistle in acknowledgment, and at once changed her course so as to enter the bay.
July 18	Willapa Bay, Washington....	The watch from 8 p. m. to midnight saw the lights of a steamer which was perilously close to the beach, and at once set off a Coston signal in warning. She immediately shaped a safer course and soon disappeared from view.
July 26	Pamet River, Massachusetts..	At 9 p. m. station lookout observed a three-masted schooner at anchor near the bar and burned a red signal to warn her of her danger. Shortly afterwards she weighed anchor and stood out clear on an offshore tack.
Aug. 3	Blue Point, New York.....	Patrolman during middle watch saw a schooner's side light near the beach and burned a Coston signal in warning, which was heeded in time and the vessel stood off.
Aug. 3	Lone Hill, New York	At 1 a. m. the patrol sighted a vessel heading for the land and warned her with a danger signal, when she changed her course.
Aug. 6	Cross Island, Maine	A surfman warned a steamer by night signal that she was too close in and she promptly hauled offshore.
Aug. 6	Cobb Island, Virginia	At 11.45 p. m. a patrolman burned a signal warning a vessel that she was standing into danger, and she thereupon kept off for deep water.
Aug. 7	Fletchers Neck, Maine.....	Surfman on W. patrol apprised a launch of the dangerous proximity of land by a night signal, and she stood off.
Aug. 8	Point Allerton, Massachusetts	Surfman No. 2 sighted a sailing vessel near the shore at 10 p. m. and burned a cautionary signal, which was duly heeded.
Aug. 8	Southampton, New York.....	The surfman having the midwatch fired a Coston signal, thus advising a schooner of the close proximity of land, whereupon she hauled off.
Aug. 9	Point Reyes, California	At 3.15 a. m. the S. patrol warned a steamer that she was too near the beach by burning a danger signal, and she headed out for deep water, averting casualty.
Aug. 13	Hog Island, Virginia.....	At 9 p. m. a steamer heading toward the shoals was warned away by a Coston light.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1902.		
Aug. 15	North Beach, Maryland	During the midwatch the N. patrol burned a night signal in warning to a schooner sailing too near the beach, and she at once changed her course.
Aug. 23	Cape Fear, North Carolina....	At 8.30 p. m. the S. patrol burned a Coston light apprising a vessel that she was standing into danger.
Aug. 25	Point Allerton, Massachusetts	At 1.50 a. m. a surfman saw a vessel in peril of stranding and warned her away by night signal.
Aug. 27	Hog Island, Virginia	At 1 a. m. a surfman burned a Coston light to warn a schooner of her perilous proximity to shoal water and she immediately tacked offshore.
Aug. 27	Cobb Island, Virginia	At 10 p. m. the patrol sighted a vessel heading for shoal water, which, in response to his danger signal, stood out to sea.
Aug. 28	Indian River Inlet, Florida ..	Shortly after dark the keeper burned a Coston signal in warning to a steamer with a tow, dangerously near the bar, and she promptly hauled out on a safe course.
Aug. 29	South Manitou Island, Michigan.	At 10.45 p. m. a surfman sighted a schooner close on the lee shore, which, in response to his danger signal, quickly went about and fortunately passed in safety.
Aug. 31	Wood End, Massachusetts....	During the first watch surfman No. 5 warned a schooner by a danger signal and she at once tacked offshore.
Aug. 31	Pea Island, North Carolina....	The first night patrol warned a steamer off the bar by a Coston signal.
Sept. 2	Wood End, Massachusetts....	A steamer, which was running perilously close to the beach, changed her course and stood farther out on seeing a Coston signal displayed by the midnight patrol.
Sept. 3	Race Point, Massachusetts ...	The W. patrol from midnight to 4 a. m. flashed a red signal light and apprised of her danger a schooner that was heading onto Dogfish Bar. She hauled offshore and passed clear.
Sept. 3	Peaked Hill Bars, Massachusetts.	A schooner in jeopardy near the bars eased off her sheets and stood seaward on seeing a warning signal displayed by the N. patrol during the first night watch.
Sept. 3	Orleans, Massachusetts.....	At 9.40 p. m. surfman on N. patrol discovered a two-masted schooner very near the shore and in imminent danger of stranding, and at once fired a Coston signal, whereupon she instantly stood seaward and passed in safety.
Sept. 5	Hog Island, Virginia	At 1 a. m. N. patrolman saw both side lights of a large four-masted schooner which was heading straight for the bar, and at once ignited a red light in warning, whereupon she hauled offshore and soon disappeared from view.
Sept. 5	Humboldt Bay, California ...	The beach patrol during the first night watch observed a steamer's light close to the beach and warned her off by the usual danger signal, which she promptly heeded.
Sept. 6	Point Allerton, Massachusetts	At 9 p. m. surfman on S. patrol sighted a schooner perilously near the rocks and at once burned a Coston light, which caused her master to see his danger and shape a safer course.
Sept. 8	Bodie Island, North Carolina	A small schooner which was too near the beach was warned off by a danger signal of the N. patrol at 8.20 p. m.
Sept. 8	Willapa Bay, Washington	The station lookout set off a Coston light at 8 a. m. and warned a schooner that was heading inshore and in danger of striking. She acknowledged the warning and escaped by standing seaward at once.
Sept. 9	New Shoreham, Rhode Island	The N. patrol from 4 to 8 a. m. burned a red light and warned away a catboat that was dangerously near the breakers.
Sept. 10	Pea Island, Virginia.....	A steamer in jeopardy near the bar changed her course and passed clear upon seeing the signal which the N. patrol displayed in warning at 10.40 p. m.
Sept. 12	Wood End, Massachusetts....	The S. patrol from 8 p. m. to midnight showed the usual danger signal to a schooner much too near the beach, whereupon she went about on an offshore tack.
Sept. 13	Crumple Island, Maine.....	At 8.45 p. m., during a dense fog, the lookout heard the fog horn of a schooner which was dangerously near the island and burned a Coston light in warning. He then hailed her and informed her master of his position, whereupon the vessel was quickly put on a safe course and went clear.
Sept. 15	False Cape, Virginia.....	Station watch fired two danger signals at 11 p. m. to a steamer running dangerously near the shoals. At the second warning she shaped a safer course.
Sept. 18	Highland, Massachusetts....	Upon seeing a Coston light, which the patrolman displayed during the middle watch, a schooner in danger near the bar immediately stood seaward.
Sept. 20	Metomkin Inlet, Virginia	Surfmen on patrol from 8 p. m. to midnight fired a signal and warned away a vessel that was much too near shoal water.
Sept. 26	Sandy Point, Rhode Island...	At 7.20 p. m. surfman on S. patrol burned a red light and prevented a schooner from stranding.
Sept. 29	Wood End, Massachusetts....	During the middle watch a schooner in imminent peril of stranding promptly tacked seaward upon seeing the warning shown by the N. patrol.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1902.		
Oct. 4	Cranberry Islands, Maine	At 1 a. m. a surfman burned a Coston signal, warning a steamer that she was too near the shore, and she changed her course.
Oct. 5	Brazos, Texas	At 11.10 p. m. the N. patrol sighted a schooner standing dangerously near the bar, and warned her off with a Coston light.
Oct. 6	Old Harbor, Massachusetts....	Shortly after dark a surfman burned a night signal to a schooner heading for the beach, and she promptly changed her course.
Oct. 8	Hog Island, Virginia	At 10 p. m. a patrolman burned a night signal to a steamer heading too near the bar, and she immediately stood offshore.
Oct. 11	Point Allerton, Massachu- setts.	During the first night watch the S. patrol flashed a danger signal to a schooner standing onto the beach, and she at once went about on the other tack.
Oct. 14	Gilgo, New York	The first night patrol sighted a steamer with four barges in tow headed dangerously near the shore, and succeeded in warning her off with a Coston light.
Oct. 15	Crisps, Michigan	At 2.10 a. m. a surfman saw a steamer heading for the land. He flashed a night signal, to which she responded by sounding her whistle and hauling out into the lake.
Oct. 17	Wood End, Massachusetts....	Surfman on patrol from midnight to 4 a. m. burned a night signal to warn a sloop that she was in dangerous proximity to land.
Oct. 20	Parramore Beach, Virginia ..	At 10.30 p. m. the N. patrol warned a schooner from a perilous position by a night signal.
Oct. 22	Humboldt Bay, California....	A surfman on first night patrol burned a signal to a steamer standing too close to the beach, and she promptly hauled offshore.
Oct. 23	Jerrys Point, New Hampshire.	At 9 p. m. a surfman on patrol discovered a large tug standing dangerously near some rocks and burned a Coston signal, which caused her to change to a safe course.
Oct. 23	Grande Pointe au Sable, Michigan.	About 5 a. m. a patrolman sighted a schooner very close to the beach, and apparently no one on deck. He shouted loudly, and the crew rushed on deck and put her about just in time to save her from stranding.
Oct. 26	Wallis Sands, New Hamp- shire.	Six Coston signals were expended at station to guide the Rye Beach surfboat coming in from the Isles of Shoals with a shipwrecked crew on board.
Oct. 26	Two Mile Beach, New Jersey.	At 6.40 p. m. a surfman burned a night signal to warn a vessel that was too near the bar at Cold Spring Inlet.
Oct. 28	New Inlet, North Carolina ...	At 9 p. m. a patrolman sighted a steamer headed for the bar and flashed a danger signal, whereupon she hauled out for deep water.
Oct. 28	Chicamacomico, North Caro- lina.	The patrol on first night watch warned a steamer of danger with a night signal.
Oct. 28	Humboldt Bay, California....	At 1.30 a. m. a patrolman sighted a steamer very close to the shore which hauled out to sea when he flashed a warning signal.
Oct. 29	Gurnet, Massachusetts	At 1.30 a. m. a surfman saw a vessel standing on a course that would surely cause her to strand and burned a Coston signal, to which she responded by standing off.
Oct. 30	Point Lookout, New York....	During the midwatch the E. patrol warned a steamer that she was on a dangerous course by displaying a night signal, and she hauled out to sea.
Oct. 31	Crisps, Michigan	At 6.30 p. m. a patrolman burned two Coston signals in response to a torch burned on a vessel in the lake. The station crew pulled out in surfboat, but found nothing requiring their attention.
Nov. 1	Highland, Massachusetts.....	Surfman on S. patrol from sunset until 8 p. m. burned a Coston light to a steamer, which was approaching too near the bar. She flashed her searchlight in acknowledgment and hauled farther out.
Nov. 2	Vermilion, Michigan	Patrolman displayed a danger signal at 2.30 a. m. and warned a steamer which was running into peril 3 miles E. of station.
Nov. 3	Deer Park, Michigan	At 3 a. m. a large steamer too close to the beach was apprised of her danger and steered a safe course when surfman on patrol showed a red light in warning.
Nov. 4	Jerrys Point, New Hamp- shire.	At 11 p. m. N. beach patrol fired a Coston light, which caused a schooner in dangerous proximity to the rocks to understand her jeopardy and haul offshore.
Nov. 4	Wallis Sands, New Hamp- shire.	During the first night watch surfman on N. patrol saw a schooner in danger near Long Point and at once displayed a red night signal, which caused her to go about just in time to clear the ledges.
Nov. 4	Rehoboth Beach, New Jersey.	A large steamer perilously close to the beach immediately stood seaward upon seeing a night signal ignited in warning by the N. patrol at 10 p. m.
Nov. 4	Assateague Beach, Virginia ..	At 2 a. m. three men in a small boat were warned of their hazardous approach to the breakers by surfman on W. patrol setting off a Coston light.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1902.		
Nov. 7	Point Allerton, Massachusetts.	Station lookout from 8 p. m. to midnight observed a schooner very close to the shore and burned a danger signal, which caused her to haul out into the channel at once.
Nov. 7	Popes Island, Virginia.....	N. beach patrol sighted a large schooner standing toward the beach during the first night watch and immediately set off a Coston signal, whereupon she hauled seaward.
Nov. 8	Cape Henlopen, Delaware....	A schooner steering a course that would soon cause her to strand on the point of the cape, immediately hauled out clear upon seeing the patrolman's warning signal.
Nov. 8	Parramore Beach, Virginia...	Surfman on S. patrol ignited a danger signal at 5 a. m. and warned a steamer in peril near the shoals.
Nov. 13	Two Mile Beach, New Jersey.	At 7 p. m. N. beach patrol burned a red light and apprised a large steamer of her dangerous proximity to Turtle Gut Inlet Bar. She heeded the warning and passed clear.
Nov. 13	Pointe aux Barques, Michigan.	At 5.45 p. m. during hazy weather a large steamer bound down the lake was observed to be steering a course which would soon carry her onto the reef, whereupon station lookout fired a warning signal, which she acknowledged by at once standing farther out.
Nov. 16	Assateague Beach, Virginia..	A sloop in danger of running into the breakers hauled out and anchored when the beach patrol showed a red light in warning at 9.15 p. m.
Nov. 17	Orleans, Massachusetts.....	At 12.25 a. m. surfman on S. patrol discovered a tug, with barge in tow, perilously close to the beach, and at once burned a Coston light, upon seeing which the tug hauled offshore.
Nov. 17	Little Island, Virginia	At 6 p. m. a steamer running toward the shore, in thick weather, was apprised of her peril and stood seaward when station lookout fired a Coston light. A largest steamer was warned off the beach by the N. patrol during the sunset watch.
Nov. 17	Wash Woods, North Carolina.	At 6 p. m. the beach patrol displayed three Coston signals to a vessel in danger close to shore before she went about and stood seaward.
Nov. 18	North Beach, Maryland.....	The first night watch S. warned a steam vessel of her hazardous position by showing a red light, which caused her to steer seaward.
Nov. 19	False Cape, Virginia	During the sunset watch patrolman sighted a steamer steering for the beach and burned two danger signals in quick succession, which caused her to change her course and pass clear.
Nov. 22	Wood End, Massachusetts....	N. beach patrol from 8 p. m. to midnight burned a danger signal and thus warned away a schooner which was much too near Dogfish Bar for safety.
Nov. 22	False Cape, Virginia	At 8 p. m. keeper discovered a steamer heading directly for the shore and close in. He quickly set off two red lights giving her timely warning, and she hauled out clear.
Nov. 23	Wash Woods, North Carolina.	At 2.30 a. m. surfman on S. patrol saw a steamer rapidly nearing the beach and flashed a danger signal, which she acknowledged by blowing three blasts on her steam whistle and quickly steering seaward.
Nov. 26	Cobb Island, Virginia	At 11 p. m. the patrol prevented the stranding of a schooner upon the shoals by burning a Coston light, which informed her of her peril.
Nov. 27	Cahoons Hollow, Massachusetts.	S. patrol set off a red light at 1.30 a. m. and warned a steamer away from the beach 2 miles S. of station.
Nov. 27	Absecon, New Jersey.....	Shortly after darkness set in, the N. patrol burned a danger signal and showed a steamer running too near the beach her peril, in time to avert a casualty.
Nov. 27	Cobb Island, Virginia	At 10.45 p. m. the patrol observed a vessel in danger near the beach and displayed a Coston signal in warning.
Nov. 30	Hog Island, Virginia.....	At 10.20 p. m. a steamer was sighted much too near the shoals, and was apprised of her danger in time to avoid stranding.
Nov. 30	Cobb Island, Virginia	A vessel standing into danger at 4.20 a. m. immediately hauled offshore upon seeing the patrolman's warning signal.
Dec. 1	Willapa Bay, Washington....	At 3 a. m. a surfman on patrol sighted a steamer's light close to the beach and at once warned her off with a Coston signal.
Dec. 2	Point Lookout, New York....	A patrolman, during the middle watch, flashed a danger signal to a schooner heading for the shore, and she immediately went about.
Dec. 2	New Inlet, North Carolina...	A surfman on evening watch burned a night signal to caution a steamer near the beach, whereupon she hauled out upon a safe course.
Dec. 4	Little Island, Virginia.....	A patrolman burned a night signal to a steamer dangerously near the beach, and she quickly changed her course and passed in safety.
Dec. 4	Deer Park, Michigan.....	At 11 p. m. a surfman flashed a danger signal to a vessel heading an unsafe course, and she at once hauled out into the lake.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1902.		
Dec. 5	Wood End, Massachusetts....	The N. patrol warned a schooner heading for the land by burning a Coston light, and she promptly tacked offshore.
Dec. 7	Wallis Sands, New Hampshire	At 5.40 p. m. the S. patrol burned a warning signal to a schooner heading for some ledges, and she responded by changing her course.
Dec. 8	Barnegat, New Jersey.....	At 4 a. m. a surfman warned a schooner off the shoals with a Coston light.
Dec. 8	South Brigantine, New Jersey.	The S. patrol burned a red light warning a steamer of her dangerous proximity of shoal water.
Dec. 9	Two Heart River, Michigan..	At 5 a. m., during a thick snowstorm, a steamer was sighted through a rift standing directly for the station and a surfman promptly flashed a danger signal, to which she responded by three blasts of her whistle and hauled out into the lake.
Dec. 13	Georgica, New York.....	The morning patrol burned a Coston signal to warn a steamer off the beach, and she passed in safety.
Dec. 14	Willapa Bay, Washington....	At 2 a. m. the lookout cautioned a schooner on a dangerous course by flashing a night signal, and she hauled out for deep water.
Dec. 20	Core Bank, North Carolina...	During the first watch the N. patrol burned a Coston signal to warn a schooner that she was on a perilous course.
Dec. 21	Highland, Massachusetts....	During the 8 to 12 p. m. watch a surfman discovered a vessel dangerously near the bar, and at once warned her with a night signal, whereupon she changed her course.
Dec. 23	Ocean City, New Jersey	A patrolman just after nightfall burned a Coston signal, apprising a steamer of her unsafe proximity to land.
Dec. 23	Cobb Island, Virginia	At 11 p. m. the patrol saw a vessel heading on a dangerous course and in response to his signal of warning she kept off for deep water.
Dec. 28	Isle of Wight, Virginia	At midnight a patrolman warned a schooner of danger by burning a Coston signal, and she at once changed her course and passed safely.
Dec. 28	Grays Harbor, Washington...	At 7 a. m. a vessel near the shore burned a torch to which a surfman on patrol responded with a Coston light, and she headed offshore.
Dec. 29	Wachapreague, Virginia	A surfman having the middle watch warned a steamer near the shoals that she was in peril, and she quickly changed her course, passing safely.
Dec. 31	Highland, Massachusetts.....	Shortly after dark a four-masted schooner was warned off the bar by a surfman, who flashed a night signal.
1903.		
Jan. 2	San Luis, Texas	At 11 p. m. a large steamer heading in for San Luis Pass was apprised of her danger, and stood seaward when the SW. patrol burned a Coston light.
Jan. 3	Wood End, Massachusetts....	During the morning watch the S. patrol displayed a danger signal and warned a tug, anchored near the shore, that a scow she had fast astern had stranded on the beach.
Jan. 3	Pamet River, Massachusetts.	The middle watch signaled a schooner of her perilous proximity to the bars.
Jan. 3	New Inlet, North Carolina ...	Between sunset and 9 p. m., during a thick fog, the S. patrol discovered a steamer's white light close to the bar and at once flashed a danger signal, whereupon she shaped a safe course.
Jan. 3	Chicamacomico, North Carolina.	During the first night watch the N. patrol saw a steamer heading for the beach in thick weather, and set off a Coston light, which informed her master of his peril.
Jan. 4	Point Lookout, New York....	A steamer heading for the beach stopped and then stood offshore upon seeing a danger signal displayed by the E. patrol between 6 and 8 p. m.
Jan. 5	Long Beach, New York	A schooner that was heading for the beach tacked and stood seaward upon seeing the patrolman's warning signal.
Jan. 7	Cahoons Hollow, Massachusetts.	At 11 p. m. the N. patrol burned a Coston light, and thus warned off a fishing schooner that was in danger of running ashore.
Jan. 7	Ocean City, New Jersey	The middle watch displayed a danger signal, which caused a steamer running perilously close to the bar to change her course and thus avoid disaster.
Jan. 8	North Beach, Maryland.....	During the first watch the S. patrol sighted a sloop in peril near the breakers and warned her away with a danger signal.
Jan. 9	Little Egg, New Jersey.....	Surfman on S. patrol from 8 p. m. to midnight flashed a night signal and thus prevented a schooner stranding on the shoals.
Jan. 9	Dam Neck Mills, Virginia....	The middle watch sighted a steamer's light too close in for safety. He at once displayed a red signal, upon seeing which she promptly hauled off.
Jan. 9	Brigantine, New Jersey	S. patrol from 8 p. m. to midnight saw a steamer standing toward the shoals upon which she would soon strand. He burned a Coston light, which caused her to steer seaward.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1903.		
Jan. 10	Point Lookout, New York....	A steamer standing in for the beach turned and stood safely to the westward when the E. patrol, during the early morning watch, flashed a warning signal.
Jan. 10	South Brigantine, New Jersey	The sunset patrol warned off a steamer whose course was taking her onto the shoals.
Jan. 10	Wachapreague, Virginia	The patrol displayed a night signal to a steamer heading for the shoals, whereupon she changed her course and steamed out of danger.
Jan. 13	Townsend Inlet, New Jersey..	Patrol from 4 a. m. to sunrise fired two Coston signals and warned a vessel away from the bars.
Jan. 18	Point Lookout, New York....	The E. patrol saw a steamer very close to the beach and set off two red night signals in quick succession. She immediately turned and stood seaward.
Jan. 19	Bonds, New Jersey	During the watch from 8 p. m. to midnight the patrol flashed a warning signal to a vessel too close in, whereupon she hauled farther out.
Jan. 20	Rehoboth Beach, Delaware ..	Shortly after dark the patrol sighted a steamer's light very near the beach and immediately set off a Coston light, which apprised her of her danger and caused her to turn seaward.
Jan. 20	Yaquina Bay, Oregon	When the fog lifted at dusk the patrol sighted a four-masted ship just to the southward of the S. reef and fired a danger signal, which caused her to immediately haul offshore, and thus avert disaster.
Jan. 21	Virginia Beach, Virginia	Between 9 p. m. and midnight the S. patrol burned three night signals, and warned away a steamer that was too near the shore for safety. The middle watch also displayed a red light to a steamer heading on the beach, and she stood farther out.
Jan. 21	Willapa Bay, Washington	At 11.45 p. m. the lookout warned a steamer in peril near the beach.
Jan. 22	Atlantic City, New Jersey....	At 9.10 p. m. a schooner perilously close to the beach was warned off by the usual night signal.
Jan. 22	Metomkin Inlet, Virginia	The first night watch burned a Coston signal and warned off a vessel which was dangerously near the breakers.
Jan. 22	Willapa Bay, Washington....	A vessel in close proximity to the shore was warned off by the station lookout at 5 a. m.
Jan. 23	South Brigantine, New Jersey.	The S. patrol from 8 p. m. to midnight discovered a steamer heading in and very close to the shoals. He burned a Coston light, which the steamer acknowledged by showing a red flash light and immediately standing seaward.
Jan. 24	Chicamacomico, North Carolina.	A steamer heading on shore was warned off by the N. patrol during the first watch.
Jan. 25	Point Allerton, Massachusetts.	At 1.45 a. m. surfman on patrol saw a schooner dangerously near the rocks, and warned her off with a Coston signal.
Jan. 25	Wash Woods, North Carolina.	Upon seeing a red light, which the S. patrol displayed in warning, a schooner approaching the beach at once bore away.
Jan. 26	Dam Neck Mills, Virginia....	Between 3 a. m. and sunrise the N. patrol sighted a steamer's lights close inshore, and warned her away with the usual night signal.
Jan. 28	Blue Point, New York	The sunset patrol saw the red light of a steamer perilously near shoal water, and fired a warning signal. She answered with a flare-up light and promptly steamed seaward.
Jan. 29	Napeague, New York	Between 8 p. m. and midnight the beach patrol warned away a steamer in peril near the shore.
Jan. 30	Wood End, Massachusetts....	The first night watch burned a Coston signal and warned a steamer in too close proximity to the beach. She changed her course and passed clear.
Jan. 30	Pecks Beach, New Jersey	At 12 p. m. a steamer in peril near the beach recognized a surfman's warning signal by immediately standing out into deep water.
Jan. 30	Hog Island, Virginia	Shortly after sunset the beach patrol flashed a red light and warned a vessel in jeopardy near the shoals. She changed her course in time to clear the bar and sailed away.
Feb. 2	Gilberts Bar, Florida	A south-bound steamer dangerously near the shore hauled out to sea upon being warned by keeper's burning a Coston signal.
Feb. 3	Nahant, Massachusetts	About 1.45 a. m. the E. patrol sighted a vessel heading directly for Eastern Point and burned a Coston signal, whereupon she hauled out upon a safe course.
Feb. 4	Mecox, New York	Shortly before daylight a patrolman burned a night signal, warning a steamer with three barges in tow that she was on a dangerous course.
Feb. 5	Salisbury Beach, Massachusetts.	At 6.30 p. m., during thick weather, surfmen on N. patrol heard a steamer whistling off the bar and answered her by flashing two night signals.
Feb. 6	Forge River, New York	During the middle watch a patrolman flashed two warning signals to a steamer perilously near the beach.
Feb. 8	Little Kinnakeet, North Carolina.	At 3 a. m., during thick weather, a surfman discovered a steamer dangerously near shore and burned a Coston signal, when she promptly hauled out.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1908.		
Feb. 14	Orleans, Massachusetts	Shortly after midnight a surfman on patrol sighted a four-masted schooner too near the outer bar and warned her off by night signal.
Feb. 15	Townsend Inlet, New Jersey..	Patrol from sunset to 8 p. m. burned a red Coston signal to warn a steamer off the bar.
Feb. 15	Hereford Inlet, New Jersey...	Surfman on first night patrol warned a steamer of the proximity of the beach by a night signal, and she kept clear.
Feb. 16	Cobb Island, Virginia	At 11 p. m. a patrolman saw a vessel standing into danger and burned a Coston signal, whereupon she hauled out for deep water.
Feb. 17	Parramore Beach, Virginia...	Surfmen on N. and S. patrol, during midwatch, each warned a vessel off the beach by flashing night signals.
Feb. 21	Point Lookout, New York....	Surfman on first night watch burned a Coston danger signal to a bark, which shortly after came to anchor.
Feb. 22	New Inlet, North Carolina...	Soon after dark a patrolman sighted a steamer dangerously near the shoals and flashed a warning signal, which caused her to head offshore.
Feb. 26	Oregon Inlet, North Carolina.	The first night patrol burned a Coston signal and warned a steamer that she was in peril, whereupon she stood off for deep water.
Mar. 1	Georgica, New York.....	Surfmen on patrol from midnight to 4 a. m. burned a Coston signal warning a vessel off the beach.
Mar. 1	Little Beach, New Jersey.....	At 10 p. m. a patrolman saw a steamer heading for the shore with both side lights in view, and flashed a danger signal, whereupon she hauled upon a safe course down the beach.
Mar. 3	Isle of Wight, Maryland.....	Surfman on first night patrol burned a Coston signal to a sloop sailing too close to the beach, and she promptly headed offshore.
Mar. 9	Cahoons Hollow, Massachu- setts,	At 2 a. m. surfman No. 6 saw a schooner in danger of running ashore, and warned her off with a night signal.
Mar. 10	Pecks Beach, New Jersey	About 11.45 p. m. a surfman on patrol displayed a Coston signal to a steamer which was dangerously near the beach, and she headed out for deep water.
Mar. 10	Little Island, Virginia.....	Two patrolmen burned Coston signals to a steamer, apprising her that she had the land close aboard, and she passed off in safety.
Mar. 11	Spermaceti Cove, New Jer- sey.	Surfman on early morning patrol during foggy weather burned a Coston signal to a steamer near the beach, and she promptly dropped her anchor and lay until the fog cleared.
Mar. 12	False Cape, Virginia.....	Soon after dark the surfman on N. patrol flashed a danger signal to a steamer too close in, and she stood seaward.
Mar. 22	Sandy Hook, New Jersey.....	At 11.30 p. m. a surfman warned a steamer from a dangerous position by night signal.
Mar. 24	Point Lookout, New York....	Patrolman from 6 to 8 p. m. burned a signal to a steamer too near the bar, and she hauled seaward.
Mar. 25	Wood End, Massachusetts....	During the midwatch surfman No. 3 saw a schooner heading for the land, and she at once went about when he flashed a night signal.
Mar. 25	Pamet River, Massachusetts..	Shortly after nightfall a surfman warned a steamer off the bar by a Coston signal.
Mar. 25	Isle of Wight, Maryland.....	During the first night watch the S. patrol burned a Coston signal to a large schooner, which at once hauled offshore.
Mar. 28	Pecks Beach, New Jersey	At 11.30 p. m. a schooner was warned out of danger by surfman No. 6, who flashed a night signal.
Mar. 28	Pea Island, North Carolina...	At 4.30 a. m. a steamer heading for the bar hauled offshore upon being warned by a patrolman, who burned a Coston signal.
Mar. 29	Coskata, Massachusetts	At 10 p. m. a surfman discovered a schooner standing dangerously near Great Point and fired a Coston signal, whereupon she turned and stood offshore.
Mar. 30	Wood End, Massachusetts....	During the midwatch the S. patrol burned a Coston signal in warning to a schooner steering a dangerous course and she immediately hauled out for deep water.
Apr. 4	Rye Beach, New Hampshire..	At 9 p. m. the W. patrol sighted a schooner heading dangerously near to Rye Ledge and flashed a Coston signal, whereupon she wore seaward and soon after came to anchor.
Apr. 9	Assateague Beach, Virginia..	At 10.15 p. m. the E. patrol fired a warning signal to a schooner which was too close to the beach, and she at once tacked offshore.
Apr. 17	Cobb Island, Virginia	At 2.20 a. m. the patrol burned a night signal to a schooner in danger of stranding, and she hauled up for deep water.
Apr. 18	Little Beach, New Jersey.....	At 10.30 p. m. a surfman sighted a schooner on a dangerous course and flashed a warning signal. She responded with a rocket and hauled offshore.
Apr. 19	Isle of Wight, Maryland.....	At 4 a. m. a patrolman fired a Coston signal to a vessel too near shore, and she at once changed her course.
Apr. 21	Townsend Inlet, New Jersey.	About 11 p. m. a surfman burned a red signal in warning to a vessel dangerously close to Townsend Inlet bar.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1908.		
Apr. 24	Grays Harbor, Washington...	During the first night watch the lookout displayed a Coston light to a steamer which appeared to be steering a dangerous course, and she passed clear.
Apr. 25	Wood End, Massachusetts....	During the first night watch the S. patrol burned a Coston signal, warning a schooner that she was on an unsafe course.
Apr. 25	Hatteras Inlet, North Carolina.	At 11.10 p. m. the N. patrol saw a schooner standing into danger and at once flashed a warning signal. She immediately hauled up to a safe course.
Apr. 28	Kitty Hawk, North Carolina.	At 3 a. m. the N. patrol sighted a vessel dangerously close to the beach, which tacked offshore upon his flashing a danger signal.
May 4	Point Allerton, Massachusetts.	At 11.15 p. m. S. patrol flashed a Coston light to a steamer that was dangerously near the bar, 1 mile S. from station, causing her to change her course and pass clear. Between midnight and 4 a. m. the W. patrol discerned a schooner very near the beach, in thick weather, and fired two danger signals, whereupon she shaped a safer course.
May 4	Two Heart River, Michigan...	A steamer heading directly on shore was warned away by the station patrol at 3 a. m.
May 6	New Inlet, North Carolina ...	Both patrols burned warning signals shortly before dawn to a steamer perilously near the bar, and she backed off and soon disappeared from view.
May 6	Chicamacomico, North Carolina.	The sunrise patrol displayed a red light to a steamer very close to the beach, 2½ miles N. of station, and advised her of her peril. She immediately stood seaward.
May 9	Orleans, Massachusetts.....	At 3.20 a. m. patrolman sighted a five-masted schooner running to the southward before a fresh N.E. wind and rough sea, and, as she was heading directly for the bar, set off a danger signal, apprising her of her position and causing her to pass clear.
May 10	Oak Island, New York.....	Warned a sloop off the beach 2 miles W. from station.
May 11	Monomoy Point, Massachusetts.	A catboat was warned out of danger at 8.40 p. m.
May 21	Wallis Sands, New Hampshire.	Shortly after dark a schooner dangerously near the ledges was given timely warning by the patrol and she tacked offshore.
May 22	North Beach, Maryland.....	The S. patrol, from 8 p. m. to midnight, displayed a red light to a schooner too near the beach causing her to stand seaward.
May 23	Oregon Inlet, North Carolina.	During the 9 p. m. to midnight watch a vessel was warned from danger when the patrol fired a Coston light.
May 26	Marblehead, Ohio.....	At 8.45 p. m. surfman on patrol set off two danger signals in quick succession and prevented a large steamer from stranding on the rocks near the light-house.
May 27	Vermilion, Michigan.....	A steamer with a tow was apprised of her dangerous proximity to shore, and at once shaped a safe course when the station patrol flashed a Coston light.

WARNED BY DAY SIGNALS.

1902.		
Aug. 9	Saluria, Texas.....	The American schooner Flower of France appeared off the port with men in the rigging searching for the pass, when the keeper hoisted range flags, by which she crossed the bar and stood up channel.
Aug. 31	Pointe aux Barques, Michigan, Lake Huron.	At 11.30 a. m. the keeper observed a large steam yacht heading inside the bell buoy and sure to strike on the inner reef should she continue her course. He immediately set signal GF (Shoal water or danger) and the vessel stopped, backed, and hauled out upon a safe course.
Sept. 15	Point Reyes, California.....	A United States battle ship was warned of her dangerous proximity to the shore when the station lookout rang the alarm bell during a thick fog at 11 a. m.
Oct. 1	Newburyport, Massachusetts.	At 4 p. m. the signal JD (You are standing into danger) was hoisted at station in warning to a schooner that was shaving the beach too close, and she at once headed on a safe course.
Nov. 4	.....do.....	At 9.30 a. m. keeper hoisted International Code signal FQ (Bar is dangerous) and warned a steam lighter about to cross the bar, upon which a dangerous sea was running. She put back and crossed in safety at high water later in the day.
Nov. 6	.....do.....	A schooner about to cross the bar stood seaward upon seeing the warning signal which the keeper displayed at the station. Later in the day she crossed in safety.
Nov. 7	Manomet, Point, Massachusetts.	The British steamer Lake Michigan was apprised of her position when the keeper hoisted the International Code signal BAGR (Plymouth, Massachusetts), about 9.30 a. m.

Warned by day signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1902. Dec.	Rye Beach, New Hampshire.	At 9 a. m. the keeper hoisted code signal JD (You are standing into danger) in warning to a small schooner which was dangerously near the beach, but she held her course, not regarding the warning, and he at once telephoned the adjoining station, Hampton Beach, to look out for her.
Dec. 3	Hampton Beach, New Hampshire.	At 9.20 a. m. the keeper hoisted code signal JD in warning to a schooner sailing too close to the beach. Just at the time the wind shifted, and she hauled out, passing clear.
Dec. 15	Coquille River, Oregon.....	At 4 p. m. the schooner Gem was observed heading for the bar. As there was a strong ebb tide, light wind, and shoal water on the bar, the keeper hoisted a danger signal and the schooner tacked offshore.
1903. Jan. 27	Newburyport, Massachusetts.	At 10.50 a. m. a schooner approached the bar with the intention of entering the river. A dangerous sea was breaking and the keeper hoisted the International Code signal FQ (Bar, or entrance, is dangerous), whereupon she stood offshore.
Feb. 25	Saluria, Texas.....	The lookout observed a schooner close in on the bar and the keeper set range flags to indicate her position, when she stood offshore.
Mar. 17	Hampton Beach, New Hampshire.	At 9.30 a. m., hazy weather prevailing, the code signal JD was hoisted by surfmen to warn a steamer that she was running too close to the shore, and she at once changed her course.
May 4	False Cape, Virginia.....	Station lookout hoisted International Code signal JD (You are standing into danger) and warned a large steamer that was heading for the Pebble Shoals, whereupon she stood farther offshore.
May 22	South Brigantine, New Jersey.	A steamer was observed heading for Brigantine Shoals, and the keeper had the International Code signal JD hoisted at the station. Upon seeing the signal the steamer turned and stood seaward.
June 21	Hampton Beach, New Hampshire.	At 7.45 a. m., during bad weather, the schooner Harriet Rogers was observed dangerously near the shore and heading for sunken rocks off the station. Keeper hoisted a warning signal, which she observed by keeping off; but still fearing that she might meet disaster, he telephoned the keeper of Newburyport station, who rendered her valuable assistance.

LETTERS OF ACKNOWLEDGMENT.

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LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following letters and other papers acknowledging the valuable services rendered by the life-saving crews in the instances to which they have reference have come to the office of the general superintendent during the year. Many other expressions of thanks of like character are noted in wreck reports and transcripts of journals.

BATH, MAINE, *July 7, 1902.*

DEAR SIR: I wish you to forward with your report to headquarters my thanks to our Government for the very prompt assistance I received at your hands in placing my vessel in a safe anchorage during the storm on the night of July 3, 1902. Allow me to also thank you and your crew for the services you rendered me.

Very truly, yours,

NELSON C. WALLACE,
Master Schooner Sadie and Lillie.

KEEPER OF HUNNIWELLS BEACH LIFE-SAVING STATION,
Popham Beach, Maine.

LOUISVILLE, KENTUCKY, *August 5, 1902.*

DEAR CAPTAIN: We desire to thank you most sincerely for your promptness in sending your men to the assistance of one of our members, Thomas Lanahan, and his wife and children, last Sunday afternoon.

Mr. Lanahan has not been on the river for several years, and was not aware of the danger into which he was taking his entire family, and which he escaped only through the timely assistance of your crew.

Hoping that you and your men will live long to continue your noble work, we are, with regards,

Very respectfully,

PASTIME BOATING CLUB,
By THOS. J. HINES,
Assistant Captain.

Captain WM. DEVAN,
Keeper U. S. Life-Saving Station, Louisville, Kentucky.

BUFFALO, NEW YORK, *August 9, 1902.*

DEAR SIR: Yourself and men are deserving of a great deal of credit, and we take this opportunity of thanking you for service rendered our yacht *Rocky John*, on August 7. I can assure you that we more than appreciate it, and shall not be backward in telling anyone what good work the Buffalo life-saving crew do.

Yours, truly,

OBERSHEINE and CRAUS, *Owners.*

Captain W. W. GRIESSER,
Keeper Life-Saving Station, Buffalo, New York.

PORTAGE, MICHIGAN, *September 11, 1902.*

SIR: On the night of September 10, when I was entering the Portage Ship Canal in a heavy WNW. gale, the stern of my ship struck the east breakwater a light, glancing blow, but went ahead and entered between the piers all right. As there were

some mud scows lying in the channel, I was forced to put my helm hard over to clear them and, on so doing, struck the west pier just abreast the lighthouse. No sooner had I struck than the bell at the life-station rang out a general alarm, and in less than five minutes Keeper McCormick and his willing crew were alongside ready to render assistance. After examining the side where the vessel struck they informed me that no serious damage had been done and pulled away and secured a tugboat, which towed me to the harbor. I reported to Keeper McCormick that I had lost about 900 feet of hawser, and he willingly grappled for and recovered the line and put it aboard the *Mautenee*. I desire you to thank Keeper McCormick and his crew for the services which they rendered me.

Very truly, yours,

ANDREW BIGGER,
Master American Schooner Mautenee.

Mr. JEROME G. KIAH,
*Superintendent Eleventh Life-Saving District,
Harbor Beach, Michigan.*

CHINCOTEAGUE HARBOR, VIRGINIA, *September 14, 1902.*

SIR: This is to certify that the Assateague Beach life-saving crew rendered me valuable assistance in getting my vessel, the schooner *Lucie Wheatley*, afloat after she missed stays and stranded, while endeavoring to make this harbor last night.

S. E. TAYLOR,
Master American Schooner Lucie Wheatley.

The GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE,
Washington, D. C.

CHICAGO, ILLINOIS, *September 23, 1902.*

SIR: This is to certify that Keeper McCormick and the life-saving crew at Portage, Michigan, rendered valuable assistance on the occasion of the disaster to the schooner *John B. Wilbor*, and materially aided our company in releasing the vessel from the beach.

Respectfully, yours,

S. R. CHAMBERLAIN,
President Chamberlain Transportation Company.

Mr. JEROME G. KIAH,
*Superintendent Eleventh Life-Saving District,
Harbor Beach, Michigan.*

STURGEON BAY, WISCONSIN, *September 24, 1902.*

SIR: I wish to express to you my sincere thanks for having in the Life-Saving Service a man as capable as Keeper Peter Olsen, of the Baileys Harbor Life-Saving Station. On September 16, at 9 p. m., in a thick fog, with the wind blowing fresh from the southeast, after being twelve hours out from Frankfort, Michigan, with compass out of order, I made breakers which proved to be the reef on the east side of Baileys Harbor. I had to let the schooner go over the reef, and a heavy sea struck her and knocked me down into the cabin, where I lay senseless until after Captain Olsen arrived. It was a big risk for him to come to me, as I was surrounded by rocks and breakers. As the sea made a clean breach over us, he must have had a bad time to get his lifeboat to the vessel. Captain Olsen was the coolest man I ever saw, and now I will conclude with the remark that he saved not only me but also my vessel, for which I thank him and his crew. Allow me to thank you for the efficient service of your life-saving men.

I remain, yours, truly,

OLE PETERSEN,
Master American Schooner Idler.

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

LOOMIS STATION, WASHINGTON, *September 24, 1902.*

DEAR SIR: It is with sincere pleasure that I call your attention to the fact that on September 8, 9, 10, and 11, 1902, the keeper and crew of the Ilwaco Life-Saving Station, of your district, were mainly instrumental in preventing the destruction by

forest fires, raging during the said dates, of large property interests in the vicinity of said station and, in particular, my residence and buildings. Both prior to and since said time, by their untiring and active vigilance, they have put out and prevented many serious conflagrations, and, in behalf of my family and neighbors, I extend sincere thanks to you and said efficient crew for their timely services.

Yours, truly,

L. A. LOOMIS.

Captain W. H. ROBERTS, R. C. S.,
Inspector Life-Saving District No. 13, Tacoma, Washington.

EASTERN STEAMSHIP COMPANY,
Boston, Massachusetts, September 30, 1902.

MY DEAR SIR: In behalf of this company, I want to thank you for the services that your crew rendered to the steamer *City of Bangor*, while she was beached at Lobster Cove. I shall be pleased to reciprocate in any way I can whenever you see fit to call on me.

Yours, truly,

CALVIN AUSTIN,
Vice-President and General Manager.

Captain FREEMAN SHEA,
*Keeper White Head Life-Saving Station,
Saint George, Maine.*

GLOBE NAVIGATION COMPANY (LIMITED),
Portland, Oregon, October 6, 1902.

DEAR SIR: We arrived off Humboldt Bar at 6 o'clock a. m. September 17, and found the fog too thick to go in. At 9.30 the fog lifted and we went over the bar and found 5 fathoms of water. It was three hours before high water. When off south spit buoy we touched on the sand, but got off immediately, it being perfectly smooth at the time and calm. We were bound for Fields Landing at the time, and proceeded on slowly until off Point Humboldt, when we got out of the channel about 50 feet, and were on the mud for about an hour. Then we backed off and, as the channel is only 100 feet wide, got in the mud on the other side. The life-saving crew which had started out to us was now about 100 yards off. I sang out to them to come alongside and asked the keeper if he would run a kedge for me. He responded that he would, and took the kedge out astern at once. It would have taken us some time to get our boats out, and as it was high water no time could be lost. We hauled afloat at once and were piloted to Fields Landing by Captain Smith, who looks after the lights and buoys. We were about 1 mile from Fields Landing when we grounded. It has been seven years since I ran to Fields Landing, and the channel is very narrow. When the steamer floated, the tide was ebbing. The steamer *Meteor* had a crew of 30, including the master, drew 17 feet aft, 5 feet forward, and had 800 tons of water ballast and 750 tons of fuel for a Mexican voyage. No damage whatever was done to the steamer, and I thank the life-saving crew for running a kedge for me. I made no wreck report, because there was no mishap except running on the mud. We arrived at Fields Landing all O. K.

I remain, yours, truly,

JOHN ROBERTS,
Master American Steamer Meteor.

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

BOSTON, MASSACHUSETTS, October 10, 1902.

We, the undersigned, captain, mate, cook, and passenger of the schooner *George W. Glover*, wish to thank you for services rendered in clearing up wreckage and remaining by us until out of danger and anchored in Boston Harbor all safe.

Respectfully, yours,

A. P. KEEFE, *Master.*
O. W. LIBBY, *Mate.*
MRS. SADIE LIBBY, *Cook.*
ADA MOODY, *Passenger.*

Captain J. H. CHARLES and CREW,
Orleans Life-Saving Station, Massachusetts.

PERTH AMBOY, NEW JERSEY, *October 15, 1902.*

DEAR SIR: I wish to thank the captain and crew of Atlantic City Station for valuable assistance rendered to the schooner *Grace P. Willard* while stranded on the bar at Absecon Inlet on October 7, 1902.

Yours, very truly,

D. REDDY, *Master.*

SUMNER I. KIMBALL, Esq.,

United States Life-Saving Service, Washington, D. C.

ANGLESEA, NEW JERSEY, *October 28, 1902.*

DEAR SIR: I wish to express my appreciation of the life-saving crew of Hereford Inlet Station. I have found them, the captain and all the men, courteous and obliging in every detail, and nothing that contributes to my comfort is any trouble to them. While coming to my rescue they handled their boat with the utmost skill and control.

I assure you again of my esteem and regard for them.

Yours, most respectfully,

FRED. J. CROWELL,
Master Launch Floradora.

Mr. S. I. KIMBALL,

General Superintendent Life-Saving Service.

GOODRICH TRANSPORTATION COMPANY,
Chicago, Illinois, November 17, 1902.

SIR: In behalf of our company, I desire to express our appreciation of the prompt service rendered by the life-saving crew at the Sturgeon Bay Canal, at the time the steamer *Sheboygan* of our line went ashore 6 miles north of Algoma on September 22, 1902. The crew turned out as soon as possible and did everything in their power in the way of assisting us.

The company takes this opportunity of expressing through you its appreciation of the services rendered by the life-saving crew.

Yours, very truly,

D. M. COCHRANE, *Superintendent.*

Mr. CHAS. MORTON,

Superintendent Twelfth Life-Saving District, Grand Haven, Michigan.

The following is an extract from an item which appeared in the *Boston Globe*, November 23, 1902:

GRATEFUL FOR PROMPT AID.

Ernest R. Burr, mate of the schooner *Beta*, which struck about 500 yards from the Eastern Point Light, Saturday night, called at the *Globe* office this morning to express his gratitude to Captain King of the Gloucester Life-Saving Station, and to Captain George E. Bailey and Assistant Keeper Wheeler of the Eastern Point Light-house for their promptness in responding to the signals of distress.

The fact that the boat was a total loss, having been broken from end to end inside of two hours, goes to show that if the life-savers had not been on the watch those on board the *Beta* would have been drowned. As it was, the wife of Captain N. C. Danforth and their 5-year-old child escaped partially dressed. The only things saved by those on board was the clothing they wore at the time.

The following item appeared in the *Boston Post*:

PRAISE FOR LIFE-SAVING CREW.

To the Editor of the Post.

SIR: Kindly permit us to express our gratitude for the timely assistance rendered by the United States life-saving crew at Wood End, Massachusetts, on the occasion of our landing, Sunday, 23d. Drenched, chilled, and exhausted after fourteen hours'

exposure and labor in an open dory in storm-swept Massachusetts Bay, we were in a sad plight when we made landing, more than 3 miles from the station, where we were discovered by Patrolman Small. Captain Bickers and crew proved most assuredly that they are the right men in the right place, and that the life-saving station at that point is invaluable to the fishermen of Massachusetts Bay.

EDWIN C. HIGGINS,
Master of Schooner *Two Forty*.
JOHN CASEY, Seaman.

PROVINCETOWN, November 28, 1902.

WEST SAYVILLE, NEW YORK, December 1, 1902.

DEAR SIR: I wish to call your attention to the Oak Island life-saving crew, which saved my brother and me from the sloop *H. C. Price*, which was coal laden and wrecked on Fire Island Bar, November 28, 1902. We were in the rigging, ensign union down, when the Oak Island crew launched the surfboat and, in the face of a tremendous sea and gale from northwest, took us off. We could have survived but a few minutes longer, as seas constantly swept us. When landed, the ensign was also submerged, although set in the rigging. To Acting Keeper Pearsall, who handled his steering oar well, and crew, who did everything possible for us and supplied us with dry clothing and food, and also tried to raise the sunken wreck, I express my heartfelt thanks. I also thank the Fire Island crew and fishing steamer, which, while they did not get to us, showed their good intentions and stood by. Truly the Oak Island crew did their duty well.

Respectfully, yours,

BASTIAN VAN POPERING,
Master Sloop *H. C. Price*.
CORNELIUS VAN POPERING, Mate.

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

CAPE LOOKOUT LIGHT STATION, December 5, 1902.

DEAR CAPTAIN: I beg leave to congratulate you on your extraordinary coolness in your performance in saving the crew of the ill-fated barkentine *Olive Thurlow* this morning. The scene was the saddest and most heartrending that I ever witnessed; but as trying as it was to the souls of men to behold the sailors as they were washed off their sinking ship, you were as cool and collected as a man could be, and at every move had your men in perfect discipline.

I say again that you are deserving of praise from all men, especially the officials of the Service which you represent, for your never-ceasing energy in the performance which you had to undergo this morning. There may be men of longer experience in the Service, but I believe you have very few equals, and no superiors, along the Atlantic coast.

I must congratulate your hearty "braves," who are full of energy and daring, and very eager to plunge beneath the waves of "old ocean" to rescue the drowning sailors which the ruthless Atlantic had carried beneath her billows, and who always look to you as their brave commander, and are ready at all times to obey your slightest command. I would to God that all men be as yours.

Now, captain, I truly hope you will excuse my uncouth letter. I would like to be able to describe the sad and dangerous scene of the morning, but, as you too well know, I am lacking of something, which forbids me.

Best wishes to you and crew.

Yours, truly,

J. WILSON GILLIKIN,
Keeper Cape Lookout Light-House.

TO KEEPER OF CAPE LOOKOUT LIFE-SAVING STATION,
North Carolina.

CAPE HATTERAS, NORTH CAROLINA, December 5, 1902.

This is to certify that the crew of the schooner *Ida Laurence* landed in the breakers on December 5, 1902, and were met and pulled out by the crews of Cape Hatteras, Creeds Hill, and Durants stations, who did all in their power for our comfort.

JAMES CAMPBELL, Master.
G. H. KERWAN, First Officer.
J. B. WILKINSON, Steward.

BEAUFORT, NORTH CAROLINA, *December 5, 1902.*

DEAR SIR: While at Lookout Cove on the 4th instant, I noted the time of hoisting of a signal of distress on the barkentine *Olive Thurlow* to the answer from the life-saving station, which was but two minutes. I thought this quick work, and it gave me much pleasure to know that these men are so prompt and attentive to business. I did not note the time of the launching of the boat, but it was very short, considering the distance it had to be hauled.

The trouble proved to be a broken leg of Captain Hays. I have talked with him since, and he is very much pleased with the treatment and care received from Captain Gaskill and his good men.

Yours, very truly,

R. E. FLETCHER,
Master Schooner Warren Adams.

The GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE,
Washington, D. C.

BROCKTON, MASSACHUSETTS, *December 8, 1902.*

GENTLEMEN: We, the undersigned, wish to send this letter of acknowledgment and congratulation to you for your bravery and humanity in regards to my brother's life, Edwin Higgins, late master, and John Casey, seaman, of the schooner *Two Forty*, of Gloucester, Massachusetts, after being adrift fourteen hours in an open dory, drenched, chilled, and exhausted, in storm-swept Massachusetts Bay on the night of November 22, last. With the timely assistance of Surfman Small, with his captain and crew, he was restored to life and friends.

Keeper Bickers and crew proved most assuredly that they are the right men in the right place, and that the life-saving station at that point is invaluable to the fishermen of Massachusetts Bay, and we think if there were more stations along the coast there would be less lives lost and more property saved. We can not praise the life-saving men any too highly, and may they live long and prosper in their good deeds.

Respectfully, yours,

ORICK E. HIGGINS,
EDWIN C. HIGGINS,
Master Schooner Two Forty.

KEEPER AND CREW, LIFE-SAVING STATION,
Wood End, Massachusetts.

ASSATEAGUE BEACH LIFE-SAVING STATION, VIRGINIA,
December 9, 1902.

DEAR SIR: On the morning of December 5 the schooner *Virginia Rulon* foundered at anchor in Chincoteague anchorage. I wish to mention the skillful manner in which myself and crew, during the height of the gale, were rescued from the sunken vessel by Captain Feddeman and crew of above-named station, also kind treatment received since being at station.

Respectfully,

JOHN H. CRAMER, *Master.*

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

NEW BEDFORD, MASSACHUSETTS,
December 12, 1902.

DEAR SIR: I wish to acknowledge the services rendered the schooner *Samuel S. Thorp* Wednesday and Thursday, December 10 and 11.

Monday we anchored off Chatham in a westerly gale. That night our windlass broke down completely, letting the chain run till it brought up on the end, which was fast. The blizzard continued all that night and Tuesday, with thick mist from the water, and snow and very cold weather. Wednesday it moderated and cleared, and the Chatham crew came off in answer to our flag set for assistance. We tried to get our anchor with tackles, working till the wind breezed up from the south, then had to give it up and pay out chain again. The wind was so strong that the Chatham crew could not get back ashore. They wished to render us all the assistance they could.

Thursday morning we thought it best to let the chain and anchor go and bring the vessel to a safe harbor. We were then in a crippled condition, with only the small anchor and no windlass to handle that with. At my request Captain Eldridge, with his crew, helped us into New Bedford, where we arrived last evening.

I wish to acknowledge this service on behalf of the crew of the *Thorp*, and also as representing the owners.

Yours, truly,

C. S. PEARCE,

Master and managing owner of schooner Samuel S. Thorp.

The SUPERINTENDENT OF THE SECOND LIFE-SAVING DISTRICT.

NAHANT, MASSACHUSETTS, *December 14, 1902.*

DEAR SIR: I write to praise the captain and crew of the United States Life-Saving Station at Nahant for their prompt service in rescuing me from my boat, which was caught in the ice off Nahant on Tuesday, the 9th instant. The thermometer registered 12° below zero, and I think that if my signal for help had not been seen and assistance rendered so quickly I should have frozen to death.

I also want to thank them for their help on the following day in breaking my boat through the ice and leaving it in a place of safety.

Yours, very truly,

J. HERVEY JOHNSON.

Hon. S. I. KIMBALL, *Washington, D. C.*

BOIS BLANC, MICHIGAN, *December 15, 1902.*

SIR: I wish to thank the crew of the Bois Blanc Life-Saving Station for their valuable service on December 14 in saving my gasoline launch *Bertha M.*, which stranded near the station. Had it not been for Captain Cleary's getting a crew and coming to my assistance I should have lost my craft. I wish to thank the Service for the much good it has done me.

I am, sir, most respectfully,

GEORGE B. MOORE.

JEROME G. KIAH,

Superintendent of the Eleventh Life-Saving District.

GREEN RUN, MARYLAND, *January 12, 1903.*

We, the master and crew of the schooner *Celeste*, of New York, wish to express our heartfelt thanks to the captain and crew of the Green Run Inlet Life-Saving Station for their timely aid in saving our lives and property at the time of the stranding of the vessel on the night of the 10th. Also for their great kindness and hospitality while we remained with them at the station.

P. N. PAINE, *Master.*

GEO. P. SMITH, *First Mate.*

FRED SCHAYENS, *Second Mate.*

THOS. GATES, *Steward.*

CHARLES SPIER, *Seaman.*

MARTIN HERMANSON, *Seaman.*

MARTIN AMATNECK, *Seaman.*

ANGLESEA, NEW JERSEY, *February 4, 1903.*

To whom it may concern:

This is to certify the appreciation of the undersigned in regard to the efficiency of the life-saving stations along the seacoast of the United States, and hoping that all may be as diligent and persevering as the keepers and crews of the Hereford Inlet and Tathams stations proved themselves by their quick response to shipwreck, as in my case on January 30, 1903, when the steamer *Gulf Stream* stranded on the north bar of Hereford Inlet in a dense fog and strong south-southeast wind, with bad sea, which made it very perilous to attempt to reach the wreck to rescue the crew

and render needed assistance. Their care of the crew after landing was first class, and they paid every attention to relieve the distressed.

The fog was dense, and the wind from a quarter that made it impossible for them to hear our signals on the steam whistle, but about 4 o'clock a. m. they saw our Coston signals and we saw theirs in answer. Shortly after 6 o'clock their boats were alongside, after a long and hazardous pull through the surf and waves, and against the strong wind, to rescue their fellow-men.

After reaching the ship one boat's crew remained by us, at my request, while the Tatham's crew landed one boat load of men and then returned to the wreck. In the meantime the wind had shifted to the westward and an attempt was made to land another boat load, but the wind was blowing heavy and a bad sea running, which made it impossible to get a boat to windward. After a hard struggle they returned to the ship, and after the flood tide made, when the wind moderated, they landed the rest of the crew, well drenched, shortly after 5 o'clock.

After landing they were very attentive and obliging in rendering all assistance to further the saving of cargo and in forwarding information.

With best wishes for a long life, I remain,

Thankfully, yours,

JACOB SWAIN,
Master of Steamer Gulf Stream.

The following card of thanks was given the keeper of Big Kinnakeet Life-Saving Station by the master of the steamer *Garlands*:

BIG KINNAKEET, NORTH CAROLINA,
February 11, 1903.

This is to certify that the steamer *Garlands* stranded on Big Kinnakeet beach during a southerly gale with heavy rain, at 4 a. m., Sunday, February 8, 1903, and that all hands were rescued by the life-saving crew under the guidance of Captain Gray, by the breeches buoy, and were taken to the station and cared for in every way, and we wish to thank Captain Gray and his crew for their kindness to us.

E. J. DOHERTY, *Master.*

W. J. JAMES, *Mate.*

T. C. EDMONDSON, *Second Mate.*

JAMES ADAMS, *Chief Engineer.*

ALBERT EDWARD SCURR, *Second Engineer.*

NORFOLK, VIRGINIA, *February 21, 1903.*

DEAR SIR: I wish to express my thanks and those of my crew to Captain J. E. Johnson and crew for rescuing us on February 17, 1903, from a perilous position while stranded on south shoals of Cobb Island Bar. We were in great danger at the time, the breakers coming over the vessel, when we saw the lifeboat off Hog Island coming to our rescue. The life-savers had great difficulty in getting myself and crew into the boat owing to the breakers about the vessel; we were, however, landed safely and cared for by Captain Johnson and crew and the following day they boarded the vessel and succeeded in getting our clothing.

I consider the Life-Saving Service a noble work and too much praise can not be given Captain Johnson and crew for their brave deeds in the past.

B. F. THOMAS,
Master of Schooner Rebecca.

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

PORTLAND, OREGON, *February 27, 1903.*

DEAR SIR: Captain R. Auhagen, master of the German bark *Alstermie*, which on February 9 went ashore on Republic Spit, at the mouth of the Columbia River, and is now floated again, has reported to me the most valuable assistance he received from the life-saving crews. The captain is full of praise, and gratitude for the exertions and courage which those men, at the risk of their lives, displayed not only during the night following the accident when they battled their way through the surf in order to rescue the ship's crew, whose lives they thought were in danger, but

also on February 11, when they assisted the captain in a splendid manner in running lines from the tug *Tatoosh* to his ship.

Permit me, sir, to express to you how deeply I am touched by the heroic and self-sacrificing efforts made by the members of the life-saving crews under your command in the interests of a German ship which had to face the inconveniences prevailing in the waters around the bar. I beg to respectfully request you to convey the expression of my admiration to each of the rescuers for their courage and ability shown on this occasion to a ship of foreign nationality.

I have the honor to be, yours, most respectfully,

O. LOHAN,

Acting Imperial German Consul.

SUPERINTENDENT THIRTEENTH LIFE-SAVING DISTRICT,
San Francisco, California.

NAVY DEPARTMENT, *Washington, March 20, 1903.*

SIR: The following is taken from the report of the commanding officer of the U. S. S. *Leyden* at the time that vessel was wrecked on the coast of Block Island, January last:

"I can not speak too highly of the promptness and efficiency of Captain Littlefield and the crew of the New Shoreham Life-Saving Station, who in forty-five minutes after they heard of the grounding got their gear over 3 miles of very bad roads, and in an hour from the time they got the alarm had landed the first man; nor of Captain Ball and the life-saving crew of the Block Island Station who came to assist. The men landed cold and wet and with only the clothes they had on. They were at once sent to the South East Light, where they were most kindly and hospitably looked out for by Head Keeper Dodge and Mrs. Dodge, assisted by Assistant Keepers Clark and Westcott and Mrs. Clark and Mrs. Westcott. Half of the men that night were housed by Keeper Dodge, the other half sent to the New Shoreham Life-Saving Station."

The Navy Department desires to thank the Treasury Department for the services rendered by its above-mentioned employees, and desires to express its appreciation of the efficient manner in which their duties were performed.

Very respectfully,

CHAS. H. DARLING, *Acting Secretary.*

THE SECRETARY OF THE TREASURY.

HOUSE OF REPRESENTATIVES OF THE UNITED STATES,
Washington, January 27, 1903.

MY DEAR CAPTAIN: I desire to extend to you, and through you, my hearty congratulations to the officers and men of the Life-Saving Service at the New Shoreham and Block Island stations for their heroic conduct in rescuing the crew of the U. S. tug *Leyden* recently wrecked on that coast. The men displayed great bravery, and fully sustained the reputation of the Life-Saving Service in that respect.

I feel that I owe them my personal thanks because the commander of the *Leyden* and some of her crew are my personal friends.

With kind regards, very sincerely, yours,

MELVILLE BULL, M. C.

Captain H. M. KNOWLES,
*Superintendent Third District Life-Saving Service,
Wakefield, Rhode Island.*

DELAWARE BREAKWATER, *March 27, 1903.*

DEAR SIR: I desire to thank you for copy of United States Life-Saving Service Report for 1902. To me it is interesting reading, particularly when I am familiar with some of the cases mentioned therein, notably the *Sindia*, *Claverdale*, and *Antilla* cases. I may now mention the case of the steamship *Fos*, which stranded at Holly Beach, New Jersey, on the 28th of last month. The wind was southeast, with a very heavy sea running, and shortly after I reached the ship I was more than sur-

prised to see both the Holly Beach and Hereford Inlet life-saving crews coming through the surf, for which they deserve great credit.

Very respectfully,

EDWARD GIBBONS,
Master Wrecking Steamer North America.

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

CREEDS HILL LIFE-SAVING STATION, NORTH CAROLINA,
April 2, 1903.

MY DEAR SIR: I wish to thank the gallant crew of this life-saving station for the able and willing assistance they gave after the stranding of the schooner *Benjamin Russell*. The work was hard and exposed, owing to the surf running high and wind and rain, which made it very hard to get their line to us, but they worked faithfully, and in twenty minutes after the shot line struck the vessel we all landed safely in breeches buoy. We were brought to the station and given dry clothes and a good warm breakfast, and all are thankful to our preservers for the comfort they so willingly gave.

STEPHEN WOOLY, *Master.*

The GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE,
Washington, D. C.

BOSTON, MASSACHUSETTS, *April 3, 1903.*

DEAR SIR: I write this to especially commend the brave services of Captain Parker and his crew, of the Atlantic City life-savers, in rendering valuable services in saving the lives of the passengers of the steamship *Brighton* on the occasion of her running ashore in a dense fog off Atlantic City on the night of March 31.

The sea was running very high and their task was an exceedingly dangerous one, from which they did not shirk, but did their work heroically.

As one of the passengers, I feel it my duty to show my appreciation and gratitude to the Life-Saving Service for its valuable help at a critical time, and shall be obliged to you if you will convey my gratitude to Captain Parker and his gallant crew. My only regret is that it can not take some more substantial form, owing to the rules of your service.

Yours, very truly,

MORRIS PETERS.

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

TORONTO, CANADA, *April 6, 1903.*

DEAR SIR: I presume that you are fully aware of the accident that the Norwegian steamship *Brighton* met with off the coast opposite Atlantic City.

I was a first-class passenger on the *Brighton*, and was one of those taken from the wreck by the Atlantic City life-saving crew. I wish to take this opportunity of testifying to the bravery and efficiency of this service at Atlantic City. You certainly have an exceptionally fine lot of men, and Captain Parker lost no time in coming to our assistance through a very dangerous sea.

Captain Parker and his crew deserve a great deal of credit, and I am only glad to be able to take this opportunity of expressing my gladness and appreciation of the manner in which they acted in so promptly coming to our rescue.

Believe me, yours, very truly,

W. S. DINNICK.

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

ASSATEAGUE HARBOR, VIRGINIA, *April 29, 1903.*

DEAR SIR: I take this opportunity to let you know of the great assistance rendered me by the crew of the Assateague Beach Life-Saving Station on the 24th of April,

1903, after my vessel struck on Turner's Lump. Only for their prompt arrival on board the vessel would have sunk, and perhaps vessel and cargo would have been lost. Thanking them for their services, I am,

Yours, respectfully,

HARRY BEIDEMAN,
Master American Schooner Lewis K. Cottingham.

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

STAPLETON, NEW YORK, May 1, 1903.

DEAR FRIEND: I write to let you know that I arrived at home safe and wish to thank you and your men for what you did for me and my crew, and I hope to have the chance to return the favor. The other men got picked up by a smack and arrived safe at Old Point Comfort.

I remain your friend,

GEO. W. PERRY,
Master American Schooner J. F. Becker.

JOHN ADAMS,
Keeper of Sullivan's Island Life-Saving Station.

BOSTON, MASSACHUSETTS, May 5, 1903.

DEAR SIR: It is with pleasure that I express my appreciation of Captain L. Totman and his faithful crew, of Fletchers Neck Life-Saving Station, at Biddeford Pool, who rendered me such good service on March 20, in saving my vessel and cargo. Words are failing to express my thanks to them for the work they did.

Very respectfully, yours,

J. A. STEVENS,
Master Schooner Grace E. Stevens.

The SUPERINTENDENT FIRST LIFE-SAVING DISTRICT,
Portsmouth, New Hampshire.

STEAMSHIP OCEAN, Philadelphia, May 11, 1903.

SIR: I take extreme pleasure in being able to express to you my heartfelt gratitude and satisfaction respecting the conduct of the captain and crew of the Indian River Life-Saving Station during the recent stranding of my steamer, on May 5, at 3 a. m., 1 mile south of Indian River Inlet.

Although I had given no distress signals and a thick fog prevailed, it was only 5 a. m. when the lifeboat arrived, and Captain Vickers came on board to offer any assistance that was needed.

At the time I did not need any assistance, but I must say that Captain Vickers and his men did everything they could to help us by assisting my own boat to run out a kedge, and to forward messages to and from shore.

In short, I must say that Captain Vickers and his men are a credit to the service, and I am positive they will be even more so on a graver occasion, and beg, therefore, to communicate my sincere thanks to Captain Vickers and his crew.

Yours, respectfully,

B. M. BOYSEN,
Master Holland Steamship Ocean.

HON. SUMNER I. KIMBALL,
General Superintendent Life-Saving Service, Washington, D. C.

CHICAGO, ILLINOIS, June 26, 1903.

GENTLEMEN: Please accept my most sincere thanks for the prompt assistance rendered me during the fire on my steam launch *Viking* this morning.

The prompt discovery of the fire by Surfman Gignac enabled me to escape without a severe loss, as \$200 will cover damage.

Yours, truly,

GEORGE PARKINSON.

CAPTAIN AND CREW,
Jackson Park Life-Saving Station.

SAN FRANCISCO, CALIFORNIA, *April 27, 1903.*

DEAR SIR: I beg to express my appreciation of the services of the Point Reyes life-saving crew on April 27, 1903. The steamer *South Portland* fouled the Weather Bureau cable on the afternoon of April 26, and cut the cable. The Point Reyes life-saving crew started out at 4 a. m. and returned at 8 a. m. It was through the crew that we were able to obtain the name of the offending master.

On the occasion of the laying of the cable the crew were also of great assistance.

Very respectfully,

ALEXANDER G. MCADIE,
Professor, Weather Bureau.

Major T. J. BLAKENEY,
Superintendent Life-Saving Service, San Francisco, California.

PORT LAVACA, TEXAS, *June 29, 1903.*

DEAR SIR AND FRIEND: In reading this please ascribe to us no other motive than the one of making known our loyal and sincere gratitude for the thousand services that you have in every way rendered us in this time of disaster.

To you we owe all the kindness we enjoyed in those moments. Your solicitude and able management have engendered in us affection for your noble people. Be assured we shall never forget how much you have done for the poor shipwrecked; that your memory shall forever be recorded with us lovingly; and that, should any event, or your work ever take you to our country, you will have faithful friends who will stand by you through everything.

With our most sincere feelings we take leave of you, repeating ourselves to be,

Your affectionate friends and servants,

FRANCO N. PORTUGAL,
Purser Mexican Steamer Cosomaloapan.

T. MODARIGO,
Chief Engineer Steamer Cosomaloapan.

Captain ANDREW RASMUSSEN,
Keeper Saluria Life-Saving Station.

[Department of state and of the office of war and marine, Mexico.—Marine department.—Merchant vessel section.—Table 1, No. 9089.]

With your courteous note, No. 458, of the 8th instant, this Department received the report of the wreck of the steamer *Cosomaloapan*, sent to the Department under your worthy charge by the embassy of the United States in this city.

In acknowledging the receipt of this document I have the honor to ask that you may be pleased to give due thanks for the rescue effected by the station of Matagorda peninsula.

I renew the assurances of my high consideration.

MENA.

The SECRETARY OF FOREIGN AFFAIRS, *Present.*

MEXICO, *August 13, 1903.*

MEDALS OF HONOR.

LIST OF MEDALISTS.

The following table contains the names of all persons to whom life-saving medals have been awarded by the Secretary of the Treasury to the close of the year, under authority of the acts of Congress of June 20, 1874, June 18, 1878, and May 4, 1882, with the date and nature of the award.

Detailed accounts of the rescues effected during the last year, for which medals have been awarded, may be found under the caption "Award 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 lifeboat crew.	Rescue of eight of the crew of the wrecked American ship Ellen Southard, at the mouth of the River Mersey, England, Sept. 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.
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.)	do	June 8, 1877
Carl Fosberg	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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, New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal...	Jan. 4, 1878
John Hussy.....	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, 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 ferryboat into the North River, May 17, 1877. (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, 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
Michael Gorman.....	Metropolitan police, New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	do	Jan. 31, 1879

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 R. 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.....	.....do.....	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, 1879
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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Devan.....	Louisville, Ky....	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.)	Gold medal...	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, 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 6, 1878, after almost superhuman exertions. (An. Rpt., 1880.)	Gold medal...	Mar. 16, 1880
Thomas Farley.....	Metropolitan police, 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. Roeman.....	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 of 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.
Jerome G. Klah.....	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the lifeboat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	do.....	Nov. 8, 1880

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Gold medal...	Nov. 9, 1880
Edith Morgan.....	Hamlin, Mich.....	Rescuing and assisting to rescue two fishermen 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 23, 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 White Head 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
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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Samuel S. Cox.....	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-1881 four persons. (An. Rpt., 1882.)	Silver medal..	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 drowning of eleven persons at Rockaway 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.....	Mackinac 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 light-house, Lake Huron, and two of his assistants, Apr. 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. 16, 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.
John Sanders.....	Metropolitan police, New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, several persons at various times during the summer of 1883. (An. Rpt., 1884.)	Gold medal...	June 27, 1884

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 Brandley	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. Tunks	do	do	do	Do.
E. P. H. Ley	do	do	do	Do.
Edward Smeed	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 schooners Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on Oct. 31, and Nov. 1 and 11, 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. Cowles, 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 6 miles offshore 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.

List of medalists—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'Neill, 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 in July, 1886. (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.

List of medalists—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 1878-1887. (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.)	Gold medal...	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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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
Thomas Finn.....	.....do.....	.....do.....	Silver medal..	Do.
Daniel McIver.....	.....do.....	.....do.....	.....do.....	Do.
Malcolm McDonald.....	.....do.....	.....do.....	.....do.....	Do.
John McDonald.....	.....do.....	.....do.....	.....do.....	Do.
Neill 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 1883-1885. (An. Rpt., 1888.)	.....do.....	Do.
William B. Everett.....	.....do.....	.....do.....	.....do.....	Do.
John F. Kilty.....	Boston, Mass.....	Rescue of ten persons from drowning on various occasions during the years 1874-1886. (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. 21, 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 1883-1886. (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 10 years old. (An. Rpt., 1888.)	.....do.....	Feb. 7, 1888
James Behan	Metropolitan police, 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.

List of medalists—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, N. J., 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 O'Hara	Metropolitan police, 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, 1888. (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.

List of medalists—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., 1889.)	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 James 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 were washed overboard and lost, and one was frozen 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 Galiano .....	.....do .....	.....do .....	.....do	Do.
George Augustus .....	.....do .....	.....do .....	.....do	Do.
John H. Hanley	New York	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-88. (An. Rpt., 1890.)	.....do	June 2, 1889

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Quigley.....	Metropolitan police, New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	Silver medal..	June 2, 1889
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 C. 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 Quimault 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.
Andrew M. Taylor.....	Rondout, N. Y....	Rescuing several persons from drowning during the years 1882-83. (An. Rpt., 1890.)	.....do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph B. Sears.....	Brooklyn, N. Y....	Rescuing the crews— forty-one persons—of the steamers <i>Cleopatra</i> and <i>Crystal Wave</i> , wrecked in a collision off the capes of the Delaware early in the morning of Oct. 23, 1889. (An. Rpt., 1890.)	Silver medal..	Apr. 23, 1890
Dennis Tracy	Bangor, Me	Rescue of several persons from drowning in the Penobscot and Ken- duskeag rivers at vari- ous 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 1875-1889. (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 in- to 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 Coscob, Conn., Aug. 6, 1890.	.....do	Sept. 30, 1890
Lawrence O. Lawson ..	Keeper of life- saving station.	Rescue of the crew of the steamer <i>Calumet</i> , wrecked some fifteen miles from the Evans- ton Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous, and the res- cue was effected only after the display of ex- traordinary courage and heroism 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 be- yond 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 1884-1889.	.....do	Jan. 9, 1891
Alfred Mitchell	Erie, Pa.....	Rescuing, while in com- mand of the steam barge <i>Edward Smith No. 2</i> , thirteen men of the steamer <i>Annie Young</i> , while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal...	Jan. 10, 1891

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jacob N. Lanstra.....	Assistant keeper of Grosse Point light - vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890.	Silver medal..	Jan. 28, 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 surfman at the Cleveland Life-Saving Station, received the gold medal of the Service. (See under date of Dec. 3, 1884.)	Gold bar.....	Feb. 28, 1891
C. A. Carlssen.....	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, Texas, 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 1882-1886, and particularly for gallantly taking six persons from a boat capsized in New York Bay, September, 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 14 years.	.....do.....	Do.
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.	.....do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	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, Oreg....	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, Oreg.	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. Medals were also bestowed upon Keeper Johnson and his crew, named below, by the Spanish Government, and their acceptance was authorized by Congress. (An. Rept., 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...	April 2, 1892
Nicholas Shomin.....	do.....	do.....	do.....	Do.

List of medalists—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, 15 miles seaward from Coakata 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 H. 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. Martha 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, New York.	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.....	do.....	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.

List of medalists—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 drowning, with heroic bravery, 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 attempting 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 unseaworthy 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, Company H, Fifteenth Infantry.	.....do .....	.....do	Do.
Daniel H. Cleaveland..	U. S. Fish Commission 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.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886; and on Nov. 15, 1887, after many trials and with great personal risk, rescued a man from a rock just above the American Falls.	.....do	July 21, 1892
George Nobles.....	Seaman on U. S. revenue cutter Morrill.	Rescuing in a meritorious and heroic manner, by swimming and diving several times, a boy who had fallen into the water and become entangled at the bottom of the custom-house slip, Charleston, S. C., Aug. 1, 1892.	.....do	Sept. 14, 1892
John Nelson.....	.....do .....	.....do .....	.....do	Do.
Massie Milne.....	Newark, N. J.....	Rescued, by swimming to her assistance and bringing her ashore at Avon, N. J., Aug. 23, 1892, a woman who was going out to sea with the tide and who became unconscious. She was resuscitated after considerable effort.	.....do	Sept. 19, 1892
John J. Hayes.....	Wilmington, N. C.	Rescued on Aug. 19, 1892, at Wrightsville Beach, N. C., Jacob Eron from the surf, where he was in danger of drowning.	.....do	Sept. 28, 1892
Godfrey H. Macdonald	First Lieutenant, First U. S. Cavalry.	Rescued on the night of Aug. 14, 1892, by leaping from the ferryboat Atlantic in midstream, New York Harbor, a man who had fallen overboard, and who would have drowned but for the timely assist-	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Godfrey H. Macdonald.	First lieutenant, First U. S. Cavalry.	ance in sustaining him until a life line could be thrown them. The night was dark and the current swift, making the action one of extraordinary heroism and daring.	Gold medal...	Sept. 28, 1892
Christian F. Wolf.....	Sergeant, Battery M, Third U. S. Artillery.	Rescuing, in 1886, 1890, and 1892, several persons from drowning at Fort Monroe, Va., under circumstances of danger rendering the actions especially heroic.	Silver medal..	Oct. 6, 1892
Harvey McGuire.....	Private, Hospital Corps, U. S. Army.	Rescued from drowning a soldier who had been taken with cramps while bathing in the Licking River, near Fort Thomas, Ky., June 14, 1892, by swimming to his relief, and clinging to him manfully. In spite of his desperate struggles, which caused them to sink once, McGuire carried him safely to the shore.	.....do.....	Do.
Christopher A. Wenz...	Fireman on U. S. revenue cutter Woodbury.	Rescued two boys, belonging on the Woodbury, from death by drowning while bathing in the Kennebec River, at Bath, Me., Aug. 20, 1892. Wenz jumped overboard from the steamer and swam to the boys, who grasped him, and all three sank, but, aided by Lieutenant Berry, who waded into the stream, they were assisted to the shore.	.....do.....	Oct. 18, 1892
Julien H. Thomson....	Port Huron, Mich.	Rescued, on Aug. 20, 1892, with great bravery and at peril of his life, a young woman, who, being unable to swim, had got beyond her depth while bathing in Lake Huron. He plunged into the surf, which was quite rough, without removing his clothing, reached the girl after she had sunk several times and was unconscious, and succeeded, after a hard struggle, in reaching shore with his charge.	Gold medal...	Do.
Thomas H. Herndon...	Birmingham, Ala.	Assisting to rescue, by a perilous journey in a small boat, two men who had been capsized in a sailboat, during a gale, on Lake Griffin, Florida, May 20, 1880, about 3 miles from shore.	Silver medal..	Jan. 28, 1893
Virgil L. Hopson.....	Leesburg, Fla. ....	.....do.....	.....do.....	Do.
Henry P. Christiernin..	East Boston, Mass.	Rescuing three boys from drowning by leaping into the water from the deck of a ferryboat Sept. 6, 1887; also saving a woman from drowning in a ferry slip at East Boston, Mass., Jan. 8, 1891.	.....do.....	Feb. 16, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Devine.....	Fire department, Providence, R. I.	Rescued by jumping from a wharf at Providence, R. I., July 17, 1890, a man who had fallen into the water. The current was strong and the man unable to swim. Mr. Devine having received a silver medal previously (see record of July 22, 1886), a silver bar was awarded for his service.	Silver bar	Feb. 20, 1893
W. G. Lee	Savannah, Ga.	Rescuing on five different occasions—four of them being at night—between Dec. 18, 1878, and July 5, 1895, eight persons who had fallen into the waters on the coasts of Georgia and Florida. The assistance was rendered at great personal risk, placing the life of the rescuer in jeopardy.	Gold medal...	Feb. 23, 1893
F. D. Webster	Lieutenant, U. S. Army.	Rescuing a man and his wife who had fallen through an air hole while crossing the ice between Jersey City and Bedloes Island, New York Harbor, on the evening of Jan. 18, 1893. The rescue was accomplished after arduous labor and at great hazard, the ice bending and almost giving way beneath the men engaged in the work, who were in imminent danger of being submerged.	Silver medal .	Do.
Denis Barry.....	Private, Co. A, Sixth Infantry.	.....do.....	.....do.....	Do.
John Buerger.....	.....do.....	.....do.....	.....do.....	Do.
Denis Guiney.....	.....do.....	.....do.....	.....do.....	Do.
Leroy S. Hotchkiss.....	.....do.....	.....do.....	.....do.....	Do.
Charles F. Rodenstein.....	.....do.....	.....do.....	.....do.....	Do.
Alex. M. Wetherill, jr..	.....do.....	.....do.....	.....do.....	Do.
Benjamin Hewlett.....	Wilmington, N. C.	Rescuing on Aug. 8, 1892, two young girls bathing near the mouth of Hewletts Creek, Wrightsville Sound, North Carolina, who had got beyond their depth and were drifting out with the current. After a heroic struggle he reached shore with them, but was disabled several days by exhaustion and cuts on the feet caused by running over oyster beds to reach them.	.....do.....	Mar. 16, 1893
Harvey A. White	Bangor, Me.....	Rescued two boys from drowning in the Penobscot River, Maine, Aug. 15, 1892. One of the boys clutched him, but he shook himself free, and by using both hands in holding each by the hair, carried them safely ashore.	.....do.....	Do.
Valentine Jones	Master of the steamer Hudson.	Rescuing in the steamer Hudson, by superior seamanship and persistent courage, the crew of the barge Sunshine, consisting of six men and a woman, on the night of Oct. 29, 1892, on Lake Erie. The barge went to pieces soon after the crew had been saved.	.....do.....	Mar. 29, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Ed. F. Wiese.....	Milwaukee, Wis..	Rescuing, on the evening of Aug. 24, 1890, a man who had become helpless while bathing in the Milwaukee River. Wiese was then a lad only 17 years old.	Silver medal..	Apr. 15, 1893
James Whittaker	Corporal, U. S. Marine Corps.	Bravely attempting the rescue of a comrade, who had fallen into the icy waters of the Piscataqua River at the Portsmouth Navy-Yard, on the evening of Jan. 20, 1893. When the accident occurred the thermometer stood at zero, but he plunged boldly into the river and grasped the imperiled man, who so hampered his movements, however, that other assistance was necessary to get them safely ashore.	.....do	May 3, 1893
P. J. Lowe, jr.....	Second lieutenant, U. S. Army.	Assisting to rescue, by swimming to his relief after he had sunk twice and supporting him while returning to the shore, one of a party of scouts with whom they were crossing the swiftly flowing Pecos River, Texas, May 14, 1890. The service required the incurrence of danger and extraordinary exertion.	.....do	May 4, 1893
Julian Longorio.....	Corporal of Scouts, U. S. Army.	.....do .....	.....do	Do.
Martin Knudsen.....	Keeper of Port des Morts light-station.	Rescuing, on the night of Oct. 23, 1892, the crew of the schooner A. F. Nichols, stranded on Pilot Island at the entrance to Green Bay, Wisconsin. The keeper waded to a sunken wreck where he was exposed in the storm and darkness to the waves as well as the falling spars of the stranded vessel, and from there guided and assisted the ship's company of eight persons to the shore.	.....do	May 8, 1893
Ingar Olsen	Surfman of life-saving station.	Rescued, by superior intelligence, remarkable strength, and courageous daring, a man, the sole survivor of fifteen men, from the water-works crib, Milwaukee, Wis., Apr. 20, 1893.	Gold medal...	May 24, 1893
G. W. S. Jenkins	Master of the tug Juno.	Rescuing, on Apr. 11, 1893, the mate and seven sailors of the Norwegian bark Riga, which stranded on that date off Bay Point, near Beaufort, S. C., in a northeast gale, and was completely wrecked and broken up. Captain Jenkins went out in the tug Juno with a crew of nine men, and picked up the castaways, who were adrift on the	.....do	June 22, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
G. W. S. Jenkins	Master of the tug Juno.	wreckage. A public meeting of the citizens of Beaufort, May 6, 1893, passed resolutions commendatory of the work, which had been performed under conditions endangering the tug and the lives of all on board.	Gold medal...	June 22, 1893
Luther Sykes	Engineer on the tug Juno.	.....do.....	Silver medal..	Do.
Lawrence Lawton.....	Fireman on the tug Juno.	.....do.....	.....do.....	Do.
Henry Porter	Deckhand on the tug Juno.	.....do.....	.....do.....	Do.
William Tompkins.....	.....do.....	.....do.....	.....do.....	Do.
Fred Lightburn.....	Cook on the tug Juno.	.....do.....	.....do.....	Do.
James F. Magrath	Volunteer on the tug Juno.	.....do.....	.....do.....	Do.
Agapito Zabaljamagui.....	.....do.....	.....do.....	.....do.....	Do.
Wm. B. Scherer.....	.....do.....	.....do.....	.....do.....	Do.
Robert Miller.....	.....do.....	.....do.....	.....do.....	Do.
George B. Dean.....	Cincinnati, Ohio..	Rescued, on July 17, 1893, at Gratiot Beach, Lake Huron, a youth who sank to the bottom while bathing about 100 yards offshore. The rescue was effected at great personal risk by diving and supporting the unconscious boy until both were taken from the water by boatmen.	.....do.....	Sept. 7, 1893
Patrick Kaine	Sergeant, Co. D, 3d Infantry.	Rescuing, on June 16, 1893, a comrade whose canoe had been capsized by a sudden squall while fishing in Leach Lake, Minnesota. Sergeant Kaine jumped into the lake, swam to the boat, towed it ashore, while the endangered man, who could not swim and was nearly exhausted, clung to it.	.....do.....	Dec. 26, 1893
E. H. Gault	Cleveland, Ohio..	Rescued from drowning, by swimming to their relief and conveying each one to a boat near by, three ladies who unexpectedly got into deep water, where they sank several times, while bathing in Lake Erie, July 28, 1893.	.....do.....	Do.
William E. Wingate ...	Charleston, S. C...	Rescued from drowning in the harbor of Charleston, S. C., on Sept. 14, 1893, a lad who had fallen into the Cooper River. Wingate, a youth only 14 years old, sprang into the water without removing his clothing and rescued the boy, who was drifting away with the tide, and had gone under the third time.	.....do.....	Jan. 8, 1894
Alfred Sorensen	Captain of steamer Charles L. Mather.	Rescued with extraordinary effort and courage, by jumping into the sea and swimming to his relief, a man who fell from the steamer Charles L. Mather, in Boston Bay, Aug. 21, 1892.	Gold medal...	Feb. 28, 1894

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Dennis F. Ward.....	Patrolman, New York City police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, Mar. 24, 1892, a boy who was drifting outward with the tide. After a hard struggle in the freezing water the officer brought the benumbed and helpless lad to the shore.	Silver medal..	Feb. 28, 1894
Alfred Graeber.....	Belleville, Ill.....	Rescuing, on Aug. 4, 1893, by prompt action, superior skill, and with considerable risk, four ladies who were endangered while bathing in the Okaw River, near Venedy, Ill.	.....do.....	May 11, 1894
Dr. Joseph B. Graham..	Savannah, Ga	Rescuing in a small boat, with the assistance of Peter Dodge, a colored man, three men from the British bark Mary E. Chapman, stranded on Stone Horse Reef, Tybee Island, Georgia, Feb. 24, 1894. The heroic example of Dr. Graham and his boatman inspired others to persist, in the face of adverse conditions, in efforts, which were finally successful, to rescue seven men remaining on board the imperiled vessel.	Gold medal...	Aug. 4, 1894
Peter Dodge.....	.....do.....	.....do.....	Silver medal..	Do.
James Russell.....	Quartermaster, U. S. revenue cutter Forward.	Bravely rescuing, Apr. 2, 1894, a ship's boy who had fallen overboard and was drifting with the tide into deep water. Russell sprang from the deck, encumbered by his clothing and shoes, dived for the lad, who had sunk beneath the surface, recovered and swam with him toward the vessel until aid therefrom reached them.	.....do.....	Sept. 26, 1894
Daniel E. Lynn	Port Huron, Mich.	During a fierce gale and high sea, attempted to reach the water-logged schooner William Shupe in a yawl boat towed by a tug, on May 19, 1894, to render assistance to the imperiled crew. The boat was capsized and all of its occupants, except Mr. Lynn, were drowned. He was washed ashore in an unconscious condition, half a mile from the vessel.	Gold medal...	Mar. 2, 1897 (special act).
Gilbert T. Hadlock.....	Master of steamer Islesford.	Daring seamanship, June 19, 1894, in navigating the small steamer Islesford in a dense fog and high sea through a tortuous and dangerous channel to the wreck of the schooner Effie T. Kemp, stranded on Thumper Ledge, Bakers Island, Maine, with seas breaking over her, and in rescuing thirteen men from her bowsprit by the skillful management of a dory.	Silver medal..	Mar. 18, 1898

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin G. Cameron .	Keeper of life-saving station.	Rescuing and assisting to rescue 108 persons from shipwreck on various occasions from 1875 to 1897.	Silver medal..	Feb. 20, 1899
Michael F. Barry	Brooklyn, N. Y.	Heroic services in rescuing from drowning, at the peril of his life, several people under the most trying difficulties on several occasions between the years 1887 and 1897.	Gold medal...	Apr. 25, 1899, by joint resolution of Congress, approved Feb. 27, 1899.
Alvin H. Cleveland	Vineyard Haven, Mass.	Rescuing and assisting to rescue fifteen persons from the wrecks of the American schooners E. J. Hamilton, Annie A. Booth, and Leora M. Thurlow, in the Harbor of Vineyard Haven, Mass., during the great hurricane of Nov. 27, 1898. This work was accomplished in the face of grave difficulties, and at the imminent risk of his own life.	.....do	July 23, 1899
Isaac C. Norton .....	.....do .....	.....do .....	.....do	Do.
F. Horton Johnson .....	.....do	Rescuing and assisting to rescue ten persons from the wrecks of the American schooners Annie A. Booth and Leora M. Thurlow, at the same time and under the same conditions as the foregoing.	.....do	Do.
Frank Golart, Jr. ....	.....do	Rescuing and assisting to rescue five persons from the wreck of the American schooner E. J. Hamilton, at the same time and under the same conditions as described above.	.....do	Do.
Stanley Fisher	Cottage City, Mass.	Rescuing and assisting to rescue four persons from the wreck of the American schooner Leora M. Thurlow, at the same time and under the same conditions as described above.	.....do	Do.
Conrad F. Strand	Master of steamer Point Arena.	Bravely assisting in the rescue of twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896. Captain Strand stood by the wreck in a dangerous sea and sent a boat to it several times, saving all who had stayed by the wreck.	Silver medal..	Oct. 17, 1899
Lars E. Olsen	Member of crew of steamer Point Arena.	Bravely rescuing and assisting to rescue twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896, by making several trips to the wreck through a dangerous sea.	.....do	Do.
P. Anderson .....	.....do .....	.....do .....	.....do	Do.
A. Henriksen .....	.....do .....	.....do .....	.....do	Do.
Andrew O. Lilleland ..	.....do .....	.....do .....	.....do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jefferson M. Brown....	Keeper of light station, Point Arena, Cal.	Heroic daring in attempting to rescue the crew of the wrecked steamer San Benito, at Point Arena, Cal., Nov. 22, 1896, by going out three times in an unseaworthy boat, only to be hurled back by the force of the seas.	Gold medal ..	Oct. 17, 1899
Sam Miller.....	Point Arena, Cal....	.....do.....	.....do.....	Do.
Lazar Poznanovich.....	Elk, Cal.....	.....do.....	.....do.....	Do.
Rasmus S. Midgett....	Surfman.....	Extraordinary heroism in rescuing single-handed ten men from the wreck of the barkentine Priscilla, 3 miles south of Gull Shoal Station, N.C., Aug. 18, 1899. The rescue was effected at night and during the height of a disastrous storm which inundated the whole coast in that vicinity.	.....do.....	Oct. 18, 1899
Robert M. Lavender...	Boston, Mass.....	Bravely assisting in the rescue of a man from the sunken schooner F. H. Smith, in Provincetown Harbor, Mass., during the great storm of Nov. 27, 1898. The rescue was effected by a volunteer crew of eleven men, who braved the storm in an open boat.	Silver medal ..	Oct. 19, 1899
Charles A. Foster.....	Provincetown, Mass.	.....do.....	.....do.....	Do.
James Brown, jr.....	.....do.....	.....do.....	.....do.....	Do.
Charles T. Forrest ..	.....do.....	.....do.....	.....do.....	Do.
Antoine K. Souza.....	.....do.....	.....do.....	.....do.....	Do.
Benjamin T. Benson ..	.....do.....	.....do.....	.....do.....	Do.
Ernest A. Horton.....	.....do.....	.....do.....	.....do.....	Do.
James L. Worth.....	.....do.....	.....do.....	.....do.....	Do.
Joseph H. Settes.....	.....do.....	.....do.....	.....do.....	Do.
James A. Lopez.....	.....do.....	.....do.....	.....do.....	Do.
James M. Burke.....	.....do.....	.....do.....	.....do.....	Do.
Otto B. Storbeck.....	Oshkosh, Wis.....	Bravely rescuing four women who were thrown into the Fox River by the capsizing of a rowboat on Sept. 2, 1885. Storbeck plunged into the cold water, which was deep and running swiftly, and succeeded in putting four women on the upset boat and towing it to the shore. Nine occupants of the boat were drowned.	.....do.....	July 3, 1900
H. R. Mayo Thom.....	Baltimore, Md....	Heroic services in rescuing a woman from drowning on Jan. 12, 1900. A partially blind colored woman having fallen overboard from a steamer off Urbana, Va., Mr. Thom jumped into the water, and, after sinking with the woman beneath the ice-covered surface of the river, tied around her body a rope, by means of which she was hauled out of the water.	Gold medal ..	Aug. 20, 1900

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Philip Bierschenk	Brooklyn, N. Y. ...	Rescued from drowning, on July 1, 1900, a boy who had fallen overboard from a tug bound from Green Point to Glen Cove, Long Island. Bierschenk jumped into the water, swam to the boy, and supported him until the tug turned and picked them up, the boy being unconscious and his rescuers so exhausted that he was unable to stand or speak.	Silver medal..	Nov. 20, 1900
E. T. Brown	Captain, U. S. Army.	Rescuing and assisting to rescue the passengers of the Government tug Resolute, which was sunk by a collision with the tug Swartara in Boston Harbor on Jan. 3, 1900. After the sinking of the Resolute Captain Brown supported in the water and saved from drowning, at the peril of his life, a woman who weighed over 200 pounds.	Gold medal...	Do.
John F. Crimmings	Private, U. S. Marine Corps.	Rescue of a shipmate who fell overboard from a steam launch and became entangled in a bicycle which he was holding, while a party of liberty men were bound to the U. S. S. Iowa from Tacoma, Wash., on June 19, 1900.	Silver medal..	Dec. 14, 1900
Charles Reiner.....	Formerly second mate of wrecked steamer Weeott.	Bravely swimming to the jetty with a line from the steamer Weeott, which was wrecked on Dec. 1, 1899, while crossing the bar at the entrance to Humboldt Bay, Cal. This was a daring and hazardous undertaking, as the heavy surf was breaking with violence over the jagged rocks of the jetty, and it resulted in the saving of many lives.	Gold medal...	Jan. 30, 1901
W. C. Penoyar	Bay City, Mich....	Rescue of a girl who had been carried into deep water by the undertow while bathing on the shore of Lake Huron, near Lexington, Mich., on Aug. 2, 1900. This rescue was accomplished after the girl had sunk twice, and showed cool judgment as well as remarkable bravery on the part of the rescuers, who were 15 and 12 years old, respectively.	Silver medal..	Feb. 18, 1901
Ralph E. V. Penoyar ..	do	do	do	Do.
E. Alexander	Master of steamer Mexico.	Rescue of an insane man who dropped into the water between the wharf and steamer Mexico at Port Harford, Cal., before daylight on Apr. 3, 1890. Captain Alexander sprang overboard and rescued the man at the risk of being crushed between the steamer and the wharf, as there was a heavy sea rolling in at the time.	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. W. Griesser.....	Keeper Buffalo Life-Saving Station.	Rescue of a man who was clinging to a pile in Buffalo Harbor, about 500 feet from shore, during a heavy gale on Nov. 21, 1900. After the capsizing of the lifeboat Keeper Griesser swam out with a line and, after battling with the waves for three-fourths of an hour, succeeded in reaching the man, who was safely hauled to the shore.	Gold medal...	Feb. 23, 1901
André Fourchy.....	New Orleans, La..	Bravely rescuing a man who was drifting seaward with the ebb tide while bathing at Virginia Beach on Aug. 27, 1900.	Silver medal..	Apr. 22, 1901
John Farrell.....	Buffalo, N. Y.....	Bravely rescuing and assisting to rescue several persons from drowning, in the vicinity of Buffalo Harbor, between Oct. 14, 1886, and Aug. 1, 1899.	.....do.....	Apr. 27, 1901
Archie Farrell.....	.....do.....	Rescue of a woman who was in imminent danger of drowning while in bathing at Woodlawn Beach on Aug. 15, 1897.	.....do.....	June 7, 1901
William Packer.....	Cleveland, Ohio..	The schooner James F. Joy foundered off Ashtabula, Ohio, Oct. 23, 1887. Captain Packer, with others, made two trips to the Joy in yawl and rescued the entire crew of nine men and one woman.	Gold medal...	Oct. 21, 1901
Rosser M. Dennison....	Private, 23d Infantry, U. S. Army.	Rescued on the night of Oct. 29, 1900, a comrade who had fallen into the sea from the transport Aeolus.	.....do.....	Nov. 27, 1901
Charles Ross White....	Naples, Me.....	Rescued on Sept. 12, 1900, a companion named M. R. Nash, who was unable to swim, by supporting him, with the aid of a capsized canoe, for more than an hour.	Silver medal..	Nov. 30, 1901
John E. Good.....	Perryville, Md...	Rescuing on July 4, 1900, nine young men whose boat had capsized. Although unable to swim himself, he went to their rescue in a small launch, through a rough sea, and landed them safely on the beach.	.....do.....	Feb. 19, 1902
J. R. O'Neal and Horatio Drinkwater.	Virginia Beach, Va.	Bravely rescuing and assisting to rescue a sailor from the stranded schooner Jennie Hall, off Dam Neck Mills Life-Saving Station, Va., on Dec. 21, 1900.	Gold medal...	Mar. 14, 1902
W. H. Partridge.....	.....do.....	.....do.....	Silver medal..	Do.
J. W. Sparrow.....	.....do.....	.....do.....	.....do.....	Do.
B. M. Simmons.....	.....do.....	.....do.....	.....do.....	Do.
G. W. Whitehurst.....	.....do.....	.....do.....	.....do.....	Do.
J. H. Carroll.....	.....do.....	.....do.....	.....do.....	Do.
Elmer F. Mayo.....	Chatham, Mass...	Rescued, at great personal hazard, Seth L. Ellis, of Monomoy Station Life-saving crew, on Mar. 17, 1902.	Gold medal...	Mar. 28, 1902

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Seth L. Ellis.....	Harwich port, Mass. (surfman, Monomoy Station).	At great hazard endeavored to save crew of barge Wadena, which was ashore on Shovel-ful Shoal, Mass., and afterwards aided members of life-saving crew on their overturned boat until their strength was exhausted. (For detailed account see caption "Loss of life.")	Gold medal ..	Mar. 28, 1902
Robert E. Mills.....	New York, N. Y..	Rescued, with great skill and heroism, two men who had capsized in a small boat on the Hudson River, off 175th street, New York City, Aug. 25, 1901.	.....do	Mar. 31, 1902
Morgan L. Steele.....	Washington, D. C.	Rescuing a man who had broken through the ice on the James River, near Richmond, Va., on the night of Feb. 9, 1895.	Silver medal..	Do.
Chas. A. Blank.....	San Francisco, Cal.	Rescued a woman who had jumped overboard from the ferryboat Oakland, in San Francisco Bay, Cal., on the morning of Apr. 17, 1901.	Gold medal...	Do.
Henry Thorn	Cleveland, Ohio..	Rescued from death in the early morning of Aug. 14, 1901, eighteen men who were imperiled on crib No. 2, of the Cleveland waterworks tunnel in Lake Erie.	Silver medal..	Apr. 12, 1902
Alfred Sorensen	Boston, Mass.....	Jumped from his steamer at the peril of his own life and rescued a man who fell from the tug Elsie, July 29, 1900, near Boston light-ship.	Gold bar	Apr. 16, 1902
Fred. Johnson	Chicago, Ill.....	Rescued, with great skill, on Nov. 12, 1900, the crews of two barges, which were helplessly adrift on Lake Erie in a heavy sea, and in danger of foundering.	Silver medal..	June 3, 1902
John J. O'Connor.....	New York, N. Y..	Rescuing from the Harlem River, at great personal hazard, an insane woman who jumped from the steamer Thomas A. Brennan on the morning of June 22, 1901.	Gold medal ..	June 7, 1902
Clark E. McClintock ..	Corporal, 15th U. S. Infantry.	Attempting to rescue a comrade from drowning Apr. 12, 1901.	.....do	July 8, 1902.
Charles S. Root	Second assistant engineer, U. S. Revenue-Cutter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	.....do	Sept. 18, 1902.
James Bierman	Ordinary seaman, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
George Jeffas.....	Gunner, U. S. Revenue-Cutter Service.	.....do	Silver medal..	Do.
Jacob Pedersen	Carpenter, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
W. Cormack	Master-at-arms, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
F. Olsen	Cockswain, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
W. Gardiner	Third-class oiler, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
W. Idstrom .....	.....do .....	.....do .....	.....do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
B. Rafailovich	Fireman, U. S. Revenue-Cutter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	Silver medal..	Sept. 18, 1902.
Albert Bernston	Surfman, Golden Gate Life-Saving Station.	Rescuing a man at Point Lobos, Cal., Sept. 6, 1901.	.....do	Do.
Thomas Duggan	New York, N. Y..	Rescuing three persons from the East River, New York.	.....do	Sept. 24, 1902.
Daniel J. Fogarty .....	.....do	Rescuing a man from the Harlem River, New York, July 25, 1896.	.....do	Nov. 5, 1902.
Howard M. Poland	Cornwall on the Hudson.	Rescue of two comrades, May 13, 1902.	.....do	Nov. 28, 1902.
Michael J. O'Loughlin.	Brooklyn, N. Y...	Heroic daring in rescuing two men from the East River, New York, Nov. 5, 1889, and Feb. 25, 1900.	Gold medal...	Dec. 3, 1902.
John W. Wilson	Private, Co. M, 29th U. S. Volunteer Infantry.	Assisting to rescue thirteen comrades, near Calbayog, Samar, Philippine Islands, Oct. 31, 1902.	Silver medal..	Dec. 4, 1902.
Patrick J. Kelly	New York, N. Y..	Rescue of a woman from Hudson River, New York, Feb. 21, 1902.	.....do	Do.
J. K. Taussig	Ensign, U. S. Navy.	Swimming to the assistance of a shipmate in the harbor of Yokohama, Japan, Apr. 27, 1902.	.....do	Do.
William Thompson....	Seaman, U. S. Navy.	Rescuing a messmate on Apr. 13, 1901.	.....do	Dec. 5, 1902.
Irving P. Grace.....	Master of U. S. tug Nimrod.	Rescued sixteen persons in the vicinity of New York, N. Y.	.....do	Jan. 3, 1903.
Dennis Sheehan.....	Portland, Me.....	Rescued a man in Portland Harbor, Maine.	.....do	Do.
James A. Corseaden ..	New York, N. Y..	Rescued a woman at Belmar, N. J., Sept. 1, 1902.	.....do	Do.
Thomas F. Duffy	Private, U. S. Marine Corps.	Rescuing a comrade on Feb. 10, 1901, in Newport Harbor, Rhode Island.	.....do	Do.
C. H. Plummer	Millbridge, Me...	Saving and assisting to save the lives of 150 persons during the hurricane at Galveston, Tex., Sept. 8, 1900.	Gold medal...	Do.
Guy Plummer .....	.....do .....	.....do .....	.....do	Do.
Jack Plummer	Beaumont, Tex.	.....do .....	.....do	Do.
Joseph Corthell	Galveston, Tex.	.....do .....	.....do	Do.
Daniel H. McCarthy...	Private, U. S. Marine Corps.	Rescuing a comrade in New York Harbor, May 25, 1902.	Silver medal..	Do.
Harry M. Griffin .....	.....do .....	.....do .....	.....do	Do.
Frank J. Halbe	Private, Co. D, 2d U. S. Infantry.	Rescuing a comrade in the harbor of Cienfuegos, Mar. 3, 1900.	.....do	Do.
George N. Gray	Keeper Charlotte Life-Saving Station.	Rescue of four men and one woman from the wrecked schooner John R. Noyes, Dec. 15, 1902.	Gold medal...	Do.
Ira S. Palmer	Surfman .....	.....do .....	.....do	Do.
Lester D. Seymour ..	.....do .....	.....do .....	.....do	Do.
Mial E. Eggleston ..	.....do .....	.....do .....	.....do	Do.
Delbert Rose .....	.....do .....	.....do .....	.....do	Do.
Charles Eastwood ..	.....do .....	.....do .....	.....do	Do.
W. Vernon Downing ..	.....do .....	.....do .....	.....do	Do.
Frank B. Chapman ..	.....do .....	.....do .....	.....do	Do.
George E. Henderson ..	.....do .....	.....do .....	.....do	Do.
Thomas J. Gleason....	New York, N. Y..	Rescuing a man who fell into the East River, New York.	Silver medal..	Do.
James H. Holmes.....	Norfolk, Va	Rescuing a man at Virginia Beach, Va., Sept. 1, 1902.	.....do	Feb. 9, 1903.
George D. Cobb.....	Assistant keeper, Point Bonita Light-Station, California.	Rescuing three men in San Francisco Bay, Dec. 26, 1896.	.....do	Do.
Edwin W. Brewer	Redondo, Cal.....	Rescuing persons on various occasions at Santa Monica and Redondo, Cal.	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Albert G. Rowe.....	Quartermaster, U. S. tug Unadilla.	Rescuing a woman who fell overboard from the U. S. tug Unadilla, at Mare Island, Cal., Dec. 13, 1901.	Gold medal ..	Feb. 9, 1903.
Carl Eich.....	Apprentice, U. S. steamer Isla de Luzon.	Rescuing a messmate from drowning in the harbor of Cebu, Philippine Islands, Sept. 29, 1901.	Silver medal..	Feb. 20, 1903.
John R. Glover	Master steamer O. W. Cheney.	Rescue of crew of seven men from the schooner barge Nellie Mason, in Lake Erie, Sept. 29, 1896.	.....do	June 9, 1903.
W. H. J. Dallaghan	Formerly bugler, U. S. revenue steamer Manning.	Rescuing a man who fell from a wharf at San Francisco, Cal., May 7, 1900.	.....do	Do.
John H. Kleindienst...	Philadelphia, Pa.	Rescued a man from the Delaware River, Jan. 10, 1903.	.....do	Do.

TABLE OF CASUALTIES

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

SEASON OF 1902-1903.

Table of casualties,

DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
July 3	One mile east of station .	Hunniwells Beach	Sc. Sadie and Lillie, ^a Machias, Me.	Wallace ...	60
July 8	North Sugar Loaf	do	Sc. William H. Davenport, Bath, Me.	Stacy	256
July 12	Great Cranberry Island..	Cranberry Islands	Sc. J. R. Atwood, Waldoboro, Me.	Beal	43
Aug. 2	One-quarter mile south of station.	Damiscove Island	Sc. Game Cock, ^a Bangor, Me.	Sadler	67
Aug. 4	One mile south by west of station.	Hunniwells Beach	Schooner, Biddeford Pool, Me.	.....	.....
Aug. 7	Upper Gangway Ledge ..	White Head	St. y. Zara, New York City.	.....	249
Aug. 7	One mile north of station	Damiscove Island	Catboat, Boothbay, Me.	.....	.....
Aug. 8	One-third mile north-northeast of station.	Hunniwells Beach	Slp. y. Electra, Philadelphia, Pa.	Anderson..	16
Aug. 13	Two-Bush Reef	White Head	Slp. Gracie, Rockland, Me.	.....	.....
Aug. 23	One-half mile northwest of station.	Hunniwells Beach	Sc. y. Lena, Portland, Me.	Barter	13
Aug. 31	Stielmans Rocks	Jerrys Point	Str. Catawissa, Philadelphia, Pa.	Hansen....	558
Sept. 4	One-half mile west of station.	White Head	Sc. Flash, St. John, New Brunswick.	Tower	97
Sept. 4	One-eighth mile west-southwest of station.	Jerrys Point	Slp. y. Vandal, Boston, Mass.	Evans	18
Sept. 6	One and one-half miles east-northeast of station.	Quoddy Head	Sc. Morning Light, Eastport, Me.	Ingersoll ..	14
Sept. 6	Hay Ledge.....	Burnt Island	Slp. Fredonia, St. George, Me.	Simmons ..	9
Sept. 10	Four miles east-northeast of station.	White Head	Sc. New Boxer, Deer Isle, Me.	Candage...	60
Sept. 10	Two-sevenths mile north of station.	Damiscove Island	Sloop, Georgetown, Me.	.....	.....
Sept. 24	do	do	Sc. Georgiana, Georgetown, Me.	.....	.....
Sept. 28	Spruce Head Island, 2 miles northeast of station.	White Head	Str. City of Bangor, Portland, Me.	Arey	1,661
Sept. 29	One mile north of station.	Fletchers Neck...	Sc. Oregon, ^a Rockland, Me.	Poland	58
Oct. 5	One and three-quarters miles north of station.	Burnt Island	Sc. Emily F. Swift, Rockland, Me.	Walls.....	64
Oct. 8	Browns Ledges	White Head	Sc. Lillian, Castine, Me.	Grindle....	94
Oct. 19	Libby Island.....	Cross Island	Bkn. Africa, Windsor, Nova Scotia.	Fielden....	732
Oct. 19	Two miles north-northeast of station.	White Head	Small boat, St. George, Me.	.....	.....
Nov. 8	One-half mile south of Richmond Island.	Cape Elizabeth...	Sc. Right Away, Barnstable, Mass.	Smith	140
Nov. 13	One mile north of station.	Fletchers Neck...	Sc. E. and G. W. Hinds, Marblehead, Mass.	Smith	115
Nov. 16	Seven miles south-southeast of station.	White Head	Sc. Columbia, Boston, Mass.	Scott	40
Nov. 23	One mile northeast of station.	Fletchers Neck...	Sc. Oregon, Rockland, Me.	Poland	61
Nov. 24	One and one-half miles north-northeast of station.	White Head	Slp. Wanderer, St. George, Me.	Smith	11
Nov. 24	One and one-half miles east-northeast of station.	Hunniwells Beach	Slp. Emma C., Bath, Me.	Potter	27
Nov. 29	One-quarter mile north of station.	Cross Island	Sc. Olive G., Lubec, Me.	Smith	15
Dec. 5	One mile north of station.	Fletchers Neck...	Sc. Addie, ^a Boothbay, Me.	Davis	80
Dec. 7	One mile northeast of station.	White Head	Sc. Helen G. Wells, Gloucester, Mass.	McPhee ...	95

^a In dangerous position, from which the life-saving crew extricated her.

season of 1902-3.

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 station.	Days' succor afforded.
Boston, Mass., to Bath, Me.	Salt and steel shafting.	\$3,500	\$5,000	\$8,500	\$8,500	.....	3	3	.....	.....	.....
Boston, Mass., to Gardiner, Me.	.....	12,000	.....	12,000	11,400	\$600	6	6	.....	.....	.....
Jonesport, Me., to Boston, Mass.	Lobsters ..	2,000	1,000	3,000	2,900	100	4	4	.....	.....	.....
Boston, Mass., to Bangor, Me.	.....	1,000	.....	1,000	1,000	.....	5	5	.....	.....	.....
Biddeford Pool to Georgetown, Me.	.....	100	.....	100	100	.....	1	1	.....	.....	.....
Portland to Rockland, Me.	.....	70,000	.....	70,000	69,900	100	22	22	.....	.....	.....
Pleasure trip .....	.....	100	.....	100	100	.....	4	4	.....	.....	.....
Dragged anchor .....	.....	2,000	.....	2,000	2,000	.....	2	2	.....	.....	.....
Fishing trip .....	.....	350	.....	350	275	75	2	2	.....	.....	.....
Boothbay to Portland, Me.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Portsmouth, N. H., to Fort Point, Me.	.....	90,000	.....	90,000	90,000	.....	20	20	.....	.....	.....
Boston, Mass., to St. John, New Brunswick.	.....	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
Bar Harbor, Me., to Boston, Mass.	.....	2,000	.....	2,000	2,000	.....	7	7	.....	.....	.....
Grand Manan, New Brunswick, to Eastport, Me.	Fish	300	100	400	400	.....	2	2	.....	.....	.....
Fishing trip .....	.....	600	.....	600	400	200	1	1	.....	.....	.....
Mt. Desert to Port Clyde, Me.	.....	1,100	.....	1,100	1,025	75	1	1	.....	.....	.....
Parted moorings and stranded.	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Fishing trip .....	.....	200	.....	200	200	.....	1	1	.....	.....	.....
Boston, Mass., to Bangor, Me.	General ..	235,000	65,000	300,000	294,000	6,000	270	270	.....	.....	.....
Provincetown, Mass., to Rockland, Me.	Sand and cranberries.	600	150	750	750	.....	2	2	.....	.....	.....
Calais, Me., to Boston, Mass.	Lumber ..	500	1,800	2,300	2,300	.....	2	2	.....	.....	.....
Boston, Mass., to Bangor, Me.	.....	1,600	.....	1,600	1,525	75	3	3	.....	.....	.....
Hantsport, Nova Scotia, to Portland, Me.	Coal	18,000	6,000	24,000	.....	24,000	13	13	.....	9	9
Dragged anchor .....	.....	15	.....	15	.....	15	.....	.....	.....	.....	.....
Bangor, Me., to Beverly, Mass.	Lumber ..	1,000	3,200	4,200	3,800	400	5	5	.....	.....	.....
Boston, Mass., to Portland, Me.	.....	1,000	.....	1,000	925	75	4	4	.....	.....	.....
Fishing trip	Fish	2,500	750	3,250	.....	3,250	8	8	.....	5	10
Bangor, Me., to Boston, Mass.	Wood	600	300	900	900	.....	3	3	.....	.....	.....
Dragged anchors .....	.....	350	.....	350	350	.....	.....	.....	.....	.....	.....
From Bath, Me	Sand	1,000	25	1,025	1,000	25	2	2	.....	.....	.....
Lubect to Machiasport, Me.	.....	500	.....	500	495	5	2	2	.....	.....	.....
Saco, Me., to Boston, Mass.	Brick	600	750	1,350	1,350	.....	3	3	.....	3	3
Fishing trip .....	.....	8,000	.....	8,000	7,900	100	19	19	.....	.....	.....

Table of casualties,

DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Dec. 8	Ram Island Ledge.....	Cape Elizabeth...	Sc. Cora and Lillian, Portland, Me.	Dauget....	33
Dec. 8	Two and one-half miles north of station.	Fletchers Neck...	Sc. E. and G. W. Hinds, Marblehead, Mass.	Smith.....	115
Dec. 9	One and one-half miles northeast of station.	White Head.....	Sc. Wm. V. Hutchings, Eastport, Me.	Cassedy...	62
Dec. 9	One and one-quarter miles southeast by south of station.	Hunniwells Beach	Sc. Game Cock, ^a Ellsworth, Me.	Sadler.....	67
Dec. 9	One and one-half miles northeast of station.	Jerrys Point.....	Sc. Lady Antrim, Boothbay, Me.	Campbell..	87
Dec. 9	One and one-half miles east of station.	Wallis Sands.....	Sc. George V. Jordan, ^a New York City.	Holden....	616
Dec. 12	Four miles southwest of station.	Cross Island.....	Sc. Carrie Belle, ^b New York City.	Gayton....	274
Dec. 24	One and one-quarter miles east-northeast of station.	White Head.....	Sc. C. M. Gillmor, St. George, Me.	Elwell.....	43
Dec. 29	One-eighth mile southwest of station.	Quoddy Head....	Small boat, Lubec, Me..	.....	.....
1903.					
Jan. 12	Great Cranberry Island..	Cranberry Islands	Sc. Sam Slick, Windsor, Nova Scotia.	Ogilvie....	90
Jan. 31	Spruce Head Ledge.....	White Head.....	Sc. Thomas W. H. White, Bath, Me.	Clark.....	213
Jan. 31	Stage Island.....	Hunniwells Beach	Str. Leo, Bath, Me.....	.....	.....
Feb. 13	One mile north of station.	Fletchers Neck...	Sc. Mabel E. Bryson, Saco, Me.	Hatch.....	39
Feb. 17	One and one-quarter miles north of station.	Jerrys Point.....	Sc. Elizabeth M. Cook, Calais, Me.	Hill.....	282
Feb. 25	Eight miles south-southwest of station.	Damiscove Island.	Sc. Carrie C. Miles, ^c Rockland, Me.	Demmons..	106
Mar. 6	Three and one-half miles northeast $\frac{1}{2}$ east of station.	Burnt Island.....	Bkn. Cuba, Windsor, Nova Scotia.	Merriam...	481
Mar. 15	One and one-quarter miles north of station.	Jerrys Point.....	Sc. Charlotte T. Sibley, Belfast, Me.	Coombs....	376
Mar. 20	One mile north of station.	Fletchers Neck...	Sc. Grace E. Stevens, Southwest Harbor, Me.	Stevens....	87
Mar. 24	One and one-quarter miles north of station.	Burnt Island.....	Sc. White Foam, Mt. Desert Ferry, Me.	Rice.....	60
Apr. 30	Two miles southwest of station.	.....do.....	Sc. J. M. Kennedy, Ellsworth, Me.	Hutchings.	120
May 10	One mile southeast by east of station.	Hunniwells Beach	Slp. Storm King, Parkers Head, Me.	.....	.....
May 12	Two and one-half miles south-southwest of station.	Hampton Beach..	Small boat.....	.....	.....
May 13	Two and one-half miles north-northwest of station.	Fletchers Neck...	Sc. Rebecca R. Douglas, Philadelphia, Pa.	Crocker....	475
May 19	Three-quarters mile southwest of station.	Burnt Island.....	Sc. Emily F. Swift, ^b Rockland, Me.	Huntley...	64
May 25	Three miles north-northeast of station.	.....do.....	Slp. Ocean Queen, Damariscotta, Me.	Carter.....	7
May 28	Two miles north-northeast of station.	Cape Elizabeth...	Sc. Republic, New York City.	Saunders..	801
May 30	Two-thirds mile north-east by east of station.	Hunniwells Beach	Catboat Marguerite, Bath, Me.	.....	.....
June 2	Two and seven-eighths miles northeast of station.	Burnt Island.....	Sc. New England, Gloucester, Mass.	Whitley...	86
June 12	Strattons Island.....	Cape Elizabeth...	Sc. Washington B. Thomas, Thomaston, Me.	Lermond...	2,638
June 12	Four hundred yards southeast of station.	Hampton Beach..	Fish boats (5).....	.....	.....
	Total.....	.....	.....	.....	.....

^a Disabled, requiring assistance.^b In dangerous position, from which the life-saving crew extricated her.

season of 1902-3—Continued.

OF 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 station.	Days' succor afforded.
Fishing trip.....		\$5,000		\$5,000		\$5,000	8	8			
Boston, Mass., to Digby, Nova Scotia.		700		700	\$700		4	4		4	4
Eastport, Me., to New York City.	Scrap tin.	600	\$550	1,150	200	950	4	4		4	8
Gloucester, Mass., to Ellsworth, Me.		1,000		1,000	1,000		3	3			
Boston, Mass., to Portsmouth, N. H.	Salt.....	600	600	1,200	1,000	200	3	3			
Baltimore, Md., to Bangor, Me.	Coal.....	9,000	5,000	14,000	14,000		8	8			
Boston, Mass., to St. John, New Brunswick.		3,000		3,000	3,000		6	6			
Seal Harbor to Rockland, Me.	Scrap tin.	600	200	800	800		2	2			
Fishing trip.....		15		15	15		1	1			
Rockport, Me., to Parrsboro, Nova Scotia.		4,000		4,000	3,900	100	5	5			
Weymouth, Nova Scotia, to Boston, Mass.	Lumber..	9,000	5,000	14,000	14,000		6	6			
Fishing trip.....		1,200		1,200	900	300	2	2		2	2
do.....		3,500		3,500	3,500		6	6			
Elizabethport, N. J., to Calais, Me.	Guano....	4,000	5,000	9,000	9,000		6	6			
Rockland, Me., to New York City.	Lime.....	3,000	1,200	4,200	4,100	100	4	4			
Parrsboro, Nova Scotia, to Bath, Me.	Coal.....	30,000	5,665	35,665	35,665		8	8			
Stonington, Me., to New York City.	Stone.....	10,000	1,200	11,200	11,200		7	7			
Boston, Mass., to Bar Harbor, Me.	Lumber..	1,000	1,300	2,300	2,275	25	4	4			
Addison to Bar Harbor, Me.	do.....	500	500	1,000		1,000 (d)					
Rondout, N. Y., to Belfast, Me.	Cement...	3,500	1,400	4,900		4,900	4	4		4	4
Fishing trip.....		135		135	100	35	2	2			
Adrift.....		20		20	20						
New York City, to Saco, Me.	Coal.....	15,000	2,500	17,500	17,200	300	7	7			
Boston, Mass., to Bar Harbor, Me.	General..	1,000	1,200	2,200	2,200		8	3			
Muscle Ledges to Muscongus Island, Me.		410		410	400	10	2	2			
Baltimore, Md., to Portland, Me.	Coal.....	50,000	4,000	54,000	53,400	600	9	9			
Bath, to Georgetown, Me.		200		200	200		2	2			
Boothbay, to Port Clyde, Me.	Fish.....	3,000	900	3,900	3,800	100	17	17			
Norfolk, Va., to Portland, Me.	Coal.....	128,000	12,690	140,690		140,690	15	14	1		
Fishing trip.....		150		150	110	40	2	2		1	2
		746,795	132,980	879,775	690,330	189,445	573	572	1	32	42

c Disabled, requiring the assistance of the life-saving crew to reach port.

d No one on board when vessel came ashore.

Table of casualties,

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
July 3	Four miles east by north ½ north of station.	Nahant.....	Sc. Winifred, Boston, Mass.	Welch.....	94
July 3	Two-thirds mile north- northeast of station.	City Point.....	Sc. y. Redskin III, Bos- ton, Mass.	.....	33
July 4	Three-quarters mile northeast of station.	Gurnet.....	Lch. Venus, Plymouth, Mass.	.....	.....
July 7	One-half mile north by east of station.	Gloucester.....	Small boat, Gloucester, Mass.	.....	.....
July 8	One-quarter mile east of station.	Wood End.....	Sc. St. Bernard, Parrs- boro, Nova Scotia.	George.....	120
July 8	One-quarter mile west- southwest of station.	Cuttyhunk.....	Sc. Monticello, Portland, Me.	Durgan.....	30
July 9	One-quarter mile west of station.	City Point.....	Catboat Marion, Boston, Mass.	.....	.....
July 9	One-quarter mile north of station.	.....do.....	Slp. Arwacke, Marble- head, Mass.	.....	.....
July 15	One-quarter mile north- northwest of station.	.....do.....	Tender, Boston, Mass.	.....	.....
July 15	One-half mile north of station.	.....do.....	Catboat Winonio, Bos- ton, Mass.	.....	.....
July 16	One and one-quarter miles west by north of station.	Point Allerton....	Slp. Emblem, Boston, Mass.	.....	.....
July 17	One and one-half miles southwest of station.	City Point.....	Sailboat, Boston, Mass.	.....	.....
July 17	One-half mile north- northwest of station.	.....do.....	Slp. y. Neptune, Boston, Mass.	.....	.....
July 22	One and one-half miles southwest by south of station.	.....do.....	Catboat Bowser, Boston, Mass.	.....	.....
July 26	Three miles south of sta- tion.	Straitsmouth.....	Sc. Metropolis, Eastport, Me.	.....	61
July 29	One-eighth mile north of station.	Nahant.....	Slp. Isa, Boston, Mass.	.....	.....
Aug. 1	One-half mile north of station.	Fourth Cliff.....	Sailboat, Scituate, Mass.	.....	.....
Aug. 3	Two and one-half miles north-northwest of sta- tion.	Coskata.....	Sc. James H. Hoyt, Den- nis, Mass.	Smith.....	414
Aug. 5	Two miles north of sta- tion.	Brant Rock.....	Slp. Gelnair, Boston, Mass.	Saunders.....	12
Aug. 6	One-half mile west of station.	Old Harbor.....	Slp. Sachem, Bristol, R. I.	.....	.....
Aug. 7	One-half mile east of station.	Gloucester.....	Slp. y. Toss, Lynn, Mass.	.....	.....
Aug. 7	One and one-quarter miles northeast of sta- tion.	.....do.....	Slp. y. Monsoon, Marble- head, Mass.	.....	.....
Aug. 7	One and one-half miles east by north of station	.....do.....	Slp. y. Can't Help It, Gloucester, Mass.	.....	.....
Aug. 7	One and one-half miles southwest by south of station.	City Point.....	Sailboat, Squantum, Mass.	.....	.....
Aug. 7	One-half mile southwest of station.	.....do.....	Rowboat, Savin Hill, Mass.	.....	.....
Aug. 7	Two miles northwest of station.	Point Allerton....	Sc. Cardenas, Fall River, Mass.	Hopkins....	1,576
Aug. 7	One and one-third miles northeast of station.	Chatham.....	Sc. Nautilus, Boston, Mass.	Pinto.....	9
Aug. 8	Two and five-eighths miles north of Plum Island Station.	Plum Island and Newburyport.	Na. lch. Ralph W., Law- rence, Mass.	.....	.....
Aug. 9	Two miles east of station.	Gay Head.....	Catboat, Chilmark, Mass.	.....	.....
Aug. 11	One-half mile north- northeast of station.	City Point.....	Slp. Dream, Boston, Mass.	.....	.....
Aug. 12	One mile southeast of station.	Gloucester.....	Ga. lch. Marion, Glouces- ter, Mass.	.....	.....
Aug. 12	One-quarter mile north- east of station.	City Point.....	Slp. Tramp, Boston, Mass.	.....	.....
Aug. 13	Two miles west by south of station.	.....do.....	Slp. Marselena, Boston, Mass.	.....	.....

season of 1902-3—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 station.	Days' succor afforded.
Gloucester to Boston, Mass.		\$21,000		\$21,000	\$20,600	\$400	18	18			
Dragged anchors.....		14,000		14,000	14,000		3	3			
Sunk at moorings.....		1,000		1,000	900	100					
.....do.....		25		25	15	10					
Parrsboro, Nova Scotia, to Vineyard Haven, Mass.	Laths.....	6,000	\$300	6,800	6,200	600	5	5			
Fishing trip.....	Fish.....	1,200	300	1,500		1,500	7	7			
Adrift.....		50		50	50						
.....do.....		300		300	300						
Capsized.....		10		10	10		1	1			
Broke from moorings and stranded.		460		460	460						
Fishing trip.....		50		50	50		2	2			
Adrift.....		10		10	10		2	2			
Broke from moorings and stranded.		900		900	900						
Pleasure trip.....		250		250	250		5	5			
Calais, Me., to Boston, Mass.	Lumber ..	400	1,500	1,900	1,900		3	3			
Marblehead to Lynn, Mass.		150		150	145	5	1	1		1	1
Scituate to North River, Mass.		30		30	30		2	2			
New York City to Windsor, Nova Scotia.		8,000		8,000	8,000		10	10			
Boston to Plymouth, Mass.		600		600	600		8	8			
Nantucket to Marblehead, Mass.		1,500		1,500	1,500		3	3			
Capsized.....		300		300	285	15	3	3			
.....do.....		400		400	390	10	2	2			
.....do.....		125		125	25	100	4	4			
.....do.....		15		15	15		1	1			
Pleasure trip.....		10		10	10		2	2			
Philadelphia, Pa., to Boston, Mass.	Coal.....	40,000	90,000	130,000	125,000	5,000	8	8			
Nantucket to Boston, Mass.		600		600	550	50	5	5			
Boston to Haverhill, Mass.		200		200	175	25	3	3		2	2
Parted moorings.....		100		100	100		1	1			
Dragged anchor.....		75		75	75						
Pleasure trip.....		1,000		1,000	990	10	3	3			
Dragged anchor.....		90		90	90						
Capsized.....		100		100	100		3	3			

Table of casualties,

DISTRICT NO. 2—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Aug. 13	Nashawena Island.....	Cuttyhunk	Catboat Amy, New Bedford, Mass.	.....	.....
Aug. 16	Bearses Shoal.....	Monomoy	Sc. Irene Meservey, St. George, Me.	Murphy ...	244
Aug. 17	One and three-quarters miles northeast of station.	Point Allerton...	Slp. Elsa, Boston, Mass..	.....	.....
Aug. 17	One and one-half miles south-southeast of station.	Old Harbor.....	Skiff.....	.....	.....
Aug. 20	Two miles southeast of station.	Straitsmouth	Sc. y. Shamrock, New York City.	Allen	50
Aug. 21	Two and one-half miles east-northeast of station.	City Point.....	Slp. y. Leslie, Boston, Mass.	Welger	22
Aug. 24	One-half mile north of station.	Newburyport.....	Rowboat, Newburyport, Mass.	.....	.....
Aug. 24	Two-thirds mile west-northwest of station.	City Point.....	Sloop, Boston, Mass. ....	.....	.....
Aug. 25	Three-quarters mile north of station.	Newburyport.....	Slp. y. Querita, Boston, Mass.	.....	.....
Aug. 27	Two and one-quarter miles east-northeast of station.	City Point.....	Sc. Thalia, Gloucester, Mass.	Forbes.....	82
Aug. 29	One and one-quarter miles west-southwest of station.	.....do	Sloop, Neponset, Mass...	.....	.....
Sept. 1	One-quarter mile north-northwest of station.	Cuttyhunk	Slp. Norma, Onset, Mass.	.....	.....
Sept. 2	One and one-half miles east by north of station.	City Point	Ga. lch. Elder, Beachmont, Mass.	.....	.....
Sept. 6	Nauset Bars.....	Orleans.....	Gasoline launch, Boston, Mass.	.....	.....
Sept. 7	Three and one-half miles south of station.	North Scituate...	Sloop, Scituate, Mass. ....	.....	.....
Sept. 9	One and one-quarter miles west by north of station.	City Point.....	Slp. Æolus, Boston, Mass.	.....	.....
Sept. 9	One and one-quarter miles north of station.	.....do	Slp. y. Mina, Boston, Mass.	.....	.....
Sept. 10	One and two-thirds miles north of station.	.....do	Slp. Caritas, Boston, Mass.	.....	.....
Sept. 10	One-half mile northeast of station.	North Scituate ..	Small boat, North Scituate, Mass.	.....	.....
Sept. 14	One mile south of station.	Nahant.....	Sailboat, East Saugus, Mass.	.....	.....
Sept. 15	Bearses Shoal	Monomoy	Sc. Viking, New Bedford, Mass.	Sater	27
Sept. 18	Lovells Island	Point Allerton ..	Sc. y. Tempest, Boston, Mass.	Warren	35
Sept. 18	Three-quarters mile northeast $\frac{1}{2}$ east of station.	Monomoy	Sc. Dora Mathews, New York City.	Bonsey	392
Sept. 19	Cedar Point.....	North Scituate ..	Str. Alderney, Tonsberg, Norway.	Frivold.....	3,090
Sept. 20	Two-thirds mile west of station.	City Point.....	Slp. Elm, Boston, Mass. ..	.....	.....
Sept. 21	One mile northeast of station.	Newburyport.....	Rowboat, Newburyport, Mass.	.....	.....
Sept. 24	Three-eighths mile northwest by west of station.	Cuttyhunk	Slp. Elsie Ford, Wickford, R. I.	.....	.....
Oct. 3	One-half mile north-northwest of station.	City Point.....	Gasoline launch, Boston, Mass.	.....	.....
Oct. 4	One mile northeast of station.	Straitsmouth	Sc. Frederick Tudor, Gloucester, Mass.	Saunders ..	9
Oct. 5	Long Point.....	Wood End.....	Sc. Marjory Brown, Perth Amboy, N. J.	Osborn	1,210
Oct. 6	One-half mile north-northeast of station.	City Point.....	Catboat Noturus, Boston, Mass.	.....	.....
Oct. 7	One mile north of station.	Newburyport.....	Gasoline launch, Newburyport, Mass.	.....	.....

season of 1902-3—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 station.	Days' succor afforded.
Pleasure trip.....		\$200	.....	\$200	\$175	\$25	3	3	.....	.....	.....
Bangor, Me., to New York City.	Lumber ..	1,400	\$4,000	5,400	5,200	200	6	6	.....	.....	.....
Pleasure trip.....		350	.....	350	350	.....	2	2	.....	.....	.....
Adrift.....		10	.....	10	10	.....	1	1	.....	.....	.....
Bar Harbor, Me., to Boston, Mass.		15,000	.....	15,000	14,985	15	15	15	.....	.....	.....
Gloucester to Boston, Mass.		3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Fishing trip.....		15	.....	15	15	.....	2	2	.....	.....	.....
Pleasure trip.....		75	.....	75	75	.....	2	2	.....	.....	.....
.....do.....		1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
Boston to Gloucester, Mass.	Fish	5,000	500	5,500	5,500	.....	17	17	.....	.....	.....
Neponset to Boston, Mass.		200	.....	200	200	.....	.....	.....	.....	.....	.....
Dragged anchor		1,200	.....	1,200	1,200	.....	1	1	.....	.....	.....
Peddocks Island to Beachmont, Mass.		700	.....	700	700	.....	7	7	.....	2	2
Pleasure trip.....		3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
.....do.....		300	.....	300	300	.....	3	3	.....	.....	.....
Dragged anchor and stranded.		250	.....	250	250	.....	.....	.....	.....	.....	.....
.....do.....		75	.....	75	75	.....	.....	.....	.....	.....	.....
Broke from moorings.		500	.....	500	490	10	.....	.....	.....	.....	.....
Adrift.....		20	.....	20	20	.....	.....	.....	.....	.....	.....
Beverly to East Saugus, Mass.		35	.....	35	35	.....	1	1	.....	.....	.....
Provincetown to New Bedford, Mass.		4,000	.....	4,000	3,850	150	5	5	.....	.....	.....
Nahant to Hull, Mass.		2,000	.....	2,000	1,850	150	5	5	.....	.....	.....
Newburyport, Mass., to New York City.		14,000	.....	14,000	500	13,500	7	7	.....	7	7
Louisburg, Cape Breton, to Boston, Mass.	Coal	200,000	30,000	230,000	204,850	25,150	25	25	.....	.....	.....
Dragged anchor		300	.....	300	300	.....	.....	.....	.....	.....	.....
Adrift.....		15	.....	15	15	.....	4	4	.....	.....	.....
Cruising		150	.....	150	150	.....	2	2	.....	.....	.....
Lying at moorings....		900	.....	900	900	.....	.....	.....	.....	.....	.....
Fishing trip.....		600	.....	600	.....	600	4	4	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Coal	35,000	18,000	53,000	53,000	.....	9	9	.....	.....	.....
Adrift.....		1,000	.....	1,000	1,000	.....	.....	.....	.....	.....	.....
.....do.....		200	.....	200	200	.....	.....	.....	.....	.....	.....

Table of casualties,

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Oct. 8	Three and one-half miles north by east $\frac{1}{2}$ east of Orleans Station.	Orleans and Nauset.	Sc. George W. Glover, Rockland, Me.	Keefe	79
Oct. 12	One-half mile southwest of station.	Nahant.....	Slp. Joe, Lynn, Mass .....	.....	.....
Oct. 12	Two-thirds mile north-east of station.	City Point.....	Slp. y. Quickstep, Boston, Mass.	Schlieff....	15
Oct. 12	One mile northeast of station.	Wood End.....	Sc. Lewis H. Giles, Gloucester, Mass. ....	.....	135
Oct. 12	Two and seven-eighths miles east $\frac{1}{2}$ north of station.	Cuttyhunk	Slp. y. Quissett, Boston, Mass.	Olsen	6
Oct. 14	Three-quarters mile east-northeast of station.	Newburyport.....	Sailboat Marion, Newburyport, Mass. ....	.....	.....
Oct. 15	One mile south-south-east of station.	Brant Rock.....	Catboat Spartan, Green Harbor, Mass. ....	.....	.....
Oct. 19	One-half mile north-northeast of station	City Point.....	Yawl, Boston, Mass .....	.....	.....
Oct. 19	One-half mile north by west of station.	do	Sloop, Boston, Mass .....	.....	.....
Oct. 19	One and one-quarter miles west of station.	Point Allerton.....	Slp. Alleeta, Boston, Mass. ....	.....	.....
Oct. 21	One mile west-southwest of station.	City Point.....	Catboat Sans Peur, Boston, Mass. ....	.....	.....
Oct. 21	do	Gay Head	Slp. Sarah, Newport, R. I.	Gamache..	5
Oct. 23	One-half mile north of station.	City Point.....	Catboat Winona, Boston, Mass. ....	.....	.....
Oct. 23	One-half mile north-northwest of station.	do	St. y. Nora, Boston, Mass .....	.....	.....
Oct. 30	One and one-half miles northeast of station.	Gloucester.....	Slp. y. Elsa, Boston, Mass. ....	.....	.....
Oct. 30	Two miles west $\frac{1}{2}$ north of station.	Chatham	Catboat .....	.....	.....
Nov. 3	Three-quarters mile west-northwest of station.	Straitsmouth.....	Slp. Phebe M., Rockport, Mass. ....	.....	.....
Nov. 4	Two miles south-south-east of station.	Coskata.....	Fishboat Ramona, Nantucket, Mass. ....	.....	.....
Nov. 9	One-eighth mile east-northeast of station.	Cuttyhunk	Slp. Lillian, Fairhaven, Mass. ....	.....	.....
Nov. 10	One mile southwest of station.	City Point.....	Gasoline launch, Boston, Mass. ....	.....	.....
Nov. 12	One mile northwest of station.	Newburyport.....	Sloop, Newburyport, Mass. ....	.....	.....
Nov. 13	One and one-half miles east-southeast of station.	Point Allerton....	Sc. Edward W. Perry, ^a Eastport, Me.	Smith	246
Nov. 21	Two miles south-south-east of station.	Coskata	Catboat Priscilla, Nantucket, Mass.	Swain	10
Nov. 22	Two miles southeast of station.	Gloucester.....	Sc. Beta, Boston, Mass ..	Danforth ..	152
Nov. 23	Three miles north of station.	Wood End.....	Small boat belonging to sc. Two Forty.	.....	.....
Nov. 24	One and one-half miles south-southwest of station.	Monomoy Point..	Sc. George R. Smith, Edgartown, Mass.	Milton.....	136
Nov. 25	Two and one-half miles south of station.	do	Sc. Roger Drury, ^b Boston, Mass.	Henderson ..	360
Nov. 29	Three and one-half miles south by east of station.	Monomoy	Sc. Phoenix, Parrisboro, Nova Scotia.	Newcomb ..	406
Nov. 30	One-half mile north-west of station.	Straitsmouth.....	Sc. Newell B. Hawes, ^c Boston, Mass.	Leighton ..	89
Nov. 30	Shovelful Shoal.....	Monomoy Point..	Sc. Mary Farrow, Boothbay, Me.	Thayer	99
Dec. 5	One and one-quarter miles southeast of station.	Gloucester.....	Sc. Flo. F. Mader, Lunenburg, Nova Scotia.	Mader	116

^a In dangerous position, requiring assistance.^b Disabled, requiring assistance.

season of 1902-3—Continued.

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 station.	Days' succor afforded.
New York City to Salem, Mass.	Cement...	\$1,800	\$1,365	\$3,165	\$3,165	.....	4	4	.....	.....	.....
Swampscott to Lynn, Mass.	.....	50	.....	50	50	.....	4	4	.....	.....	.....
Lying at moorings	.....	1,000	.....	1,000	975	\$25	1	1	.....	.....	.....
Fishing trip	.....	8,000	.....	8,000	8,000	.....	18	18	.....	.....	.....
do.	.....	1,200	.....	1,200	1,175	25	2	2	.....	.....	.....
Adrift	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....
Fishing trip	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Parted moorings	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Dragged anchor	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Boston to Hull, Mass.	.....	1,000	.....	1,000	1,000	.....	4	4	.....	.....	.....
In Boston Harbor	.....	500	.....	500	500	.....	1	1	.....	.....	.....
Fishing trip	Fish	650	50	700	650	50	2	2	.....	2	2
Parted moorings and stranded	.....	460	.....	460	460	.....	.....	.....	.....	.....	.....
Parted moorings and collided	.....	3,500	.....	3,500	3,500	.....	.....	.....	.....	.....	.....
Pleasure trip	.....	900	.....	900	895	5	2	2	.....	.....	.....
Fishing trip	.....	50	.....	50	50	.....	1	1	.....	.....	.....
do.	.....	600	.....	600	590	10	3	3	.....	.....	.....
do.	.....	250	.....	250	165	85	2	2	.....	2	2
Dragged anchors and stranded	.....	175	.....	175	100	75	2	2	.....	2	2
Neponset to City Point, Mass.	.....	25	.....	25	25	.....	2	2	.....	.....	.....
Dragged anchor and collided	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
St. John, New Brunswick to Philadelphia, Pa.	Laths	5,000	2,500	7,500	7,500	.....	6	6	.....	.....	.....
Fishing trip	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Boston, Mass., to Portland, Me.	Cement	1,200	1,000	2,200	.....	2,200	7	7	.....	7	12
Adrift	.....	10	.....	10	10	.....	2	2	.....	2	2
Bangor, Me., to Fishers Island, N. Y.	Lumber	1,000	5,000	6,000	5,500	500	5	5	.....	.....	.....
Hillsborough, New Brunswick, to Newark, N. J.	Plaster	7,000	3,000	10,000	9,700	300	7	7	.....	.....	.....
New York City to Windsor, Nova Scotia.	Coal	10,000	2,500	12,500	4,500	8,000	9	9	.....	.....	.....
Newburyport to Boston, Mass.	Sand	800	130	930	880	50	4	4	.....	.....	.....
Port Johnson, N. J., to Kennebunkport, Me.	Coal	1,000	1,675	2,675	2,375	300	4	4	.....	.....	.....
Prince Edward Island to Boston, Mass.	Potatoes	3,500	1,365	4,865	3,865	1,000	7	7	.....	3	4

* In districts requiring the assistance of the life-saving crew.

Table of casualties,

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Dec. 7	One mile east of station..	Newburyport.....	Rowboat, Newburyport, Mass.	.....	.....
Dec. 8	One and three-quarters miles east-southeast of station.	Gurnet	Sc. Henry May, ^a Portland, Me.	Perry	188
Dec. 9	One-eighth mile south-west of station.	Nahant.....	Naphtha launch, Nahant, Mass.	.....	.....
Dec. 9	One-eighth mile south-west of station.	.....do.....	Na. Ich. Sylvia, Nahant, Mass.	.....	.....
Dec. 9	Two miles north by west of Gurnet Station.	Gurnet and Brant Rock.	Sc. Etta A. Stimpson, Boston, Mass.	McLennan	314
Dec. 9	Two and one-half miles southeast of station.	Chatham	Sc. Samuel S. Thorp, ^a Perth Amboy, N. J.	Pearce.....	528
Dec. 11	Two miles north-north-west of station.	Point Allerton....	Sc. Ruth M. Martin, Boston, Mass.	Thomas ...	98
Dec. 12	One and one-half miles southwest by west of station.	Monomoy Point ..	Sc. Nettie Franklin, Chatham, Mass.	Foye	102
Dec. 26	Three miles north-north-west of station.	Point Allerton....	Sc. Ella M. Goodwin, Gloucester, Mass.	Goodwin ..	121
1903.					
Jan. 13	One-third mile west of station.	Newburyport.....	Rowboats (2), Plum Island Point, Mass.	.....	.....
Jan. 18	Four miles north by west of station.	Monomoy	Sc. Emeline G. Sawyer, New York City.	Capes.....	145
Jan. 20	One and one-quarter miles northeast of station.	Straitsmouth	Sc. D. Gifford, Boston, Mass.	Hudson....	253
Jan. 24	One mile southeast by east $\frac{1}{2}$ east of Nauset Station.	Nauset and Orleans.	Sc. Andrew Adams, ^a Boothbay, Me.	Simmons ..	812
Jan. 30	Two and one-quarter miles east of station.	Monomoy Point ..	Sc. James G. Blaine, Boston, Mass.	Nickerson .	103
Feb. 1	Five miles east-southeast of station.	Pamet River.....	Sc. Lyman M. Law, New Haven, Conn.	.....	1,300
Feb. 1	.....do.....	.....do.....	Boat belonging to sc. Hope Sherwood, Providence, R. I.	.....	.....
Feb. 3	One and one-half miles southeast by east of station.	Brant Rock.....	Str. Massapequa, Bristol, England.	Sevens.....	3,027
Feb. 12	One mile northwest of station.	Newburyport.....	Sc. Reporter, Gloucester, Mass.	Anderson..	83
Feb. 12	Three miles south of station.	Plum Island	Sc. F. A. Smith, Boston, Mass.	Burns	77
Feb. 12	.....do.....	.....do.....	Sc. James and Ella, Boston, Mass.	Geyer.....	90
Feb. 15	Eight miles southeast of station.	Cahoons Hollow..	Sc. E. H. Foster, St. John, New Brunswick.	McCameron.	124
Feb. 27	Stone Horse Shoal.....	Monomoy Point ..	Sc. Ada F. Brown, Bath, Me.	Merry	1,456
Mar. 19	Three-quarters mile east of station.	Chatham	Sc. Sebago, Boston, Mass.	Cochran ...	307
Mar. 26	Four miles east by north of station.	Orleans.....	Sc. D. Howard Spear, Bath, Me.	Pinkham..	547
Apr. 11	Two miles east-southeast of station.	Old Harbor.....	Slp. Maggie Cannon, Boston, Mass.	Pettigrew .	7
Apr. 13	One mile north-north-west of station.	Newburyport.....	Sc. George P. Rust, Marblehead, Mass.	Darwin....	65
Apr. 27	One and one-quarter miles south-southwest of station.	Monomoy Point ..	Sc. Albert T. Stearns, New Bedford, Mass.	French	508
May 1	Cuttyhunk Pond.....	Cuttyhunk	Catboat Earle, Cuttyhunk, Mass.	.....	.....
May 8	Pollock Rip Shoal	Monomoy Point ..	Sc. Clara Goodwin, Portland, Me.	Ostman....	945
May 17	Two and one-half miles northeast of station.	Maddequet.....	Str. Petrel, Nantucket, Mass.	Manter	22

^a In distress, requiring the assistance of the life-saving crew.^b Rescued by wreckers.

season of 1902-3—Continued.

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 encountered at station.	Days' succor afforded.
Adrift.....		\$25	.....	\$25	\$25	.....	.....	.....	.....	.....	.....
New York City to Portland, Me.	Cement...	3,500	\$2,500	6,000	5,300	\$700	5	5	.....	.....	.....
Sunk at moorings.....		300	.....	300	225	75	.....	.....	.....	.....	.....
Caught in the ice.....		600	.....	600	600	.....	1	1	.....	.....	.....
New York City to St. John, New Brunswick.	Coal.....	5,000	5,000	10,000	.....	10,000	7	7	.....	7	20
Boston, Mass., to New York City.		8,000	.....	8,000	7,400	600	7	7	.....	.....	.....
Fishing ground to Boston, Mass.	Fish.....	9,000	300	9,300	9,300	.....	21	21	.....	.....	.....
Bay of Islands, Newfoundland, to Philadelphia, Pa.	.....do.....	10,000	5,000	15,000	15,000	.....	6	6	.....	.....	.....
Boston to Gloucester, Mass.		14,000	.....	14,000	14,000	.....	22	22	.....	.....	.....
Caught in the ice.....		25	.....	25	25	.....	1	1	.....	.....	.....
Boston, Mass., to New York City.	Tar.....	3,000	1,850	4,850	.....	4,850	5	5	.....	5	10
Perth Amboy, N. J., to Newburyport, Mass.	Coal.....	5,000	1,025	6,025	1,625	4,400	8	8	.....	4	8
Perth Amboy, N. J., to Boston, Mass.	.....do.....	20,000	10,000	30,000	29,200	800	8	8	.....	.....	.....
Fishing trip.....	Fish.....	8,000	1,500	9,500	.....	9,500	19	19	.....	19	19
Philadelphia, Pa., to Portland, Me.	Coal.....	23,500	10,000	33,500	31,200	2,300	.....	.....	.....	.....	.....
Capsized.....		150	.....	150	150	.....	3	3	.....	.....	.....
Louisburg, Nova Scotia, to Boston, Mass.	Coal.....	75,000	12,000	87,000	87,000	.....	29	29	.....	.....	.....
Boston to Plum Island, Mass.	Sand.....	2,800	150	2,950	2,875	75	5	5	.....	.....	.....
Dragged anchors and stranded.		1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
.....do.....		3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Boston, Mass., to St. John, New Brunswick.		2,000	.....	2,000	1,000	1,000 (c)	.....	.....	.....	.....	.....
Norfolk, Va., to Boston, Mass.	Coal.....	80,000	16,100	96,100	96,100	.....	10	10	.....	.....	.....
New York City to Portland, Me.	.....do.....	5,000	2,000	7,000	4,440	2,560	6	6	.....	.....	.....
Philadelphia, Pa., to Portland, Me.	.....do.....	20,000	5,000	25,000	24,500	500	8	8	.....	.....	.....
Boston, Mass., to New London, Conn.		500	.....	500	480	20	2	2	.....	.....	.....
Plum Island to Lynn, Mass.	Sand.....	500	100	600	600	.....	4	4	.....	.....	.....
Rockport, Me., to Wilmington, N. C.	Ice.....	16,000	1,000	17,000	.....	17,000	10	10	.....	10	10
Parted moorings and stranded.		150	.....	150	150	.....	.....	.....	.....	.....	.....
Philadelphia, Pa., to Portland, Me.	Coal.....	27,000	5,750	32,750	32,750	.....	8	8	.....	.....	.....
Fishing trip.....	Fish.....	4,000	100	4,100	4,100	.....	5	5	.....	.....	.....

* Vessel found abandoned when boarded by the life-saving crew.

Table of casualties,

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
May 22	One hundred yards southwest of station.	City Point.....	Catboat Wa Wa, Boston, Mass.	.....	.....
May 22	One and one-half miles east-southeast of station.	.....do.....	Yht. Waldemar, Boston, Mass.	.....	.....
May 23	Three and three-quarters miles north-northwest of station.	Gurnet.....	Slp. Brockton, Mass.....	.....	.....
May 28	One-half mile northwest by west of station.	City Point.....	Slp. y. Naomi, Boston, Mass.	.....	.....
May 28	.....do.....	.....do.....	Slp. y. Hester, Boston, Mass.	.....	.....
May 28	.....do.....	.....do.....	Slp. y. Caritas, Boston, Mass.	.....	.....
May 28	Two-thirds mile south of station.	.....do.....	Slp. y. Vandal, Savin Hill, Mass.	.....	.....
May 29	Shovelful Shoal.....	Monomoy Point..	Sc. Helena Maud, Wallace, Nova Scotia.	Trenholm.	97
May 30	Three-sixteenths mile west of station.	Straitsmouth.....	Slp. y. Thistle, Rockport, Mass.	.....	.....
June 8	One-half mile north-northwest of station.	City Point.....	Slp. y. Viking, Boston, Mass.	.....	.....
June 8	One-quarter mile north-west of station.	.....do.....	Slp. Ben Hur, Boston, Mass.	.....	.....
June 12	One-eighth mile north of station.	.....do.....	Sc. Chas. McDonald, Boston, Mass.	.....	.....
June 12	One-quarter mile north of station.	.....do.....	Tender, Boston, Mass...	.....	.....
June 12	One and one-quarter miles north by east of station.	.....do.....	Slp. y. Wraith, Boston, Mass.	.....	.....
June 12	One-half mile west-northwest of station.	.....do.....	Slp. y. Chieftain, Boston, Mass.	Reardon...	11
June 12	One-quarter mile north of station.	.....do.....	Slp. y. Corona, Boston, Mass.	.....	.....
June 12	One and one-quarter miles north by east of station.	.....do.....	Slp. y. Alice, Boston, Mass.	.....	.....
June 12	Two-thirds mile north by west of station.	.....do.....	Slp. y. Lena, Boston, Mass.	.....	.....
June 12	.....do.....	.....do.....	Slp. y. Eclipse, Boston, Mass.	.....	.....
June 12	One mile west-northwest of station.	.....do.....	Sc. Janie, Boston, Mass..	.....	.....
June 12	One-half mile west of station.	.....do.....	Slp. y. Frolic, New York City.	Emery.....	18
June 12	Two-thirds mile north-west by west of station.	.....do.....	Slp. y. Weejok, Boston, Mass.	.....	.....
June 16	One and one-half miles west of station.	.....do.....	Catboat Nereid, Boston, Mass.	.....	.....
June 16	Two-thirds mile north by east of station.	.....do.....	Slp. y. Arrow, Boston, Mass.	.....	.....
June 16	.....do.....	.....do.....	Slp. y. Creon, Boston, Mass.	.....	.....
June 16	Two-thirds mile north-northeast of station.	.....do.....	Sc y. Two Brothers, Boston, Mass.	.....	.....
June 16	Three and one-half miles north of station.	Manomet Point	Sc. Ada, Boston, Mass...	.....	.....
June 19	One mile southwest of station.	City Point.....	Lch. Estelle, Boston, Mass.	.....	.....
June 21	One-half mile northeast of station.	Newburyport.....	Sc. Harriet Rogers, Southwest Harbor, Me.	Leland.....	56
June 21	One mile west-southwest of station.	City Point.....	Sc. Lena F., Boston, Mass.	.....	.....
June 23	One and one-quarter miles southwest of station.	.....do.....	Ga. Ich. Alert, Boston, Mass.	.....	.....
June 24	One and one-quarter miles northeast of station.	.....do.....	Ga. Ich. Hazel, ^a Boston, Mass.	.....	.....

^aIn dangerous position, from which life-saving crew extricated her.

season of 1902-3—Continued.

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 station.	Days' succor afforded.
Pleasure trip.....		\$450		\$450	\$440	\$10	3	3			
do.....		450		450	435	15	4	4			
Kingston to Weymouth, Mass.		150		150	140	10	3	3		3	3
Dragged anchor and collided.		1,500		1,500	1,500						
do.....		350		350	350						
do.....		500		500	500						
Pleasure trip.....		250		250	245	5	2	2			
Miramichi, New Brunswick to New York City.	Lumber ..	2,500	\$1,500	4,000	700	3,300	4	4		4	4
Pleasure trip.....		1,000		1,000	980	20	2	2			
Dragged anchor and stranded.		300		300	300						
Dragged anchor.....		50		50	50						
do.....		2,000		2,000	2,000						
Capsized		20		20	20		2	2		2	2
Parted moorings and stranded.		1,200		1,200	1,185	15					
Dragged anchor		1,000		1,000	1,000						
Lying at moorings....		400		400	390	10					
Dragged anchor and stranded.		350		350	350						
Adrift.....		500		500	495	5					
do.....		800		800	775	25					
do.....		700		700	675	25					
Dragged anchor		1,200		1,200	1,200						
Adrift.....		400		400	400						
do.....		300		300	300						
Dragged anchor and collided.		300		300	275	25					
do.....		450		450	425	25					
Dragged anchor		1,000		1,000	1,000						
Boston, Mass., to Halifax, Nova Scotia.		500		500	450	50	4	4			
Pleasure trip.....		1,000		1,000	1,000		2	2			
Bangor, Me., to Boston, Mass.	Slabs	800	200	1,000	800	200	2	2			
Adrift.....		800		800	800						
Pleasure trip.....		600		600	600		3	3			
do.....		2,500		2,500	2,500		1	1			

Table of casualties,

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
June 30	Two and one-quarter miles east of station.	City Point.....	Ga. lch. Louise, Boston, Mass.	.....	.....
June 30	.....do.....	.....do.....	Slp. Nonsense, Boston, Mass.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 3.—EMBRACING COASTS OF

1902.					
July 7	One and one-quarter miles west of station.	Point Judith	Fishboat, Point Judith, R. I.	.....	.....
July 25	Dickens Reef	Narragansett Pier.	Slp. Seal Rock, Newport, R. I.	Jones.....	8
Aug. 2	One mile northwest of station.	Quonochontaug ..	Catboat Glance, Quonochontaug, R. I.	.....	.....
Aug. 6	One-eighth mile east-southeast of station.	New Shoreham...	Yw. l. Genevieve, New York City.	Osley.....	22
Aug. 8	Four miles west of station.	Quonochontaug ..	Slp. y. Aerial, ^a New Haven, Conn.	.....	.....
Aug. 8	One mile east of station..	Watch Hill	Slp. Allison, No. 1, Onset, Mass.	.....	.....
Aug. 18	Two and one-half miles north of station.	Block Island	Slp. Dauntless, Newport, R. I.	Allen.....	7
Sept. 9	One mile southeast of station.	Sandy Point.....	Slp. Amelia, Newport, R. I.	Dunn.....	7
Oct. 15	One and one-half miles east of station.	Quonochontaug ..	Sc. Kate and Mary, Perth Amboy, N. J.	McGee.....	132
1903.					
Jan. 19	Watch Hill Point.....	Watch Hill	Bge. John J. Burlee, New York City.	Johnson...	410
Jan. 21	Three miles south-southwest of New Shoreham Station.	New Shoreham and Block Island.	Str. Leyden, U. S. Government.	Wells.....	90
June 12	One-half mile east of station.	Quonochontaug ..	Slp. y. Opitah IV, Marblehead, Mass.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 4.—EMBRACING

1902.					
July 3	Three-quarters mile south of station.	Oak Island	Slp. Greyhound, Pat-chogue, N. Y.	Lueffler...	8
July 9	One-quarter mile north of station.	Point of Woods...	Sharple.....	.....	.....
Aug. 7	One mile north of station	Fire Island	Catboat Governor Hill, Amityville, N. Y.	.....	.....
Aug. 13	One mile north-northwest of station.	Blue Point.....	Catboat Leon, Pat-chogue, N. Y.	.....	.....
Aug. 15	One and three-quarters miles east of station.	Rockaway Point.	Slp. Coming, New York City.	Raynor....	23
Aug. 23	Two and one-half miles west of station.	Shinnecock	Catboat Zaza, Moriches, N. Y.	.....	.....
Aug. 24	Two and one-half miles north of station.	Bellport	Slp. Emdoma, Bellport, N. Y.	.....	.....
Aug. 25	Two miles north-northwest of station.	Blue Point.....	Slp. Chetowaik, Pat-chogue, N. Y.	Douglas...	8
Sept. 21	Two and one-half miles northwest of station.	Point of Woods...	Str. Sea Witch, Pat-chogue, N. Y.	Ackley....	13
Oct. 12	One mile northeast of station.	Eatons Neck.....	Slp. y. Lynx, ^b New York City.	.....	.....
Oct. 22	Two and one-half miles southeast of station.	Oak Island	Sc. Sarah E. Walter, New York City.	Dickerman	16
Oct. 29	Two miles north of Ditch Plain Station.	Ditch Plain and Hither Plain.	Slp. y. Fannie, Greenport, N. Y.	Conklin...	9
Nov. 28	Two and one-half miles south-southeast of station.	Oak Island	Slp. H. C. Price, Pat-chogue, N. Y.	Van Pop-ering.	11

^a No assistance required of the life-saving crew.

season of 1902-3—Continued.

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 snatched at station.	Days' succor afforded.
Pleasure trip.....		\$950		\$950	\$950		2	2			
.....do.....		75		75	75		2	2			
.....		814, 280	\$244, 760	1, 059, 040	940, 670	\$118, 370	584	584	....	84	112

RHODE ISLAND AND FISHERS ISLAND.

Capsized		\$50		\$50	\$45	\$5	2	2			
Newport to Narragansett Pier, R. I.		500		500	450	50	3	3			
Pleasure trip.....		35		35	35		3	3			
Dragged anchors and stranded.		4, 000		4, 000	4, 000		4	4			
Newport, R. I., to New Haven, Conn.		700		700	700		4	4			
Onset, Mass., to Gravesend Bay, N. Y.		300		300	290	10	2	2		2	2
Mystic, Conn., to Block Island, R. I.	Wood.....	400	\$15	415	395	20	3	3			
Fishing trip.....		350		350	250	100	2	2			
Fall River, Mass., to Perth Amboy, N. J.		1, 025		1, 025		1, 025	5	5		4	4
New York City to Providence, R. I.	Coal	6, 000	8, 000	14, 000	13, 400	600	2	2			
San Juan, P. R., to Newport, R. I.		50, 000		50, 000		50, 000	36	36		17	17
Marblehead, Mass., to Philadelphia, Pa.		2, 200		2, 200	1, 500	700	5	5		5	5
.....		65, 560	8, 015	73, 575	21, 065	52, 510	71	71		28	28

COAST OF LONG ISLAND.

Capsized		\$1, 000		\$1, 000	\$1, 000		2	2			
.....do.....		20		20	20		2	2			
.....do.....		500		500	500		7	7		6	6
.....do.....		125		125	125		2	2			
Fishing trip.....		500		500	500		11	11			
Pleasure trip.....		270		270	270		1	1			
.....do.....		500		500	500		1	1			
.....do.....		500		500	500		4	4			
Fishing trip.....		1, 000		1, 000	1, 000		7	7			
Greenport to Cold Spring, N. Y.		1, 200		1, 200	900	\$300	2	2		2	2
Canarsie to Bay Shore, N. Y.		1, 000		1, 000	1, 000		2	2			
Parted chains and stranded.		700		700		700	6	6			
Jersey City, N. J., to West Sayville, N. Y.	Coal	1, 500	\$115	1, 615		1, 615	2	2		2	2

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

Table of casualties,

DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Dec. 3	Two and one-quarter miles southwest of Napeague Station.	Napeague and Amagansett.	Bk. Alice Reed, New York City.	Huntley...	873
Dec. 5	One-half mile north of station.	Fire Island	Slp. Whiskey, Amityville, N. Y.	.....	.....
Dec. 5	One mile northeast of station.	.....do	Slp. Ella, Fire Island, N. Y.	.....	.....
Dec. 5	.....do .....	.....do	Slp. Minion, Fire Island, N. Y.	.....	.....
Dec. 5	Three miles west of station.	.....do	Slp. C. W. Baker, Patchogue, N. Y.	Van Pop- ering.	5
Dec. 5	Two miles northeast of station.	.....do	Sc. Emma M. Robinson, Patchogue, N. Y.	Brown....	63
Dec. 5	One-half mile east of station.	Eatons Neck.....	Sc. S. M. Bird, New York City.	Paterson ..	517
Dec. 6	One and one-quarter miles northwest of station.	Lone Hill.....	Slp. Madelene Sammis, Patchogue, N. Y.	Rogerson ..	5
Dec. 11	Two miles southeast of Oak Island Station.	Oak Island and Fire Island.	Sc. Benjamin Russell, Bridgeton, N. J.	Thomas ...	154
Dec. 13	One and one-half miles northwest of station.	Oak Island	Small boat .....	.....	.....
Dec. 13	Three-quarters mile east of station.	Eatons Neck	Sc. Penobscot, Belfast, Me.	Murphy ...	358
Dec. 16	One-half mile northeast of station.	Point of Woods...	Slp. George Gerard, Patchogue, N. Y.	.....	.....
Dec. 19	Two and one-quarter miles east of Point Lookout Station.	Point Lookout and Short Beach.	Str. Paul Le Roux, Albany, N. Y.	Bender	29
Dec. 28	One mile northeast of station.	Fire Island	Sc. Sharp Shooter, Port Jefferson, N. Y.	Norton	54
1903.					
Jan. 4	One miles southeast Jones Beach Station.	Jones Beach, Zachs Inlet, and Gligo.	Str. Myrtildene, Newcastle, England.	Yule.....	2,571
Jan. 30	Three-quarters mile northeast of station.	Shinnecock.....	Small boat.....	.....	.....
Feb. 9	One-half mile east of station.	Point Lookout....	Bk. Olivier de Clisson, Nantes, France.	Allen	3,300
Mar. 4	Five-eighths mile east of station.	Eatons Neck.....	Str. Beckenham, London, England.	Raeburn ...	4,566
Mar. 21	One and three-quarters miles east of station.	Rockaway Point ..	Scow No. 14, New York City.	.....	.....
Mar. 25	Two and one-half miles northeast of station.	Fire Island	Slp. Laconic, Patchogue, N. Y.	Conklin ...	19
Mar. 26	One and one-half miles northeast of station.	.....do	Sc. L. V. Ostrom, Patchogue, N. Y.	Clock.....	31
Apr. 1	One-quarter mile northwest of station.	Point of Woods...	Slp. George Gerard, Patchogue, N. Y.	.....	.....
Apr. 6	Two miles west of station.	Fire Island	Ga. s. Contest, Bridgeport, Conn.	Metzer	12
Apr. 9	One mile north of station.	.....do	Sc. A. and A. Reeves, Patchogue, N. Y.	De Graff ...	53
Apr. 14	One-half mile northeast of station.	Point of Woods...	Slp. y. Gladys G., Patchogue, N. Y.	.....	.....
Apr. 14	One-half mile north of station.	.....do	Catboat Roberta, Sayville, N. Y.	.....	.....
Apr. 14	One-half mile northwest of station.	Fire Island	Scow, Patchogue, N. Y.	.....	.....
Apr. 15	One-half mile west of station.	Point of Woods...	Sloop, Blue Point, N. Y.	.....	.....
Apr. 16	Two and one-half miles northwest of station.	.....do	Catboat, Patchogue, N. Y.	.....	.....
May 6	One mile north of station.	Fire Island	Sc. Laura White, Perth Amboy, N. J.	Frost	39
May 12	One-half mile east of station.	Eatons Neck	Sc. Seth W. Smith, Calais, Me.	Martin	198
May 21	Two miles west-northwest of station.	Fire Island	Slp. Annie G., Patchogue, N. Y.	De Graff ...	23
	Total.....	.....	.....	.....	.....

season of 1902-3—Continued.

OF 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 station.	Days' succor afforded.
Turks Island, West Indies, to Boston, Mass.	Salt.....	\$10,000	\$3,000	\$13,000	.....	\$13,000	10	10	.....	10	20
Parted cables and stranded.	.....	50	.....	50	\$35	15	.....	.....	.....	.....	.....
.....do.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
.....do.....	.....	75	.....	75	75	.....	.....	.....	.....	.....	.....
.....do.....	.....	400	.....	400	375	25	3	3	.....	3	3
Dragged anchor and stranded.	Coal	2,500	600	3,100	3,100	.....	3	3	.....	.....	.....
Boston, Mass., to Norfolk, Va.	Copper cinders.	7,500	3,000	10,500	3,000	7,500	7	7	.....	7	7
Parted cable and stranded.	.....	500	.....	500	500	.....	2	2	.....	2	2
Patchogue to New York City, N. Y.	.....	10,000	.....	10,000	10,000	.....	6	6	.....	.....	.....
Caught in the ice.....	.....	15	.....	15	15	.....	3	3	.....	.....	.....
Providence, R. I., to New York City.	.....	12,000	.....	12,000	10,000	2,000	7	7	.....	7	7
Caught in the ice.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
New York City to Patchogue, N. Y.	.....	5,000	.....	5,000	5,000	.....	9	9	.....	.....	.....
Bridgeport, Conn., to Sayville, N. Y.	Oysters ...	3,000	2,500	5,500	5,500	.....	3	3	.....	.....	.....
Fernandina, Fla., to New York City.	.....	125,000	.....	125,000	124,700	300	24	24	.....	1	1
Adrift.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Plymouth, England, to New York City.	China clay	90,000	5,000	95,000	95,000	.....	24	24	.....	.....	.....
Calcutta, India, to New York City.	General ..	300,000	50,000	350,000	350,000	.....	32	32	.....	.....	.....
Parted line and stranded.	.....	10,000	.....	10,000	10,000	.....	1	1	.....	.....	.....
Bridgeport, Conn., to Patchogue, N. Y.	Oysters ...	800	400	1,200	1,200	.....	2	2	.....	.....	.....
New York City to Islip, N. Y.	Fertilizer.	1,500	200	1,700	1,700	.....	2	2	.....	.....	.....
Sunk in harbor.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Bridgeport, Conn., to Sayville, N. Y.	Oysters ...	1,000	350	1,350	1,350	.....	2	2	.....	.....	.....
Sayville, N. Y., to Bridgeport, Conn.	.....	1,500	.....	1,800	1,800	.....	3	3	.....	.....	.....
Dragged anchor and stranded.	.....	800	.....	800	800	.....	.....	.....	.....	.....	.....
Adrift.....	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
Lying in harbor.....	Lumber ..	1,000	300	1,300	1,300	.....	.....	.....	.....	.....	.....
Dragged anchor and stranded.	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
.....do.....	.....	250	.....	250	250	.....	.....	.....	.....	.....	.....
New York City to Patchogue, N. Y.	Coal	1,000	400	1,400	1,400	.....	3	3	.....	.....	.....
Calais, Me., to New York City.	Laths.....	8,000	3,000	11,000	11,000	.....	6	6	.....	.....	.....
Sayville, N. Y., to New Haven, Conn.	Clams	1,200	600	1,800	1,800	.....	3	3	.....	.....	.....
.....	.....	603,730	69,465	673,195	647,740	25,455	204	204	.....	40	50

Table of casualties,
DISTRICT NO. 5.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
July 1	One and one-half miles west of station.	Great Egg	St. y. Aurelia, Somers Point, N. J.	Stanwood ..	19
July 5	One-quarter mile north of station.	Hereford Inlet ...	Rowboat belonging to sailboat.	.....	.....
July 9	One-third mile south-east of station.	Atlantic City	Sc. Hattie Rebecca, Somers Point, N. J.	Morey	16
Aug. 3	Two-thirds mile east of station.	Ocean City	Na. lch. Josephine, Ocean City, N. J.	.....	.....
Aug. 12	One-half mile west-northwest of station.	Great Egg	Yacht, Beasleys Point, N. J.	.....	.....
Aug. 14	One-sixth mile west of station.	Seabright	Catboat .....	.....	.....
Aug. 20	One-half mile south of station.	Hereford Inlet ...	El. s. Barbara, Somers Point, N. J.	Wilson	11
Aug. 27	One and one-half miles southwest of station.	Harvey Cedars ...	Yht. Bessie B., Manahawkin, N. J.	.....	.....
Aug. 31	Two-thirds mile south-southeast of station.	Atlantic City	Skiff, Atlantic City, N. J.	.....	.....
Sept. 1	Three-quarters mile west-northwest of station.	Great Egg	Na. lch. Julia G., Atlantic City, N. J.	.....	.....
Sept. 2	One and one-half miles north-northwest of station.	Barnegat	Yht. Anita, Beachhaven, N. J.	.....	.....
Sept. 6	One-sixth mile east of station.	Squan Beach	Skiff .....	.....	.....
Sept. 15	Two and one-half miles south-southeast of station.	Hereford Inlet ...	Launch Ocean Wave, a Anglesea, N. J.	.....	.....
Sept. 28	One and one-half miles west of station.	Island Beach	Catboat Thelma, Seaside Park, N. J.	.....	.....
Oct. 7	One and one-quarter miles north of station.	Atlantic City	Sc. Grace P. Willard, Mystic, Conn.	Reddy	107
Oct. 12	One-half mile south-southwest of station.	Cape May	Sc. Oscar, b Philadelphia, Pa.	Anderson ..	23
Oct. 17	Five miles southeast of station.	Brigantine	Str. Rosa, a New York City.	Stafford	89
Oct. 21	One-quarter mile east of station.	Atlantic City	Catboat P. C. Pennington, Somers Point, N. J.	Cranmer ...	8
Oct. 27	One-half mile southeast of station.	Hereford Inlet ...	Launch Florodora, Atlantic City, N. J.	.....	.....
Oct. 28	Three-quarters mile west-southwest of station.	Great Egg	St. y. Aurelia, Somers Point, N. J.	Knott	19
Oct. 31	Two miles north of Seabright Station.	Seabright and Spermaceti Cove.	Slp. J. E. De Blois, Perth Amboy, N. J.	Tilton	26
Nov. 27	Two and one-half miles south of station.	Great Egg	Sc. Hannah M., Somers Point, N. J.	Wescott ...	7
Nov. 29	One-half mile west of station.	.....do	Slp. Mamie, Somers Point, N. J.	Smith	6
Dec. 5	One hundred and fifty yards northwest of station.	.....do	Na. lch. Imp. Atlantic City, N. J.	.....	.....
Dec. 5	One-eighth mile north of station.	Hereford Inlet....	Slp. Stella, Bridgeton, N. J.	Ludlam ...	12
Dec. 5	.....do .....	.....do	Slp. Irene, Atlantic City, N. J.	.....	.....
Dec. 6	Three miles southeast of station.	Holly Beach	Sc. George Berry, a Rockland, Me	Martin	265
Dec. 10	Absecon Inlet	Atlantic City	Sc. A. L. Lee, Somers Point, N. J.	Gaskill	87
Dec. 13	One mile south of Holly Beach Station.	Holly Beach and Hereford Inlet.	Sc. W. S. Jordan, Dennis, Mass.	Rich	373
Dec. 18	Three-quarters mile south of station.	Atlantic City	Sc. Hamlet, Greenport, N. Y.	Horton	26
Dec. 19	One mile southwest of station.	Spermaceti Cove..	Sc. A. J. Hoole, New York City.	Radgan ...	21

a Disabled, requiring assistance.

season of 1902-3—Continued.

COAST OF NEW JERSEY.

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.
Longport to Somers Point, N. J.		\$3,000		\$3,000	\$2,950	\$50	3	3			
From vessel in harbor.		10		10	10		5	4	1		
Fishing trip		600		600		600	5	5			
Wilmington, Del., to Ocean City, N. J.		800		800	800		4	4			
Pleasure trip		200		200	195	5	1	1			
Capsized		50		50	50		3	3			
Fishing trip		3,200		3,200	3,200		7	7			
Pleasure trip		400		400	390	10	5	5			
Fishing trip		20		20	20		3	3			
Somers Point to Atlantic City, N. J.		3,000		3,000	3,000		13	13			
Beachhaven to Bayhead, N. J.		500		500	500		2	2			
Fishing trip		40		40	40		2	2			
do		500		500	500		7	7			
Capsized		300		300	300		3	3			
Atlantic City, N. J., to New York City.		5,000		5,000	5,000		3	3			
Fishing trip	Fish	2,000	\$50	2,050	2,050		4	4		4	4
New York City to Jacksonville, Fla.		1,000		1,000	800	200	10	10			
Fishing trip		600		600	600		4	4			
Barneget, N. J., to Philadelphia, Pa.		700		700	700		1	1		1	2
Longport to Ocean City, N. J.		3,000		3,000	3,000		4	4			
Fishing trip		2,000		2,000	1,850	150	9	9			
Adrift.	Brush	200	25	225	205	20	1	1			
Great Egg Harbor to Longport, N. J.	do	175	20	195	195		1	1			
Sunk at moorings.		300		300	295	5					
Parted chain and stranded.		1,000		1,000	1,000		1	1			
Dragging anchor		600		600	600		2	2			
Red Beach, N. J., to Philadelphia, Pa.	Plaster	3,000	4,000	7,000	6,975	25	6	6			
Haverstraw, N. Y., to Atlantic City, N. J.	Brick	5,000	650	5,650		5,650	4	4		3	3
Norfolk, Va., to Plymouth, Mass.	Coal	6,000	3,000	9,000		9,000	7	7		7	21
Greenport, N. Y., to Maurice River, N. J.	Oysters	1,800	1,100	2,900	2,900		2	2			
Jersey City to Seabright, N. J.		1,000		1,000	800	200	3	3			

b In distress, requiring the assistance of the life-saving crew.

Table of casualties,

DISTRICT NO. 5.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Dec. 27	Two and one-half miles southeast of Little Beach Station.	Little Beach and Little Egg.	Sc. Harry Prescott, New Haven, Conn.	Grey.....	433
Dec. 28	Two miles west-southwest of station.	Great Egg	Ga. Ich. Roy S., Atlantic City, N. J.	.....	.....
1903.					
Jan. 3	One and one-half miles north of Ship Bottom Station.	Ship Bottom and Harvey Cedars.	Sp. Remedios-Pascual, Barcelona, Spain.	Morato	1,605
Jan. 8	Two miles north of station.	South Brigantine.	Gasolineskiff, Seabright, N. J.	.....	.....
Jan. 12	One mile southeast of station.	Avalon	Sc. Harold B. Cousens, Boston, Mass.	Hart.....	379
Jan. 18	Three-quarters mile south of station.	Squan Beach	Barge, New York City...	.....	.....
Jan. 20	One-half mile south of Ship Bottom Station.	Ship Bottom, Long Beach, and Harvey Cedars.	Bkn. Abel Abbott, New York City.	Hawkins ..	589
Jan. 30	Two and one-half miles south of Tatham's Station.	Tatham's and Hereford Inlet.	Str. Gulf Stream, Philadelphia, Pa.	Swain	998
Feb. 28	One and one-half miles east of Holly Beach Station.	Holly Beach and Hereford Inlet.	Str. Fos, Tonsberg, Norway.	Tufte	2,447
Mar. 3	Two miles southwest of station.	Great Egg	Small boat .....	.....	.....
Mar. 21	One-quarter mile north of station.	Mantoloking	Sc. John F. Kranz, Boston, Mass.	Harding...	546
Mar. 28	Three-quarters mile southeast of station.	Chadwick	Slp. Laura V., Perth Amboy, N. J.	Wilbert....	7
Mar. 30	Absecon Bar	Atlantic City, Absecon, and South Brigantine.	Str. Brighton, Sandefjord, Norway.	Krohng....	1,050
Apr. 1	Two-fifths mile east of station.	Two Mile Beach..	Sc. Eugene H. Cathrall, Bridgeton, N. J.	Smith	42
Apr. 5	One and one-half miles east-northeast of Avalon Station.	Avalon and Townsend Inlet.	Sc. Fannie Tracy, New York City.	Hickman ..	243
Apr. 7	One-quarter mile east of station.	Atlantic City	Sc. Janie T. Lewis, Chincoteague, Va.	Tull	25
Apr. 12	Three miles south of Little Egg Station.	Little Egg and Little Beach.	Sc. Elsie F. Rowe, Boston, Mass.	Gannon ...	58
Apr. 19	Two miles north of station.	Little Egg	Sc. Virginia, Norfolk, Va.	Brown.....	44
Apr. 20	Three miles north of station.	.....do	Sc. Columbia, Norfolk, Va.	Henderson ..	55
Apr. 24	One and one-quarter miles southwest of station.	Spermaceti Cove ..	Sc. Lillie, Perth Amboy, N. J.	Nelson.....	12
May 6	One-half mile southwest of station.	Great Egg	Sc. Gen'l J. L. Selfridge, Somers Point, N. J.	Willis	20
May 13	Two and one-half miles southwest of station.	Harvey Cedars ..	Yht. Jessie Page, Brigantine, N. J.	.....	.....
May 17	Two-sevenths mile southwest of station.	Seabright.....	Catboat, Rumson Beach, N. J.	.....	.....
May 18	One mile southeast of station.	Hereford Inlet ..	Lch. Gloriana, Philadelphia, Pa.	.....	.....
May 21	Point of Sandy Hook ..	Sandy Hook	Sc. Rebecca, Boston, Mass.	.....	79
May 22	Abreast main light .....	.....do	Catboat, New York City.	.....	.....
June 12	One and one-half miles south of station.	Forked River.....	Slp. Edward Tilton, Perth Amboy, N. J.	Carver.....	14
June 13	One-sixth mile east-southeast of station.	Squan Beach	Fishboat .....	.....	.....
June 27	One-quarter mile north-east of station.	Atlantic City	Na. Ich. Arrow, Camden, N. J.	Hellinger..	41
	Total .....	.....	.....	.....	.....

season of 1902-3—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 station.	Days' succor afforded.
Brunswick, Ga., to New York City.	Lumber ..	\$8,000	\$6,000	\$14,000	\$8,400	\$5,600	7	7	.....	.....	.....
Pleasure trip.....	.....	1,200	.....	1,200	1,200	.....	4	4	.....	.....	.....
Buenos Ayres, South America, to New York City.	Bones	12,000	10,000	22,000	.....	22,000	21	21	.....	21	63
Seabright to Holly Beach, N. J.	.....	800	.....	800	800	.....	3	3	.....	3	3
Pensacola, Fla., to Boston, Mass.	Lumber ..	8,000	8,500	16,500	16,500	.....	7	7	.....	.....	.....
Perth Amboy to Squan River, N. J.	.....	500	.....	500	500	.....	4	4	.....	.....	.....
Salt Key, Turks Island, to New York City.	Salt.....	8,000	3,000	11,000	.....	11,000	9	4	5	1	4
New York City to Philadelphia, Pa.	General ..	60,000	80,000	140,000	30,000	110,000	20	20	.....	7	7
Santiago, Cuba, to Philadelphia, Pa.	Iron ore ..	55,000	5,440	60,440	35,440	25,000	25	25	.....	.....	.....
.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Black River, Jamaica, to Flushing, N. Y.	Logwood .	5,000	16,000	21,000	4,000	17,000	9	9	.....	9	18
Little Egg Harbor, N. J., to New York City.	.....	245	.....	245	.....	245	2	2	.....	2	2
Port Antonio, Jamaica, to New York City.	Bananas and coconuts.	125,000	40,000	165,000	125,000	40,000	24	24	.....	4	4
Philadelphia, Pa., to Holly Beach, N. J.	Shells.....	1,500	180	1,680	1,650	30	3	3	.....	.....	.....
New York City to Norfolk, Va.	Guano	3,500	3,000	6,500	6,500	.....	6	6	.....	.....	.....
Chincoteague, Va., to Atlantic City, N. J.	Oysters ...	1,500	600	2,100	1,900	200	4	4	.....	.....	.....
Fishing trip.....	.....	7,000	.....	7,000	6,980	20	9	9	.....	9	9
Hog Island, Va., to Tuckerton Bay, N. J.	Oysters ...	2,500	1,340	3,840	3,840	.....	3	3	.....	.....	.....
.....do.....	.....do.....	5,000	450	5,450	5,450	.....	4	4	.....	.....	.....
Dredging clams.....	.....	200	.....	200	175	25	1	1	.....	.....	.....
Cape Henry, Va., to Lakes Bay, N. J.	Oysters ...	1,200	800	1,500	1,500	.....	2	2	.....	.....	.....
Cedar Creek to Brigantine, N. J.	.....do.....	600	75	675	675	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	100	.....	100	100	.....	4	4	.....	.....	.....
Employed on wrecked Str. Gulf Stream.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
In New York Harbor ..	.....	8,000	.....	8,000	8,000	.....	16	16	.....	.....	.....
New York City to Highlands, N. J.	.....	100	.....	100	60	40	1	1	.....	1	1
Fishing trip.....	.....	600	300	900	300	600	2	2	.....	2	2
.....do.....	Fish.....	200	90	290	200	90	7	7	.....	.....	.....
Maurice River to Atlantic City, N. J.	.....	5,000	.....	5,000	3,000	2,000	4	4	.....	4	4
.....	.....	368,265	184,120	552,385	302,620	249,765	333	327	6	78	147

Table of casualties,

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Aug. 12	Three and one-half miles southwest of station.	Smith Island	Sc. Samuel H. Sharp, New York City.	Taylor.....	236
Aug. 16	One and three-quarters miles southwest of station.	Rehoboth Beach..	Catboat Nota Bene, Rehoboth, Del.	.....	.....
Sept. 4	Two miles north of station.	Hog Island	Skiff, Machipongo, Va ..	.....	.....
Sept. 10	Indian River Inlet.....	Indian River Inlet.	Sc. Wm. Ellison, Wilmington, Del.	Lathbery ..	16
Sept. 13	Two and one-half miles south of station.	Assateague Beach	Sc. Lucie Wheatley, New York City.	Taylor.....	189
Sept. 14	One-half mile north-northwest of station.	Metomkin Inlet..	Small boat, Parkers Creek, Va.	.....	.....
Sept. 26	Ship Shoal	Assateague Beach and Wallops Beach.	Sc. Florence, Gloucester, Mass.	Merritt	67
Oct. 11	One mile north of station	Hog Island	Slp. Roamer, Cape Charles, Va.	Johnson ...	22
Oct. 23	Three miles southwest of Assateague Beach Station.	Assateague Beach and Wallops Beach.	Sc. C. R. Bennett, Chincoteague, Va.	Merritt	32
Nov. 7	One and one-quarter miles south, one-half east of station.	Indian River Inlet.	Sc. Addie, Wilmington, Del.	Lathbery ..	16
Nov. 7	Two and one-half miles north of station.	Assateague Beach	Sc. Protector, Camden, N. J.	Newberry ..	31
Nov. 8	Point of Cape Henlopen.	Cape Henlopen and Lewes.	Slp. y. Fanny, New York City.	Holmes.....	40
Nov. 8	One mile west by south of station.	Isle of Wight.....	Bateau, Rowes Creek, Md.	.....	.....
Nov. 16	Four and one-half miles southwest of station.	Smith Island	Slp. Onancock City, Chincoteague, Va.	.....	13
Nov. 23	One-half mile northwest of station.	Metomkin Inlet..	Sc. Shamrock, Norfolk, Va.	Sturgis	37
Nov. 26	Four miles southwest of station.	Popes Island	Slp. Avalon, Chincoteague, Va.	Savage	9
Nov. 27	Two miles east northeast of Wallops Beach Station.	Wallops Beach and Assateague Beach.	Sc. Maggie E. Davis, Chincoteague, Va.	Bunting ...	44
Nov. 27	One hundred yards west of station.	Cobb Island	Slp. y. Rosalind, Boston, Mass.	Thosen	8
Nov. 28	One and seven-eighths miles south by east of station.	Assateague Beach	Sc. Claudia V., Chincoteague, Va.	Jeffries	22
Nov. 28	One and three-quarters miles south by east of station.	.....do	Slp. Pittsburg, Somers Point, N. J.	.....do	15
Nov. 28	One and three-quarters miles south by east of station.	.....do	Sc. Maggie E. Davis, Chincoteague, Va.	Bunting ...	44
Nov. 29	Two and one-half miles west-southwest of Assateague Beach Station.	Assateague Beach and Wallops Beach.	Sc. R. B. Leeds, Chincoteague, Va.	Price	34
Nov. 30	Two and one-half miles southwest of station.	Smith Island	Sc. May Flower, Norfolk, Va.	Collins	21
Dec. 5	One mile south of station.	Assateague Beach	Sc. Virginia Rulon, Tuckerton, N. J.	Cramer	28
Dec. 5	One and one-half miles north of station.	Metomkin Inlet..	Slp. John Birch, Chincoteague, Va.	.....	.....
Dec. 16	Four miles east-southeast of station.	Hog Island	Sc. Lillian Russell, Cape Charles, Va.	Parson	18
Dec. 25	One and one-half miles south of station.	Assateague Beach	Sc. John Russell, Bridgeton, N. J.	Graft	156
1903.					
Jan. 10	One and three-quarters miles north-northeast of station.	Green Run Inlet..	Sc. Celeste, Tampa, Fla..	Payne	341
Jan. 11	Carter's Bar, 2 miles south of station.	Cobb Island	Sc. May Flower, Norfolk, Va.	Collins.....	21
Feb. 17	Four miles south of station.	Hog Island	Sc. Rebecca, Norfolk, Va.	Thomas ...	141

season of 1902-3—Continued.

CAPE HENLOPEN AND CAPE CHARLES.

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.
New York City to York River, Va.	.....	\$3,000	.....	\$3,000	\$3,000	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Overloaded and sunk.	Oysters ...	40	\$35	75	75	.....	2	2	.....	.....	.....
Millville to Mad Horse Creek, Del.	Boxes	400	500	900	900	.....	2	2	.....	.....	.....
Suffolk, Va., to New York City.	Lumber ..	6,000	3,000	9,000	9,000	.....	7	7	.....	.....	.....
Capsized and sunk ....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Fishing trip.....	Fish	3,000	100	3,100	2,800	\$300	11	11	.....	15	15
Hog Island to Norfolk, Va.	Oysters ...	2,000	200	2,200	2,200	.....	2	2	.....	.....	.....
Chincoteague to Norfolk, Va.	.....do ..	1,800	525	2,325	2,325	.....	2	2	.....	.....	.....
Salem, N. J., to Millville, Del.	Lime	400	50	450	.....	450	3	3	.....	3	4
Battery Park, Va., to Maurice River, N. J.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Newbern, N. C., to New York City.	.....	1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Pleasure trip.....	.....	30	.....	30	25	5	2	2	.....	.....	.....
Chincoteague to Norfolk, Va.	Oysters ...	900	300	1,200	.....	1,200	3	3	.....	.....	.....
Folly Creek to Norfolk, Va.	.....	2,000	.....	2,000	2,000	.....	3	3	.....	.....	.....
Chincoteague to Ragged Point, Va.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Chincoteague, Va., to Philadelphia, Pa.	Oysters ...	2,000	1,000	3,000	3,000	.....	4	4	.....	.....	.....
New York City to Cobb Island, Va.	.....	10,000	.....	10,000	10,000	.....	4	4	.....	.....	.....
Chincoteague to Norfolk, Va.	Oysters ...	750	300	1,050	1,050	.....	2	2	.....	.....	.....
Atlantic City, N. J., to Rappahannock River, Va.	.....	2,000	.....	2,000	2,000	.....	2	2	.....	.....	.....
Chincoteague, Va., to Philadelphia, Pa.	Oysters ...	2,000	1,000	3,000	3,000	.....	4	4	.....	.....	.....
Chincoteague to Norfolk, Va.	.....do ..	1,600	285	1,885	1,885	.....	3	3	.....	.....	.....
Norfolk to Cobbs Inlet, Va.	.....	600	.....	600	600	.....	3	3	.....	.....	.....
Suffolk, Va., to New York City.	Lumber ..	5,000	4,500	9,500	6,000	3,500	6	6	.....	6	18
Dragged anchor and stranded.	Oysters ...	150	75	225	225	.....	3	3	.....	.....	.....
Norfolk to Hog Island, Va.	.....	2,000	.....	2,000	.....	2,000	2	.....	2	.....	.....
Bogue Inlet, N. C., to New York City.	Lumber ..	12,000	1,300	13,300	13,300	.....	6	6	.....	.....	.....
New York City to Baltimore, Md.	Guano....	30,000	12,000	42,000	.....	42,000	7	7	.....	7	25
Man and Boy Channel to Norfolk, Va.	Oysters ...	1,200	500	1,700	1,700	.....	4	4	.....	.....	.....
New York City to Norfolk, Va.	.....	2,500	.....	2,500	.....	2,500	6	6	.....	6	14

Table of casualties,

DISTRICT NO. 6—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Feb. 23	One and one-half miles south by east of station.	Assateague Beach	Ga. slp. Ida Frank, Coldspring, N. Y.	Conner	10
Mar. 23	Two miles south of station.	.....do.....	Sc. William and James, Seaford, Del.	Clark	81
Mar. 26	Two and one-half miles south of station.	Indian River Inlet.	Sc. Wm. H. Davidson, New London, Conn.	Maxwell ..	286
Mar. 29	Point of Cape Henlopen.	Cape Henlopen and Lewes.	Sc. Carrigan, Philadelphia, Pa.	Primrose ..	221
Apr. 24	Four and one-half miles south by east of station.	Assateague Beach	Sc. Lewis K. Cottingham, Philadelphia, Pa.	Beldeman ..	524
May 5	Two and one-half miles south of station.	Indian River Inlet.	Str. Ocean, Rotterdam, Holland.	Boysen	2,560
May 15	One and one-half miles southeast of station.	Metomkin Inlet.	Slp. Bessie Lee, Chincoteague, Va.	.....	.....
May 27	One mile southeast of station.	Wallops Beach	Slp. Mary J. Pennington, Crisfield, Md.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 7.—EMBRACING COAST

1902.					
July 1	Two miles southwest of station.	Core Bank.....	Sc. Nimbus, Boston, Mass.	Bradford ..	884
July 1	One mile northeast of station.	.....do.....	Sc. Ida C. Schoolcraft, Somers Point, N. J.	Robinson ..	320
Aug. 6	Two miles north of station.	Durants	Str. Edgecombe, New York City.	Thomas ...	57
Oct. 21	One and one-half miles south-southwest of station.	Oak Island	Sc. Berta M. T., Wilmington, N. C.	Retta	20
Nov. 1	One-half mile northeast of station.	False Cape	Sc. Express, Newport News, Va.	Billops	22
Nov. 21	One and three-quarters miles southwest of station.	Paul Gamiels Hill.	Rowboat, Powells Point, N. C.	.....	.....
Dec. 5	Eighteen miles west-southwest of Cape Hatteras station.	Cape Hatteras, Hatteras Inlet, and Creeds Hill.	Sc. Ida Lawrence, Philadelphia, Pa.	Campbell ..	548
Dec. 5	Two and three-quarters miles south by west of station.	Chicamacomico ..	Sc. Two Sisters, Rodanthe, N. C.	.....	.....
Dec. 5	Three and one-half miles north of station.	Cape Hatteras	Sc. Maggie E. Davis, Edenton, N. C.	Scarborough.	16
Dec. 5	One mile east by south of station.	Hatteras Inlet	Sc. Wesley M. Oler, Boston, Mass.	Eaton	1,061
Dec. 5	One mile southwest of station.	Core Bank	Sc. Bessie D., Beaufort, N. C.	Davis	7
Dec. 5	Two and one-quarter miles northeast of station.	Cape Lookout	Bk. Olive Thurlow, New York City.	Hays	660
Dec. 21	Three miles west of station.	Cape Henry	Na. Ich. Florence A., Lynn Haven, Va.	.....	.....
1903.					
Jan. 10	Two and one-half miles east-southeast of False Cape station.	False Cape and Little Island.	Str. Juno, Fredericksvaern, Norway.	Hummel ..	2,430
Jan. 16	Two and one-half miles east-southeast of station.	False Cape	Str. Noviembre, Bilbao, Spain.	Ybarraran ..	3,655
Jan. 24	Two miles south of Oak Island station.	Oak Island and Cape Fear.	Sc. S. O. No. 90, New York City.	.....	2,019
Feb. 8	One mile northeast of Big Kinnakeet station.	Big Kinnakeet, Little Kinnakeet, and Cape Hatteras.	Str. Garlands, West Hartlepool, England.	Doherty ...	2,084

*season of 1902-3—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 station.	Days' succor afforded.
Elizabeth City, N. C., to Oyster Bay, N. Y.	.....	\$1,200	.....	\$1,200	\$1,200	.....	2	2	.....	.....	.....
North River, Va., to Millville, N. J.	Lumber ..	2,200	\$1,000	3,200	3,200	.....	4	4	.....	.....	.....
Suffolk, Va., to New York City.	....do....	8,000	3,000	11,000	3,000	\$8,000	6	6	.....	1	1
James River, Va., to New York City.	....do....	2,000	3,000	5,000	1,800	3,200	8	8	.....	8	8
James River, Va., to Boston, Mass.	....do....	5,800	5,500	11,300	10,875	425	8	8	.....	.....	.....
Amsterdam, Holland, to Philadelphia, Pa.	.....	100,000	.....	100,000	100,000	.....	32	32	.....	.....	.....
Dredging for clams...	Clams	200	75	275	225	50	3	3	.....	.....	.....
Crisfield, Md., to Chincoteague, Va.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
.....	.....	214,665	38,245	252,910	189,280	63,630	175	173	2	46	85

BETWEEN CAPE HENRY AND CAPE FEAR.

New York City to Savannah, Ga.	.....	\$25,000	.....	\$25,000	\$24,500	\$500	10	10	.....	7	7
Norfolk, Va., to Wilmington, N. C.	Coal	6,000	\$700	6,700	.....	6,700	7	7	.....	7	56
Hatteras to Sky County, N. C.	.....	2,000	.....	2,000	2,000	.....	7	7	.....	.....	.....
Lockwoods Folly to Wilmington, N. C.	Wood	500	50	550	450	100	2	2	.....	.....	.....
Mathews County to Hampton, Va.	....do....	500	25	525	.....	525	3	3	.....	3	15
Capsized .....	.....	5	.....	5	5	.....	1	1	.....	1	1
Baltimore, Md., to Savannah, Ga.	Coal	6,000	2,400	8,400	.....	8,400	8	8	.....	8	27
Parted moorings and stranded.	Merchandise.	475	1,000	1,475	1,475	.....	(a)	.....	.....	.....	.....
Elizabeth City to Buxton, N. C.	Lumber ..	1,000	50	1,050	1,050	.....	2	2	.....	.....	.....
Nassau, New Providence, to New York City.	Guano	35,000	7,500	42,500	.....	42,500	10	.....	10	.....	.....
Dragged anchor and stranded.	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
Charleston, S. C., to New York City.	Lumber ..	14,000	6,000	20,000	.....	20,000	7	6	1	5	13
Pleasure trip.....	.....	1,500	.....	1,500	1,000	500	6	6	.....	.....	.....
Santiago, Cuba, to Baltimore, Md.	Iron ore ..	25,000	3,500	28,500	28,500	.....	24	24	.....	.....	.....
Galveston, Tex., to Rotterdam, Holland	General ..	80,000	40,000	120,000	120,000	.....	26	26	.....	.....	.....
Philadelphia, Pa., to Wilmington, N. C.	Petroleum	175,000	136,000	311,000	311,000	.....	9	9	.....	.....	.....
New London, Conn., to Wilmington, N. C.	.....	75,000	.....	75,000	70,000	5,000	18	18	.....	18	72

a No one on board.

Table of casualties,

DISTRICT NO. 7.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Feb. 16	Two miles north of Bodie Island station.	Bodie Island and Nags Head.	Sc. Wm. H. Shubert, Philadelphia, Pa.	Doughty...	642
Feb. 16	Eight miles northeast of station.	Core Bank.....	Sc. Geneva Moore, Beaufort, N. C.	Moore	20
Mar. 30	Three-quarters mile south of Creeds Hill station.	Creeds Hill and Cape Hatteras.	Sc. Benjamin Russell, Bridgeton, N. J.	Thomas ...	154
Apr. 4	One mile north of station.	Oregon Inlet	Sailboat, Roanoke Island, N. C.	.....	.....
Apr. 5	Three-quarters mile north of station.	Portsmouth	Sc. Victor C. Records, Laurel, Del.	Griffith	293
Apr. 13	Two and one-quarter miles east of station.	False Cape	Str. Daybreak, West Hartlepool, England.	Morris	2,922
Apr. 14	Three miles west of station.	Bodie Island	Sailboat, Roanoke Island, N. C.	.....	.....
Apr. 14	Five miles west-northwest of Pea Island station.	Pea Island and New Inlet.	Sc. Topaz, Big Kinna-keet, N. C.	.....	.....
Apr. 22	One and one-half miles south of station.	Durants	Launch, U. S. Government.	.....	.....
Apr. 27	One and one-eighth miles north-northeast of station.	Cape Lookout	Sc. Freddie, Beaufort, N. C.	Perkins	15
May 8	Three miles east-southeast of station.	Portsmouth	Portg. Bg. Vera Cruz VII, Cape Verde Islands.	Fernandez.	605
May 10	Three miles west-northwest of Cape Fear station.	Cape Fear and Oak Island.	Sc. Gertrude L. Trundy, Portland, Me.	Rawding ..	485
May 23	Two miles southeast of New Inlet station.	New Inlet and Chicamacomico.	Sc. Inez N. Carver, New York City.	Marston ...	730
June 21	One-half mile south-southeast of station.	Gull Shoal.....	Sc. Lucy H. Russell, Port Jefferson, N. Y.	Burch	1,166
	Total.....	.....	.....	.....	.....

DISTRICT NO. 8.—EMBRACING COASTS OF

1902.					
Aug. 13	One-half mile southwest of station.	Sullivans Island..	Catboat, Sullivans Island, N. C.	.....	.....
Sept. 20	One and one-quarter miles north of station.	Fort Lauderdale..	Slp. Laura, New River, Fla.	.....	.....
Oct. 28	One and one-half miles southwest of station.	Sullivans Island..	Sc. Ida G. Farren, Baltimore, Md.	Gilligan ...	59
Dec. 27	Four miles north of station.	Mosquito Lagoon.	Lch. Diana, New York City.	.....	.....
1903.					
Feb. 4	Two and one-half miles west-southwest of station.	Sullivans Island..	Sloop, Charleston, S. C.	.....	.....
Feb. 17	One and one-seventh miles southwest of station.	Fort Lauderdale..	Ga. lch. Anhinga, New River, Fla.	.....	.....
Apr. 26	Three and one-half miles north-northeast of station.	Sullivans Island..	Sloop, Mt. Pleasant, S. C.	.....	.....
Apr. 29	New River Inlet	Fort Lauderdale..	Slp. Laura, Lake Worth, Fla.	.....	.....
Apr. 30	One and three-quarters miles west-southwest of station.	Sullivans Island..	Str. Clarence, Charleston, S. C.	Bailey	50
May 10	Three miles northeast of station.	.....do	Slp. Aurora, Charleston, S. C.	Williams ..	10
	Total.....	.....	.....	.....	.....

season of 1902-3—Continued.

BETWEEN CAPE HENRY AND CAPE FEAR—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.
Philadelphia, Pa., to Cardenas, Cuba.	Coal	\$7,000	\$2,700	\$9,700	.....	\$9,700	8	8	.....	8	32
Aurora to Beaufort, N. C.	Miscellaneous. Lumber ..	1,500	300	1,800	\$1,550	250	3	3	.....	.....	.....
Bogue Inlet, N. C., to New Haven, Conn.	.....	5,000	3,000	8,000	2,900	5,100	5	5	.....	5	25
Fishing trip.....	.....	150	.....	150	150	.....	4	4	.....	.....	.....
Newbern to Bogue Inlet, N. C.	.....	13,000	.....	13,000	13,000	.....	7	7	.....	1	1
Santiago, Cuba, to Baltimore, Md.	Iron ore ..	75,000	50,000	125,000	125,000	.....	23	23	.....	.....	.....
Capsized .....	.....	150	.....	150	145	5	2	2	.....	2	2
Big Kinnakeet to Elizabeth City, N. C.	Eggs and barrels.	500	60	560	440	120	2	2	.....	.....	.....
Adrift.....	.....	100	.....	100	100	.....	2	2	.....	.....	.....
Fishing trip.....	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Cape Verde Islands to New Bedford, Mass.	Sperm oil.	5,000	6,000	11,000	6,000	5,000	421	421	.....	416	1,248
Apalachicola, Fla., to Philadelphia, Pa.	Lumber ..	8,000	5,655	13,655	10,430	3,225	6	6	.....	.....	.....
New York City to Brunswick, Ga.	.....	40,000	.....	40,000	40,000	.....	8	8	.....	.....	.....
Boston, Mass., to Brunswick, Ga.	.....	25,000	.....	25,000	.....	25,000	9	9	.....	9	71
.....	.....	628,380	264,940	893,320	760,695	132,625	642	631	11	490	1,570

SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Fishing trip.....	.....	\$10	.....	\$10	\$10	.....	3	3	.....	.....	.....
Lake Worth to New River, Fla.	.....	200	.....	200	200	.....	1	1	.....	.....	.....
St. Catherines, Ga., to Charleston, S. C.	Rice	4,500	\$5,000	9,500	9,450	\$50	5	5	.....	.....	.....
New York City to Miami, Fla.	.....	600	.....	600	600	.....	2	2	.....	2	8
Charleston, S. C., for oysters.	Oysters ...	250	10	260	260	.....	3	3	.....	.....	.....
Fort Lauderdale to Middle River, Fla.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Charleston to McClellanville, S. C.	Household goods.	300	300	600	600	.....	2	2	.....	.....	.....
Lake Worth to Key Largo, Fla.	Lumber ..	300	200	500	500	.....	3	3	.....	.....	.....
Charleston to Kiawah Island, S. C.	Cotton-seed meal.	6,000	100	6,100	.....	6,100	6	6	.....	.....	.....
Dredging for oysters ..	Oysters ...	200	20	220	195	25	3	3	.....	.....	.....
.....	.....	12,860	5,630	18,490	12,315	6,175	30	30	.....	2	8

Table of casualties,

DISTRICT NO. 9.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Sept. 12	One mile north-north west of station.	Galveston	Sloop, Galveston, Tex		
Oct. 25	Eight miles northeast of station.	Aransas	Pontoon		
Nov. 12	Three hundred yards north of station.	Galveston	Sloop, Galveston, Tex		
Nov. 26	Ten miles northwest of station.	.....do	Sloop, Texas City, Tex.		
Nov. 27	One-quarter mile north-east of station.	Sabine Pass.....	Na. lch. Texas Girl, Port Arthur, Tex.		
Nov. 29	Four miles northeast of station.	Santa Rosa	Sc. Idell, Pensacola, Fla.	Ward	24
Nov. 29	Four miles west-south-west of station.	San Luis.....	Catboat, Galveston, Tex		
Nov. 30	Ten miles southwest of station.	Galveston	Slp. Jennie, Galveston, Tex.		
Dec. 14	Three-quarters mile west $\frac{1}{2}$ north of station.	Brazos.....	Slp. Teresa, Isabel, Tex		
Dec. 16	One-quarter mile north-west of station.	Sabine Pass.....	Slp. Uno, Galveston, Tex.		
Dec. 19	One mile east of station..	Aransas	Sc. Katie M., ^a Corpus Christi, Tex.	Nolte	48
1903.					
Feb. 4	One-half mile north of station.	Galveston	St. lch. Admiral Schley, ^a Galveston, Tex.		
Feb. 16	Three-quarters mile west $\frac{1}{2}$ south of station.	Brazos.....	Sc. Pierce Simpson, Brownsville, Tex.	Walker	88
Mar. 1	Two miles north-north-east of station.	Galveston	Sc. Estella, Galveston, Tex.	Johnson	38
Mar. 30	One mile east-northeast of station.	Santa Rosa	Sc. Henry P. Chipman, Pensacola, Fla.	Mayo	57
Apr. 14	Three miles north by east of station.	Saluria	Sc. D. Hebert, Lake Charles, La.	Nelson	17
Apr. 15	One-half mile northeast of station.	Brazos.....	Sc. Pierce Simpson, Brownsville, Tex.	Curry	88
Apr. 30	Four miles northwest of station.	Santa Rosa	Sc. Vandalla, Pensacola, Fla.	Marshall	6
May 9	Five miles west-south-west of station.	.....do	Sp. Canara, Genoa, Italy	Costa	1,610
	Total.....				

DISTRICT NO. 10.—EMBRACING

1902.					
July 2	One-half mile southwest of station.	Niagara	Yht. Zelma, Oakville, Ontario.		
July 13	One mile east-southeast of station.	Charlotte.....	Yht. Spook, Charlotte, N. Y.		
July 22	One-quarter mile south-west of station.	Cleveland	Lighter Jumbo, Cleveland, Ohio.		
July 23	One-half mile north of station.	.....do	Str. Wm. Kennedy, Cleveland, Ohio.	Brooks	86
Aug. 3	Kentucky Chute, Falls of the Ohio.	Louisville	Rowboat, Louisville, Ky.		
Aug. 4	Mouse Island Reef.....	Marblehead	Str. Chauncy Hurlbut, Detroit, Mich.	Parsons.....	1,009
Aug. 12	Seven miles south of station.	Big Sandy.....	Na. lch. Theresa, Utica, N. Y.		
Aug. 17	One and one-half miles from station.	Buffalo	Slp. y. Omega, Buffalo, N. Y.		
Aug. 22	One-quarter mile north-west of station.	Charlotte.....	Sloop, Charlotte, N. Y.		
Aug. 23	Mouse Island Reef.....	Marblehead	Str. Robert A. Packer, Chicago, Ill.	Connelly	921

^a Disabled; requiring the assistance of the life-saving crew.

season of 1902-3—Continued.

COAST OF THE UNITED STATES.

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 secured at station.	Days' succor afforded.
Fishing trip.....		\$20		\$20	\$20		2	2			
Adrift.....		300		300	300						
Capsized		15		15	15		2	2			
.....do.....		100		100	80	\$20					
Pleasure trip.....		3,000		3,000	3,000		5	5			
Bagdad to Freeport, Fla.	Lumber ..	1,000	\$200	1,200	1,200		9	9			
Galveston to Christmas Bay, Tex.		200		200	200		3	3		3	3
San Luis Pass to Galveston, Tex.		400		400	350	50	2	2		2	2
Dragged anchor.....		200		200	190	10	2	2			
Beaumont to Sabine, Tex.	Wood.....	150	15	165	165		3	3			
Corpus Christi to Galveston, Tex.	General ..	4,000	1,000	5,000	5,000		4	4			
Pleasure trip.....		500		500	500		5	5		3	3
Isabel to Galveston, Tex.	Rice.....	4,500	1,000	5,500	5,500		5	5			
Fishing trip.....		3,000		3,000	3,000		5	5			
.....do.....		3,000		3,000	3,000		8	8			
Mermentau, La., to Tres Palacios, Tex.	Lumber ..	1,800	500	2,300	2,260	40	3	3			
Galveston to Isabel, Tex.	General ..	4,500	7,500	12,000	12,000		6	6			
Fort McRae to Fort Barrancas, Fla.		300		300	250	50					
Pensacola, Fla., to Genoa, Italy.	Timber...	20,000	15,000	35,000	35,000		18	18			
.....		46,985	25,215	72,200	72,030	170	82	82		8	8

LAKES ERIE AND ONTARIO.

Buffalo to Youngstown, N. Y.		\$5,000		\$5,000	\$5,000		2	2			
Pleasure trip.....		100		100	100		3	3			
Parted moorings and stranded.		600		600	600						
On fire at moorings ..		20,000		20,000	18,250	\$1,750	2	2			
Pleasure trip.....		45		45	45						
Escanaba, Mich., to Ashtabula, Ohio.	Iron ore ..	30,000	\$4,000	34,000	34,000		13	13			
Pleasure trip.....		1,200		1,200	1,200						
Capsized		40		40	40		1	1		1	1
.....do.....		50		50	50		1	1			
Sandusky, Ohio, to Green Bay, Wis.	Coal.....	30,000	15,000	45,000	45,000		13	13			

Table of casualties,

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Sept. 6	Six miles northeast of station.	Oswego.....	Sailboat, Oswego, N. Y..	.....	.....
Sept. 9	One hundred and twenty-five yards southwest of station.	Cleveland	Str. Hawk, U. S. Government.	Lovell.....	99
Sept. 12	One-fifth mile west of station.	Marblehead	Na. Ich. Wonder, Sandusky, Ohio.	.....	.....
Sept. 13	Five miles northeast of station.	Cleveland	Sc. W. H. Rounds, Detroit, Mich.	Leonard...	308
Sept. 15	Nine miles northeast of station.	Marblehead	Sc. y. Priscilla, Cleveland, Ohio.	Brown.....	75
Sept. 17	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Jeffersonville, Ind.	.....	.....
Sept. 20	Mouse Island Reef, 8 miles northwest of station.	Marblehead	Str. Harlem, Port Huron, Mich.	Hendricks.	2,299
Sept. 24	One hundred and fifty yards west of station.	Charlotte.....	Slp. y. Zedth, Charlotte, N. Y.	.....	.....
Sept. 24	.....do.....	.....do.....	Slp. y. Nixie, Charlotte, N. Y.	.....	.....
Sept. 24	One-half mile west of station.	Niagara	Catboat, Youngstown, N. Y.	.....	.....
Sept. 28	Thirty miles north of station.	Oswego.....	Str. Haze, U. S. Government.	Baxter	316
Sept. 29	Falls of the Ohio.....	Louisville	Shanty boat, Cincinnati, Ohio.	.....	.....
Oct. 6	One-quarter mile south of station.	Erie	Slp. Spray, Erie, Pa.....	.....	.....
Oct. 10	Two miles west of station.	Buffalo	Str. A. A. Bellinger, a Buffalo, N. Y.	Crapp	14
Oct. 22	One and one-half miles west by south of station.	Erie	Ywl. Bonita, Erie, Pa...	.....	.....
Oct. 26	One-quarter mile southwest of station.	Buffalo	Slp. y. Wedge, Buffalo, N. Y.	.....	.....
Nov. 3	Three and one-half miles northeast of station.	Cleveland	Rowboat, Rocky River, Ohio.	.....	.....
Nov. 22	One-half mile east of station.	Ashtabula	Str. M. A. Hanna, Cleveland, Ohio.	Beggs.....	4,661
Nov. 25	Thirty miles west-southwest of station.	Cleveland	Str. Quito, Cleveland, Ohio.	Cody	1,372
Nov. 30	One-quarter mile west-southwest of station.	Buffalo	Sc. William Jones, Detroit, Mich.	McKenzie ..	385
Dec. 14	Twenty-three miles east of station.	Charlotte.....	Sc. John R. Noyes, Oswego, N. Y.	Donovan ..	315
Dec. 28	Falls of the Ohio.....	Louisville	Flat, Louisville, Ky .....	.....	.....
1903.					
Jan. 30	.....do.....	.....do.....	Flat, Louisville, Ky .....	.....	.....
Mar. 4	.....do.....	.....do.....	Flat, Louisville, Ky .....	.....	.....
Apr. 3	One-quarter mile southwest of station.	Cleveland	Na. y. Louise, New York City.	Aagard	22
Apr. 9	.....do.....	Oswego.....	Sc. Acacia, Kingston, Ontario.	Crosby.....	340
Apr. 9	One-quarter mile west of station.	Niagara	Rowboat .....	.....	.....
Apr. 14	Four miles southwest of station.	Buffalo	Str. Conneaut, Buffalo, N. Y.	Lawson ...	62
Apr. 15	Crossdam, Falls of the Ohio.	Louisville	Flat, Cincinnati, Ohio...	.....	.....
Apr. 18	Falls of the Ohio.....	.....do.....	Str. Tarascon, Louisville, Ky.	Zoll.....	660
Apr. 30	One-third mile south of station.	Fairport	Fishboat, Richmond, Ohio.	.....	.....
May 1	Falls of the Ohio.....	Louisville	Barges (4), Pittsburg, Pa.	.....	.....
May 3	Twenty miles northwest of station.	Charlotte.....	Sc. Reuben Doud, Windsor, Ontario.	Ure.....	324
May 9	Four miles west of station.	Cleveland	Canoe, Cleveland, Ohio..	.....	.....
May 18	One-quarter mile southwest of station.	Niagara	Rowboat, Youngstown, N. Y.	.....	.....

a No assistance required of life-saving crew.

season of 1902-3—Continued.

LAKES ERIE AND ONTARIO—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 trip.....	Camping outfit.	\$40	\$30	\$70	\$70	.....	2	2	.....	.....	.....
Dragged anchors and stranded.	.....	30,000	.....	30,000	30,000	.....	4	4	.....	.....	.....
Sandusky to Marblehead, Ohio.	.....	540	.....	540	500	\$40	2	2	.....	2	2
Buffalo, N. Y., to Cleveland, Ohio.	Paving stones.	3,500	2,750	6,250	5,750	500	6	6	.....	.....	.....
Cleveland to Put in Bay, Ohio.	.....	30,000	.....	30,000	30,000	.....	15	15	.....	.....	.....
Pleasure trip.....	.....	15	.....	15	15	.....	3	3	.....	.....	.....
Sandusky, Ohio, to West Superior, Wis.	Coal.....	150,000	7,000	157,000	154,200	2,800	21	21	.....	4	4
Parted moorings.....	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
.....do.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Fishing trip.....	.....	35	.....	35	35	.....	1	1	.....	.....	.....
Cruising.....	.....	30,000	.....	30,000	30,000	.....	20	20	.....	.....	.....
Cincinnati, Ohio, to Memphis, Tenn.	.....	120	.....	120	120	.....	1	1	.....	.....	.....
Adrift.....	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....
Stony Point to Tonawanda, N. Y.	.....	1,800	.....	1,800	1,400	400	4	4	.....	.....	.....
Dragged anchor and stranded.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	300	.....	300	300	.....	5	5	.....	.....	.....
Adrift.....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Cleveland to Ashtabula, Ohio.	.....	300,000	.....	300,000	300,000	.....	22	22	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	Iron ore ..	75,000	40,000	115,000	.....	115,000	18	18	.....	.....	.....
Port Stanley, Canada, to Cleveland, Ohio.	.....	3,500	.....	3,500	3,500	.....	7	7	.....	.....	.....
Cleveland, Ohio, to Deseronto, Canada.	Coal.....	10,000	1,400	11,400	.....	11,400	5	5	.....	5	5
Adrift.....	.....	200	.....	200	200	.....	1	1	.....	.....	.....
.....do.....	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
.....do.....	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....
Dragged anchor.....	.....	8,000	.....	8,000	8,000	.....	1	1	.....	.....	.....
Kingston, Ontario, to Fair Haven, N. Y.	Stone.....	3,000	2,000	5,000	4,900	100	6	6	.....	.....	.....
Caught in the ice.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Towing in the lake.....	.....	9,000	.....	9,000	9,000	.....	5	5	.....	.....	.....
Cincinnati, Ohio, to Shawneetown, Ill.	.....	5	.....	5	5	.....	2	2	.....	.....	.....
Evansville, Ind., to Louisville, Ky.	Miscellaneous.	28,000	5,000	33,000	32,000	1,000	70	70	.....	.....	.....
Capsized.....	.....	200	.....	200	200	.....	4	4	.....	.....	.....
Adrift.....	.....	3,600	.....	3,600	3,500	100	4	4	.....	.....	.....
Fair Haven, N. Y., to Toronto, Ontario.	Coal.....	7,000	3,450	10,450	9,900	550	6	6	.....	5	5
Cleveland to Rocky River, Ohio.	.....	75	.....	75	75	.....	1	1	.....	.....	.....
Niagara, Ontario, to Youngstown, N. Y.	.....	15	.....	15	15	.....	2	2	.....	.....	.....

Table of casualties,

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
May 21	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.....		
May 23	do.	do	Skiff, Louisville, Ky.....		
May 23	do.	do	Ga. y. Ferndale, Louisville, Ky.		
May 28	Four miles northeast of station.	Charlotte	Pile driver, Charlotte, N. Y.		
June 11	One mile west of station.	Niagara	Rowboat, Niagara, Ontario.		
June 11	Three-quarters mile north of station.	Cleveland	Sc. Horace H. Badger, Toledo, Ohio.	Thompson.	263
June 11	Falls of the Ohio.....	Louisville	Shanty boat, Wheeling, W. Va.		
June 13	One mile northwest of station.	Cleveland	Str. Charles H. Davis, Port Huron, Mich.	Haskin	390
June 14	Falls of the Ohio.....	Louisville	Flat, Louisville, Ky.....		
June 19	One hundred feet north of station.	do	Sailboat Rough Rider, Louisville, Ky.		
June 21	Four miles west of station.	Oswego.....	Str. St. Joseph, Oswego, N. Y.	Holland	304
June 28	Indiana Chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.....		
	Total.....				

DISTRICT NO. 11.—EMBRACING

1902.					
July 7	One mile south of station.	Duluth	Catboat, Duluth, Minn..		
July 13	Seven miles northeast of station.	Hammond	Slp. y. Jack, a Alpena, Mich.		
July 20	One and one-half miles north of Pointe aux Barques station.	Pointe aux Barques and Port Austin.	Str. A. D. Thomson, Duluth, Minn.	Arthur	1,399
July 20	One and one-half miles north of station.	Pointe aux Barques.	Bge. Sir Joseph Whitworth, Duluth, Minn.	Gustavson.	1,192
July 28	One and one-half miles northwest of station.	Grand Marais	Ga. y. Sea Gull, Grand Marais, Mich.		
Aug. 6	Three miles northeast of station.	Tawas	Fishboat, East Tawas, Mich.		
Aug. 6	Three miles west of station.	Deer Park	Fishboat, Grand Marais, Mich.		
Aug. 8	One mile northwest of station.	Duluth	Shell, Duluth, Minn....		
Aug. 11	Four and one-half miles south by east of station.	Lake View Beach.	Rowboat		
Aug. 11	Three-quarters mile southeast of station.	Harbor Beach	Scow, Harbor Beach, Mich.		
Aug. 15	Two hundred yards north of station.	Duluth	Skiff, Duluth, Minn....		
Aug. 18	Two miles southwest by west of station.	Bois Blanc.....	Lighter, Cheboygan, Mich.		
Aug. 19	Two miles south of station.	Tawas	Sc. Galatea, Chicago, Ill.	Germain	610
Aug. 22	South side of Middle Island.	Middle Island....	Sc. Tailor, Buffalo, N. Y.	Jennings	298
Aug. 31	Three miles east of station.	Lake View Beach.	Yht. Wolverine, Port Huron, Mich.		
Aug. 31	Four hundred yards east of station.	Grand Marais	Lighter, Grand Marais, Mich.		
Sept. 1	One mile west of station.	Hammond	Fishboat Molasses, Oqueoc River, Mich.		
Sept. 1	Two miles south of station.	Duluth	Sailboat Fritz, Duluth, Minn.		
Sept. 2	One mile south of station.	Portage	Ga. lch., Portage, Mich.		
Sept. 4	One and one-half miles west of station.	Middle Island....	Sc. Edward Kelley, Buffalo, N. Y.	Fullum	776

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

season of 1902-3—Continued.

LAKES ERIE AND ONTARIO—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.
Pleasure trip.....		\$10		\$10	\$10		4	4			
.....do.....		10		10	10		4	4			
.....do.....		500		500	500		3	3			
Adrift.....		600		600	600		6	6			
Pleasure trip.....		25		25	25		1	1			
Buffalo, N. Y., to Port Clinton, Ohio.	Coal	2,000	\$2,500	4,500		\$4,500	8	8		3	3
Louisville, Ky., to Wheeling, W. Va.		50		50	50		6	6			
Kelley Island to Cleveland, Ohio.	Limestone	8,000	500	8,500		8,500	8	7	1	7	7
Fishing trip.....		10		10	10		2	2			
Pleasure trip.....		50		50	50		2	2			
Toronto, Ontario, to Oswego, N. Y.		15,000		15,000	14,800	200	12	12			
Pleasure trip.....		5		5	5		3	3			
.....		809,270	83,630	892,900	746,060	146,840	336	335	1	27	27

LAKES HURON AND SUPERIOR.

Pleasure trip.....		\$60		\$60	\$60		2	2			
.....do.....		300		300	295	\$5	12	12			
Escanaba, Mich., to Cleveland, Ohio.	Iron ore	200,000	\$14,000	214,000	179,220	34,780	19	19		14	14
.....do.....	do	80,000	10,000	90,000	89,000	1,000	7	7			
Fishing trip.....		400		400	400		2	2			
.....do.....		175		175	175		2	2			
Sunk at moorings.....		75		75	50	25					
Pleasure trip.....		250		250	250		2	2			
.....do.....		25		25	25		2	2			
Sunk in harbor.....	Stone	10	50	60	10	50	2	1	1		
Adrift.....		10		10	10		1	1			
Bois Blanc Island to Cheboygan, Mich.		200		200	200						
Ashland, Wis., to Cleveland, Ohio.	Lumber	15,000	15,000	30,000	29,500	500	7	7			
Bruce Mines, Canada, to Cleveland, Ohio.	Stone	1,500	800	2,300	2,100	200	4	4			
Pleasure trip.....		500		500	500		5	5			
Broke from moorings and stranded.		1,000		1,000	1,000						
Fishing trip.....		160		160	160		3	3			
Pleasure trip.....		300		300	300		4	4			
Sunk at moorings.....		450		450	425	25					
Cleveland, Ohio, to Detour, Mich.	Coal	9,000	3,900	12,900	9,840	3,060	7	7		7	7

Table of casualties,

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Sept. 4	One mile south of station.	Grand Marais.....	Ga. y. Mary, Grand Marais, Mich.	.....	.....
Sept. 6	Five miles west-north-west of station.	Tawas	Yht. Comanche, Tawas City, Mich.	.....	.....
Sept. 6	One-quarter mile north-east of station.	.....do	Fishboat, Caseville, Mich.	.....	.....
Sept. 9	Eight miles north-north-west of Harbor Beach station.	Harbor Beach and Pointe aux Barques.	Sc. Aunt Ruth, Port Huron, Mich.	Campbell..	111
Sept. 11	One-fifth mile northwest of station.	Portage.....	Sc. John B. Wilbor, Chicago, Ill.	O'Brien....	412
Sept. 13	Two and one-half miles west of station.	Tawas	Fishboat, East Tawas, Mich.	.....	.....
Sept. 14	One-third mile south of station.	Grand Marais.....	Sloop, ^a Grand Marais, Mich.	.....	.....
Sept. 15	Hat Point Reef.....	Port Austin.....	Sc. Belle Hanscom, Detroit, Mich.	Brown.....	294
Sept. 23	Two and one-half miles west of station.	Vermillion	Str. Admiral, Detroit, Mich.	Ivers	4,651
Sept. 23	Two and three-quarters miles east of station.	Crisps	Str. Scranton, Duluth, Minn.	Green	2,015
Sept. 24	One-quarter mile south of station.	Harbor Beach....	Sailboat, Harbor Beach, Mich.	.....	.....
Sept. 24	Grace Harbor.....	Hammond	Fishboat, Hammonds Bay, Mich.	.....	.....
Sept. 26	One-quarter mile north of station.	Duluth	Gasoline launch, Duluth, Minn.	.....	.....
Sept. 28	One mile southeast by east of station.	Pointe aux Barques.	Sc. Julia Miner, Detroit, Mich.	McClure...	44
Oct. 1	Four miles west-south-west of station.	Thunder Bay Island.	Sc. Angus Smith, Cleveland, Ohio.	Lennon.....	580
Oct. 1	.....do .....	.....do	Str. Hlawatha, Sandusky, Ohio.	Brice	1,398
Oct. 8	Three-quarters mile northeast of station.	Harbor Beach....	Sailboat, Harbor Beach, Mich.	.....	.....
Oct. 9	One and one-quarter miles north of station.	Marquette.....	Ga. lch. Rita, Marquette, Mich.	.....	.....
Oct. 13	One-half mile northeast of station.	Harbor Beach....	Sc. Cavaliero, Port Hope, Ontario.	Glass	268
Oct. 18	Three-quarters mile northeast of station.	.....do	Small boat .....	.....	.....
Oct. 19	Two miles east of station.	Pointe aux Barques.	Sc. John Miner, Detroit, Mich.	McDonald..	273
Oct. 24	Four and one-half miles east-northeast of station.	Vermillion	Sc. W. T. Chappell, Port Huron, Mich.	Jones.....	39
Oct. 26	One-half mile east-north-east of station.	.....do	Scow .....	.....	.....
Nov. 5	Seven miles south-south-east of station.	Harbor Beach....	Str. Turret Crown, Newcastle, England.	Haytoa....	1,827
Nov. 5	Two miles east by north of station.	Pointe aux Barques.	Str. A. D. Hayward, Detroit, Mich.	Forton	308
Nov. 5	Fourteen miles north-west of station.	Middle Island....	Sc. George Penniman, Port Huron, Mich.	Dutcher...	84
Nov. 13	One mile west of station.	Duluth	Slp. y. Marguerite, Duluth, Minn.	.....	.....
Nov. 17	One-quarter mile south-east of station.	Harbor Beach....	Skiff, Harbor Beach, Mich.	.....	.....
Dec. 14	One-quarter mile south-west of station.	Bois Blanc.....	Ga. lch. Bertha M., Cheboygan, Mich.	.....	.....
1903.					
Apr. 9	One hundred and seventy yards southeast of station.	Harbor Beach....	Skiff.....	.....	.....
Apr. 11	One-quarter mile north of station.	Grand Marais....	Gasoline yacht, ^a Two Heart River, Mich.	.....	.....
Apr. 13	Two miles northeast of station.	Tawas	Pile driver .....	.....	.....

^a Drifting helplessly and in imminent danger of being run down by incoming vessels.

season of 1902-3—Continued.

LAKES HURON AND SUPERIOR—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.
Broke from moorings and stranded.	.....	\$1,000	.....	\$1,000	\$1,000	.....	.....	.....	.....	.....	.....
do.....	.....	2,000	.....	2,000	2,000	.....	.....	.....	.....	.....	.....
Caseville to East Tawas, Mich.	Miscellaneous.	150	\$40	190	190	.....	.....	.....	.....	.....	.....
Snow Island to Port Huron, Mich.	Lumber ..	800	600	1,400	1,300	\$100	6	6	.....	.....	.....
Two Harbors, Minn., to Chicago, Ill.	.....do.....	5,000	16,500	21,500	18,500	3,000	8	8	.....	8	24
Fishing trip.....	.....	175	.....	175	175	.....	4	4	.....	.....	.....
Pleasure trip.....	.....	50	.....	50	50	.....	4	4	.....	.....	.....
Buffalo, N. Y., to Port Crescent, Mich.	.....	4,000	.....	4,000	3,000	1,000	7	7	.....	.....	.....
Two Rivers, Minn., to Ohio.	Iron ore ..	275,000	15,000	290,000	290,000	.....	25	25	.....	.....	.....
Duluth, Minn., to Buffalo, N. Y.	Miscellaneous.	180,000	150,000	330,000	330,000	.....	23	23	.....	.....	.....
Dragged anchor .....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Parted moorings and stranded.	.....	160	.....	160	70	90	.....	.....	.....	.....	.....
Adrift.....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Tawas to Mt. Clemens, Mich.	Lumber ..	800	500	1,300	500	800	3	3	.....	3	12
Erie, Pa., to Milwaukee, Wis.	Coal	7,000	3,000	10,000	10,000	.....	7	7	.....	.....	.....
Ashtabula, Ohio, to Milwaukee, Wis.	.....do.....	40,000	3,600	43,600	43,600	.....	15	15	.....	.....	.....
Capsized .....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Parted moorings and foundered.	.....	900	.....	900	800	100	.....	.....	.....	.....	.....
Meldrum Bay to Windsor, Ontario.	Cedar posts	1,500	1,500	3,000	2,700	300	6	6	.....	.....	.....
Capsized .....	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Harbor Springs to Detroit, Mich.	Lumber ..	2,500	5,000	7,500	1,500	6,000	7	7	.....	7	14
Grand Marais to Sault Ste. Marie, Mich.	Wood.....	600	300	900	.....	900	2	2	.....	2	2
Pleasure trip.....	.....	75	.....	75	.....	75	1	1	.....	.....	.....
Cleveland, Ohio, to Fort William, Ontario.	Coal	100,000	9,200	109,200	107,300	1,900	22	22	.....	.....	.....
Shell Drake, Mich., to Sandusky, Ohio.	Lumber ..	6,000	4,500	10,500	7,400	3,100	12	12	.....	.....	.....
Drummonds Island to Bay City, Mich.	.....do.....	1,500	350	1,850	850	1,000	3	3	.....	.....	.....
Adrift.....	.....	250	.....	250	230	20	.....	.....	.....	.....	.....
do.....	.....	10	.....	10	10	.....	.....	.....	.....	.....	.....
Cheboygan to Bois Blanc Island, Mich.	Camp supplies.	1,000	200	1,200	1,200	.....	3	3	.....	.....	.....
Adrift.....	.....	15	.....	15	15	.....	.....	.....	.....	.....	.....
Two Heart River to Grand Marais, Mich.	.....	1,100	.....	1,100	1,100	.....	4	4	.....	.....	.....
Adrift.....	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....

Table of casualties,

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903. Apr. 21	Three miles east of station.	Sturgeon Point...	Str. Maine, ^a Port Huron, Mich.	Voisme	332
May 1	One and one-half miles northwest of station.	Tawas	Slp. y. Vera, East Tawas, Mich.	.....	.....
May 2	Two-thirds mile east of station.	Duluth	Str. John J. Albright, Cleveland, Ohio.	Anderson..	4,805
May 18	Seven miles southeast by south of station.	Bois Blanc	Str. Black Rock, Chicago, Ill.	Hanson....	1,646
May 29	One-half mile south of station.	Duluth	Ga. Ich. Vera L., Duluth, Minn.	.....	.....
May 30	One-quarter mile northwest of station.	.....do	Slp. Marjory, Duluth, Minn.	.....	.....
June 15	Twelve miles southeast by south of station.	Sturgeon Point..	Pile driver, Alpena, Mich.	.....	.....
June 21	One mile east of station.	Pointe aux Barques.	Sloop yacht, Detroit, Mich.	.....	.....
June 21	One-eighth mile northeast of station.	.....do	Slp. y. Grayling, ^b Detroit, Mich.	.....	.....
June 22	One-half mile south of station.	Duluth	Catboat Stroller, Duluth, Minn.	.....	.....
	Total .....	.....	.....	.....	.....

DISTRICT NO. 12.—EMBRACING

1902.					
July 2	Two-sevenths mile east of station.	Holland	Sc. y. Argo, Chicago, Ill..	Eaglesfield	14
July 2	Fifty yards north of station.	.....do	Sc. D. A. Wells, Grand Haven, Mich.	Skippers...	56
July 3	Three and one-half miles east-northeast of station.	Racine	Slp. y. Beatrice, Milwaukee, Wis.	.....	.....
July 4	One-quarter mile east-southeast of station.	Old Chicago	Ga. y. Sprite, Chicago, Ill.	.....	.....
July 4	Three and one-half miles east of station.	.....do	Rowboat, Chicago, Ill. ..	.....	.....
July 4	Two and one-half miles east of station.	.....do	Yht. Lithene, Chicago, Ill.	.....	.....
July 4	One mile east-southeast of station.	Evanston	Slp. y. Betty, Evanston, Ill.	.....	.....
July 5	One and one-half miles east-southeast of station.	.....do	Slp. y. P. D. Q., Evanston, Ill.	.....	.....
July 5	.....do .....	.....do	Slp. y. Wafer, Evanston, Ill.	.....	.....
July 7	Three miles northeast of station.	Jackson Park	Slp. y. Yankee, Chicago, Ill.	.....	.....
July 9	One-seventh mile southwest of station.	Sleeping Bear Point.	Str. Charles R. Van Hise, ^c Duluth, Minn.	Campau...	5,117
July 10	Two-sevenths mile west of station.	South Haven	Slp. Spray, South Haven, Mich.	.....	.....
July 11	Four miles northwest of station.	Sturgeon Bay Canal.	Slp. y. Vanity, Chicago, Ill.	.....	.....
July 12	One hundred yards east of station.	South Haven	Lch. Phylida, South Haven, Mich.	.....	.....
July 14	Two and one-half miles south-southeast of station.	Old Chicago	Slp. y. Marion, Manitowoc, Wis.	.....	.....
July 16	Off station	Evanston	Rowboat, Evanston, Ill..	.....	.....
July 16	Two miles north of station.	Milwaukee	Slp. y. Beatrice, Milwaukee, Wis.	.....	.....
July 16	.....do .....	.....do	Slp. y. Nina, Milwaukee, Wis.	.....	.....
July 16	.....do .....	.....do	Slp. y. Badger, Milwaukee, Wis.	.....	.....

^a Disabled, requiring the assistance of the life-saving crew.^b In distress, requiring the assistance of the life-saving crew^c No assistance required of life-saving crew.

season of 1902-3—Continued.

LAKES HURON AND SUPERIOR—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.
Bay City, Mich., to Georgian Bay, Canada.		\$10,000		\$10,000	\$10,000		15	15			
Pleasure trip.....		300		300	300		3	3			
Lorain, Ohio, to Duluth, Minn.	Coal.....	200,000	\$27,500	227,500	227,500		21	21			
Cleveland, Ohio, to Milwaukee, Wis.	.....do.....	75,000	2,000	77,000	77,000		20	20			
Pleasure trip.....		900		900	885	\$15	3	3			
.....do.....		50		50	50		2	2			
Adrift.....		100		100	100						
Pleasure trip.....		100		100	100		2	2		2	2
Detroit to Holland, Mich.		350		350	350		3	3		3	3
Pleasure trip.....		250		250	250		6	6		4	4
.....		1,228,445	283,540	1,511,985	1,453,940	58,045	320	319	1	50	82

LAKE MICHIGAN.

Chicago, Ill., to Holland, Mich.		\$1,000		\$1,000	\$1,000		5	5			
Frankfort to Holland, Mich.	Slabs.....	600	\$200	800	800		3	3			
Milwaukee, Wis., to Chicago, Ill.		1,000		1,000	1,000		4	4			
Pleasure trip.....		500		500	490	\$10	6	6			
.....do.....		20		20	20		1	1			
.....do.....		75		75	50	25	4	4			
.....do.....		150		150	150		5	5			
.....do.....		100		100	100		3	3			
.....do.....		150		150	150		4	4			
Adrift.....		200		200	200						
Two Harbors, Minn., to South Chicago, Ill.	Iron ore..	325,000	25,000	350,000	350,000		23	23			
Pleasure trip.....		100		100	100		2	2			
.....do.....		250		250	250						
.....do.....		1,000		1,000	925	75	4	4			
Capsized.....		200		200	200						
Adrift.....		20		20	20						
Dragged anchors.....		1,600		1,600	1,600		3	3			
.....do.....		900		900	900						
.....do.....		1,200		1,200	1,200						

Table of casualties,
DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
July 17	One and one-half miles south of station.	Old Chicago	Sc. y. Tartar, Chicago, Ill.	Kirk.....	12
July 20	Two hundred yards west of station.	Two Rivers.....	Str. Allie E. Shipman, Milwaukee, Wis.	McCauley ..	39
July 21	Two miles south of station.	Jackson Park.....	Sc. y. Mercury, Chicago, Ill.	.....	.....
July 24	One-half mile northwest of station.	Grande Pointe au Sable.	Ga. lch. Naiad, ^a St. Joseph, Mich.	.....	.....
July 27	do.....	Kewaunee	Gasoline yacht, Kewaunee, Wis.	.....	.....
July 28	Two miles northwest of station.	Frankfort	Ga. lch. Naiad, St. Joseph, Mich.	.....	.....
Aug. 1	Two miles north of station.	White River.....	Sc. Idler, Green Bay, Wis.	.....	.....
Aug. 2	Three miles east of station.	North Manitou Island.	Str. Erie L. Hackley, ^b Chicago, Ill.	Rose.....	91
Aug. 6	One-third mile west of station.	St. Joseph	Slp. y. Privateer, Chicago, Ill.	.....	.....
Aug. 6	Two-fifths mile northwest of station.	Michigan City....	Slp. y. Atlanta, Chicago, Ill.	Fuller	5
Aug. 8	Two miles south by east of station.	Beaver Island	Slp. y. Rumina, Harbor Springs, Mich.	.....	.....
Aug. 10	Five miles north of station.	Charlevoix	Slp. y. Josephine, Chicago, Ill.	Merriman ..	8
Aug. 10	One and one-half miles southeast of station.	Jackson Park.....	Slp. y. Witch, Chicago, Ill.	.....	.....
Aug. 10	Three-quarters mile northeast of station.	Two Rivers.....	Ga. y. Augusta, ^a Manitowoc, Wis.	.....	.....
Aug. 13	One and three-quarters miles north-northeast of station.	Milwaukee	Slp. Pearl, jr., Milwaukee, Wis.	.....	.....
Aug. 19	One and one-half miles south-southwest of station.	Pentwater.....	Na. lch. Thomas C., Pentwater, Mich.	.....	.....
Aug. 21	One-quarter mile east of station.	Grand Haven.....	Na. lch. Clarence, Grand Rapids, Mich.	.....	.....
Aug. 31	Four miles northeast of station.	Sleeping Bear Point.	Sc. Rob Roy, Milwaukee, Wis.	Hansen.....	97
Sept. 2	Two miles north of Grande Pointe au Sable station.	Grande Pointe au Sable and Ludington.	Str. Hattie B. Pereue, Chicago, Ill.	Keeming ..	193
Sept. 3	One and one-quarter miles north of station.	South Manitou Island.	Sc. Cape Horn, Grand Haven, Mich.	Elden	202
Sept. 4	Four and one-half miles east-southeast of station.	Sleeping Bear Point.	Sc. Allie M. Beers, Milwaukee, Wis.	Brandt	164
Sept. 5	One-half mile east of station.	Holland	Slp. y. Ruth, Macatawa, Mich.	.....	.....
Sept. 7	One and one-half miles east of station.	Jackson Park.....	Slp. y. Witch, Chicago, Ill.	.....	.....
Sept. 7	One-half mile northeast of station.	.....do.....	Ga. lch. Wettern, Chicago, Ill.	.....	.....
Sept. 10	Six miles north of station.	Frankfort	Dredge C. H. Starke No. 7, Milwaukee, Wis.	.....	.....
Sept. 12	Three-quarters mile north of station.	St. Joseph.....	Sc. Experiment, Grand Haven, Mich.	Withey.....	49
Sept. 16	Three miles from station.	Baileys Harbor...	Sc. Idler, Marinette, Wis.	.....	.....
Sept. 17	Fifteen miles northeast of station.	Plum Island.....	Sc. Tokio, Detroit, Mich.	Berlin	1,385
Sept. 21	Two and one-quarter miles south-southeast $\frac{1}{2}$ east of station.	.....do.....	Str. Fred Mercur, Chicago, Ill.	Jenkyn.....	1,224
Sept. 22	Ten miles south of station.	Sturgeon Bay Canal.	Str. Sheboygan, Milwaukee, Wis.	Redner.....	623
Sept. 24	One-half mile southwest of station.	Baileys Harbor...	Str. Jesse Jackson, Baileys Harbor, Mich.	.....	.....
Sept. 25	One-half mile east of station.	Jackson Park.....	Sloop yacht, Chicago, Ill.	.....	.....
Sept. 27	One-seventh mile west of station.	Sheboygan	Small boat, Sheboygan, Wis.	.....	.....

^a Disabled, requiring the assistance of the life-saving crew.

^b In distress and helpless, requiring the assistance of the life-saving crew.

season of 1902-3—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 station.	Days' succor afforded.
Pleasure trip.....		\$4,000		\$4,000	\$4,000		7	7			
Escanaba, Mich., to Two Rivers, Wis. Draggd anchor and stranded.		2,000		2,000	2,000		3	3			
St. Joseph to Petoskey, Mich.		1,200		1,200	1,200		1	1			
Pleasure trip.....		800		800	800		2	2			
		800		800	775	\$25	8	8			
St. Joseph to Petoskey, Mich.		800		800	790	10	2	2			
Marinette, Wis., to Grand Haven, Mich.		600		600	600						
Leland to North Manitou Island, Mich.		4,000		4,000	3,850	150	10	10			
St. Joseph to Holland, Mich.		2,500		2,500	2,400	100	2	2		2	2
Holland, Mich., to Chicago, Ill.		1,800		1,800	1,200	600	4	4		4	8
Harbor Springs to Beaver Harbor, Mich.		900		900	900		6	6			
Chicago, Ill., to Harbor Springs, Mich.		600		600	600		3	3			
Capsized		80		80	80		2	2		2	2
Kewaunee to Two Rivers, Wis.		450		450	450		1	1			
Adrift.....		75		75	75		3	3			
Pleasure trip.....		1,000		1,000	1,000		3	3			
Adrift.....		300		300	300						
Glen Haven to Holland, Mich.	Lumber ..	800	\$1,200	2,000	2,000		3	3			
Empire to Benton Harbor, Mich.	do	7,000	6,000	13,000	10,500	2,500	14	14			
Thompson to Holland, Mich.	Bark	3,000	2,500	5,500	5,500		5	5			
Milwaukee, Wis., to Glen Arbor, Mich.		1,000		1,000		1,000	5	5			
Pleasure trip.....		450		450	450		2	2			
do.....		80		80	80		4	4			
do.....		300		300	300		3	3			
Charlevoix to Frankfort, Mich.		22,000		22,000	21,925	75	6	6			
Ludington to St. Joseph, Mich.	Lumber ..	600	125	725	35	690	4	4		4	4
Frankfort, Mich., to Marinette, Wis.	Apples....	600	30	630	630		1	1			
Escanaba, Wis., to Cleveland, Ohio.	Iron ore ..	40,000	7,500	47,500	44,340	3,160	8	8			
Milwaukee, Wis., to Escanaba, Mich.		30,000		30,000	27,000	3,000	16	16			
Sturgeon Bay to Algoma, Wis.	Merchandise.	50,000	2,500	52,500	49,500	3,000	83	83			
Parted lines and stranded.		400		400	400		2	2			
Pleasure trip.....		200		200	200		2	2			
Capsized		5		5	5		3	3			

Table of casualties,

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Sept. 29	Six and one-half miles north of station.	Milwaukee	Str. Rome, Buffalo, N. Y.	Roberts....	1,847
Sept. 30	Two and one-half miles south of station.	Sturgeon Bay Canal.	Str. Two Myrtles, Milwaukee, Wis.	Johnson...	96
Oct. 1	Two miles north of station.	Jackson Park	Slp. y. Cora B., Chicago, Ill.	.....	.....
Oct. 4	Eight miles east of station.	Kenosha	Sc. A. G. Morey, Chicago, Ill.	Hansen.....	280
Oct. 4	One and three-quarters miles northeast of station.	Milwaukee	Sc. Kate Lyons, ^a Grand Haven, Mich.	Hendrickson.	201
Oct. 12	One-quarter mile north of station.	Old Chicago.....	Fishboat, Chicago, Ill.	.....	.....
Oct. 12	.....do.....	.....do.....	Fishboat, Chicago, Ill.	.....	.....
Oct. 13	One-quarter mile east-southeast of station.	.....do.....	Slp. y. Turtle, Chicago, Ill.	.....	.....
Oct. 15	One-fifth mile northwest of station.	Holland	Str. Hattie B. Pereue, Chicago, Ill.	Kemming...	193
Oct. 21	One mile south of station.	Point Betsie	Sc. Swan, Grand Haven, Mich.	Guenthner...	23
Oct. 24	One hundred yards east of station.	Holland	Sc. Condor, Grand Haven, Mich.	Thompson...	30
Oct. 24	Two hundred yards southeast of station.	St. Joseph	Rowboat, St. Joseph, Mich.	.....	.....
Oct. 26	Three miles northeast of station.	Racine	Skiff, Racine, Wis.	.....	.....
Oct. 26	Two miles north of station.	Milwaukee	Na. lch. Ramona, Milwaukee, Wis.	.....	.....
Nov. 4	Three and one-half miles southwest of station.	South Manitou Island.	Str. Pueblo, Milwaukee, Wis.	Stalker.....	1,349
Nov. 14	One-sixth mile west of station.	Pentwater.....	Sc. Tennie and Laura, Grand Haven, Mich.	Sather.....	56
Nov. 14	Six miles north of station.	Old Chicago	Ga. lch. Queen, Chicago, Ill.	.....	.....
Nov. 14	Off station	Sheboygan	Rowboat, Sheboygan, Wis.	.....	.....
Nov. 15	Eight miles southwest of station.	Baileys Harbor...	Sc. Joses, Milwaukee, Wis.	Johnson...	120
Nov. 27	Two-sevenths mile northwest of station.	Michigan City....	Rowboat, Michigan City, Ind.	.....	.....
Nov. 28	One-half mile east of station.	South Chicago....	Na. lch. Clara K., South Chicago, Ill.	.....	.....
Dec. 1	Eighteen miles north of station.	Sturgeon Bay Canal.	Str. Cecelia Hill, Milwaukee, Wis.	Braun.....	44
Dec. 2	One-third mile west-southwest of station.	Grand Haven	Sc. Anna F. Morse, Grand Haven, Mich.	Ingraham...	32
1903.					
Apr. 3	Three-quarters mile east of station.	Old Chicago.....	Rowboat, Chicago, Ill.	.....	.....
Apr. 4	Three miles east of station.	Muskegon	Fishboat, Muskegon, Mich.	.....	.....
Apr. 5	Nine miles northwest of station.	Pentwater.....	Scow, Muskegon, Mich.	.....	.....
Apr. 7	One-half mile east of station.	Evanston	Rowboat, Evanston, Ill.	.....	.....
Apr. 13	One and one-quarter miles northeast of station.	Milwaukee	Sc. George Sturges, ^b Chicago, Ill.	Godman...	439
Apr. 14	One-quarter mile south-southeast of station.	Two Rivers.....	Sc. Little Georgy, Manitowoc, Wis.	Crooker...	52
Apr. 20	One-half mile northeast of station.	South Chicago....	Str. V. Gray, Racine, Wis.	.....	.....
Apr. 29	One-ninth mile east of station.	Evanston	Rowboat, Evanston, Ill.	.....	.....
May 4	Four miles south of station.	.....do.....	Yacht, Rogers Park, Ill.	.....	.....
May 7	Two hundred feet east of station.	Holland	Sc. H. M. Avery, Grand Haven, Mich.	Bean.....	33
May 12	One-half mile northeast of station.	Sheboygan	Rowboat, Sheboygan, Wis.	.....	.....

^a In distress, requiring assistance.^b In distress, requiring the assistance of the life-saving crew.

season of 1902-3—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 station.	Days' succor afforded.
Buffalo, N. Y., to Milwaukee, Wis.	Merchandise.	\$35,000	\$150,000	\$185,000	\$185,000	.....	23	23	.....	.....	.....
Ludington, Mich., to Green Bay, Wis.	Peaches and salt.	10,000	1,275	11,275	11,175	\$100	5	5	.....	.....	.....
Broke from moorings.		700	.....	700	700	.....	.....	.....	.....	.....	.....
Escanaba Mich., to Chicago, Ill.	Railroad ties.	2,000	2,000	4,000	2,800	1,200	6	6	.....	.....	.....
Gladstone, Mich., to Chicago, Ill.	Lumber ..	2,500	3,000	5,500	5,500	.....	6	6	.....	.....	.....
Parted moorings.....		100	.....	100	100	.....	.....	.....	.....	.....	.....
.....do.....		85	.....	85	85	.....	.....	.....	.....	.....	.....
.....do.....		250	.....	250	250	.....	.....	.....	.....	.....	.....
Benton Harbor, Mich., to Chicago, Ill.		10,000	.....	10,000	.....	10,000	13	13	.....	6	30
Scotts Point to St. Joseph, Mich.		1,600	.....	1,600	1,100	500	1	1	.....	1	1
Saugatuck to South Haven, Mich.	Wood.....	300	100	400	400	.....	3	3	.....	.....	.....
Pleasure trip.....		40	.....	40	40	.....	1	1	.....	.....	.....
.....do.....		20	.....	20	20	.....	3	3	.....	.....	.....
Parted cables and stranded.		2,500	.....	2,500	2,500	.....	3	3	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Wheat....	50,000	45,000	95,000	85,000	10,000	16	16	.....	.....	.....
Ludington, to Muskegon, Mich.	Lumber ..	1,000	600	1,600	1,570	30	2	2	.....	.....	.....
Fishing trip.....		600	.....	600	600	.....	4	4	.....	.....	.....
In Sheboygan harbor.		20	.....	20	20	.....	4	4	.....	.....	.....
Parted lines and stranded.	Wood.....	2,500	200	2,700	1,850	850	4	4	.....	.....	.....
Capsized.....		15	.....	15	15	.....	1	1	.....	1	1
Adrift.....		400	.....	400	400	.....	1	1	.....	.....	.....
Baileys Harbor to Jacksonport, Wis.	Pease.....	6,000	450	6,450	6,400	50	8	8	.....	.....	.....
Whitehall to South Haven, Mich.	Wood.....	1,000	200	1,200	1,200	.....	3	3	.....	.....	.....
In Chicago harbor		30	.....	30	30	.....	2	2	.....	.....	.....
Capsized		245	.....	245	220	25	3	3	.....	.....	.....
Adrift.....	Machinery	1,000	1,000	2,000	2,000	.....	.....	.....	.....	.....	.....
Pleasure trip.....		30	.....	30	30	.....	4	4	.....	.....	.....
Dragged anchor	Oats	10,000	13,000	23,000	23,000	.....	8	8	.....	.....	.....
Lying at pier.....	Slabs	1,500	175	1,675	1,675	.....	6	6	.....	.....	.....
Towing in harbor		1,000	.....	1,000	995	5	3	3	.....	.....	.....
Pleasure trip.....		30	.....	30	30	.....	3	3	.....	.....	.....
.....do.....		150	.....	150	150	.....	3	3	.....	.....	.....
Black Lake to South Haven, Mich.	Wood.....	350	100	450	450	.....	1	1	.....	.....	.....
Adrift.....		15	.....	15	15	.....	.....	.....	.....	.....	.....

Table of casualties

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
May 19	Eight miles north of station.	Point Betsie	Slp. y. Kaayoshk, Traverse City, Mich.	.....	.....
May 19	One mile northeast of station.	Jackson Park	Ga. lch. Joe Finck, ^b Chicago, Ill.	.....	.....
May 23	One-sixth mile east of station.	Michigan City	Ga. lch. Minnie L., Michigan City, Ind.	.....	.....
May 23	One-quarter mile southeast of station.	Old Chicago	Rowboat, Chicago, Ill.	.....	.....
May 23	Two hundred yards east of station.	Evanston	Rowboat, Evanston, Ill.	.....	.....
May 24	Eight miles north of station.	Milwaukee	Str. City of Paris, Port Huron, Mich.	Houchen	2,062
May 26	Two and one-quarter miles north-northeast $\frac{1}{4}$ east of station.	Plum Island	Str. Erie L. Hackley, Chicago, Ill.	Vorous	91
May 27	One-half mile south southeast of station.	Old Chicago	Sloop-yacht, Chicago, Ill.	.....	.....
May 28	One-third mile west of station.	St. Joseph	Str. Emma B., Holland, Mich.	.....	.....
May 29	One-half mile west of station.	Muskegon	Ga. lch. Thomas C., ^a Pentwater, Mich.	.....	.....
June 4	Three miles north of Jackson Park Station.	Jackson Park and Old Chicago.	Str. Wm. A. Haskell, Ogdensburg, N. Y.	Klumb	1,530
June 7	Three and one-half miles north of station.	Old Chicago	Str. Robert E. Burke, Milwaukee, Wis.	Moffet	73
June 10	One mile west of station.	South Haven	Slp. Spray, South Haven, Mich.	.....	.....
June 10	Three miles north of station.	Milwaukee	Slp. Black Bird, Milwaukee, Wis.	.....	.....
June 11	One and one-half miles southeast of station.	Jackson Park	Sc. y. Starlight, Grand Haven, Mich.	Lindley ...	30
June 11	One-tenth mile southeast of station.	Sturgeon Bay Canal.	Sc. Day Spring, Grand Haven, Mich.	Ludwig....	87
June 14	One mile east of station.	Old Chicago	Yacht, Chicago, Ill.	.....	.....
June 16	Two hundred feet north of station.	.....do	Rowboat, Chicago, Ill.	.....	.....
June 23	One mile southeast of station.	Kenosha	Sloop, Kenosha, Wis.	.....	.....
June 25	One mile north of station.	Jackson Park ...	St. y. Viking, ^b Chicago, Ill.	Parkerson .	10
June 27	One hundred and fifty yards northwest of station.	Sleeping Bear Point.	Sc. L. B. Coates, Milwaukee, Wis.	Thorsen ...	189
	Total .....	.....	.....	.....	.....

DISTRICT NO. 13.—EMBRACING

1902.					
July 4	Three miles northwest of station.	Point Adams.	Lch. Lidie and Marie, Portland, Oreg.	.....	.....
July 15	Two-sevenths mile north of station.	Ilwaco Beach	Fishboat, Astoria, Oreg.	.....	.....
July 20	Four hundred yards northwest of station.	Coquille River ...	Str. Mandalay, San Francisco, Cal.	Bender-gaard.	438
July 25	One mile south of station.	Point Bonita	Gasoline launch, San Francisco, Cal.	.....	.....
Aug. 5	One-half mile northeast by north of station.	Coos Bay	Small boat, Empire City, Oreg.	.....	.....
Aug. 15	Two miles south-southwest of station.	Cape Disappointment.	Fishboat, Astoria, Oreg.	.....	.....
Aug. 15	One and one-half miles south of station.	.....do	Skiff, Astoria, Oreg.	.....	.....
Aug. 16	Three-quarters mile southwest of station.	Coquille River ...	Fishboat, Bandon, Oreg.	.....	.....
Sept. 10	Six miles north-northwest of station.	Humboldt Bay ...	Bkn. Katie Flickinger, San Francisco, Cal.	Zeuthen ...	472

^a Disabled, requiring the assistance of the life-saving crew.^b Vessel on fire.

season of 1902-3—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 station.	Days' succor afforded.
Traverse City, Mich., to Chicago, Ill.		\$1,500		\$1,500	\$1,300	\$200	2	2		2	2
Pleasure trip		800		800	800		3	3			
do.		600		600	550	50	2	2			
do.		10		10	10		4	3	1		
do.		30		30	30		2	2			
Buffalo, N. Y., to Milwaukee, Wis.	Coal	100,000	\$20,000	120,000	113,800	6,200	18	18			
Detroit Harbor to Sturgeon Bay, Wis.		3,000		3,000	3,000		7	7			
Adrift		120		120	120						
Holland, Mich., to Chicago, Ill.		11,000		11,000	10,975	25	7	7			
Pentwater to St. Joseph, Mich.		900		900	900		3	3			
Milwaukee, Wis., to South Chicago, Ill.	Merchandise	60,000	70,000	130,000	130,000		19	19			
In Chicago Harbor		12,000		12,000	12,000		4	4			
Pleasure trip		100		100	100		2	2			
do.		700		700	700		4	4			
Lying at moorings		3,000		3,000	3,000		2	2			
Menominee to Muskegon, Mich.	Lumber	800	700	1,500	1,500		3	3			
Pleasure trip		150		150	150		3	3			
Capsized		25		25	25		3	3			
do.		25		25	25		2	2			
Lying in harbor		1,000		1,000	800	200					
Wilwaukee, Wis., to Glen Arbor, Mich.		2,000		2,000	2,000		6	6			
		851,145	352,855	1,204,000	1,160,145	43,855	521	520	1	22	50

PACIFIC COAST.

Adrift		\$3,000		\$3,000	\$3,000						
do.		75		75	75						
Bandon to Riverton, Oreg.		55,000		55,000	55,000		18	18			
Fishing trip		750		750	750		1	1			
Capsized		50		50	50		1	1			
Fishing trip		400		400	400		1		1		
do.		275		275	275		1	1		1	1
do.		100		100	100		2	2			
San Francisco to Eureka, Cal.		60,000		60,000	59,950	\$50	10	10			

Table of casualties,

DISTRICT NO. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Sept. 16	One-half mile southwest of station.	Coquille River....	Str. Mandalay, San Francisco, Cal.	Batcheler..	438
Sept. 17	One and one-half miles south by east of station.	Humboldt Bay ...	Str. Meteor, Seattle, Wash.	Roberts....	2,301
Sept. 28	One and one-fifth miles southeast of station.	.....do	Sc. Kingfisher, a Eureka, Cal.	.....	.....
Oct. 19	One and one-half miles north of station.	Point Adams	Str. Mayflower, Astoria, Oreg.	Pickernill .	82
Nov. 10	One-half mile west of station.	Coquille River....	Barge, Bandon, Oreg....	.....	.....
Nov. 25	Peacock Spit.....	Cape Disappointment.	Ga. lch. Louise, Astoria, Oreg.	.....	.....
Nov. 27	Three miles southwest by south of station.	Willapa Bay.....	Str. Sequoia, San Francisco, Cal.	Winkel....	411
1903.					
Feb. 9	Peacock Spit.....	Cape Disappointment, Point Adams, and Ilwaco Beach.	Bk. Alsternixe, Hamburg, Germany.	Anhagen ..	3,045
Mar. 23	One and one-half miles northwest of station.	Coquille River....	Str. Dispatch, Coos Bay, Oreg.	White	158
Mar. 24	One-quarter mile southwest of station.	.....do	Sc. Bender Brothers, San Francisco, Cal.	Wetzel.....	84
Apr. 3	Bodega Head	Point Bonita	Str. Albion River, San Francisco, Cal.	Bash.....	382
Apr. 5	One mile east by north of station.	Humboldt Bay ...	Rowboat, Eureka, Cal....	.....	.....
Apr. 9	One mile east of station..	Coos Bay	Sc. Maggie C. Russ, San Francisco, Cal.	Rorengren.	196
Apr. 14	Two miles southwest of station.	Umpqua River ...	Sc. Louise, San Francisco, Cal.	Anderson..	345
Apr. 25	Two and one-half miles south-southwest of station.	Coos Bay	Sc. San Buenaventura, San Francisco, Cal.	Holmberg .	180
May 2	One and one-half miles southeast of station.	Point Reyes	Bgn. Lurline, San Francisco, Cal.	Martin	358
May 12	Peacock Spit.....	Cape Disappointment.	Fishboat, Astoria, Oreg.	.....	.....
May 19	One and three-quarters miles southeast of station.	.....do	Fishboat, Astoria, Oreg.	.....	.....
May 31	One miles south of station.	Humboldt Bay ...	Str. Pomona, New York City.	Swanson ..	1,264
June 8	Peacock Spit.....	Cape Disappointment.	Fishboat, Astoria, Oreg.	.....	.....
June 15	Three and one-half miles east-northeast of Point Bonita Station.	Point Bonita and Fort Point.	Sailboat Doris, Sausalito, Cal.	.....	.....
June 24	One and three-quarters miles south of station..	Cape Disappointment.	Fishboat, Astoria, Oreg.	.....	.....
June 24	One and one-half miles south-southeast of station.	.....do	Fishboat, Astoria, Oreg.	.....	.....
June 25	Five miles west of station.	Point Adams	Fishboat, Astoria, Oreg.	.....	.....
	Total.....	.....	.....	.....	.....

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

season of 1902-3—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 station.	Days' succor afforded.
San Francisco, Cal., to Bandon, Oreg.	Merchandise.	\$55,000	\$16,000	\$71,000	\$71,000	.....	26	26	.....	.....	.....
Seattle, Wash., to Eureka, Cal.	.....	200,000	.....	200,000	200,000	.....	30	30	.....	.....	.....
Fishing trip.....	.....	2,500	.....	2,500	2,500	.....	2	2	.....	.....	.....
Astoria, Oreg., to Ilwaco, Wash.	.....	7,000	.....	7,000	6,925	\$75	49	49	.....	.....	.....
Adrift.....	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
Shoalwater Bay, Wash., to Astoria, Oreg.	.....	3,000	.....	3,000	2,925	75	3	3	.....	.....	.....
South Bend, Wash., to San Francisco, Cal.	Lumber and oysters.	52,000	4,800	56,800	54,800	2,000	17	17	.....	.....	.....
San Francisco, Cal., to Portland, Oreg.	.....	90,000	.....	90,000	65,000	25,000	33	33	.....	.....	.....
Bandon to Coquille City, Oreg.	General ..	8,000	500	8,500	8,500	.....	32	32	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	.....	6,000	.....	6,000	6,000	.....	6	6	.....	.....	.....
San Francisco to Albion, Cal.	General ..	50,000	4,500	54,500	.....	54,500	56	56	.....	.....	.....
Pleasure trip.....	.....	50	.....	50	30	20	.....	.....	.....	.....	.....
Marshfield, Oreg., to San Francisco, Cal.	Lumber ..	8,000	6,000	14,000	14,000	.....	6	6	.....	.....	.....
San Pedro, Cal., to Gardiner, Oreg.	.....	35,000	.....	35,000	34,500	500	8	8	.....	2	2
San Pedro, Cal., to Marshfield, Oreg.	.....	8,000	.....	8,000	8,000	.....	7	7	.....	.....	.....
San Francisco, Cal., to Port Hadlock, Wash.	.....	13,000	.....	13,000	13,000	.....	8	8	.....	.....	.....
Fishing trip.....	.....	450	.....	450	450	.....	2	2	.....	2	2
.....do.....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Eureka to San Francisco, Cal.	General ..	250,000	25,000	275,000	275,000	.....	135	135	.....	.....	.....
Fishing trip.....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Capsized .....	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Fishing trip.....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
.....do.....	.....	450	.....	450	450	.....	2	2	.....	.....	.....
.....do.....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
.....	.....	910,575	56,800	967,375	885,155	82,220	466	465	1	5	5

Table of casualties,

RECAPITU

Districts.	Total number of disas- ters.	Total value of vessels.	Total value of cargoes.
District No. 1	63	\$746, 795	\$132, 980
District No. 2	160	814, 280	244, 760
District No. 3	12	65, 560	8, 015
District No. 4	45	603, 730	69, 465
District No. 5	60	368, 285	184, 120
District No. 6	38	214, 665	38, 245
District No. 7	31	628, 380	264, 940
District No. 8	10	12, 860	5, 630
District No. 9	19	46, 985	25, 215
District No. 10	57	809, 270	83, 630
District No. 11	62	1, 228, 445	283, 540
District No. 12	107	851, 145	352, 855
District No. 13	33	910, 575	56, 800
Aggregate.....	697	7, 300, 955	1, 750, 195

season of 1902-3—Continued.

LATION.

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.
\$879,775	\$690,330	\$189,445	573	572	1	40	59	7
1,059,040	940,670	118,370	584	584	-----	117	145	9
73,575	21,065	52,510	71	71	-----	41	41	2
673,195	647,740	25,455	204	204	-----	49	59	3
552,385	302,620	249,765	333	327	6	91	160	9
252,910	189,280	63,630	175	173	2	50	89	7
893,320	760,695	132,625	642	631	11	512	1,599	8
18,490	12,315	6,175	30	30	-----	43	49	1
72,200	72,030	170	82	82	-----	27	37	-----
892,900	746,060	146,840	336	335	1	27	27	4
1,511,985	1,453,940	58,045	320	319	1	51	83	3
1,204,000	1,160,145	43,855	521	520	1	24	52	3
967,375	885,155	82,220	466	465	1	14	14	1
9,051,150	7,882,045	1,169,105	4,337	4,313	24	α 1,086	α 2,414	57

α These figures include 174 persons to whom succor was given who were not on the vessels embraced in the tables, and 200 days of such succor, as follows:

District No. 1....	8 persons	17 days.	District No. 7....	22 persons	29 days.
District No. 2....	33 persons	33 days.	District No. 8....	41 persons	41 days.
District No. 3....	13 persons	13 days.	District No. 9....	19 persons	29 days.
District No. 4....	9 persons	9 days.	District No. 11....	1 person	1 day.
District No. 5....	13 persons	13 days.	District No. 12....	2 persons	2 days.
District No. 6....	4 persons	4 days.	District No. 13....	9 persons	9 days.

Total.....	174	200
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APPROPRIATIONS AND EXPENDITURES.

311

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1903.

APPROPRIATION—LIFE-SAVING SERVICE, 1903.

For salaries of superintendents of the 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, 600. 00	
Massachusetts, district No. 2	1, 600. 00	
Rhode Island and Fishers Island, district No. 3.....	1, 600. 00	
Long Island, district No. 4.....	1, 800. 00	
New Jersey, district No. 5.....	1, 800. 00	
Delaware, Maryland, and Virginia, district No. 6.....	1, 600. 00	
Virginia and North Carolina, district No. 7.....	1, 800. 00	
South Carolina, Georgia, and Florida, district No. 8.....	1, 500. 00	
Gulf of Mexico, district No. 9	1, 600. 00	
Lakes Ontario and Erie, district No. 10	1, 800. 00	
Lakes Huron and Superior, district No. 11	1, 800. 00	
Lake Michigan, district No. 12	1, 800. 00	
Washington, Oregon, and California, district No. 13	1, 800. 00	
		\$22, 100. 00

“Authority is hereby granted the Secretary of the Treasury to pay from the unexpended balances of the appropriations ‘Life-Saving Service,’ nineteen hundred and two and nineteen hundred and three, an amount sufficient to meet the increase in the salaries of the district superintendents of the Life-Saving Service, as provided under the act of Congress approved June twenty-eighth, nineteen hundred and two.” (Act of March 3, 1903.)

For salaries of 280 keepers of life-saving and lifeboat stations and of houses of refuge.....	246, 000. 00	
For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, at the uniform rate of \$65 per month each during the period of actual employment, and \$3 per day for each occasion of service at other times; 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 \$10 for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same, including use of additional land where necessary; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same, and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the United States	1, 515, 730. 00	

Total 1, 783, 830. 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, 1902, to June 30, 1903	\$2,000.00
District No. 2, July 1, 1902, to June 30, 1903	2,000.00
District No. 3, July 1, 1902, to June 30, 1903	1,800.00
District No. 4, July 1, 1902, to June 30, 1903	2,000.00
District No. 5, July 1, 1902, to June 30, 1903	2,000.00
District No. 6, July 1, 1902, to June 30, 1903	2,000.00
District No. 7, July 1, 1902, to June 30, 1903	2,000.00
District No. 8, July 1, 1902, to June 30, 1903	1,700.00
District No. 9, July 1, 1902, to June 30, 1903	1,800.00
District No. 10, July 1, 1902, to June 30, 1903	2,000.00
District No. 11, July 1, 1902, to June 30, 1903	2,000.00
District No. 12, July 1, 1902, to June 30, 1903	2,000.00
District No. 13, July 1, 1902, to June 30, 1903	2,000.00
	<hr/>
	\$25,300.00

Salaries of 266 keepers, districts Nos. 1 to 13, inclusive, quarter ending September 30, 1902	59,036.81
Salaries of 266 keepers, districts Nos. 1 to 13, inclusive, quarter ending December 31, 1902	59,024.98
Salaries of 267 keepers, districts Nos. 1 to 13, inclusive, quarter ending March 31, 1903	59,074.95
Salaries of 267 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1903	59,488.50
	<hr/>
	236,625.24

Pay of surfmen in district No. 1, from August 1, 1902, to May 31, 1903	59,145.59
Pay of surfmen in district No. 2, from July 1, 1902, to June 30, 1903	134,737.48
Pay of surfmen in district No. 3, from August 1, 1902, to May 31, 1903	33,800.00
Pay of surfmen in district No. 4, from August 1, 1902, to May 31, 1903	126,793.13
Pay of surfmen in district No. 5, from August 1, 1902, to May 31, 1903	174,461.95
Pay of surfmen in district No. 6, from August 1, 1902, to May 31, 1903	77,675.00
Pay of surfmen in district No. 7, from August 1, 1902, to May 31, 1903	136,868.34
Pay of surfmen in district No. 8, from August 1, 1902, to May 31, 1903	3,900.00
Pay of surfmen in district No. 9, from August 1, 1902, to May 31, 1903	31,835.17
Pay of surfmen in district No. 10, from July 1, 1902, to June 30, 1903	46,570.74
Pay of surfmen in district No. 11, from July 1 to Decem- ber 18, 1902, and from April 4 to June 30, 1903	73,508.40
Pay of surfmen in district No. 12, from July 1 to Decem- ber 8, 1902, and from April 1 to June 30, 1903	110,405.74
Pay of surfmen in district No. 13, from July 1, 1902, to June 30, 1903	89,820.68

Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:

District No. 2	\$5.00
District No. 5	14.00
District No. 10	13.00
District No. 12	3.00
District No. 18	11.00
	<hr/>
	48.00

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

District No. 1.....	\$53. 00
District No. 2.....	41. 00
District No. 5.....	35. 00
District No. 7.....	75. 00
District No. 10.....	24. 00
District No. 11.....	19. 00
District No. 12.....	59. 50

\$306. 50

\$1, 099, 874. 72

Pay of disabled keepers under the provisions of section 7
of the act approved May 4, 1882.....

3, 103. 39

Pay of disabled surfmen under the provisions of section 7
of the act approved May 4, 1882.....

21, 149. 97

Pay of widows and others under the provisions of section 8
of the act approved May 4, 1882.....

9, 476. 65

33, 730. 01

Apparatus	12, 310. 35
Books, charts, stationery, advertising, etc.....	1, 931. 62
Care of stations pending appointment of keepers	757. 27
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	6, 541. 92
Compensation for special services, labor, etc.....	35, 013. 39
Draft animals	10, 739. 31
Equipments.....	6, 175. 88
Freight, packing, storage, telegraphing, etc.....	4, 653. 60
Fuel and water for stations.....	24, 218. 13
Furniture.....	5, 530. 66
Medals	1, 943. 00
Protection of stations from encroachment of the sea.....	3, 765. 49
Rebuilding, repair, and improvement of stations.....	23, 982. 31
Removal of stations.....	1, 375. 25
Rents.....	5, 992. 65
Repairs to apparatus, equipments, and furniture.....	1, 831. 29
Sites for stations.....	741. 57
Subsistence of persons rescued from wrecked vessels	238. 75
Supplies	19, 926. 95
Telephones, telephone lines, and their maintenance.....	18, 993. 44
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	277. 20
Traveling expenses of officers.....	11, 149. 97

198, 090. 00

Total expenditures from appropriation "Life-Saving Service,
1903"

1, 593, 619. 97

Balance of available funds July 1, 1903.....

190, 210. 03

1, 783, 830. 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, 1902.....	\$167, 176. 99
To which repayments have been made amounting to	363. 03

Total available funds 167, 540. 02

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

"Life-Saving Service, 1902," available as above \$167, 540. 02

Salaries of superintendents, districts Nos. 1 to 13, inclusive, June 28 to 30, 1902, (increase) paid under acts of June 28, 1902, and March 3, 1903		\$26.40
Pay of surfman at Gurnet Station, Second district, April 1 to 15, 1902	\$32.50	
Pay of surfman at City Point Station, Second district, May 1 to 31, 1902	65.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at stations:		
District No. 1	\$74.00	
District No. 2	2.00	
District No. 3	3.00	
District No. 5	22.00	
District No. 6	12.00	
District No. 7	39.00	
District No. 9	18.00	
	<hr/>	170.00
		267.50
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	2,309.15	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	10,475.65	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	3,026.80	
	<hr/>	15,811.60
Apparatus	12,215.96	
Books, charts, stationery, advertising, etc	167.19	
Care of stations pending appointment of keepers	36.46	
Commutation of quarters for officers of the Revenue-Cutter Service, detailed for duty in the Life-Saving Service	518.40	
Compensation for special services, labor, etc	1,614.50	
Draft animals	266.80	
Equipments	662.37	
Freight, packing, storage, telegraphing, etc	1,353.80	
Fuel and water for stations	797.14	
Furniture	75.17	
Rebuilding, repair, and improvement of stations	72,259.94	
Rents	1,565.84	
Repairs to apparatus, equipments, and furniture	1,281.04	
Sites for stations	143.00	
Supplies	398.23	
Telephones, telephone lines, and their maintenance	5,249.56	
Transporting apparatus to and from wrecks, at stations where horses are not kept	25.00	
Traveling expenses of officers	1,058.21	
	<hr/>	99,688.61
Apparatus, etc., for Cape Nome, Alaska		1,346.65
Apparatus, etc., for Port Day, Niagara River		538.23
	<hr/>	
Total expenditures from appropriation "Life-Saving Service, 1902"		117,678.99
Balance of available funds July 1, 1903		49,861.03
	<hr/>	167,540.02
There also remained unexpended at the beginning of the fiscal year, from appropriation of 1901, the following:		
"Life-Saving Service, 1901"		\$15,468.42
To which repayments have been made amounting to		274.68
	<hr/>	
Total available funds		15,743.10

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1901, were as follows:

"Life-Saving Service, 1901," available as above.....	\$15,743.10
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	\$1,401.20
Freight, packing, storage, telegraphing, etc	14.56
Total expenditures from appropriation "Life-Saving Service, 1901"	1,415.76

Balance unexpended June 30, 1903	14,327.34
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This unexpended balance of \$14,327.34 was carried to the surplus fund June 30, 1903.

Other appropriations for the maintenance of the Life-Saving Service were as follows:

"Site, Long Branch Life-Saving Station:"	
Balance available July 1, 1902.....	\$13,070.92
Expended from this appropriation.....	10,897.02

Balance unexpended June 30, 1903	2,173.90
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This unexpended balance of \$2,173.90 was carried to the surplus fund June 30, 1903.

"Rebuilding and improving life-saving stations (proceeds of sales):"	
Balance available July 1, 1902.....	\$9,685.23
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.....	1,246.55

Total available funds June 30, 1903.....	10,931.78
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There have been no expenditures during the year from the latter appropriation.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1903, were therefore as follows:

"Life-Saving Service, 1903"	\$1,593,619.97
"Life-Saving Service, 1902"	117,678.99
"Life-Saving Service, 1901"	1,415.76
"Site, Long Branch Life-Saving Station"	10,897.02
	1,723,611.74

Less the following:

Repayments to appropriations:	
"Life-Saving Service, 1902"	\$363.03
"Life-Saving Service, 1901"	274.68
Excess of deposits, appropriation, "Rebuilding and improving life-saving stations (proceeds of sales)" ..	1,246.55
	1,884.26

Total net expenditures of the Service	1,721,727.48
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There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1903, available as heretofore stated, the following balances:

"Life-Saving Service, 1903"	\$190,210.03
"Life-Saving Service, 1902"	49,861.03
"Life-Saving Service, 1901"	14,327.34
"Site, Long Branch Life-Saving Station"	2,173.90
"Rebuilding and improving life-saving stations (proceeds of sales)" ..	10,931.78

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1903, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants..... \$1,727,601.31
To which should be added the following amounts, as shown

on page 324 of the report for 1902:

In hands of George A. Bartlett, disbursing clerk, June 30, 1902:

"Life-Saving Service, 1901"	\$38.56	
"Life-Saving Service, 1902"	3,166.41	
		<u>3,204.97</u>
		1,730,806.28

Less the following amounts:

In the hands of the disbursing clerk June 30, 1903:

"Life-Saving Service, 1902"	\$27.09	
"Life-Saving Service, 1903"	6,615.13	
Amounts reappropriated and expended by warrants, not included in the foregoing statement.....	2,436.58	
		<u>9,078.80</u>

Net expenditures from appropriations for the year..... 1,721,727.48

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

APPROPRIATION.

"Salaries, office Life-Saving Service, 1903"	\$42,780.00
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EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service	\$42,462.25	
Amount unexpended	317.75	
		<u>42,780.00</u>

**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.

*Prepared by Lieutenant C. H. McLELLAN, U. S. R. C. S., Assistant Inspector Life-Saving
Stations, under the Direction of the General Superintendent.*

GENERAL INFORMATION.

Life-saving 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 as far as determined.

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.

All life-saving stations on the Atlantic and Gulf coasts are manned annually by crews of experienced surfmen from the 1st of August to the 31st of May following, inclusive.

Upon the lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are manned the year round.

All life-saving 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.

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

All services are performed by the life-saving crews without other compensation than their wages from the Government, and *they are strictly forbidden to solicit or receive 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 the 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 on board, 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 three or 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 ships' boats.

The difficulties of rescue by operations from the shore are greatly increased when the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life are 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 not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw it 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 of the current 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 halyard 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 fig. 1.

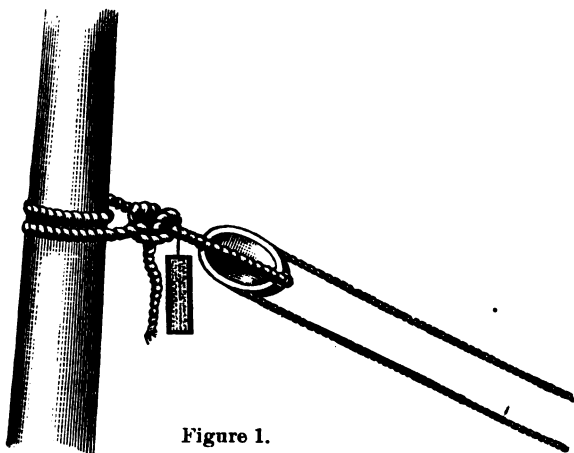


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent on to 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 having been obeyed, the result will be as shown in fig. 2.

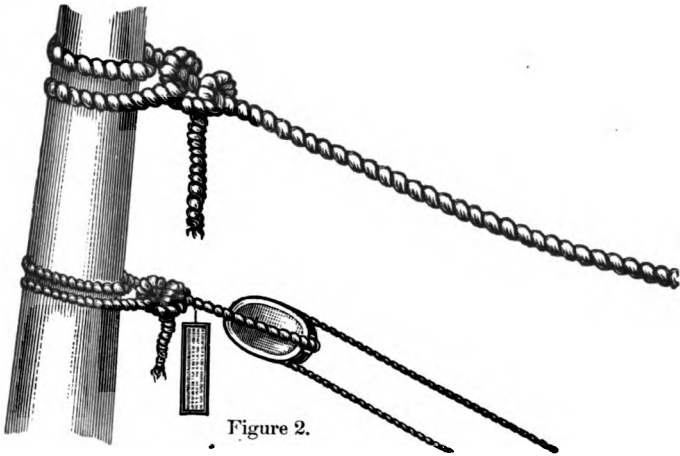


Figure 2.

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 send off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

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

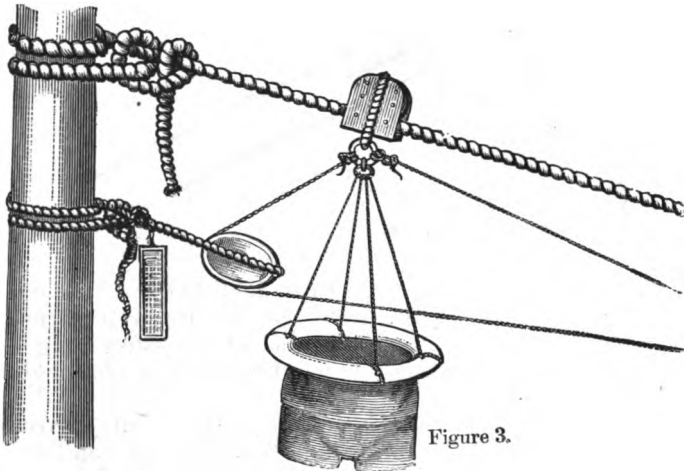


Figure 3.

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 operation 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 elder 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 or set of the long-shore current, 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 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 through 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 the place 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.

**LIST OF LIFE-SAVING DISTRICTS AND
STATIONS IN THE UNITED
STATES.**

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LIFE-SAVING DISTRICTS AND STATIONS.

FIRST DISTRICT.—COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Quoddy Head.....	Me.....	Carrying Point Cove.....	44 48 40	66 58 50
Cross Island.....	Me.....	Off Machiasport.....	44 36 45	67 16 30
Crumple Island.....	Me.....	Off Jonesport.....	44 26 40	67 36 10
Cranberry Islands.....	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
Damiscove Island.....	Me.....	On the west shore of Damariscove Harbor.....	43 45 20	69 37 00
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.....	One and three-fourths 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
Hampton Beach.....	N. H.....	One and one-half miles north of Great Boars Head.....	42 56 20	70 47 40

SECOND DISTRICT.—COAST OF MASSACHUSETTS.

Salisbury Beach.....	Mass.....	Two-thirds of a mile south of State line.....	42 51 40	70 49 00
Newburyport.....	Mass.....	North end of Plum Island, mouth of Merrimac River.....	42 48 30	70 49 00
Plum Island.....	Mass.....	On Plum Island, 2½ miles from south end.....	42 44 00	70 47 15
Straitsmouth ^b	Mass.....	One-half of a mile west of Straitsmouth light.....	42 39 30	70 36 00
Gloucester.....	Mass.....	Old House Cove, westerly side of harbor, 1½ miles from town.....	43 35 30	70 41 10
Nahant.....	Mass.....	On the neck, close to Nahant.....	42 25 45	70 56 09
City Point.....	Mass.....	Floating station in Dorchester Bay, Boston Harbor.....		
Point Allerton.....	Mass.....	One mile west of Point Allerton.....	42 18 20	70 54 00
North Scituate.....	Mass.....	Two and one-half 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
Brant Rock.....	Mass.....	On Green Harbor Point.....	42 06 30	70 38 40
Gurnet.....	Mass.....	Four and one-half miles northeast of Plymouth.....	42 00 10	70 36 10
Manomet Point.....	Mass.....	Six and one-half miles southeast of Plymouth.....	41 55 30	70 32 40
Wood End.....	Mass.....	One-eighth of a mile east of light.....	42 01 15	70 11 30
Race Point.....	Mass.....	One and five-eighths miles northeast of Race Point light.....	42 04 45	70 13 15
Peaked Hill Bars.....	Mass.....	Two and one-half miles northeast of Provincetown.....	42 04 40	70 09 50
High Head.....	Mass.....	Three and one-half miles northwest of Cape Cod light.....	42 03 55	70 06 50
Highland.....	Mass.....	Seven-eighths of a mile northwest of Cape Cod light.....	42 02 55	70 04 20
Pamet River.....	Mass.....	Three and one-half miles south of Cap Cod light.....	42 00 00	70 01 15
Cahoons Hollow.....	Mass.....	Two and one-half miles east of Wellfleet.....	41 56 45	69 59 05
Nauset.....	Mass.....	One and one-fourth miles south of Nauset lights.....	41 50 40	69 56 45
Orleans.....	Mass.....	Abreast of Ponchet Island.....	41 45 35	69 55 55
Old Harbor.....	Mass.....	One-half of a mile north of Chatham Inlet.....	41 41 45	69 56 00
Chatham.....	Mass.....	One and one-fourth miles south-southwest of Chatham lights.....	41 39 10	69 57 10
Monomoy.....	Mass.....	Two and one-fourth miles north of Monomoy light.....	41 35 25	69 59 10
Coskata.....	Mass.....	Two and one-fourth miles south of Nantucket (Great Point) light.....	41 22 00	70 01 15
Surfside.....	Mass.....	Two and one-half miles south of the town of Nantucket.....	41 14 30	70 06 00
Maddequet.....	Mass.....	Six miles west of Surfside.....	41 16 05	70 12 30
Muskeget.....	Mass.....	Near west end of Muskeget Island.....	41 20 20	70 18 50
Gay Head.....	Mass.....	Near light.....	41 21 04	70 50 08
Cuttyhunk.....	Mass.....	Near east end Cuttyhunk Island.....	41 25 25	70 54 45

^a Obtained from latest Coast Survey charts.

^b Formerly Davis Neck.

THIRD DISTRICT.—COASTS OF RHODE ISLAND AND FISHERS ISLAND.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Brenton 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.	Seven and one-half miles east of Watch Hill light	41 19 50	71 43 10
Watch Hill	R. I.	Near light	41 18 20	71 51 30
Sandy Point	R. I.	Block Island, north side, near light	41 13 40	71 34 40
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

FOURTH DISTRICT.—COAST OF LONG ISLAND.

Montauk Point ^a	N. Y.	At the light	41 04 00	71 51 30
Ditch Plain	N. Y.	Three and one-half miles southwest of Montauk light	41 02 10	71 54 30
Hither Plain	N. Y.	One-half of a 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
Georgia	N. Y.	One mile south of village of East Hampton	40 56 40	72 11 40
Mecox	N. Y.	Two miles south of the village of Bridgehampton	40 54 10	72 18 00
Southampton	N. Y.	Three-fourths of a mile south of the village	40 52 10	72 23 40
Shinnecock	N. Y.	Two miles east-southeast of Shinnecock light	40 50 40	72 27 50
Tiana	N. Y.	Two miles southwest of Shinnecock light	40 49 40	72 31 30
Quogue	N. Y.	One-half of a mile south of the village	40 48 20	72 36 00
Potunk	N. Y.	One and one-half miles southwest of Potunk village	40 47 30	72 39 00
Moriches	N. Y.	Two and one-half miles southwest of Speonk village	40 46 30	72 43 10
Forge River	N. Y.	Three and one-half 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.	Four miles south of the village	40 42 40	72 55 50
Blue Point	N. Y.	Four and one-half miles south of Patchogue	40 40 40	73 01 20
Lone Hill	N. Y.	Eight miles east of Fire Island light	40 39 40	73 04 20
Point of Woods	N. Y.	Four miles east of Fire Island light	40 38 50	73 08 10
Fire Island	N. Y.	One-half of a 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.	One-half of a mile east of Jones Inlet	40 35 30	73 31 20
Point Lookout	N. Y.	Two miles west of New Inlet	40 35 10	73 35 40
Long Beach	N. Y.	Near west end of Long Beach	40 35 10	73 40 45
Far Rockaway ^b	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 ^c	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
Rocky Point	N. Y.	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport	41 08 20	72 21 10

FIFTH DISTRICT.—COAST OF NEW JERSEY.

Sandy Hook	N. J.	On Bay side, one-half of a mile south of point of Hook	40 27 51	74 00 27
Spermaceti Cove	N. J.	Two and one-half 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.	Two and one-half miles south of Shark River	40 09 20	74 01 20
Squan Beach	N. J.	One mile southeast of Squan village	40 07 00	74 02 00
Bayhead	N. J.	At the head of Barnegat Bay	40 04 00	74 02 40
Mantoloking	N. J.	Two and one-half miles south of head of Barnegat Bay	40 01 40	74 03 10

^a In charge of keeper of Ditch Plain station. No crew employed.^b Station destroyed by sudden gale while being moved across the water to new site.^c Not in operation.

FIFTH DISTRICT.—COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position.	
			Latitude north.	Longitude west.
Chadwick	N. J.	Five 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.	One and one-fourth miles south of Seaside Park	39 53 40	74 05 00
Cedar Creek	N. J.	Five and three-eighths miles north of Barnegat Inlet	39 51 10	74 05 10
Forked River	N. J.	Two 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.	Two and one-half miles south of Barnegat Inlet	39 43 50	74 07 20
Harvey Cedars	N. J.	Five and one-half 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.	One and five-eighths miles north of Beach Haven	39 35 00	74 13 20
Bonds	N. J.	Two and one-fourth 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.	Five and one-half miles north of Absecon light	39 25 30	74 20 30
South Brigantine	N. J.	Three and one-eighth 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.	Two and three-fourths miles south of Absecon light	39 20 50	74 27 40
Great Egg	N. J.	Six and three-fourths 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.	Three and one-half miles north of Corsons Inlet	39 14 50	74 36 50
Corson Inlet	N. J.	Near the Inlet, north side	39 13 10	74 38 20
Sea Isle City	N. J.	Three and one-fourth miles north of Townsend Inlet	39 09 40	74 41 05
Townsend Inlet	N. J.	Near the Inlet, north side	39 07 30	74 42 45
Avalon	N. J.	Three and three-fourths miles southwest from Ludlam Beach light	39 05 50	74 43 10
Tathams	N. J.	Two and one-half miles northeast from Hereford Inlet light	39 02 30	74 45 50
Hereford Inlet	N. J.	Near Hereford light	39 00 20	74 47 20
Holly Beach	N. J.	Six miles northeast of Cape May City	38 58 40	74 49 50
Two Mile Beach	N. J.	Four miles northeast of Cape May City	38 57 10	74 51 10
Cold Spring	N. J.	One-half of a 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.	Two and one-half miles west of Cape May City	38 56 40	74 58 10

SIXTH DISTRICT.—COAST BETWEEN DELAWARE AND CHESAPEAKE BAYS.

Lewes	Del	Two miles west from Cape Henlopen light	38 46 50	75 07 10
Cape Henlopen	Del	Seven-eighths of a 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	One and one-half miles north of light	38 28 20	75 03 00
Isle of Wight	Md	Three miles south of Fenwick light	38 24 10	75 03 30
Ocean City	Md	At village	38 20 00	75 05 00
North Beach	Md	Ten miles south of Ocean City	38 11 30	75 09 20
Green Run Inlet	Md	Thirteen and one-half miles northeast of Assateague light	38 04 30	75 12 50
Popes Island	Va	Ten miles northeast of Assateague light	38 00 20	75 15 40
Assateague Beach	Va	One and one-eighth miles south of Assateague light	37 53 40	75 21 40
Wallops Beach	Va	One and one-half 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
Parramore 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
Cobb Island	Va	South end of Cobb Island	37 17 30	75 47 00
Smith Island	Va	At Cape Charles light	37 07 00	75 53 40

“In charge of keeper of Cape May station. No crew employed.”

SEVENTH DISTRICT.—COAST BETWEEN CHESAPEAKE BAY AND CAPE FEAR RIVER.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Cape Henry.....	Va.....	Three-fourths of a mile southeast of Cape Henry light.	36 55 10	75 59 50
Virginia Beach	Va.....	Five and one-half miles south of Cape Henry light.	36 51 10	75 58 40
Dam Neck Mills	Va.....	Ten 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
Penneys Hill.....	N. C.....	Five and three-fourths miles north of Currituck Beach light.	36 27 30	75 50 40
Currituck Beach.....	N. C.....	Seven-eighths of a mile north of Currituck Beach light.	36 23 20	75 49 40
Poyners Hill	N. C.....	Six and one-half miles south of Currituck Beach light.	36 17 10	75 48 00
Caffey's Inlet	N. C.....	Ten and three-fourths miles south of Currituck Beach light.	36 13 40	75 46 20
Paul Gameli's Hill.....	N. C.....	Five 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.....	Four and one-half miles south of Kitty Hawk.	36 00 10	75 39 40
Nags Head	N. C.....	Nine miles north of Oregon Inlet	35 56 00	75 36 40
Bodie Island	N. C.....	Seven-eighths of a mile northeast of Bodie Island light.	35 49 40	75 33 20
Oregon Inlet.....	N. C.....	One-half of a mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island	N. C.....	Two miles north of New Inlet	35 43 15	75 29 30
New Inlet	N. C.....	One-half of a mile south of New Inlet	35 40 40	75 29 00
Chicamacomico.....	N. C.....	Five miles south of New Inlet	35 36 40	75 27 50
Gull Shoal	N. C.....	Eleven and three-fourths miles south of New Inlet.	35 29 50	75 28 40
Little Kinnakeet.....	N. C.....	Eleven and one-half miles north of Cape Hatteras light.	35 25 00	75 29 10
Big Kinnakeet.....	N. C.....	Five and one-half miles north of Cape Hatteras light.	35 20 00	75 30 20
Cape Hatteras.....	N. C.....	One mile south of Cape Hatteras light.....	35 14 20	75 31 20
Creeds Hill.....	N. C.....	Four miles west of Cape Hatteras light	35 14 30	75 35 15
Durants	N. C.....	Three miles east of Hatteras Inlet	35 12 35	75 41 10
Hatteras Inlet	N. C.....	One and one-half miles west of Hatteras Inlet.	35 11 00	75 46 10
Portsmouth	N. C.....	Northeast end of Portsmouth Island	35 04 00	76 03 05
Core Bank	N. C.....	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.	34 51 30	76 18 30
Cape Lookout.....	N. C.....	One and one-half miles south of Cape Lookout light.	34 36 30	76 32 20
Cape Fear.....	N. C.....	On Smiths 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

EIGHTH DISTRICT.—COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Sullivans Island	S. C.....	At Montrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 06
Bulow ^a	Fla.....	Twenty miles south of Matanzas Inlet	29 26 10	81 06 25
Mosquito Lagoon ^a	Fla.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal ^a	Fla.....	Eleven miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar ^b	Fla.....	Sixteen miles north of Indian River Inlet	27 40 00	80 21 20
Bethel Creek ^a	Fla.....	South side of Inlet	27 29 45	80 17 50
Indian River Inlet ^a	Fla.....	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Gilberts Bar ^a	Fla.....	One mile south of inlet	26 55 40	80 04 00
Jupiter Inlet ^c	Fla.....	Five and one-half miles south of Lake Worth, 27 miles south of Lake Worth Inlet, and 37 miles south of Jupiter.	26 27 30	80 03 20
Orange Grove ^d	Fla.....	Four miles north of New River Inlet	26 08 00	80 06 00
Fort Lauderdale ^a	Fla.....	Six miles north of Norris Cut	25 54 10	80 08 00
Biscayne Bay ^a	Fla.....			

^a House of refuge. No crew employed.^b Discontinued March 30, 1891.^c Discontinued January 21, 1899.^d Discontinued October 1, 1896.

NINTH DISTRICT.—GULF COAST OF UNITED STATES.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
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 of Galveston Island	29 20 10	94 46 10
San Luis	Tex.	West end of Galveston Island	29 07 00	95 04 00
Velasco	Tex.	Two and one-fourth 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

TENTH DISTRICT.—LAKES ERIE AND ONTARIO.

Big Sandy	N. Y.	North side mouth of Big Sandy Creek, Lake Ontario.		
Salmon Creek ^a	N. Y.	East side entrance of Oswego Harbor, Lake Ontario.		
Oswego	N. Y.	East side entrance of Charlotte Harbor, Lake Ontario.		
Charlotte	N. Y.	East side entrance of Niagara River, Lake Ontario.		
Niagara	N. Y.	South side entrance of Buffalo Harbor, Lake Erie.		
Buffalo	N. Y.	North side entrance of Erie Harbor, Lake Erie.		
Erie	Pa.	West side of Ashtabula Harbor, Lake Erie.		
Ashtabula	Ohio.	West side entrance of Fairport Harbor, Lake Erie.		
Fairport	Ohio.	West side entrance of Cleveland Harbor, Lake Erie.		
Cleveland	Ohio.	Point Marblehead, near Quarry Docks, Lake Erie.		
Marblehead	Ohio.	Falls of the Ohio River, Louisville, Ky.		
Louisville	Ky.			

ELEVENTH DISTRICT.—LAKES HURON AND SUPERIOR.

Lake View Beach	Mich.	Five miles north of Fort Gratiot light.		
Harbor Beach	Mich.	Inside Harbor Beach Harbor, Lake Huron.		
Pointe aux Barques	Mich.	Near light, Lake Huron.		
Port Austin	Mich.	About 2 miles northeast of Port Austin, and about 2 miles southeast of Port Austin Reef light, Lake Huron.		
Tawas	Mich.	Near light, Lake Huron.		
Sturgeon Point	Mich.	West side of island, Lake Huron.		
Thunder Bay Island	Mich.	North end of Middle Island, Lake Huron.		
Middle Island	Mich.	Hammonds Bay, Lake Huron.		
Hammond	Mich.	About midway, east side of island, Lake Huron.		
Bois Blanc	Mich.	Ten miles west of Whitefish Point, Lake Superior.		
Vermilion	Mich.	Eighteen miles west of Whitefish Point, Lake Superior.		
Crisps	Mich.	Near mouth of Two Heart River, Lake Superior.		
Two Heart River	Mich.	Near mouth of Sucker River, Lake Superior.		
Deer Park	Mich.	West of harbor entrance		
Grand Marais	Mich.	Near light, Lake Superior.		
Marquette	Mich.	Old Portage Lake Ship Canal, three-fourths of a mile from north end, on east bank.		
Portage	Mich.	On Minnesota Point, Upper Duluth.		
Duluth	Minn.			

^a Destroyed by fire.

TWELFTH DISTRICT.—LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Beaver Island ^a	Mich	Near light.....		
Charlevoix.....	Mich	South side of harbor entrance.....		
North Manitou Island.....	Mich	Near Pickard's wharf.....		
South Manitou Island.....	Mich	Near light.....		
Sleeping Bear Point.....	Mich	Near Glenhaven.....		
Point Betsie.....	Mich	Near light.....		
Frankfort.....	Mich	South side entrance of harbor.....		
Manistee.....	Mich	North side entrance of harbor.....		
Grande Pointe au Sable.....	Mich	One 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, Fort 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.....		
Jackson Park.....	Ill	About 7 miles S. by E. of Chicago River light.....		
Old Chicago.....	Ill	In the harbor.....		
Evanston.....	Ill	On the 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.....		
Kewaunee.....	Wis	North side entrance of harbor.....		
Sturgeon Bay Canal.....	Wis	Eastern entrance of canal, north side.....		
Balleys Harbor.....	Wis	On easterly side of harbor.....		
Plum Island.....	Wis	Near northeast point of island, 2 miles northwest of Pilot Island light.....		

THIRTEENTH DISTRICT.—COASTS OF CALIFORNIA, OREGON, AND WASHINGTON.

Neah Bay ^b	Wash	.....	
Grays Harbor.....	Wash	Just south of Grays Harbor light.....	46 53 15	124 07 15
Willapa Bay.....	Wash	Near lighthouse boat landing.....	46 43 00	124 03 00
Ilwaco Beach.....	Wash	Thirteen miles north of Cape Disappointment.....	46 27 50	124 03 25
Cape Disappointment.....	Wash	Bakers Bay, one-half mile northeast of light.....	46 16 40	124 03 00
Point Adams.....	Oreg	Three-fourths of a mile southeast of Fort Stevens.....	46 12 00	123 57 00
Yaquina Bay.....	Oreg	About 1 mile south of harbor entrance.....	44 35 30	124 03 54
Umpqua River.....	Oreg	Near entrance of river, north side.....	43 42 00	124 10 30
Coos Bay.....	Oreg	Coos Bay, north side.....	43 22 50	124 18 00
Coquille River.....	Oreg	In town of Bandon.....	43 07 00	124 25 00
Humboldt Bay.....	Cal	Near light.....	40 46 00	124 13 00
Arena Cove.....	Cal	Three miles southeast from Point Arena light.....	38 54 50	123 42 30
Point Reyes.....	Cal	Three and one-half miles north of light.....	38 02 20	122 59 30
Bollinas Bay ^c	Cal	.....	
Fort Point.....	Cal	Three-fourths of a mile east of light.....	37 48 10	122 27 50
Golden Gate Park.....	Cal	On beach in Golden Gate Park, San Francisco, three-fourths of a mile south of Point Lobos.....	37 46 10	122 30 30
Southside.....	Cal	Three and three-eighths miles south of Golden Gate Park Life-Saving Station.....	37 43 18	122 30 18

^a No crew employed.^b Discontinued December 17, 1890.^c Destroyed by fire.

**DIRECTIONS FOR RESTORING THE
APPARENTLY DROWNED.**

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DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

NOTE.—These directions differ from those given prior to 1899 by the addition of means for securing deeper inspiration. The method theretofore published, known as the Howard or direct method has been productive of excellent results in the practice of the Service, and is retained here. It is, however, here arranged for practice in combination with the Sylvester method, the latter producing deeper inspiration than any other known method, while the former effects the most complete expiration. The combination therefore tends to produce the most rapid oxygenation of the blood—the real object to be gained. The combination is prepared primarily for the use of life-saving crews where assistants are at hand. A modification of Rule III, however, is published as a guide in cases where no assistants are at hand and one person is compelled to act alone. In preparing these



FIG. I.

directions the able and exhaustive report of Messrs. J. Collins Warren, M. D., and George B. Shattuck, M. D., committee of the Humane Society of Massachusetts, embraced in the annual report of the society for 1895–96, has been availed of, placing the Department under many obligations to these gentlemen for their valuable suggestions.

RULE I. AROUSE THE PATIENT.—Do not move the patient unless in danger of freezing; instantly expose the face to the air, toward the wind if there be any; wipe dry the mouth and nostrils; rip the clothing so as to expose the chest and waist; give two or three quick, smarting slaps on the chest with the open hand.

If the patient does not revive proceed immediately as follows:

RULE II. TO EXPEL WATER FROM THE STOMACH AND CHEST (See Fig. I). Separate the jaws and keep them apart by placing between

the teeth a cork or small bit of wood; turn the patient on his face, a large bundle of tightly rolled clothing being placed beneath the stomach; press heavily on the back over it for half a minute, or as long as fluids flow freely from the mouth.

RULE III. TO PRODUCE BREATHING (See Figs. II and III).—Clear the mouth and throat of mucus by introducing into the throat the corner of a handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed as to raise the pit of the stomach above the level of the rest of the body. Let an assistant with a handkerchief or piece of dry cloth draw the tip of the tongue out of one corner of the mouth (which prevents the tongue from falling back and choking the entrance to the windpipe), and keep it projecting a little beyond the lips. Let another assistant grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting

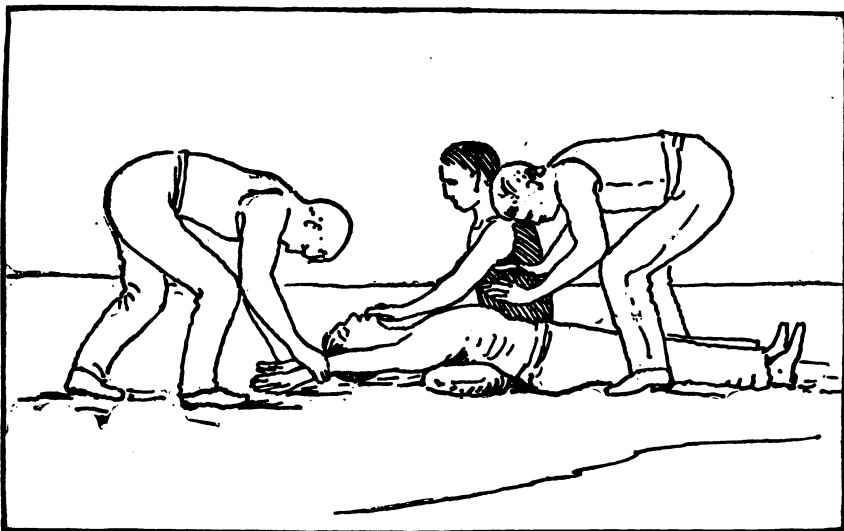


FIG. II.

(which enlarges the capacity of the chest and induces inspiration). (Fig. II.) While this is being done let a third assistant take position astride the patient's hips with his elbows resting upon his own knees, his hands extended ready for action. Next, let the assistant standing at the head turn down the patient's arms to the sides of the body, the assistant holding the tongue changing hands if necessary^a to let the arms pass. Just before the patient's hands reach the ground, the man astride the body will grasp the body with his hands, the balls of the thumb resting on either side of the pit of the stomach, the fingers falling into the grooves between the short ribs. Now, using his knees as a pivot, he will at the moment the patient's hands touch the ground throw (not too suddenly) all his weight forward on his hands, and at the same time squeeze the waist between them as if he wished to force anything in the chest upward out of the mouth; he will deepen the

^a Changing hands will be found unnecessary after some practice; the tongue, however, must not be released.

pressure while he slowly counts one, two, three, four (about five seconds), then suddenly let go with a final push, which will spring him back to his first position.^a This completes expiration. (Fig. III.)

At the instant of his letting go, the man at the patient's head will again draw the arms steadily upward to the sides of the patient's head as before (the assistant holding the tongue again changing hands to let the arms pass if necessary), holding them there while he slowly counts one, two, three, four (about five seconds).

Repeat these movements deliberately and perseveringly twelve to fifteen times in every minute—thus imitating the natural motions of breathing.

If natural breathing be not restored after a trial of the bellows movement for the space of about 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 pur-

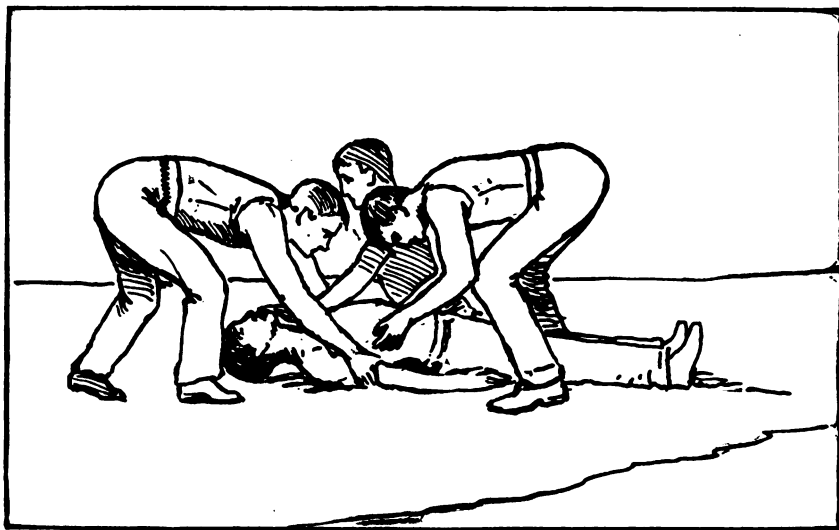


FIG. III.

pose of freeing the air passage 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 have been unceasingly practiced from the beginning by 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 toward 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.

^a A child or very delicate patient must, of course, be more gently handled.

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.

MODIFICATION OF RULE III.

[To be used after Rules I and II in case no assistance is at hand.]

TO PRODUCE RESPIRATION.—If no assistance is at hand and one person must work alone, place the patient on his back with the shoulders

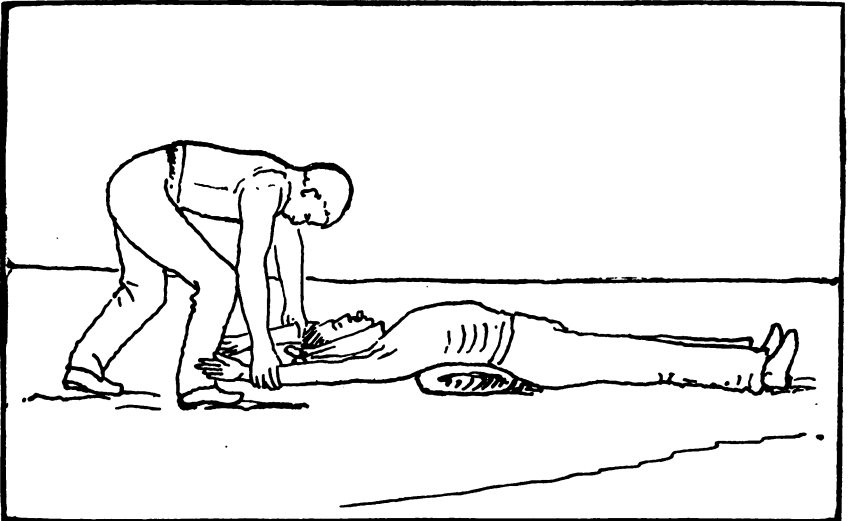


FIG. IV.

slightly raised on a folded article of clothing; draw forward the tongue and keep it projecting just beyond the lips; if the lower jaw be lifted the teeth may be made to hold the tongue in place; it may be necessary to retain the tongue by passing a handkerchief under the chin and tying it over the head.

Grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting. (See Fig. IV.)

Next lower the arms to the side and press firmly downward and inward on the sides and in front of the chest over the lower ribs, drawing toward the patient's head. (See Fig. V.)

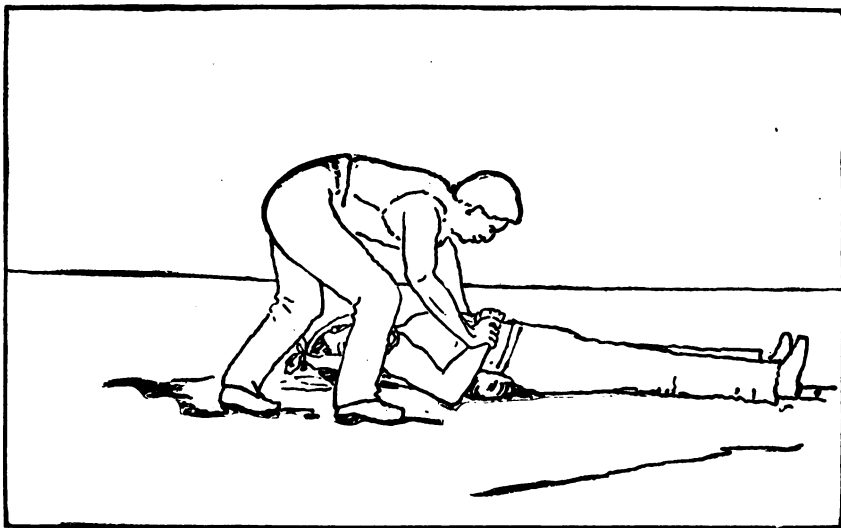


FIG. V.

Repeat these movements twelve to fifteen times every minute, etc.

WRECKS AND OTHER CASUALTIES.

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

ABSTRACT 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, 1903.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1902-1903.

The following is the thirtieth annual statement of wrecks and casualties 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.

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 upon 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 and in foreign waters.

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

1. *Foundering*s—Embracing foundering which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking any sunken wreck, or against piers, snags, or ice.

2. *Strandings*—Embracing disasters resulting from running aground, striking a rock, reef, bar, or other natural object, although the vessel may have foundered as a result of such casualty.

3. *Collisions*—Embracing all collisions between vessels only.

4. *Other causes*—Embracing disasters resulting from various causes, as follows:

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; capsizing, 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, 1902.

Since the publication of the annual statement for the fiscal year ending June 30, 1902, information has been received of the occurrence of disasters during the year to 53 American vessels, on one of which 5 lives were lost; also the loss of 38 lives on 33 vessels suffering no other casualty.

Disasters to vessels, and divisions in which they occurred.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels	5			2		7
Tonnage	820			67		887
Passengers						
Crews	17			3		20
Lives lost	5					5
Strandings:						
Vessels	3	4	1	1		9
Tonnage	2,224	3,843	3,914	1,213		11,194
Passengers		1		134		135
Crews	28	117	20	26		191
Lives lost						
Collisions:						
Vessels	3		4	4	2	13
Tonnage	1,066		6,281	274	227	7,848
Passengers	20		58	3		81
Crews	22		187	12	9	230
Lives lost						
Other causes:						
Vessels	6	3	1	11	3	24
Tonnage	877	2,401	848	1,577	4,573	10,276
Passengers				34		34
Crews	29	81	7	143	47	312
Lives lost						
Total:						
Vessels	17	7	6	18	5	53
Tonnage	4,987	6,244	11,043	3,131	4,800	30,205
Passengers	20	1	58	171		250
Crews	96	198	214	189	56	753
Lives lost	5					5

Disasters to vessels, and divisions in which they occurred—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Vessels totally lost:						
Vessels.....	7	3	.....	4	1	15
Tonnage.....	982	314	.....	351	152	1,799
Passengers.....	.....	.....	.....	.....	.....	.....
Crews.....	23	34	.....	14	1	72
Lives lost.....	5	.....	.....	.....	.....	5
Vessels damaged:						
Vessels.....	10	4	6	14	4	38
Tonnage.....	4,005	5,930	11,043	2,780	4,648	28,406
Passengers.....	20	1	58	171	.....	250
Crews.....	73	164	214	175	55	681
Lives lost.....	.....	.....	.....	.....	.....	.....
Vessels not damaged:						
Vessels.....	5	1	2	17	8	33
Tonnage.....	389	122	2,433	5,294	9,302	17,540
Passengers.....	.....	163	75	55	886	679
Crews.....	31	8	19	303	166	527
Lives lost.....	5	1	2	19	11	38
Aggregate:						
Vessels.....	22	8	8	35	13	86
Tonnage.....	5,376	6,866	13,476	8,425	14,102	47,745
Passengers.....	20	164	133	226	886	929
Crews.....	127	206	233	492	222	1,280
Lives lost.....	10	1	2	19	11	43

Of the lives lost, reported above, 5 were lost from the tug *J. D. Patterson*, of Newbern, North Carolina, which foundered in Pamlico Sound on June 27, 1902; 3 were lost from a sailboat which collided with the ferryboat *Hockomock* at Bath, Maine, on June 22, 1902; 24 fell overboard; 4 were washed overboard by heavy seas; 2 were lost by the capsizing of a dory while attending trawls; 1 was thrown overboard by sudden lurch of vessel; 1 was killed while attempting to put a belt on a revolving pulley; 1 was fatally scalded; 1 was struck by a stanchion and died from injuries received, and 1 was drowned while attempting to save a passenger who had fallen 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 relative to the disasters 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, 1902.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering.						
Number of vessels.....	74	3	18	18	20	133
Tonnage of vessels totally lost.....	18,750	85	6,755	1,691	14,071	41,802
Tonnage of vessels damaged.....	3,288	85	10,144	879	.....	14,296
Value of vessels.....dollars.....	524,000	2,200	518,650	100,000	279,900	1,424,750
Value of cargoes.....do.....	106,470	600	109,375	17,350	144,040	377,835
Loss to vessels.....do.....	415,450	1,700	314,150	76,700	279,900	1,087,900
Loss to cargoes.....do.....	87,945	600	103,885	9,100	144,040	345,570
Insurance on vessels.....do.....	242,900	.....	228,750	3,000	21,500	496,150
Insurance on cargoes.....do.....	53,225	.....	97,330	.....	8,500	159,055
Laden.....	48	1	15	5	18	87
In ballast.....	26	2	3	12	2	45
Unknown whether laden or not.....	.....	.....	.....	1	.....	1
Wrecks involving total loss.....	46	2	14	13	20	95

Summary of disasters to vessels which occurred on and near the coasts, etc.—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Foundering—Continued.</i>						
Casualties involving partial and unknown damage	28	1	4	5	-----	38
Number of passengers	13	-----	2	40	6	61
Number in crews	280	5	160	127	129	701
Total on board	293	5	162	167	135	762
Number of lives lost	52	-----	39	33	27	151
<i>Strandings.</i>						
Number of vessels	177	47	116	7	35	382
Tonnage of vessels totally lost	35,515	6,311	7,259	183	7,871	57,139
Tonnage of vessels damaged	57,694	16,765	152,350	4,203	10,185	241,197
Value of vessels	4,012,625	1,428,800	9,865,975	381,700	658,900	16,348,000
Value of cargoes	2,816,195	117,795	1,239,970	13,500	284,800	4,472,260
Loss to vessels	1,646,965	528,500	699,735	57,000	413,350	3,345,550
Loss to cargoes	1,823,075	23,075	115,045	700	189,525	1,151,420
Insurance on vessels	1,225,800	774,050	4,063,850	121,000	195,285	6,379,985
Insurance on cargoes	128,260	7,500	552,760	27,500	34,400	750,420
Laden	125	25	96	3	26	275
In ballast	52	22	20	4	9	107
Unknown whether laden or not	-----	-----	-----	-----	-----	-----
Wrecks involving total loss	90	26	25	3	20	164
Casualties involving partial and unknown damage	87	21	91	4	15	218
Number of passengers	364	331	200	155	130	1,180
Number in crews	1,504	616	1,500	102	468	4,190
Total on board	1,868	947	1,700	257	598	5,370
Number of lives lost	9	2	4	-----	2	17
<i>Collisions.</i>						
Number of vessels	248	31	99	26	28	432
Tonnage of vessels totally lost	4,513	905	4,530	57	4,226	14,231
Tonnage of vessels damaged	175,427	30,355	157,962	28,169	19,118	411,031
Value of vessels	12,168,800	1,609,000	9,349,000	1,298,980	932,900	25,358,680
Value of cargoes	2,585,535	161,800	968,175	104,850	355,110	4,175,470
Loss to vessels	448,220	144,770	491,235	100,150	402,030	1,586,405
Loss to cargoes	55,825	-----	24,680	3,000	166,240	249,745
Insurance on vessels	5,539,100	799,250	4,275,300	759,000	593,350	11,966,000
Insurance on cargoes	1,628,835	108,500	543,055	-----	205,905	2,486,295
Laden	96	12	55	9	13	185
In ballast	116	13	39	13	8	189
Unknown whether laden or not	36	6	5	4	7	58
Wrecks involving total loss	17	3	9	2	5	36
Casualties involving partial and unknown damage	231	28	90	24	23	396
Number of passengers	5,786	527	573	820	115	7,821
Number in crews	2,891	442	1,542	334	341	5,550
Total on board	8,677	969	2,115	1,154	456	13,371
Number of lives lost	9	5	16	3	43	76
<i>Other causes.</i>						
Number of vessels	122	25	78	88	99	412
Tonnage of vessels totally lost	4,776	1,701	4,608	6,108	14,253	31,446
Tonnage of vessels damaged	51,084	11,624	44,132	15,671	88,652	211,163
Value of vessels	5,240,700	755,000	2,576,100	1,388,550	5,994,700	15,955,050
Value of cargoes	1,183,060	169,485	471,435	198,815	993,060	3,015,855
Loss to vessels	675,415	178,450	418,490	701,280	831,330	2,804,965
Loss to cargoes	130,530	31,000	74,180	74,045	252,845	562,600
Insurance on vessels	3,060,100	418,750	1,721,665	555,400	2,859,415	8,605,330
Insurance on cargoes	681,625	84,485	300,250	108,000	377,700	1,552,060
Laden	55	11	44	41	81	232
In ballast	67	14	34	46	18	179
Unknown whether laden or not	-----	-----	-----	-----	-----	-----
Wrecks involving total loss	32	8	10	30	30	110
Casualties involving partial and unknown damage	90	17	68	58	69	302
Number of passengers	1,356	156	1,605	868	1,430	5,415
Number in crews	1,291	483	933	1,510	1,805	6,022
Total on board	2,647	639	2,538	2,378	3,235	11,437
Number of lives lost	3	41	3	121	119	287
<i>Recapitulation.</i>						
Number of vessels	621	106	311	139	182	1,359
Tonnage of vessels totally lost	63,564	8,952	23,152	8,039	40,421	144,118
Tonnage of vessels damaged	287,443	58,779	364,588	48,922	117,955	877,687
Aggregate tonnage	350,997	67,731	387,740	56,961	158,376	1,021,805

Summary of disasters to vessels which occurred on and near the coasts, etc.—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Recapitulation—Continued.</i>						
Laden.....	324	49	210	58	138	779
Ballast.....	261	51	96	75	87	520
Unknown whether laden or not.....	36	6	5	6	7	60
Wrecks involving total loss.....	185	39	58	48	75	405
Casualties involving partial and unknown damage.....	436	67	253	91	107	954
Number of passengers.....	7,519	1,014	2,380	1,883	1,681	14,477
Number in crews.....	5,966	1,546	4,135	2,073	2,743	16,463
Total on board.....	13,485	2,560	6,515	3,956	4,424	30,940
Number of lives lost.....	73	48	62	157	191	a 581
Total value of vessels.....dollars..	21,946,125	3,795,000	22,309,725	3,169,230	7,866,400	59,086,480
Total value of cargoes.....do....	6,691,260	449,680	2,788,955	334,515	1,777,010	12,041,420
Aggregate.....do....	28,637,385	4,244,680	25,098,680	3,503,745	9,643,410	71,127,900
Total losses to vessels.....do....	3,186,050	853,420	1,923,610	935,130	1,926,610	8,824,820
Total losses to cargoes.....do....	1,097,375	54,675	317,790	86,845	752,650	2,309,335
Aggregate.....do....	4,283,425	908,095	2,241,400	1,021,975	2,679,260	11,134,155
Total insurance on vessels.....do....	10,057,900	1,992,050	10,289,565	1,438,400	3,669,550	27,447,465
Total insurance on cargoes.....do....	2,491,945	200,485	1,493,395	135,500	626,505	4,947,830
Aggregate.....do....	12,549,845	2,192,535	11,782,960	1,573,900	4,296,055	32,395,295

a In addition to the number of lives lost here reported, 267 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 798.

COMPARATIVE STATEMENT.

The subjoined table shows 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 1901-2 and 1902-3, with the percentage of increase or decrease of the latter compared with the former:

	1901-2.	1902-3.	Increase (+). Decrease (-).
Number of vessels involved:			
Atlantic and Gulf coasts.....	604	527	-12.75
Pacific coast.....	99	101	+ 2.02
Great Lakes.....	305	243	-20.33
Rivers.....	121	152	+25.62
At sea and in foreign waters.....	177	149	-15.82
Aggregate.....	1,306	1,172	-10.26
Value of vessels and cargoes:			
Atlantic and Gulf coasts.....	\$28,264,735	\$29,220,480	+ 3.38
Pacific coast.....	3,816,585	6,963,620	+82.46
Great Lakes.....	23,913,980	17,718,240	-25.91
Rivers.....	3,160,390	4,046,560	+28.04
At sea and in foreign waters.....	9,418,375	9,701,520	+ 3.01
Aggregate.....	68,574,065	67,650,420	- 1.35
Losses to vessels and cargoes:			
Atlantic and Gulf coasts.....	\$4,240,575	\$3,213,150	-24.23
Pacific coast.....	787,095	776,110	- 1.40
Great Lakes.....	2,227,685	1,630,660	-26.80
Rivers.....	970,685	901,340	- 7.14
At sea and in foreign waters.....	2,648,360	1,901,050	-28.21
Aggregate.....	10,874,400	8,422,310	-22.55

	1901-2.	1902-3.	Increase (+). Decrease (-).
Tonnage of vessels involved:			
Atlantic and Gulf coasts.....	346,010	331,705	- 4.13
Pacific coast.....	61,487	80,517	+30.95
Great Lakes.....	376,697	283,678	-24.69
Rivers.....	58,890	59,113	+ 9.81
At sea and in foreign waters.....	153,576	140,477	- 8.53
Aggregate.....	991,600	895,490	- 9.69
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts.....	62,572	44,528	-28.84
Pacific coast.....	8,638	6,223	-27.95
Great Lakes.....	23,152	21,772	- 5.96
Rivers.....	7,688	8,169	+ 6.26
At sea and in foreign waters.....	40,269	27,108	-32.68
Aggregate.....	142,319	107,800	-24.25

On the 30th of June, 1903, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States, was 23,730, with a total tonnage of 6,008,939. Of this number 1,109 vessels, having a total tonnage of 791,228, met with casualties during the year, being 4.67 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, 1903, the number of each class which met with disasters during the year, and the ratio of casualties to the number of vessels:

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	8,064	564	1 to 14.28
Sailing vessels.....	12,836	494	1 to 25.98
Barges.....	2,840	51	1 to 55.69
Total.....	23,730	1,109	1 to 21.40

During the year 421 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 each other in gales, etc.) the actual number of casualties of this nature was a little less than one-half that number.

Fifty-nine foreign vessels, having an aggregate tonnage of 95,092, 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 foreign vessels above reported four others collided with American vessels at sea, involving a tonnage of 9,170.

In addition to the lives lost in the disaster to vessels which are embraced in the tables, 246 persons perished by drowning or by accident on board out of crews employed on 218 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 exhibit shows 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 twenty-eight fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. ^a	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,553	18,134	378	1 to 20.65	1 to 1.77
1876-77.....	1,547	22,307	326	1 to 27.00	1 to 1.87
1877-78.....	1,483	21,531	644	1 to 33.43	1 to 2.30
1878-79.....	1,545	23,353	730	1 to 31.99	1 to 2.12
1879-80.....	1,624	26,491	469	1 to 56.48	1 to 3.46
1880-81.....	1,528	24,286	623	1 to 38.98	1 to 2.45
1881-82.....	1,514	25,712	502	1 to 51.22	1 to 3.02
1882-83.....	1,416	25,197	539	1 to 46.75	1 to 2.63
1883-84.....	1,647	26,561	807	1 to 32.91	1 to 2.04
1884-85.....	1,407	29,584	335	1 to 88.31	1 to 4.20
1885-86.....	1,650	25,680	576	1 to 44.58	1 to 2.86
1886-87.....	1,494	23,992	529	1 to 45.35	1 to 2.82
1887-88.....	1,461	22,717	538	1 to 42.22	1 to 2.72
1888-89.....	1,468	25,097	638	1 to 39.34	1 to 2.30
1889-90.....	1,419	25,331	548	1 to 51.70	1 to 2.59
1890-91.....	1,431	33,734	447	1 to 75.64	1 to 3.20
1891-92.....	1,496	23,924	646	1 to 37.03	1 to 2.32
1892-93.....	1,421	26,059	397	1 to 65.64	1 to 3.58
1893-94.....	1,561	31,687	664	1 to 47.72	1 to 2.33
1894-95.....	1,437	27,233	689	1 to 39.53	1 to 2.09
1895-96.....	1,311	25,454	322	1 to 79.05	1 to 4.07
1896-97.....	1,149	20,712	299	1 to 69.27	1 to 3.84
1897-98.....	1,191	28,562	743	1 to 38.44	1 to 1.60
1898-99.....	1,574	29,940	742	1 to 40.35	1 to 2.12
1899-1900.....	1,234	26,978	252	1 to 107.05	1 to 4.90
1900-1901.....	1,265	32,300	437	1 to 73.91	1 to 2.89
1901-1902.....	1,306	29,937	526	1 to 56.10	1 to 2.49
1902-1903.....	1,172	28,387	351	1 to 80.87	1 to 3.34

^a This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the foregoing, 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. ^a	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,139	13,487	501	1 to 26.92	1 to 2.27
1876-77.....	1,023	15,977	278	1 to 57.47	1 to 3.68
1877-78.....	1,083	16,785	403	1 to 41.65	1 to 2.69
1878-79.....	1,044	16,245	222	1 to 73.18	1 to 4.70
1879-80.....	1,265	21,691	170	1 to 127.59	1 to 7.44
1880-81.....	1,171	19,713	272	1 to 72.47	1 to 4.31
1881-82.....	1,203	20,495	241	1 to 85.04	1 to 4.99
1882-83.....	1,090	20,623	328	1 to 62.88	1 to 3.32
1883-84.....	1,246	20,364	327	1 to 62.28	1 to 3.81
1884-85.....	1,066	24,302	107	1 to 227.12	1 to 9.96
1885-86.....	1,269	21,076	266	1 to 79.23	1 to 4.77
1886-87.....	1,196	20,538	302	1 to 68.00	1 to 3.96
1887-88.....	1,175	18,635	235	1 to 79.30	1 to 5.00
1888-89.....	1,158	19,792	253	1 to 78.23	1 to 4.58
1889-90.....	1,176	25,261	269	1 to 93.91	1 to 4.37
1890-91.....	1,205	30,181	343	1 to 88.25	1 to 3.51
1891-92.....	1,231	19,676	197	1 to 99.88	1 to 6.25
1892-93.....	1,177	21,653	203	1 to 106.67	1 to 5.80
1893-94.....	1,271	27,152	379	1 to 71.64	1 to 3.35
1894-95.....	1,150	21,787	197	1 to 110.59	1 to 5.84
1895-96.....	1,076	21,439	145	1 to 147.86	1 to 7.42
1896-97.....	943	17,005	120	1 to 141.71	1 to 7.86
1897-98.....	1,000	24,285	227	1 to 106.98	1 to 4.40
1898-99.....	1,365	25,323	472	1 to 53.65	1 to 2.89
1899-1900.....	1,052	21,735	151	1 to 143.94	1 to 6.96
1900-1901.....	1,077	25,419	274	1 to 92.77	1 to 3.93
1901-1902.....	1,129	25,569	335	1 to 76.32	1 to 3.37
1902-1903.....	1,023	25,459	215	1 to 118.41	1 to 4.76

^a This number is exclusive of lives lost where vessels suffered no damage.

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1903.

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, 1903, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	51	3,613,010	4	15	209,100	.....	4
August	36	2,050,380	1	12	123,265	1	2
September	26	1,560,000	4	9	147,565	1	4
October	37	1,602,125	2	21	593,350	1	2
November	45	920,675	3	32	201,750	.....	3
December	60	1,316,300	4	41	280,040	1	4
January	57	3,406,930	3	38	1,326,665	1	3
February	30	1,448,360	2	11	310,850	.....	2
March	58	3,847,685	8	32	770,925	1	8
April	32	1,112,375	5	23	447,240	.....	5
May	23	1,667,100	.....	17	896,745	1	1
June	34	1,217,120	2	16	150,925	1	2
Total	489	23,762,060	38	267	5,458,420	8	40

Month.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. ^a	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Number.	Amount.			Number.	Amount.		
July	51	305,170	.....	4	9	17,480	.....	10
August	33	166,950	.....	4	4	6,400	.....	11
September	24	105,100	.....	6	5	13,650	.....	9
October	36	157,485	.....	3	8	23,050	.....	16
November	42	102,525	.....	6	18	26,515	.....	17
December	58	509,255	.....	6	32	134,980	.....	14
January	53	308,300	.....	7	16	99,750	.....	26
February	29	128,060	.....	3	6	25,250	.....	7
March	51	293,010	.....	15	21	87,200	.....	20
April	30	82,150	.....	7	13	10,545	.....	15
May	21	188,250	.....	2	12	175,075	.....	7
June	31	219,000	.....	5	8	28,000	.....	11
Total	459	2,565,255	.....	68	152	647,895	.....	163

^a 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, 1903, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	15	36	3	1	55	766	29,851	3,007	914	1
August.....	13	20	1	3	37	2,374	17,177	1,253	432	5
September.....	6	18	4	2	30	2,338	18,651	340	401	.....
October.....	9	27	2	1	39	2,360	23,766	194	419	2
November.....	15	27	3	3	48	1,636	14,385	89	326	4
December.....	28	30	4	2	64	12,702	18,588	125	463	81
January.....	15	38	3	4	60	4,925	36,730	527	867	14
February.....	10	19	2	1	32	3,132	30,454	351	345	.....
March.....	19	32	8	7	66	4,547	47,255	775	780	9
April.....	12	18	4	3	37	1,689	23,913	162	296	2
May.....	10	11	1	1	23	3,808	14,053	683	325	15
June.....	7	24	2	3	36	4,251	12,359	872	388	3
Total.....	159	300	37	31	527	44,528	287,177	8,328	5,956	86

TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1903, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	18	\$1,663,500	2	\$155,000	\$1,818,500	22	5	15	12	36
August.....	21	563,975	5	23,600	587,575	11	4	5	6	22
September.....	12	500,010	3	43,015	543,025	10	3	8	8	16
October.....	17	1,244,290	4	219,800	1,464,090	16	7	6	13	15
November.....	17	296,600	12	144,310	440,910	24	14	7	9	13
December.....	24	543,800	16	121,400	665,200	26	14	14	16	18
January.....	33	1,632,400	14	361,775	1,994,175	14	11	13	17	18
February.....	12	551,210	2	9,700	560,910	9	2	11	9	19
March.....	25	2,221,350	15	348,225	2,569,575	22	7	19	19	25
April.....	13	644,800	7	387,350	1,032,150	13	7	11	14	9
May.....	9	1,074,000	10	935,400	2,009,400	10	2	4	7	4
June.....	17	604,795	5	89,315	694,110	13	6	6	8	17
Total.....	218	11,540,730	95	2,838,890	14,379,620	190	82	119	138	212

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1903, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	4	..	2	2	3	12	10	3	1	5	3	1	46
Stranded.....	17	6	6	10	16	19	21	9	17	9	10	10	150
Collided.....	22	20	12	20	20	24	18	14	40	16	6	16	228
Abandoned.....	..	..	..	..	..	..	..	1	..	..	..	..	1
Damage to hull, masts, rigging, etc.....	2	..	2	2	1	4	1	..	2	..	..	..	13
Damage to machinery.....	5	3	2	1	1	..	4	..	..	2	1	3	22
Explosion of boilers and bursting of steam pipes.....	1	..	..	1	..	1	..	..	..	..	..	..	3
Explosion of gases.....	1	1	..	..	1	..	..	..	..	..	..	..	3
Fire.....	2	6	7	1	3	..	..	2	3	4	1	4	38
Ice.....	..	..	..	..	..	..	4	1	..	..	..	..	5
Sprung a leak.....	..	..	..	..	..	..	..	..	..	..	..	..	1
Struck dock, bridge, obstruction, etc.....	1	1	1	2	2	2	2	2	2	1	2	1	19
Miscellaneous.....	..	..	..	..	..	2	..	..	1	..	..	..	3
Total.....	55	37	30	39	48	64	60	32	66	37	23	36	527

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1903, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1. —Causes connected with the weather:					
Calms, currents, and tides		11	2		13
Darkness		6			6
Fog		26			26
Gales, hurricanes, etc	10	33	12		55
Heavy seas	4	5	3		12
Snowstorms		5			5
Total	14	86	17		117
Class 2. —Causes connected with vessels, equipments, or stowage:					
Error in compass		1			1
Defective rigging		1			1
Total		2			2
Class 3. —Causes connected with navigation and seaman- ship:					
Error of masters, officers, and crews		22			22
Error of pilots		4			4
Total		26			26
Class 4. —Causes connected with machinery or boilers:					
Damage to machinery			20		20
Explosion of boilers			4		4
Total			24		24
Class 5. —Other causes:					
Absence of lights or buoys		4			4
Capsized	5				5
Explosion of gases			2		2
Fire			33		33
Ice		1	5		6
Missed stays		5			5
Sprung a leak	26	7	1		34
Struck bridge, rock, etc		9	14		23
Waterlogged		1	1		2
Miscellaneous	1	7	6		14
Unknown		2			2
Total	32	36	62		130
Aggregate	46	150	103		299

TABLE 6.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1903, 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			6	1	4	2		1		1		1	16
Bad management					1				1				3
Carelessness				1									1
Darkness	2												2
Error in judgment	1	1											2
"Fault of other vessel"	4	3	1	9	6	10	7	2	11	7	2	3	65
Fault of tug towing						1							1
Fog	5	6			4		4	8	10		2	4	43
High, baffling winds		2	2					2		2		2	10
Misunderstanding signals	1	3		2		2	2						14
Missed stays		1								1			2
Tides and currents	4	2		2		4			2				14
Unavoidable	2			2	1		2		5	2			14
Want of proper lights			1							1			2
Unknown	3	2	2	3	4	5	3	1	11	2	2	1	39
Total	22	20	12	20	20	24	18	14	40	16	6	16	228

TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1903, 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	2	1	5	10	5		5		3	3	36
Barks.....	2			2		1			1				6
Barkentines.....				1		1	1			1			4
Brigs.....											1		1
Ferryboats.....	4	2				1	1		5		1		22
Schooners.....	21	12	5	13	23	33	24	16	31	21	12	15	234
Scows.....	1			1	2				1	2			7
Sloops.....	3	2	2	1	5	2	1	2	3	1	1		26
Steamers.....	15	14	17	14	13	14	25	10	20	8	6	3	165
Steam canal boats.....							1			2		1	5
Steam yachts.....	5	4										1	11
Ships.....			1				1						2
Yachts.....	3	2		1						1		1	8
Total.....	55	37	30	39	48	64	60	32	66	37	23	36	527

TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1903, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		August.		September.		October.		November.		December.		January.	
	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							
British barkentines.....		1			1		1			1		1	1	
British schooners.....						1	1							
British ships.....								1						2
British steamers.....		1						1				1		
British yachts.....									1					
Cuban steamers.....														
Norwegian steamers.....						1								
Portuguese brigs.....													1	
Spanish ships.....		1												
Uruguayan barks.....														
Total.....	4				1	2	2	2	1		2	2	2	2
Aggregate.....	4				3		4		1		2		4	

Nationality and rig.	February.		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.	
British barks.....											1		1
British barkentines.....											1		1
British schooners.....		1					1	1	1	5	5		10
British ships.....											1		1
British steamers.....		2		4		1					11		11
British yachts.....											1		1
Cuban steamers.....											1		1
Norwegian steamers.....		2		2		1					6		6
Portuguese brigs.....						1					1		1
Spanish ships.....									1		1		1
Uruguayan barks.....										1			1
Total.....	5		6		2	2			1	1	8	27	35
Aggregate.....	5		6		2	2			2		35		

TABLE 9.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1903, 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.	
	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 100 tons	12	12	6	4	3	6	4	9	11	10	13	6	5	6
Over 100 and not exceeding 200 tons.....	2	5	3	1	...	5	1	3	1	3	2	5	5	7
Over 200 and not exceeding 300 tons.....	...	2	1	3	...	...	...	1	1	4	1	3	...	3
Over 300 and not exceeding 500 tons.....	1	2	1	5	1	...	2	1	1	4	4	7	2	6
Over 500 and not exceeding 700 tons.....	...	4	2	3	1	...	6	1	1	2	6	1	1	6
Over 700 and not exceeding 1,000 tons.....	...	5	...	2	...	5	2	3	...	5	2	...	1	3
Over 1,000 and not exceeding 1,500 tons.....	...	1	...	...	1	2	...	1	...	1	1	2	...	3
Over 1,500 and not exceeding 2,000 tons.....	...	1	...	3	...	3	...	2	...	...	2	1	...	2
Over 2,000 and not exceeding 2,500 tons.....	...	2	...	...	...	...	...	...	...	1	3	1	...	3
Over 2,500 and not exceeding 3,000 tons.....	...	3	...	2	...	1	...	...	...	1	...	...	...	1
Over 3,000 and not exceeding 3,500 tons.....	...	...	...	...	...	1	...	1	...	...	1	...	...	...
Over 3,500 and not exceeding 4,000 tons.....	...	...	...	...	...	1	...	1	...	...	...	...	...	2
Over 4,000 and not exceeding 4,500 tons.....	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Over 4,500 and not exceeding 5,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 5,000 and not exceeding 6,000 tons.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Over 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Unknown.....	...	2	...	1	...	1	...	1	...	3	...	3	...	3
Total.....	15	40	13	24	6	24	9	30	15	33	28	36	15	45
Aggregate	55		37		30		39		48		64		60	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	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 100 tons.....	6	2	10	9	8	2	5	1	3	6	86	73	159
Over 100 and not exceeding 200 tons.....	1	1	1	5	2	4	1	1	2	9	21	49	70
Over 200 and not exceeding 300 tons.....	...	1	2	...	5	...	1	1	...	2	6	27	33
Over 300 and not exceeding 500 tons.....	...	...	3	2	...	3	1	3	...	1	16	34	50
Over 500 and not exceeding 700 tons.....	1	1	2	4	1	2	...	2	5	11	40	51	51
Over 700 and not exceeding 1,000 tons.....	2	5	...	5	1	1	1	2	...	2	9	38	47
Over 1,000 and not exceeding 1,500 tons.....	...	5	1	5	...	1	...	...	1	...	4	21	25
Over 1,500 and not exceeding 2,000 tons.....	...	...	...	6	...	1	1	1	...	2	2	23	25
Over 2,000 and not exceeding 2,500 tons.....	...	4	...	...	...	...	...	...	...	1	3	12	15
Over 2,500 and not exceeding 3,000 tons.....	...	2	...	3	...	...	...	1	...	1	1	13	14
Over 3,000 and not exceeding 3,500 tons.....	...	...	...	3	...	2	...	1	...	...	...	9	9
Over 3,500 and not exceeding 4,000 tons.....	...	...	...	1	...	1	...	...	...	...	...	5	5
Over 4,000 and not exceeding 4,500 tons.....	...	...	...	...	...	...	...	...	...	...	...	1	1
Over 4,500 and not exceeding 5,000 tons.....	...	1	...	...	...	...	1	...	...	...	2	2	2
Over 5,000 and not exceeding 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	1	1	1
Over 6,000 tons.....	...	...	...	...	1	...	...	...	...	...	1	1	1
Unknown.....	...	...	...	2	...	2	...	...	1	...	19	19	19
Total.....	10	22	19	47	12	25	10	13	7	29	159	368	527
Aggregate.....	32		66		37		23		36		527		

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, 1903, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	11	7	4	3	9	13	17	6	18	9	5	4	106
Over 5 and not exceeding 10 years.....	10	3	4	10	3	6	5	3	6	3	2	6	65
Over 10 and not exceeding 15 years.....	7	3	3	3	3	3	3	12	10	3	3	3	72
Over 15 and not exceeding 20 years.....	7	3	3	3	3	7	10	3	10	3	3	3	72
Over 20 and not exceeding 25 years.....	4	3	3	3	3	3	7	3	3	3	3	4	45
Over 25 and not exceeding 30 years.....	3	3	3	3	3	16	3	3	3	3	3	4	61
Over 30 and not exceeding 35 years.....	3	4	3	3	3	3	3	3	3	3	3	1	34
Over 35 and not exceeding 40 years.....	1	2	3	4	3	3	3	3	3	3	3	1	25
Over 40 and not exceeding 45 years.....	3	1	1	1	3	3	3	3	3	1	1	1	12
Over 45 and not exceeding 50 years.....	1	1	1	4	1	1	3	3	3	2	1	1	10
Over 50 years.....	1	1	1	3	3	3	1	3	3	2	1	1	21
Unknown.....	2	1	1	1	3	3	3	1	3	2	1	1	21
Total.....	55	37	30	39	48	64	60	32	66	37	23	36	527

TABLE 11.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1903, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	36	22	16	15	13	18	18	19	25	9	4	17	212
Asphalt.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Coal.....	2	4	4	4	8	13	11	5	10	5	4	3	73
Copper.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Cotton, cotton seed, etc.....	1	1	1	1	1	1	2	1	1	1	1	1	4
Fertilizers.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Fish, oysters, etc.....	2	1	1	2	6	2	5	2	2	3	1	2	27
Fruit, coffee, nuts, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Iron, iron ore, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lead.....	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
Logwood.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lumber.....	3	2	4	3	6	2	8	5	4	2	1	1	39
Machinery.....	2	3	3	3	1	5	8	2	2	2	3	2	36
Merchandise (general).....	2	3	3	3	1	5	8	2	2	2	3	2	36
Naval stores.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Sand, plaster, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	13
Sperm oil.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone, brick, etc.....	2	1	1	1	1	1	1	1	1	1	1	1	12
Sugar.....	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	5
Miscellaneous.....	3	2	1	2	4	3	4	6	2	2	2	2	29
Unknown.....	4	2	4	2	3	4	3	2	8	5	1	2	40
Total.....	55	37	30	39	48	64	60	32	66	37	23	36	527

TABLE 12.—*Summary, Atlantic and Gulf coasts.*

Nature of casualty.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering	46	6,938	8,523	10,461	29	17	...	26	20	7	168	175	13
Strandings	150	28,477	47,068	73,545	99	51	...	91	59	1,597	1,546	3,143	23
Vessels collided	228	9,280	190,165	199,445	103	85	40	19	209	4,254	3,087	7,341	42
Other causes	103	1,833	46,421	48,254	44	59	...	23	80	2,470	1,155	3,625	8
Total	527	44,528	287,177	331,705	275	212	40	159	368	8,323	5,956	14,284	86

^aIn 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, 1903, showing the number and value of vessels and cargoes and amount of loss to the same where known.*

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	5	\$64,000	.....	1	\$2,000	.....	.....
August	9	454,600	.....	4	150,800	1	.....
September	12	500,200	1	10	96,000	.....	1
October	12	177,000	1	4	13,250	.....	1
November	4	124,000	.....	1	4,800	.....	.....
December	5	842,000	.....	3	165,000	.....	.....
January	14	813,500	3	4	33,000	.....	3
February	12	807,250	.....	8	229,870	1	.....
March	6	1,295,000	.....	5	100,150	.....	.....
April	2	120,000	.....	2	10,500	.....	.....
May	9	685,100	1	7	102,700	1	.....
June	4	144,000	1	3	18,900	.....	1
Total	94	6,036,650	7	52	926,970	3	6

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July	5	\$17,200	.....	.....	1	\$100	.....	.....
August	9	24,600	.....	.....	4	49,805	.....	1
September	12	78,400	.....	1	7	31,545	.....	4
October	12	27,350	.....	1	1	400	.....	4
November	3	4,950	.....	1	.....	.....	.....	1
December	4	178,600	.....	1	.....	.....	.....	3
January	13	97,060	.....	4	1	1,000	.....	6
February	12	131,900	.....	.....	.....	.....	.....	9
March	5	12,000	.....	1	2	1,150	.....	3
April	2	58,000	.....	.....	1	4,500	.....	1
May	8	48,600	.....	2	2	1,050	.....	6
June	4	11,400	.....	1	1	1,500	.....	3
Total	89	685,060	.....	12	20	91,050	.....	41

^aIn 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, 1903, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	1	4	.....	.....	5	109	739	.....	47	.....
August.....	2	7	.....	.....	9	299	4,502	24	122	.....
September.....	5	7	1	.....	13	487	7,843	212	204	5
October.....	2	10	1	.....	13	239	3,089	57	121	.....
November.....	.....	3	.....	1	4	.....	2,363	1	41	.....
December.....	1	3	.....	1	5	1,919	8,436	65	165	6
January.....	2	11	3	1	17	1,962	13,141	192	256	18
February.....	3	9	.....	.....	12	739	11,275	62	238	3
March.....	1	4	.....	1	6	87	9,723	65	148	.....
April.....	1	1	.....	.....	2	382	679	64	51	.....
May.....	.....	8	1	1	10	.....	8,791	14	202	.....
June.....	.....	4	1	.....	5	.....	3,713	109	86	.....
Total.....	18	71	7	5	101	6,223	74,294	865	1,681	32

TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1903, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	1	\$4,500	.....	.....	\$4,500	3	1	1	.....	4
August.....	3	206,500	4	\$150,500	357,000	2	.....	4	1	2
September.....	6	221,000	2	31,500	252,500	6	6	1	3	4
October.....	2	16,000	.....	.....	16,000	9	2	2	3	8
November.....	3	71,000	.....	.....	71,000	1	1	.....	.....	3
December.....	4	637,000	1	75,000	712,000	1	.....	.....	2	2
January.....	9	423,500	.....	.....	423,500	3	4	5	3	10
February.....	6	450,500	2	104,000	554,500	4	3	2	4	3
March.....	3	767,750	1	30,000	797,750	3	4	.....	.....	1
April.....	2	65,000	.....	.....	65,000	.....	2	.....	.....	.....
May.....	6	171,500	2	56,300	227,800	2	3	2	3	2
June.....	3	86,000	.....	.....	86,000	1	3	1	1	1
Total.....	48	3,120,250	12	447,300	3,567,550	35	29	18	20	40

TABLE 16.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1903, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered													32
Stranded	3	2	6	3	1	2	4	3	1	2	4	1	32
Collided			2	4	2	2	12	8	2		3	2	36
Capsized											1		1
Damage to hull, masts, rigging, etc.		5	1	1							1		8
Damage to machinery			1	1	1		1		1		1		6
Explosion of boiler						1							1
Fire	2	2	3	3				1	2		1	1	15
Struck dock												1	1
Water-logged				1									1
Total	5	9	13	13	4	5	17	12	6	2	10	5	101

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1903, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found- erings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides		1			1
Darkness		2			2
Fog		2			2
Gales, hurricanes, etc.		11	6		17
Heavy sea		2	3		5
Total		18	9		27
Class 2.—Causes connected with vessels, equipments, or stowage:					
Error in compass		1			1
Class 3.—Causes connected with navigation and seaman- ship:					
Error of masters, officers, and crews		7			7
Error of pilots		2			2
Total		9			9
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery			6		6
Explosion of boiler			1		1
Total			7		7
Class 5.—Other causes:					
Absence of lights or buoys		1			1
Fire			15		15
Sprung a leak			1		1
Miscellaneous		3	1		4
Total		4	17		21
Aggregate		32	33		65

TABLE 18.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1903, 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
“Fault of other vessel”.....				2			2						4
Fog.....			2				4	6			2		14
High, baffling winds.....					2								2
Misunderstanding signals.....							2	2					2
Tides, currents, etc.....							2	2	2				6
Unavoidable.....						2	2						4
Unknown.....				1								2	3
Total.....			2	4	2	2	12	8	2		2	2	36

TABLE 19.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1903, 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.....		3											3
Barks.....							1	1					2
Barkentines.....			1								1		2
Brigantines.....			1										1
Schooners.....	1	1	5	2	2	1	3	1	2		3		21
Scows.....		1	2										3
Ships.....							2					1	3
Sloops.....								2	3				5
Steamers.....	4	4	4	11	2	4	11	8	1	2	6	4	61
Total.....	5	9	13	13	4	5	17	12	6	2	10	5	101

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1903, showing nationality and description, and distinguishing those totally lost and those partially damaged.*

Nationality and rig.	Septem-ber.		Octo-ber.		Jan-u-ary.		Feb-ru-ary.		May.		June.		Total.		Aggre-gate.
	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 ships.....					1						1		2		2
British steamships.....				1					1				2		2
German barks.....							1						1		1
Norwegian ships.....				1	1							1	1		2
Norwegian steamships.....	1												1		1
Total.....	1		1	1	2		1		1		1	1	7		8
Aggregate.....	1		1		3		1		1		1		8		

TABLE 21.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1903, 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.	
	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 100 tons.....	...	2	1	1	4	...	1	4	...	2	...	1	...	3
Over 100 and not exceeding 200 tons.....	1	1	...	...	1	...	...	...	...	...	1	...	1	...
Over 200 and not exceeding 300 tons.....	...	...	1	...	...	...	1	...	...	...	...	...	...	1
Over 300 and not exceeding 500 tons.....	...	...	...	2	1	3	...	4	...	1	...	...	...	2
Over 500 and not exceeding 700 tons.....	1	...	1	...	...	...	1	...	...	...	...	...	...	1
Over 700 and not exceeding 1,000 tons.....	...	...	...	2	...	1	...	...	...	...	1	...	...	2
Over 1,000 and not exceeding 1,500 tons.....	...	...	1	...	1	...	...	...	...	...	...	1	...	3
Over 1,500 and not exceeding 2,000 tons.....	...	...	...	1	1	...	...	...	1	...	...	...	1	3
Over 2,000 and not exceeding 2,500 tons.....	...	...	...	...	...	...	...	...	1	...	...	...	1	2
Over 2,500 and not exceeding 3,000 tons.....	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Over 3,000 and not exceeding 3,500 tons.....	...	...	...	...	...	...	...	...	...	...	1	...	...	...
Over 3,500 and not exceeding 4,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	1	...	...
Over 4,000 and not exceeding 4,500 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	1	...
Over 4,500 and not exceeding 5,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 5,000 and not exceeding 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Unknown.....	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Total.....	1	4	2	7	5	8	2	11	...	4	1	4	2	15
Aggregate.....	5		9		13		13		4		5		17	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	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 100 tons.....	1	...	1	...	...	...	4	...	1	8	18	...	26
Over 100 and not exceeding 200 tons.....	...	1	...	...	...	...	...	...	...	3	7	...	10
Over 200 and not exceeding 300 tons.....	1	2	...	...	...	...	1	...	...	3	4	...	7
Over 300 and not exceeding 500 tons.....	1	...	...	1	...	2	...	1	3	12	15	...	15
Over 500 and not exceeding 700 tons.....	...	1	...	...	1	...	...	2	...	9	9	...	9
Over 700 and not exceeding 1,000 tons.....	...	...	2	...	...	...	...	...	...	7	7	...	7
Over 1,000 and not exceeding 1,500 tons.....	1	...	1	...	...	...	...	...	...	7	7	...	7
Over 1,500 and not exceeding 2,000 tons.....	2	1	1	...	...	1	...	1	1	8	9	...	9
Over 2,000 and not exceeding 2,500 tons.....	...	...	1	...	...	...	...	...	...	2	2	...	2
Over 2,500 and not exceeding 3,000 tons.....	1	...	...	...	...	...	2	...	...	4	4	...	4
Over 3,000 and not exceeding 3,500 tons.....	1	...	...	...	...	...	...	...	...	2	2	...	2
Over 3,500 and not exceeding 4,000 tons.....	...	...	...	...	...	...	...	...	...	1	1	...	1
Over 4,000 and not exceeding 4,500 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 4,500 and not exceeding 5,000 tons.....	...	...	1	...	...	...	...	...	...	1	1	...	1
Over 5,000 and not exceeding 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 6,000 tons.....	...	...	...	...	...	...	...	...	...	1	1	...	1
Unknown.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total.....	3	9	1	5	1	1	10	...	5	18	83	...	101
Aggregate.....	12		6		2		10		5		101		...

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the ves-sels 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, 1903, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	7	4	5	1	3	3	3	2	1	1	5	37
Over 5 and not exceeding 10 years.....	...	...	1	1	1	...	3	3	...	1	2	...	9
Over 10 and not exceeding 15 years.....	...	...	2	2	1	...	...	2	...	...	...	...	13
Over 15 and not exceeding 20 years.....	2	1	3	2	...	1	3	2	2	...	...	...	18
Over 20 and not exceeding 25 years.....	...	...	3	...	1	...	3	2	...	...	...	...	10
Over 25 and not exceeding 30 years.....	...	1	...	2	...	1	2	1	1	...	...	...	8
Over 30 and not exceeding 35 years.....	1	...	...	...	...	...	...	1	1	...	1	...	4
Over 35 and not exceeding 40 years.....	...	...	...	...	...	...	1	...	...	...	...	...	1
Over 40 and not exceeding 45 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 45 and not exceeding 50 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 50 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Unknown.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Total.....	5	9	13	13	4	5	17	12	6	2	10	5	101

TABLE 23.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1903, showing the number of vessels and distinguishing their cargoes.

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	4	4	2	8	3	2	10	3	1	...	2	1	40
Coal.....	...	...	...	1	...	...	...	1	...	...	...	...	1
Copper.....	...	...	...	...	...	...	...	...	...	...	...	...	1
Fish.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Lumber.....	...	1	3	2	1	...	2	2	...	...	2	1	13
Merchandise (general).....	...	3	4	...	...	3	2	1	5	2	3	2	25
Sugar.....	...	...	...	...	...	...	...	1	...	...	1	...	2
Wood.....	...	...	...	...	...	...	...	1	...	...	1	...	2
Miscellaneous.....	1	1	2	1	...	...	1	3	...	...	1	...	10
Unknown.....	...	...	1	1	...	...	...	...	...	...	...	1	6
Total.....	5	9	13	13	4	5	17	12	6	2	10	5	101

TABLE 24.—Summary, Pacific coast.

Nature of casualty.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown, whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering.....	32	3,651	14,617	18,268	19	13	...	13	...	...	...	...	...
Strandings.....	36	...	40,085	40,085	18	12	6	...	19	305	446	751	26
Vessels collided.....	33	2,572	19,592	22,164	18	15	...	5	36	354	678	1,032	...
Other causes.....	...	...	...	...	...	...	...	...	28	206	557	763	6
Total.....	101	6,223	74,294	80,517	55	40	6	18	83	865	1,681	2,546	32

^a 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, 1903, showing the number and value of vessels and cargoes and amount of loss to same, where known.

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown, whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	36	\$3,299,900	.....	19	\$118,600	.....	3
August.....	19	688,300	.....	10	161,080	.....	.....
September.....	37	1,613,700	.....	28	854,225	.....	.....
October.....	25	1,243,200	1	17	379,455	.....	1
November.....	40	2,481,315	4	32	617,035	.....	4
December.....	12	1,119,900	.....	8	161,805	.....	.....
January.....	.....	.....	.....	.....	.....	.....	.....
February.....	1	3,000	.....	.....	.....	.....	.....
March.....	1	12,000	.....	.....	.....	.....	.....
April.....	13	943,000	3	6	90,600	.....	3
May.....	31	2,548,500	2	20	321,370	.....	2
June.....	17	788,000	1	10	273,255	.....	1
Total.....	232	14,740,815	11	150	2,977,425	.....	14

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	29	\$163,815	.....	7	3	\$9,180	.....	19
August.....	16	135,695	.....	3	4	11,950	.....	6
September.....	37	169,755	.....	12	7	104,480	.....	16
October.....	24	185,140	.....	2	7	101,000	.....	11
November.....	34	245,775	.....	10	16	51,620	.....	20
December.....	11	73,700	.....	1	3	6,750	.....	5
January.....	.....	.....	.....	.....	.....	.....	.....	.....
February.....	1	3,000	.....	.....	.....	.....	.....	.....
March.....	1	1,500	.....	.....	.....	.....	.....	.....
April.....	11	68,860	.....	5	2	2,400	.....	7
May.....	25	122,525	.....	8	5	2,735	.....	17
June.....	15	129,900	.....	3	7	40,880	.....	4
Total.....	204	1,299,665	.....	39	59	330,995	.....	105

^aIn 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, 1903, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	1	28	3	4	36	1,997	45,761	558	827	.....
August.....	4	12	1	2	19	2,405	11,842	326	255	3
September.....	7	30	.....	.....	37	2,828	32,754	93	460	3
October.....	8	16	1	1	26	5,040	20,323	.....	248	14
November.....	10	24	2	8	44	5,704	47,895	7	537	22
December.....	3	8	.....	1	12	678	20,150	.....	156	12
January.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February.....	1	.....	.....	.....	1	73	.....	.....	5	.....
March.....	.....	1	.....	.....	1	.....	498	.....	11	.....
April.....	1	10	3	2	16	427	16,215	8	147	.....
May.....	3	22	3	5	33	1,023	49,766	610	453	2
June.....	5	10	1	2	18	1,597	16,702	43	206	6
Total.....	43	161	14	25	243	21,772	261,906	1,645	3,305	62

TABLE 27.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1903, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown, whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	16	\$1,731,250	5	\$68,950	\$1,800,200	16	9	4	8	14
August.....	10	395,500	5	36,230	431,730	7	1	2	4	9
September.....	14	775,585	6	107,750	883,335	17	7	6	15	9
October.....	5	302,000	8	193,025	495,025	17	3	4	7	8
November.....	20	1,858,210	10	272,850	2,131,060	16	9	8	17	8
December.....	4	446,500	4	99,905	546,405	8	1	.....	3	4
January.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February.....	1	2,400	.....	.....	2,400	.....	.....	.....	.....	1
March.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
April.....	6	450,000	1	3,000	453,000	5	2	5	6	7
May.....	12	1,188,900	5	52,855	1,241,755	13	1	8	16	11
June.....	8	442,000	5	126,600	568,600	8	2	2	4	7
Total.....	96	7,592,345	49	961,165	8,553,510	108	35	39	80	79

TABLE 28.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1903, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	.....	2	4	2	2	1	.....	.....	.....	1	.....	1	13
Stranded.....	8	2	18	6	14	7	.....	.....	.....	2	5	7	69
Collided.....	20	6	.....	11	20	2	.....	.....	.....	10	20	4	93
Damage to hull, masts, rigging, etc.....	.....	.....	1	1	.....	.....	.....	.....	1	.....	.....	1	4
Damage to machinery.....	2	3	2	1	.....	.....	.....	.....	1	.....	2	2	13
Fire.....	1	2	5	1	3	1	.....	1	.....	.....	4	2	20
Sprung a leak.....	.....	1	2	.....	.....	.....	.....	.....	1	.....	.....	.....	4
Struck bridge, pier, obstruction, etc.....	4	2	5	2	3	1	.....	.....	1	.....	1	1	20
Water-logged.....	.....	.....	2	1	.....	.....	.....	.....	.....	1	1	.....	4
Miscellaneous.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Total.....	36	19	37	26	44	12	.....	1	1	16	33	18	243

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1903, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides		1			1
Darkness		6			6
Fog		19			19
Gales, hurricanes, etc	3	17	11		31
Heavy seas	2	5	4		11
Snowstorms		5			5
Total	5	53	15		73
Class 2.—Causes connected with vessels, equipments, or stowage:					
Error in compass		1			1
Class 3.—Causes connected with navigation and seaman- ship:					
Errors of masters, officers, and crews		4	1		5
Error of pilot			1		1
Total		4	2		6
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery			13		13
Class 5.—Other causes:					
Absence of lights, buoys, etc		3	1		4
Capsized	1				1
Fire			18		18
Sprung a leak	7	1			8
Struck bridge, pier, rock, etc		2	18		20
Miscellaneous		4	1		5
Unknown		1			1
Total	8	11	38		57
Aggregate	13	69	68		150

TABLE 30.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1903, 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	3	...	2	8	...	...	...	...	4	2	1	24
Bad management					1	...	...	...	...				3
Darkness	4				2	...	...	...	...				6
"Fault of other vessel"		2		2	6	...	...	...	...	3	4	1	18
Fog	6					...	...	...	...		8		14
High, baffling winds				2		...	...	...	...				2
Misunderstanding signals	2				1	...	...	...	...		1		4
Tides and currents	2			4		...	...	...	...				6
Unavoidable						2	...	...	...				2
Unknown	2	1		1	2	...	...	...	...	3	3	2	14
Total	20	6	...	11	20	2	...	...	...	10	20	4	93

TABLE 31.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1903, 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	...	1	...	...	...	...	2	...	6
Ferryboats.....	...	1	1	...	1	...	...	...	...	...	1	...	4
Schooners.....	7	5	14	12	10	3	...	...	...	3	7	2	63
Scows.....	1	...	...	...	1	...	...	...	...	...	...	...	2
Steamers.....	27	12	22	12	30	8	...	1	1	13	21	16	163
Steam barges.....	...	...	...	...	2	...	...	...	...	...	...	...	2
Steam canal boats.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Steam yachts.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Yachts.....	...	1	...	...	...	...	...	...	...	...	...	...	1
Total.....	36	19	37	26	44	12	...	1	1	16	33	18	243

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1903, showing nationality and description, and distinguishing those totally lost and those partially damaged.*

Nationality and rig.	July.		August.		September.		October.		November.		April.		May.		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.	
British ferryboats.....	1	...	1	...	1
British schooners.....	1	1	...	1	...	...	...	...	1	1	2	...	5
British steamers.....	...	2	...	1	...	...	...	1	...	1	...	2	...	...	...	...	7
Total.....	...	2	...	1	1	1	...	2	...	1	...	3	...	2	1	12	13
Aggregate.....	2	...	1	...	2	...	2	...	1	...	3	...	2	...	13	...	

TABLE 33.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1903, 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.	
	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 100 tons	4	2	2	4	3	1	3	2	5	1	1	.....	.....	.....
Over 100 and not exceeding 200 tons	2	1	1	1	2	1	.....	.....	2	.....	.....	.....	.....	.....
Over 200 and not exceeding 300 tons	2	1	2	4	4	3	3	1	1	.....	.....	.....	.....	.....
Over 300 and not exceeding 500 tons	4	2	2	4	1	1	2	3	2	1	.....	.....	.....	.....
Over 500 and not exceeding 700 tons	2	.....	3	2	.....	1	1	.....	.....	.....	.....	.....	.....	.....
Over 700 and not exceeding 1,000 tons .....	.....	1	1	1	1	3	4	1	1	.....	.....	.....	.....	.....
Over 1,000 and not exceeding 1,500 tons	5	1	1	2	4	1	2	2	2	1	.....	.....	.....	.....
Over 1,500 and not exceeding 2,000 tons	7	1	1	4	.....	2	2	4	1	.....	.....	.....	.....	.....
Over 2,000 and not exceeding 2,500 tons	4	1	2	5	.....	2	5	5	1	.....	.....	.....	.....	.....
Over 2,500 and not exceeding 3,000 tons	1	.....	.....	.....	1	1	.....	2	1	.....	.....	.....	.....	.....
Over 3,000 and not exceeding 3,500 tons	2	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Over 3,500 and not exceeding 4,000 tons	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Over 4,000 and not exceeding 4,500 tons	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Over 4,500 and not exceeding 5,000 tons .....	.....	.....	.....	.....	1	1	.....	2	.....	1	.....	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Over 6,000 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	1	.....	.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....	.....
Total	1	35	4	15	7	30	8	18	10	34	3	9	.....	.....
Aggregate	36	.....	19	.....	37	.....	26	.....	44	.....	12	.....	.....	.....

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	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 100 tons	2	1	3	1	2	12	25	.....	37
Over 100 and not exceeding 200 tons	1	.....	.....	.....	2	1	.....	.....	.....	4	7	.....	11
Over 200 and not exceeding 300 tons	1	1	.....	.....	6	15	.....	21
Over 300 and not exceeding 500 tons	1	1	1	.....	2	2	3	8	22	.....	30
Over 500 and not exceeding 700 tons	1	9	.....	10
Over 700 and not exceeding 1,000 tons	3	1	.....	.....	.....	4	14	.....	18
Over 1,000 and not exceeding 1,500 tons	3	.....	.....	.....	2	5	24	.....	29
Over 1,500 and not exceeding 2,000 tons	3	.....	.....	.....	.....	2	24	.....	24
Over 2,000 and not exceeding 2,500 tons	1	.....	4	.....	5	1	29	.....	30
Over 2,500 and not exceeding 3,000 tons	2	.....	1	.....	.....	2	7	.....	9
Over 3,000 and not exceeding 3,500 tons	1	.....	1	.....	.....	4	.....	4
Over 3,500 and not exceeding 4,000 tons	1	.....	1	.....	.....	3	.....	3
Over 4,000 and not exceeding 4,500 tons	3	.....	.....	.....	.....	5	.....	5
Over 4,500 and not exceeding 5,000 tons	1	.....	.....	.....	.....	6	.....	6
Over 5,000 and not exceeding 6,000 tons	1	.....	1
Over 6,000 tons
Unknown	1	.....	.....	.....	.....	.....	5	.....	5
Total	1	.....	1	1	15	3	30	5	13	43	200	.....	243
Aggregate	1	.....	1	16	.....	33	.....	18	.....	243	.....	.....	.....

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, 1903, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	8	2	2	4	11	2	.....	.....	.....	4	10	2	45
Over 5 and not exceeding 10 years.....	9	1	1	4	4	1	.....	.....	1	3	4	1	28
Over 10 and not exceeding 15 years.....	8	5	9	4	8	6	.....	.....	.....	3	4	4	51
Over 15 and not exceeding 20 years.....	2	4	4	1	3	.....	.....	.....	.....	1	2	1	18
Over 20 and not exceeding 25 years.....	1	1	2	4	3	1	.....	1	.....	2	3	.....	23
Over 25 and not exceeding 30 years.....	2	5	5	3	5	2	.....	.....	.....	3	3	5	30
Over 30 and not exceeding 35 years.....	1	2	4	2	4	.....	.....	.....	2	4	.....	.....	19
Over 35 and not exceeding 40 years.....	3	.....	2	2	4	.....	.....	.....	.....	1	.....	3	15
Over 40 and not exceeding 45 years.....	.....	1	1	1	1	.....	.....	.....	.....	.....	.....	1	4
Over 45 and not exceeding 50 years.....	2	1	1	.....	.....	.....	.....	.....	.....	.....	2	.....	6
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	.....	.....	.....	1	1	.....	.....	.....	.....	1	.....	1	4
Total.....	36	19	37	26	44	12	.....	1	1	16	33	18	243

TABLE 35.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1903, showing the number of vessels and distinguishing their cargoes.

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	14	9	9	8	8	4	.....	1	1	7	11	7	79
Coal.....	1	1	3	4	8	5	.....	.....	.....	1	9	3	35
Copper ore.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fruits.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain.....	.....	.....	1	3	3	.....	.....	.....	.....	.....	1	3	11
Iron, iron ore, etc.....	6	2	7	4	7	2	.....	.....	1	2	3	2	34
Lumber.....	3	5	7	4	5	.....	.....	.....	.....	2	2	1	29
Merchandise (general).....	4	1	2	.....	4	1	.....	.....	.....	1	4	.....	17
Provisions.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Salt.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sand, plaster, etc.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Stone, brick, etc.....	1	1	2	.....	1	.....	.....	.....	.....	.....	.....	1	5
Sugar.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Wood.....	.....	.....	1	1	2	.....	.....	.....	.....	.....	.....	.....	4
Miscellaneous.....	4	.....	3	1	.....	.....	.....	.....	.....	.....	.....	.....	8
Unknown.....	3	.....	.....	1	4	.....	.....	.....	.....	3	2	1	14
Total.....	36	19	37	26	44	12	.....	1	1	16	33	18	243

TABLE 36.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1903, showing the number of vessels and distinguishing the lakes and connecting rivers on which they occurred.

Locality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie.....	7	3	9	3	12	2	.....	.....	.....	2	4	6	48
Lake Huron.....	12	1	5	6	8	.....	.....	.....	.....	4	1	2	40
Lake Michigan.....	7	12	15	6	9	3	.....	.....	1	7	5	2	66
Lake Ontario.....	.....	.....	.....	.....	.....	4	.....	1	.....	.....	1	2	8
Lake Superior.....	3	2	6	3	4	.....	.....	.....	.....	1	6	2	27
Lake St. Clair.....	5	.....	.....	2	.....	.....	.....	.....	.....	.....	2	1	10
Detroit River.....	.....	.....	1	2	5	.....	.....	.....	.....	.....	6	2	16
St. Clair River.....	.....	1	.....	.....	4	.....	.....	.....	.....	.....	4	.....	9
St. Marys River.....	2	.....	1	4	1	2	.....	.....	.....	2	4	.....	16
Straits of Mackinac.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Welland Canal.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total.....	36	19	37	26	44	12	.....	1	1	16	33	18	243

TABLE 37.—*Summary—Great Lakes.*

Nature of casualty.	Vessels.	Tonnage of vessels—		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering	13	6, 011	282	6, 293	9	4	.....	10	3	.....	99	99	49
Strandings	69	5, 268	83, 598	88, 866	55	14	.....	15	54	92	990	1, 082	4
Vessels collided	93	5, 527	135, 964	141, 491	49	30	14	5	88	401	1, 261	1, 662	8
Other causes	68	4, 966	42, 062	47, 028	37	31	.....	13	55	1, 152	955	2, 107	1
Total	243	21, 772	261, 906	283, 678	150	79	14	43	200	1, 645	3, 805	4, 950	62

^a 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, 1903, showing the number and value of vessels and cargoes and amount of loss to same, where known.*

Month.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	14	367, 000	.....	3	12, 150	1	.....
August	8	610, 500	.....	5	21, 700	1	.....
September	9	144, 000	2	1	3, 000	.....	2
October	19	244, 605	2	6	141, 830	.....	2
November	15	806, 735	.....	9	218, 200	.....	.....
December	9	142, 200	.....	3	4, 085	.....	.....
January	16	467, 900	.....	7	90, 300	2	.....
February	9	88, 500	.....	4	8, 000	.....	.....
March	24	552, 885	1	10	100, 400	.....	1
April	11	801, 000	.....	4	45, 125	2	.....
May	6	88, 000	.....	3	35, 600	.....	.....
June	7	50, 800	.....	1	45	1	.....
Total	147	3, 366, 125	5	56	680, 435	7	5

Month.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. ^a	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Number.	Amount.			Number.	Amount.		
July	14	44, 950	.....	.....	1	30	.....	3
August	7	86, 400	.....	1	4	21, 325	.....	2
September	9	35, 850	.....	2	1	1, 250	.....	2
October	17	62, 730	.....	4	2	400	.....	6
November	15	53, 000	.....	.....	4	26, 550	.....	5
December	9	70, 860	.....	.....	3	2, 285	.....	.....
January	15	60, 635	.....	1	3	5, 825	.....	6
February	9	82, 500	.....	.....	4	5, 300	.....	.....
March	21	98, 585	.....	4	5	58, 175	.....	6
April	10	49, 950	.....	1	.....	.....	.....	6
May	6	71, 750	.....	.....	3	35, 300	.....	.....
June	7	80, 700	.....	.....	.....	.....	.....	2
Total	139	747, 900	.....	13	30	153, 440	.....	38

^a 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, 1903, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	6	8	.....	.....	14	196	3,157	444	194	.....
August.....	4	4	.....	.....	8	932	1,721	68	109	.....
September.....	4	7	.....	.....	11	393	11,024	38	70	.....
October.....	5	15	1	.....	21	587	5,356	552	242	3
November.....	4	11	.....	.....	15	453	4,687	67	279	.....
December.....	3	6	.....	.....	9	1,327	684	17	74	.....
January.....	2	14	.....	.....	16	162	8,174	75	254	3
February.....	6	3	.....	.....	9	1,098	350	18	75	17
March.....	7	18	.....	.....	25	766	8,322	52	435	8
April.....	2	9	.....	.....	11	240	5,933	54	243	.....
May.....	3	3	.....	.....	6	1,942	259	2	59	.....
June.....	2	5	.....	.....	7	73	1,277	189	69	4
Total.....	48	103	1	.....	152	8,169	50,944	1,576	2,103	35

TABLE 40.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1903, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	7	\$136,035	.....	.....	\$136,035	7	3	.....	1	10
August.....	2	52,000	1	\$15,000	67,000	5	3	.....	2	2
September.....	2	9,000	.....	.....	9,000	4	1	.....	2	8
October.....	11	156,500	4	139,300	295,800	6	2	.....	4	13
November.....	10	113,500	2	64,000	177,500	3	3	.....	2	6
December.....	2	45,000	1	640	45,640	6	1	.....	1	6
January.....	8	151,000	2	21,000	172,000	8	5	.....	2	7
February.....	3	25,000	1	2,000	27,000	5	2	.....	1	5
March.....	10	76,800	3	68,000	144,800	12	2	.....	3	14
April.....	6	100,500	1	10,000	110,500	4	4	.....	1	5
May.....	3	57,000	2	35,200	92,200	3	1	.....	.....	3
June.....	2	16,000	.....	.....	16,000	5	1	.....	1	5
Total.....	66	938,335	17	355,040	1,293,375	68	28	18	23	84

TABLE 41.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1903, 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	2	.....	1	1	3	1	.....	3	14
Stranded.....	4	.....	1	.....	2	.....	1	.....	.....	.....	.....	.....	13
Collided.....	2	2	4	8	6	.....	4	1	8	4	.....	.....	38
Damage to hull, masts, rigging, etc.....	.....	.....	.....	1	1	.....	.....	.....	1	.....	1	.....	4
Damage to machinery.....	2	1	.....	1	.....	.....	.....	2	2	.....	.....	1	9
Explosion of boilers.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fire.....	5	2	4	7	1	.....	2	3	4	3	2	.....	34
Ice.....	.....	.....	.....	.....	2	.....	3	3	1	.....	.....	.....	9
Sprung a leak.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Struck bridge, snag, obstruction, etc.....	1	.....	2	2	3	5	3	1	6	1	2	3	29
Total.....	14	8	11	21	15	9	16	9	25	11	6	7	152

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1903, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1. —Causes connected with the weather:					
Calms, currents, and tides.....		1			1
Fog.....		3	1		4
Gales.....	2		3		5
Snowstorms.....		1			1
Total.....	2	5	4		11
Class 3. —Causes connected with navigation and seamanship:					
Errors of pilots.....		2			2
Class 4. —Causes connected with machinery or boilers:					
Damage to machinery.....			9		9
Explosion of boilers.....			1		1
Total.....			10		10
Class 5. —Other causes:					
Capsized.....	3				3
Fire.....			34		34
Ice.....			9		9
Sprung a leak.....	5	1			6
Struck bridge, snag, obstruction, etc.....			28		28
Miscellaneous.....	4	5	2		11
Total.....	12	6	73		91
Aggregate.....	14	13	87		114

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 on the rivers of the United States during the year ending June 30, 1903, 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			2			6
Bad management.....					1								1
Darkness.....			2										2
"Fault of other vessel".....		2	1		3				6				12
Fog.....				2	2								4
High, baffling winds.....				2									2
Tides, currents, etc.....										2			2
Unavoidable.....	2						2						4
Want of proper lights.....				2									2
Unknown.....			1						2				3
Total.....	2	2	4	8	6		4		8	4			38

TABLE 44.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1903, 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	1	1			4
Ferryboats.....					1				1				4
Schooners.....		1		1		2	4		3	2	1	1	15
Ships.....				1									1
Sloops.....				1					1				2
Steamers.....	14	7	11	16	13	7	11	8	19	7	3	4	120
Steam yachts.....				1									1
Total.....	14	8	11	21	15	9	16	9	25	11	6	7	152

TABLE 45.—*Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1903, showing nationality and description, and distinguishing those totally lost and those partially damaged.*

Nationality and rig.	September.		October.		March.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British ship.....				1				1	1
British steamship.....		1						1	1
Norwegian steamship.....						1		1	1
Total.....		1		1		1		3	3
Aggregate.....	1		1		1		3		

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1903, 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.	
	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 100 tons.....	6	2	2		3	3	3	6	3	3	2	3	2	3
Over 100 and not exceeding 200 tons.....		3		2		1	1	4		3		2		
Over 200 and not exceeding 300 tons.....			1		1		1		1			1		4
Over 300 and not exceeding 500 tons.....		1		1		1		1		2		2		1
Over 500 and not exceeding 700 tons.....		1	1					2		1		1		1
Over 700 and not exceeding 1,000 tons.....								1		1		1		2
Over 1,000 and not exceeding 1,500 tons.....				1		1				1	1			2
Over 1,500 and not exceeding 2,000 tons.....		1						1						1
Over 2,000 and not exceeding 2,500 tons.....														
Over 2,500 and not exceeding 3,000 tons.....														
Over 3,000 and not exceeding 3,500 tons.....														
Over 3,500 and not exceeding 4,000 tons.....														
Over 4,000 and not exceeding 4,500 tons.....														
Over 4,500 and not exceeding 5,000 tons.....														
Over 5,000 and not exceeding 6,000 tons.....						1								
Over 6,000 tons.....														
Unknown.....							1							
Total.....	6	8	4	4	4	7	5	16	4	11	3	6	2	14
Aggregate.....	14		8		11		21		15		9		16	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	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 100 tons.....	4	2	5	4	1	1	1	2	2	1	34	30	64
Over 100 and not exceeding 200 tons.....			1	6	1	1			1	3	24	24	27
Over 200 and not exceeding 300 tons.....	1	1	1	2					1	6	9	9	15
Over 300 and not exceeding 500 tons.....				1		1					11	11	11
Over 500 and not exceeding 700 tons.....	1			2		3	1			3	10	10	13
Over 700 and not exceeding 1,000 tons.....						1					5	5	5
Over 1,000 and not exceeding 1,500 tons.....				1		1	1			2	7	7	9
Over 1,500 and not exceeding 2,000 tons.....				1		1					5	5	5
Over 2,000 and not exceeding 2,500 tons.....				1						1	1	1	1
Over 2,500 and not exceeding 3,000 tons.....													
Over 3,000 and not exceeding 3,500 tons.....													
Over 3,500 and not exceeding 4,000 tons.....													
Over 4,000 and not exceeding 4,500 tons.....													
Over 4,500 and not exceeding 5,000 tons.....													
Over 5,000 and not exceeding 6,000 tons.....													
Over 6,000 tons.....											1	1	1
Unknown.....											1	1	1
Total.....	6	3	7	18	2	9	3	3	2	5	48	104	152
Aggregate.....	9		25		11		6		7		152		

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 89.

TABLE 47.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1903, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	9	2	2	6	5	2	4	4	11	3	....	1	49
Over 5 and not exceeding 10 years.....	1	1	1	3	3	2	4	1	6	3	1	1	27
Over 10 and not exceeding 15 years.....	3	1	3	5	4	....	3	2	3	4	1	3	32
Over 15 and not exceeding 20 years.....	....	1	1	....	....	1	....	....	....	....	....	1	3
Over 20 and not exceeding 25 years.....	....	3	2	2	....	1	....	....	2	....	1	1	13
Over 25 and not exceeding 30 years.....	....	1	....	2	1	....	3	1	2	1	1	....	12
Over 30 and not exceeding 35 years.....	....	....	1	1	1	2	....	1	1	....	1	....	8
Over 35 and not exceeding 40 years.....	....	....	....	....	....	....	....	....	....	....	1	....	2
Over 40 and not exceeding 45 years.....	1	....	....	....	1	1	1	....	....	....	....	....	3
Over 45 and not exceeding 50 years.....	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 50 years.....	....	....	1	....	....	....	....	....	....	....	....	....	2
Unknown.....	....	....	....	1	....	....	....	....	....	....	....	....	1
Total.....	14	8	11	21	15	9	16	9	25	11	6	7	152

TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1903, showing the number of vessels and distinguishing their cargoes.

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	10	2	8	13	6	6	7	5	14	5	3	5	84
Coal.....	....	....	....	....	....	....	2	....	1	....	....	....	5
Cotton, cotton seed, etc.....	....	....	....	2	3	....	1	....	2	....	....	....	8
Fertilizers.....	....	1	....	....	....	....	....	....	....	....	....	....	1
Fruit.....	....	1	....	....	....	....	....	....	....	....	....	....	1
Grain.....	....	1	....	1	....	....	....	....	....	....	1	....	3
Lumber.....	....	....	....	....	....	....	1	2	1	....	....	....	4
Merchandise (general).....	3	2	1	1	3	1	2	1	4	2	2	....	22
Petroleum.....	....	....	....	....	1	....	1	....	1	1	....	....	4
Provisions.....	....	1	....	....	1	....	....	....	....	....	....	....	2
Stone, brick, etc.....	....	....	....	1	....	....	....	....	....	....	....	....	1
Wood.....	....	....	....	....	....	2	....	....	....	....	....	1	3
Miscellaneous.....	1	....	....	1	1	....	2	1	1	1	....	1	9
Unknown.....	....	....	2	2	....	....	....	....	1	....	....	....	5
Total.....	14	8	11	21	15	9	16	9	25	11	6	7	152

TABLE 49.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1903, distinguishing the rivers on which they occurred.

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alleghany.....	1												1
Amite, Louisiana.....						1							1
Apalachicola, Florida.....				2									2
Arkansas.....							1						1
Atchafalaya, Louisiana.....	2												2
Bayou Teche, Louisiana.....				1									1
Big Sandy, Kentucky.....					1				1				2
Cape Fear, North Carolina.....										1			1
Chickahominy, Virginia.....												1	1
Choptank, Maryland.....		1											1
Chowan, North Carolina.....								1					1
Columbia, South Carolina.....	1	1	1	2				1					6
Cooper, South Carolina.....							1						1
Delaware.....	1		2	1	2	1	5	1	2	4			19
Flint, Georgia.....	1												1
Forked Deer, Tennessee.....						1							1
Green, Kentucky.....									1				1
Hackensack, New Jersey.....	1			1									2
Hudson.....	1	2	1		1	3			2	1	1		12
James.....									1				1
Kanawha, Little.....						1		1					2
Kansas, Kansas.....												1	1
Kennebec.....	1												1
Manatee, Florida.....				1									1
Mississippi.....			2	5	4		1		5	1	1	3	22
Missouri.....				1			1	2				1	4
Monongahela.....	2	1		1	1				1				6
Ocklawaha, Florida.....									1				1
Ohio.....	2		3	3	3	2	2	1	5		1	1	25
Ouachita.....										1			1
Passaic, New Jersey.....							1						1
Pascagoula, Mississippi.....			1										1
Penobscot.....							1		1				2
Potomac.....											1		1
Raritan, New Jersey.....		1		1									2
Rappahannock, Virginia.....							1						1
Red, Louisiana.....				1			1		1				3
Rogue, Oregon.....					1								1
St. Francis, Arkansas.....										1			1
St. Johns, Florida.....									1				1
St. Lawrence.....			1										1
Sacramento, California.....		1							1				2
San Joaquin, California.....	1												1
Satilla, Georgia.....								1			1		2
Tennessee.....								1					1
Tensas, Alabama.....				2									2
Tombigbee, Alabama.....									1				1
White, Arkansas.....											1		1
Willamette, Oregon.....					1		1						2
Yazoo.....		1			1				1				3
Total.....	14	8	11	21	15	9	16	9	25	11	6	7	152

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

Nature of casualty.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering.....	14	284	1,412	1,696	3	11	.....	7	7	44	78	122	19
Strandings.....	13	788	3,210	3,998	6	7	.....	5	8	485	205	690	1
Vessels collided.....	38	129	33,319	33,448	17	16	5	3	35	632	548	1,180	5
Other causes.....	87	6,968	13,003	19,971	37	50	.....	33	54	415	1,272	1,687	10
Total.....	152	8,169	50,944	59,113	63	84	5	48	104	1,576	2,103	3,679	35

^aIn 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 water during the year ending June 30, 1903, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	10	\$1,281,000	.....	5	\$275,400	1	.....
August.....	9	439,600	.....	9	57,340	.....	.....
September.....	3	145,000	.....	.....	.....	1	.....
October.....	14	376,700	.....	12	117,445	.....	.....
November.....	20	784,000	2	15	166,500	.....	2
December.....	22	1,570,000	.....	16	268,125	1	.....
January.....	13	233,500	1	10	46,800	.....	1
February.....	14	315,000	.....	9	95,940	.....	.....
March.....	17	1,349,000	2	15	492,675	.....	2
April.....	7	772,000	.....	5	65,245	1	.....
May.....	7	140,500	.....	5	105,000	1	.....
June.....	8	573,600	.....	3	31,250	1	.....
Total.....	144	7,979,800	5	104	1,721,720	6	5

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	10	\$107,600	.....	.....	1	\$8,400	.....	5
August.....	9	71,800	.....	.....	7	29,340	.....	2
September.....	3	5,425	.....	.....	.....	.....	.....	1
October.....	13	118,600	.....	1	8	29,275	.....	4
November.....	19	176,825	.....	3	10	69,860	.....	7
December.....	22	206,400	.....	.....	10	61,500	.....	7
January.....	13	140,600	.....	1	7	28,800	.....	4
February.....	14	123,100	.....	.....	7	33,320	.....	2
March.....	17	395,635	.....	2	6	49,800	.....	11
April.....	7	118,975	.....	.....	4	55,045	.....	2
May.....	6	39,200	.....	1	3	5,800	1	.....
June.....	8	18,750	.....	.....	1	7,000	.....	3
Total.....	141	1,522,910	.....	8	64	378,140	1	50

^aIn 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, 1903, showing the number of vessels totally lost, the number damaged, and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	2	8	.....	.....	10	792	16,503	254	358	1
August.....	5	4	.....	.....	9	1,849	4,045	3	118	9
September.....	.....	3	.....	.....	3	.....	3,842	.....	63	.....
October.....	7	6	.....	1	14	1,963	5,184	36	182	7
November.....	8	11	2	.....	22	3,917	11,978	20	232	19
December.....	9	13	.....	.....	22	3,853	18,987	46	354	9
January.....	7	6	1	.....	14	3,786	7,065	13	120	.....
February.....	4	10	.....	.....	14	3,135	6,795	1	151	32
March.....	4	13	2	.....	19	5,051	17,240	159	360	32
April.....	3	4	.....	.....	7	2,188	6,971	3	136	12
May.....	3	3	.....	1	7	378	6,126	.....	121	15
June.....	1	7	.....	.....	8	196	8,633	47	151	.....
Total.....	53	88	5	3	149	27,108	113,369	582	2,346	136

TABLE 53.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1903, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	5	\$659,000	2	\$19,000	\$678,000	3	.....	2	4	4
August.....	4	268,200	3	19,200	287,400	4	3	1	3	.....
September.....	.....	.....	.....	.....	.....	1	.....	2	1	2
October.....	8	258,700	7	53,590	312,290	5	3	1	2	2
November.....	12	276,975	5	67,500	344,475	4	3	6	9	5
December.....	13	954,660	5	33,205	987,865	7	5	2	7	5
January.....	7	67,600	3	13,800	81,400	4	4	3	4	3
February.....	10	82,025	6	73,940	155,965	3	.....	1	3	5
March.....	12	824,000	7	105,370	929,370	2	3	5	7	2
April.....	3	616,000	3	16,145	632,145	2	1	2	2	1
May.....	5	66,200	.....	.....	66,200	2	1	.....	5	1
June.....	3	219,000	1	10,000	229,000	1	1	4	2	4
Total.....	82	4,292,350	42	411,750	4,704,100	38	24	29	49	34

TABLE 54.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1903, 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	....	2	1	2	3	1	....	1	....	....	12
Stranded	2	5	....	2	3	5	4	1	1	....	4	2	29
Collided .....	....	....	....	....	4	....	2	4	10	2	....	4	26
Abandoned .....	....	....	....	1	3	2	3	....	....	....	....	....	11
Damage to hull, masts, rigging, etc.	3	1	2	2	4	4	2	5	2	2	1	1	29
Damage to machinery	2	1	1	2	2	3	....	....	2	1	....	1	15
Fire	1	....	....	1	....	....	....	....	....	....	....	....	2
Never heard from .....	....	1	....	1	2	2	....	3	1	1	....	....	11
Sprung a leak .....	....	....	....	1	....	3	....	....	....	....	2	....	6
Struck wreck, etc .....	....	....	....	....	1	....	....	....	....	....	....	....	1
Water-logged .....	....	....	....	1	....	....	....	....	....	....	....	....	1
Miscellaneous	1	....	....	1	2	1	....	....	1	....	....	....	6
Total	10	9	3	14	22	22	14	14	19	7	7	8	149

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1903, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides .....	....	2	....	....	2
Darkness .....	....	1	....	....	1
Fog .....	....	6	....	....	6
Gales, hurricanes, etc	4	3	....	....	39
Heavy seas	1	2	32	....	11
Total	5	14	40	....	59
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart .....	....	1	....	....	1
Error in chronometer .....	....	1	....	....	1
Total .....	....	2	....	....	2
Class 3.—Causes connected with navigation and seaman ship:					
Errors of masters, officers, and crews .....	....	4	....	....	4
Error of pilot .....	....	1	....	....	1
Total .....	....	5	....	....	5
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery .....	....	....	15	....	15
Class 5.—Other causes:					
Absence of lights or buoys .....	....	2	....	....	2
Capsized .....	....	....	1	....	1
Fire .....	....	....	2	....	2
Missed stays .....	....	1	....	....	1
Sprung a leak	6	1	1	....	8
Struck rock or wreck .....	....	1	1	....	2
Water-logged .....	....	....	11	....	11
Miscellaneous	1	1	....	....	2
Unknown .....	....	2	....	11	13
Total	7	8	16	11	42
Aggregate	12	29	71	11	123

TABLE 56.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1903, 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
"Fault of other vessel"	2	...	...	1	1	...	...	...	4
Errors of masters, officers, and crews	2	8	...	...	...	16
Fog	2	...	1	1	...	2	...	4	4
Unknown
Total	4	...	2	4	10	2	...	4	26

TABLE 57.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1903, 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	1	...	...	...	...	...	...	1
Barks	3	...	...	...	...	...	1	4	1	1	1	...	15
Barkentines	1	1	...	...	...	...	1	2	1	...	...	...	6
Brigs .....	...	...	...	...	...	1	...	...	...	...	...	...	1
Brigantines .....	...	...	1	...	...	...	...	...	...	...	...	...	1
Schooners	1	6	1	10	15	14	7	8	6	4	4	6	82
Ships	1	...	1	...	...	1	1	...	...	...	2	...	6
Sloops	1	...	...	...	...	...	...	...	...	...	...	...	1
Steamers	2	2	1	3	5	4	2	...	11	2	...	2	34
Steam yachts	1	...	...	...	...	...	...	...	...	...	...	...	1
Yachts .....	...	...	...	...	...	...	1	...	...	...	...	...	1
Total	10	9	3	14	22	22	14	14	19	7	7	8	149

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1903, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	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 100 tons .....	...	...	...	2	...	1	4	1	2	1	3	...	...	...
Over 100 and not exceeding 200 tons	1	1	1	...	...	...	...	...	1	...	1	3	...	2
Over 200 and not exceeding 300 tons .....	...	...	...	...	...	1	1	1	1	3	1	3	1	1
Over 300 and not exceeding 500 tons .....	...	...	2	...	...	1	1	3	1	3	1	3	3	2
Over 500 and not exceeding 700 tons	1	...	2	...	...	1	1	1	3	1	2	2	...	...
Over 700 and not exceeding 1,000 tons .....	...	...	...	...	...	...	1	1	3	2	2	2	1	...
Over 1,000 and not exceeding 1,500 tons	4	...	...	...	...	...	...	...	2	2	2	2	1	...
Over 1,500 and not exceeding 2,000 tons	1	...	1	...	...	...	...	...	...	...	2	2	...	1
Over 2,000 and not exceeding 2,500 tons	1	...	1	...	...	...	...	...	1	1	1	1	...	...
Over 2,500 and not exceeding 3,000 tons .....	...	...	...	...	...	1	...	1	...	1	...	1	...	...
Over 3,000 and not exceeding 3,500 tons .....	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Over 3,500 and not exceeding 4,000 tons .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 4,000 and not exceeding 4,500 tons .....	...	...	...	...	...	...	...	...	...	...	...	...	1	...
Over 4,500 and not exceeding 5,000 tons	1	...	...	...	...	...	...	...	...	...	1	1	...	...
Over 5,000 and not exceeding 6,000 tons	1	...	...	...	...	...	...	...	...	...	1	1	...	...
Over 6,000 tons .....	...	...	...	...	...	...	...	...	...	1	...	...	...	...
Unknown .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	8	5	4	...	3	7	7	8	14	9	13	7	7
Aggregate	10	...	9	...	3	...	14	...	22	...	22	...	14	...

TABLE 58.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1903, etc.—Continued.*

Burden of vessels.	Febru- ary.		March.		April.		May.		June.		Total.		Aggre- gate.
	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 100 tons.....	1	1	1	1	1	1	1	1	1	1	10	8	18
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	3	1	1	1	1	8	8	16
Over 200 and not exceeding 300 tons.....	1	2	1	1	1	1	1	1	1	1	3	4	7
Over 300 and not exceeding 500 tons.....	1	2	1	3	1	1	1	1	1	1	8	17	25
Over 500 and not exceeding 700 tons.....	1	3	1	2	1	1	1	1	1	1	10	9	19
Over 700 and not exceeding 1,000 tons.....	1	2	2	1	1	1	1	1	1	1	7	8	15
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	5	2	1	1	1	1	1	5	13	18
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	2	1	1	1	1	1	1	10	11	11
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	2	1	1	1	4	4	4
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	1	1	2	1	5	6	6
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	2	2	2
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	3	3	3
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	2	2	2
Over 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	2	2	2
Unknown.....	1	1	1	1	1	1	1	1	1	1	2	2	2
Total.....	4	10	4	15	3	4	3	4	1	7	53	96	149
Aggregate.....	14	19	7	7	8	149							

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 52.

TABLE 59.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1903, showing the number of vessels and distinguishing age.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	3	2	1	2	3	9	3	4	2	2	1	5	37
Over 5 and not exceeding 10 years.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Over 10 and not exceeding 15 years.....	1	1	1	1	1	1	1	1	1	1	1	1	23
Over 15 and not exceeding 20 years.....	3	2	1	5	7	3	3	3	6	1	1	1	28
Over 20 and not exceeding 25 years.....	1	3	1	3	2	3	4	6	2	1	2	1	25
Over 25 and not exceeding 30 years.....	1	1	1	1	2	2	2	1	1	1	1	1	13
Over 30 and not exceeding 35 years.....	1	1	1	2	2	2	1	1	1	1	1	1	9
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
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	2
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Total.....	10	9	8	14	22	22	14	14	19	7	7	8	149

TABLE 60.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1903, showing the number of vessels and distinguishing their cargoes.*

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	4	...	2	2	5	5	3	5	2	1	1	4	34
Cement, sand, etc .....	...	...	...	...	1	1	...	...	...	...	...	...	2
Coal	1	...	...	...	2	1	4	1	2	2	1	1	15
Cotton, cotton seed, etc .....	...	...	...	...	...	...	...	...	...	...	...	...	1
Fertilizers	1	...	...	...	1	...	1	...	...	...	...	...	4
Fish, oysters, etc .....	...	1	...	...	...	4	...	1	...	1	2	...	9
Fruit, coffee, nuts, etc .....	...	...	...	...	...	...	...	...	1	...	1	...	2
Ice .....	...	...	...	...	...	...	...	...	...	...	...	1	1
Iron, iron ore, etc .....	...	...	...	1	...	...	...	...	...	...	...	...	1
Kryolite .....	...	...	...	...	1	...	...	...	...	...	...	...	1
Logwood .....	...	...	...	...	...	...	...	...	...	...	...	...	1
Lumber	1	5	...	7	7	6	4	4	7	1	1	1	44
Machinery .....	...	1	...	...	...	...	...	...	...	...	...	...	1
Merchandise (general)	2	1	1	1	...	...	...	...	4	1	1	1	12
Petroleum .....	...	1	...	...	1	1	...	...	1	...	...	...	3
Provisions .....	...	...	...	...	...	...	...	1	...	...	...	...	1
Steel rails .....	...	1	...	...	...	...	...	...	...	1	...	...	2
Stone, brick, etc .....	...	...	...	...	...	2	...	...	...	...	...	...	2
Sugar, molasses, etc	1	...	...	1	1	1	...	...	...	...	...	...	4
Sulphur .....	...	...	...	...	1	1	...	...	...	...	...	...	1
Wood .....	...	...	...	1	...	...	...	...	...	...	...	...	1
Miscellaneous .....	...	...	...	1	1	...	...	...	...	...	...	...	2
Unknown .....	...	...	...	...	2	...	1	...	...	...	...	...	5
Total	10	9	3	14	22	22	14	14	19	7	7	8	149

TABLE 61.—*Summary—At sea and in foreign waters.*

Nature of casualty.	Number of vessels.	Tonnage of vessels—		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering	12	7,275	11	7,286	10	2	...	11	1	...	90	90	5
Strandings	29	4,800	8,637	13,437	18	11	...	16	13	...	325	325	17
Vessels collided	26	1,254	33,263	34,517	13	8	5	2	24	162	386	548	3
Other causes	82	13,779	71,458	85,237	69	13	...	24	58	420	1,546	1,966	111
Total	149	27,108	113,369	140,477	110	34	5	53	96	582	2,346	2,928	136

^aIn 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 year ending June 30, 1905.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of vessels.....	35	8	18	3	59
Tonnage of vessels totally lost.....	3,747	1,666	1,119	.....	6,532
Tonnage of vessels damaged.....	53,066	14,541	8,572	12,481	88,660
Aggregate tonnage.....	56,813	16,207	9,691	12,481	95,192
Laden.....	14	.....	4	.....	18
Ballast.....	5	2	2	.....	9
Unknown whether laden or not.....	16	6	7	3	32
Wrecks involving total loss.....	8	1	1	.....	10
Casualties involving partial and unknown damage.....	27	7	12	3	49
Number of passengers.....	403	.....	12	.....	415
Number in crews.....	251	53	63	.....	367
Total on board.....	654	53	75	.....	782
Number of lives lost.....	.....	18	.....	.....	18
Total value of vessels involved.....	\$748,500	\$130,000	\$218,500	.....	\$1,097,000
Total value of cargoes involved.....	560,980	.....	19,650	.....	580,630
Aggregate.....	1,309,480	130,000	238,150	.....	1,677,630
Total losses to vessels.....	131,800	65,000	31,100	.....	227,900
Total losses to cargoes.....	59,650	.....	7,450	.....	67,100
Aggregate.....	191,450	65,000	38,550	.....	295,000
Total insurance on vessels.....	5,000	.....	.....	.....	5,000
Total insurance on cargoes.....	6,500	.....	.....	.....	6,500
Aggregate.....	11,500	.....	.....	.....	11,500

NOTE.—Besides the foreign vessels above reported 4 others collided with American vessels at sea; involving a tonnage of 9,170.

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Vessels.	Tonnage of ves- sels—		Value of—		Losses to—	
		Totally lost.	Dam- aged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering:							
Atlantic and Gulf coasts.....	46	6,938	3,523	\$133,550	\$105,070	\$126,925	\$33,170
Pacific coast.....	.....	.....	.....	.....	.....	.....	.....
Great Lakes.....	13	6,011	282	208,400	107,250	190,400	107,120
Rivers.....	14	284	1,412	75,150	2,650	35,800	2,650
At sea and in foreign waters.....	12	7,275	11	281,900	102,385	281,500	102,385
Total.....	85	20,508	5,228	749,000	317,355	634,125	295,325
Strandings:							
Atlantic and Gulf coasts.....	150	26,477	47,068	4,651,270	1,205,440	1,122,215	293,275
Pacific coast.....	32	3,651	14,617	1,255,050	154,850	303,750	20,745
Great Lakes.....	69	5,268	83,598	4,499,250	968,825	407,175	72,520
Rivers.....	13	788	3,210	322,835	16,850	35,750	2,880
At sea and in foreign waters.....	29	4,800	8,637	462,700	81,170	208,000	41,750
Total.....	293	40,984	157,130	11,191,105	2,427,135	2,076,890	431,120
Vessels collided:							
Atlantic and Gulf coasts.....	228	9,280	190,165	14,613,640	3,276,195	892,440	206,100
Pacific coast.....	36	.....	40,085	2,624,500	425,270	71,810	400
Great Lakes.....	98	5,527	135,964	7,204,315	1,127,065	345,910	36,050
Rivers.....	38	129	33,319	1,621,105	447,330	65,000	21,000
At sea and in foreign waters.....	26	1,254	33,263	1,786,000	509,225	135,200	53,000
Total.....	421	16,190	432,796	27,850,060	5,785,685	1,510,360	316,550
Other causes:							
Atlantic and Gulf coasts.....	103	1,833	46,421	4,313,600	871,715	423,675	65,350
Pacific coast.....	38	2,572	19,592	2,157,100	846,850	309,500	69,905
Great Lakes.....	68	4,965	42,062	2,828,350	774,285	356,180	115,305
Rivers.....	87	6,968	13,008	1,347,035	213,005	611,850	126,960
At sea and in foreign waters.....	82	13,779	71,458	5,449,200	1,028,940	898,210	181,005
Total.....	373	30,118	192,536	16,095,285	3,234,795	2,599,415	558,525
Grand total.....	1,172	107,800	787,690	55,885,450	11,764,970	6,820,790	1,601,520

TABLE 63.—GENERAL SUMMARY—Continued.

Nature of casualties.	Insurance on—		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.
	Vessels.	Cargoes.									
Foundering:											
Atlantic and Gulf coasts	\$93,700	\$64,065	29	17	.....	26	20	7	168	175	13
Pacific coast.....	16,500	8,650	9	4	.....	10	3	.....	99	99	49
Great Lakes.....	12,500	.....	3	11	.....	7	7	44	78	122	19
Rivers.....	13,350	40,845	10	2	.....	11	1	.....	90	90	5
At sea and in foreign waters.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	136,050	113,560	51	34	.....	54	31	51	435	486	86
Strandings:											
Atlantic and Gulf coasts	1,667,225	285,475	99	51	.....	91	59	1,597	1,546	3,143	23
Pacific coast.....	870,750	82,800	19	13	.....	13	19	305	446	751	26
Great Lakes.....	1,932,385	231,650	55	14	.....	15	54	92	990	1,082	4
Rivers.....	125,500	.....	6	7	.....	5	8	485	205	690	1
At sea and in foreign waters.....	118,700	24,600	18	11	.....	16	13	.....	325	325	17
Total.....	4,714,560	624,525	197	96	.....	140	153	2,479	3,512	5,991	71
Vessels collided:											
Atlantic and Gulf coasts	7,350,225	1,875,300	103	85	40	19	209	4,254	3,087	7,341	42
Pacific coast.....	799,500	104,000	18	12	6	.....	36	354	678	1,032	.....
Great Lakes.....	3,587,465	417,015	49	30	14	5	88	401	1,261	1,662	8
Rivers.....	277,800	187,000	17	16	5	3	35	632	548	1,180	5
At sea and in foreign waters.....	1,353,575	85,970	13	8	5	2	24	162	386	548	3
Total.....	13,368,565	2,669,285	200	151	70	29	392	5,803	5,960	11,763	58
Other causes:											
Atlantic and Gulf coasts	2,429,580	614,050	44	59	.....	23	80	2,470	1,155	3,625	8
Pacific coast.....	1,450,000	260,500	18	15	.....	5	28	296	557	763	6
Great Lakes.....	2,055,995	303,850	37	31	.....	13	55	1,152	955	2,107	1
Rivers.....	622,535	168,040	37	50	.....	33	54	415	1,272	1,687	10
At sea and in foreign waters.....	2,806,725	260,335	69	13	.....	24	58	420	1,545	1,965	111
Total.....	9,264,835	1,606,775	205	168	.....	98	275	4,663	5,484	10,147	136
Grand total.....	27,484,010	5,014,145	653	449	70	321	851	12,996	15,391	28,387	351

RECAPITULATION (GENERAL SUMMARY).

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Number of vessels.....	527	101	243	152	149	1,172
Tonnage of vessels totally lost.....	44,528	6,223	21,772	8,169	27,108	107,800
Tonnage of vessels damaged.....	287,177	74,294	261,906	50,944	113,369	787,690
Aggregate tonnage.....	331,705	80,517	283,678	59,113	140,477	895,490
Laden.....	275	55	150	63	110	653
Ballast.....	212	40	79	84	34	449
Unknown whether laden or not.....	40	6	14	5	5	70
Wrecks involving total loss.....	159	18	43	48	53	321
Casualties involving partial and unknown damage.....	368	83	200	104	96	851
Number of passengers.....	8,328	865	1,645	1,576	582	12,996
Number in crews.....	5,956	1,681	3,305	2,103	2,346	15,391
Total on board.....	14,284	2,546	4,950	3,679	2,928	28,387
Number of lives lost.....	86	32	62	35	136	351
Total value vessels involved.....	\$23,762,060	\$6,036,650	\$14,740,815	\$3,366,125	\$7,979,800	\$55,885,450
Total value cargoes involved.....	5,458,420	926,970	2,977,425	680,435	1,721,720	11,764,970
Aggregate.....	29,220,480	6,963,620	17,718,240	4,046,560	9,701,520	67,650,420
Total losses to vessels.....	2,565,255	685,060	1,299,665	747,900	1,522,910	6,820,790
Total losses to cargoes.....	647,895	91,050	330,995	153,440	378,140	1,601,520
Aggregate.....	3,213,150	776,110	1,630,660	901,340	1,901,050	8,422,310
Total insurance on vessels.....	11,540,730	3,120,250	7,592,345	938,355	4,292,350	27,484,010
Total insurance on cargoes.....	2,838,890	447,800	961,165	355,040	411,750	5,014,145
Aggregate.....	14,379,620	3,567,550	8,553,510	1,293,375	4,704,100	32,498,155

^aIn addition to the number of lives lost here reported, 246 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 597.

^bThe amount of insurance is on 510 vessels and 215 cargoes.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea and in foreign waters, involving loss of life, during the year ending June 30, 1903, in four divisions, viz, (1) founderings, (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 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.	Passengers.	Crews.	Lives lost.	Place of disaster.
1902.											
Sept. 1	M. D. Carrington	American steamer.	64	Towing in harbor.		Partial.	Ballast		5	1	Duluth Harbor, Minn.
Sept. 9	H. Houghton	do.	210	Marblehead, Ohio.	Detroit, Mich.	do.	Stone		9	2	Detroit, Mich.
Oct. 13	C. B. Lockwood	do.	2,823	Duluth Minn.	Buffalo, N. Y.	Total	Wheat		19	10	Off Fairport, Ohio.
Oct. 15	Eagle	American sloop.	7	Quicks Hole, Mass.		do.	Fish		3	1	Vineyard Sound, Mass.
Nov. 24	Silvanus J. Macy	American steam barge.	762	Buffalo, N. Y.	Kenosha, Wis.	do.	Coal		14	14	Off Port Burwell, Ontario.
Nov. 29	Celtic	American schooner.	12	do.	Sault Ste. Marie, Mich.	do.	do.		7	7	Lake Huron.
Dec. 13	John E. Hall.	American steamer.	343	Charlotte, N. Y.	Deeronto, Ontario.	do.	do.		12	12	Lake Ontario.
Dec. 26	Hudson	do.	78	Lying in harbor.		Partial	Ballast		7	1	New York Harbor
1903.											
Jan. 6	Gracie B.	American schooner.	8	Machipongo Inlet, Va.	Baltimore, Md.	do.	Oysters		3	1	Chesapeake Bay.
Jan. 21	Gerty Rhodes.	do.	21	Biloxi, Miss.	Cal Island, Miss.	do.	do.		5	2	Mississippi Sound.
Jan. 30	Wm. H. Smith.	do.	27	Hampton, Va.		Total	Ballast		5	6	Chesapeake Bay.
Feb. 16	Olive	American steamer.	237	Franklin, Va.	Edenton, N. C.	Partial	Merchandise	16	16	17	Chowan River, N. C.
Mar. 19	Nelamoro	do.	165	Silver Springs, Fla.	Palatka, Fla.	do.	Ballast	23	18	2	Ocala River, Fla.
Apr. 3	John C. Fitzpatrick.	American schooner.	1,270	Philadelphia, Pa.	New Bedford, Mass.	Total	Coal	5	5	5	At sea.
Apr. 9	Francis B. Thurber.	American steam barge.	131	Philadelphia, Pa.	Bridgeport, Conn.	Partial	do.	2	4	2	Ferri Amboy, N. J.
May 1	Afton	American barge.	242	Port Johnson, N. J.	Norwich, Conn.	Total	do.		2	1	Long Island Sound.
June 13	Charles H. Davis.	American steamer.	390	Kelleys Island.	Cleveland, Ohio.	do.	Limestone.		3	3	Cleveland Harbor.

Totals: Vessels, 17; tonnage, 6,330; total losses, 9; partial losses, 46; number of passengers, 46; number of lives lost, 86.

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 resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.
1902.											
Sept. 7	Courtney Ford	American brigantine.	401	St. Michaels, Alaska.	Port Townsend, Wash.	Total	Ballast	.....	9	3	Glen Island (Kodiakof Islands), Alaska.
Sept. 11	Good Hope	American schooner.	12	Lying in Nome roadstead, Alaska.	.....	do	Merchandise	.....	2	2	Cape Nome, Alaska.
Oct. 9	Ann Maria	do	256	Cleveland, Ohio	Kincardine, Ontario	do	Coal	.....	6	4	Off Kincardine, Ontario, Lake Huron
Dec. 5	Wesley M. Oler	do	1,061	Nassau, New Providence.	New York	do	Guano	.....	10	10	Hatteras Inlet, N. C.
Dec. 5	Lucinda I. Lowell	do	110	St. Peters, Cape Breton, S. C.	Gloucester, Mass.	Partial	Fish	.....	8	2	Cranberry Isle, Nova Scotia.
Dec. 5	Olive Thurlow	American bark.	660	Charleston, S. C.	New York	Total	Lumber	.....	7	1	Cape Lookout, N. C.
Dec. 9	Astral	American steamer.	410	New York	St John, New Brunswick.	do	Ballast	.....	18	1	Mount Desert Rock, Me.
Dec. 16	Lillian Russell	do	18	Norfolk, Va.	Hog Island, Va.	do	do	.....	2	2	Hog Island, Va.
1903.											
Jan. 2	Prince Arthur	Norwegian ship.	1,666	Valparaiso, Chile.	British Columbia.	do	do	.....	20	18	Cape Johnston, Wash.
Jan. 13	Thomas Morgan	American steamer.	52	Salt Cay, Turks Island, West Indies.	New York	Partial	do	.....	6	1	Cooper River, S. C.
Jan. 20	Abel Abbott	American barkentine.	589	Kiltsnoo, Alaska	.....	Total	Salt	.....	9	5	Long Beach, N. J.
Feb. 4	Marina	American sloop	5	Wilmington, N. C.	Hoonah, Alaska	do	Ballast	.....	5	1	Fishery Point, Chatham Strait, Alaska.
Mar. 30	John H. Buttrick	American schooner.	627	Gloucester, Mass.	New York	do	Lumber	.....	8	1	Frying Pan Shoals, N. C.
May 6	Gloriana	do	110	Newport News, Va.	Fishing banks	do	Fish	.....	18	15	White Point, Nova Scotia.
June 10	Washington B. Thomas	do	2,680	New Bedford, Mass.	Portland, Me.	do	Coal	.....	1	1	Stratton Island, Saco Bay, Me.
June 12	Fred A. Emerson	do	122	New Bedford, Mass.	New Haven, Conn.	do	Ballast	.....	5	2	Little Gull Island, Long Island Sound.

Totals: Vessels, 16; tonnage, 8,779; total losses, 14; partial losses, 2; number of passengers, 6; number in crews, 148; number of lives lost, 71.

(3) COLLISIONS.

1902.	Priscilla	American steamer.	5,292	Fall River, Mass.	New York	Partial	Miscellaneous.	373	239	1	Block Island Sound.
July 8	No name ^a .	Skiff		Pleasure trip						1	Monongahela River.
July 10	No name ^b .	Rowboat		do						1	St. Lawrence River.
July 12	No name ^c .	American steamer.		Towing in harbor		No damage.				1	Boston Harbor, Mass.
July 16	Ellen M. Ronan	do	73			Total	Ballast			1	New York Harbor.
Aug. 5	City of Venice	do	2,107	Ashland, Wis.	Buffalo, N. Y.		Iron ore	17		8	Lake Erie.
Aug. 6	No name ^d .	Skiff		Pleasure trip		Total	Oysters	4		1	Evansville Harbor, Ind.
Aug. 30	Anna M. Harris	American schooner.	27	West Point, Va.	Long Rock, Va.					2	York River, Va.
Oct. 29	No name ^e .	Yawl		Pleasure trip	Boston, Mass.	Total	Cement	6		1	Monongahela River.
Nov. 4	Charley Bucki.	American schooner.	232	New York		Partial	Ballast	5		4	Boston Bay.
Nov. 7	Record	American schooner.	59	Towing in harbor	Boston, Mass.	Total	Coal	13		1	Duluth Harbor, Minn.
Dec. 17	Louisa B. Cray	American schooner.	2,231	Newport News, Va.	do	do	do	11		11	Massachusetts Bay.
Dec. 17	Frank A. Palmer	do	2,014	do		do	do	11		2	do.
1903.											
Jan. 23	Hattie C. Luce	do	335	Vinalhaven, Me.	New York	Partial	Granite	7		1	Near Cape Cod, Mass.
Mar. 20	Plymouth	American steamer.	3,770	New York	Fall River, Mass.	do	Miscellaneous.	479	173	7	Block Island Sound.
Mar. 20	Pilot	do	120	Delaware Bay	Philadelphia, Pa.	do	Ballast	8		5	Delaware River.
Apr. 13	Margaret Ward	American schooner.	1,074	Baltimore, Md.	Galveston, Tex.	Total	Steel rails	8	10	3	Off Galveston, Tex.
Apr. 27	No name ^f .	Canoe		Pleasure trip	Philadelphia, Pa.	Total	Merchandise	20		1	Potomac River.
May 5	Saginaw	American steamship	1,835	Norfolk, Va.						14	Near Winter Quarter Light ship, Va.
May 18	Edward Gillen	American steamer.	57	Employed in harbor		do	Ballast	7		1	Duluth Harbor, Minn.
June 23	O. W. Cheney	do	56	Buffalo, N. Y.		do	do	5		8	Near Windmill Point, Lake Erie.

^a Collision with steamer Sailor.
^b Collision with steamer St. Lawrence.

^c Collision with ferryboat City of Malden.
^d Collision with steamer Edgar.

^e Collision with steamer Cadet.
^f Collision with steamer Calvert.

Totals: Vessels, 21; tonnage, 19,282; total losses, 9; partial losses, 5; no damage, 7; number of passengers, 875; number in crews, 531; number of lives lost, 65.

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 resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1902.												
July 1	Tashmoo.	Am. str.	1,344	Port Huron, Mich.	Detroit, Mich.	No damage.	Ballast	165	70	2	Detroit River	Fell overboard from staging while scrubbing vessel.
July 4	Bohemia	Am. sc.	124	Bay of Bulls, Newfoundland.	Grand Banks	do	do		18	2	At sea	Lost in dory while attending trawls.
July 4	Cyclone	Am. str.	138	Excursion trip.		do	do	650	14	1	Mississippi River	Fell overboard from boiler deck.
July 4	Dubuque	do	748			do	do			1	do	Fell overboard.
July 5	Ben Hur	do	284	Wheeling, W. Va.	Parkersburg, W. Va.	do	do	21	40	1	Ohio River	Do.
July 5	Louise	do	126			do	do			1	Mississippi River	Fell overboard.
July 5	Independence.	Am. sc.	137	Gloucester, Mass.	Fishing banks.	do	do			20	At sea	Fell overboard while stepping into skiff.
July 5	Gertrude	Am. str.	285	Pittsburg, Pa.	Morgantown, W. Va.	do	Unknown	65	28	4	Monongahela River	Lost in dories.
July 7	Elmer	do	31	Employed in harbor.		do	Ballast			1	Cleveland Harbor, Ohio.	Fell overboard at night.
July 7	Wm. Drews.	do	55	Morgan City, La.		do	do			1	Atchafalaya River	Fell overboard from scow in tow.
July 8	Louise	do	129			do	Unknown			1	Savannah, Ga.	Fatally scalded; gasket blew out.
July 8	City of Wheeling.	do	398	Excursion trip.		do	Ballast	313	14	1	Ohio River	Fell overboard.
July 8	Rees Lee	do	463	St. Louis, Mo.	Memphis, Tenn.	do	Unknown	70	60	1	St. Louis, Mo.	Do.
July 8	Minnivnia Miles	Am. sc.	43	Baltimore, Md.	Irrington, Va.	do	do		18	1	Rappahannock River, Va.	Attempting to jump from wharf boat; fell overboard.
July 9	A. B. Ward	Am. str.	30			do	do		4	1	Chicago Harbor, Ill.	Struck by lightning.
July 10	Peerless	Am. sc.	27	Charleston, S. C.	Fishing trip	do	Ballast		8	1	Off Charleston, S. C.	Fell overboard at night.
July 15	J. W. Bennett	Am. str.	81	Marquette, Mich.	Baptism River, Minn.	do	Unknown			1	Lake Superior	Supposed to have fallen overboard while asleep.
July 15	Osage	do	98	Cape Girardeau, Mo.	Commerce, Mo.	do	do	85	8	1	Mississippi River	Fell overboard at night.
July 15	Volunteer	do	92	New York	Cow Bay, L. I.	do	Ballast		7	1	New York Harbor.	Walked overboard from barge in tow.
July 15	Ida	Am. sc.	169	Chicago, Ill.	Rapid River.	do	do		6	1	Lake Michigan	Fell into machinery.
July 16	Lealie	Yacht	22	Pleasure trip		do	do	10	3	1	Boston Harbor.	Fell overboard.

July 17	City of St. Louis..	Am. str....	1,614	Lying at wharf.....	.....do.....	.....do.....	.....do.....	.....do.....	1	St. Louis, Mo.....	While working in wheel, fell overboard, fell overboard.
July 19	W. B. Keen.....	Am. sc.....	30	Gloucester, Mass...	Georges Bank.....	.....do.....	.....do.....	.....do.....	1	Georges Bank.....	Lost in dory while fishing.
July 22	City of St. Joseph..	Am. str....	691	Excursion trip.....	.....do.....	.....do.....	.....do.....	.....do.....	1	St. Joseph, Mo.....	As the steamer was leaving wharf seized a rope which was hanging from staging and attempted to climb on board when he fell and was drowned.
July 22	Lovell dell.....	Am. alp....	14	Sunbury, Ga.....	Thunderbolt, Ga...	.....do.....	.....do.....	.....do.....	4	Ogeechee River, Ga.	Vessel capsized in a gale.
July 22	City of Tremont....	Am. str....	705	Lying at dock.....	.....do.....	.....do.....	.....do.....	.....do.....	1	Chicago Harbor....	Fell overboard.
July 22	Robt. Taylor.....	.....do....	128	Pittsburg, Pa.....	Corsopolis, Pa....	.....do.....	.....do.....	.....do.....	1	Ohio River.....	Tripped on lines and fell overboard.
July 22	Chester Griswold..	Am. bge....	197	Providence, R. I....	Baltimore, Md.....	.....do.....	.....do.....	.....do.....	1	Providence, R. I....	Fell overboard.
July 27	Ada C. Schull.....	Am. sc.....	34	York River, Va.....	.....do.....	.....do.....	.....do.....	.....do.....	1	Chesapeake Bay....	Knocked overboard by foreboom.
July 27	Nunanu.....	Am. bk.....	1,029	Kahului, Maui, Hawaii.	Delaware Break-water.	Partial.	Sugar.....	.....do.....	1	At sea.....	Fell from aloft.
July 30	Lora.....	.....do....	257	Stillwater, Minn...	St. Paul, Minn....	No dam-age.	Unknown.....	.....do.....	1	Mississippi River..	While drawing a bucket of water, fell overboard.
Aug. 3	Valiant.....	Am. str....	307	Louisville, Ky.....	Pittsburg, Pa.....	.....do.....	.....do.....	.....do.....	1	Ohio River.....	While wheeling coal from a flat alongside, stumbled and fell overboard.
Aug. 4	Ella H.....	.....do....	26	Excursion trip.....	.....do.....	.....do.....	Ballast.....	.....do.....	2	Niagara River.....	One fell overboard; the other made attempt at rescue and both were drowned.
Aug. 5	Kate Adams.....	.....do....	595	Memphis, Tenn....	Arkansas City, Ark.	.....do.....	Merchandise	.....do.....	1	Mississippi River...	Fell overboard.
Aug. 8	Gazelle.....	.....do....	75	Kenmore, Wash....	Kirkland, Wash....	.....do.....	Ballast.....	.....do.....	1	Puget Sound.....	Do.
Aug. 12	Acme.....	.....do....	294	Goldmans, Cal.....	Sacramento, Cal....	.....do.....	.....do.....	.....do.....	1	Sacramento River..	While lifting a bucket of water, fell overboard.
Aug. 12	J. W. Ward.....	.....do....	40	Munising, Mich....	Antram River, Mich	.....do.....	.....do.....	.....do.....	1	Lake Superior.....	Fell overboard.
Aug. 13	Jacob Kuper.....	.....do....	144	Brooklyn, N. Y....	Staten Island.....	Total.	.....do.....	.....do.....	3	New York Harbor...	Explosion of boiler.
Aug. 14	Eloise.....	.....do....	89	Keokuk, Iowa.....	Burlington, Iowa...	No dam-age.	Unknown.....	.....do.....	1	Mississippi River...	Fell overboard.
Aug. 17	Alice.....	Am. sc.....	232	Port Townsend, Wash.	Bristol Bay, Alaska.	.....do.....	.....do.....	.....do.....	1	Bristol Bay, Alaska.	Capsizing of vessel's small boat.
Aug. 18	Highlander.....	Am. str....	135	Portland, Oreg.....	Washougal, Wash..	.....do.....	.....do.....	.....do.....	1	Cape Fear River....	Fell overboard.
Aug. 21	Advance.....	.....do....	2,605	Colon, U. S. of Columbia.	New York.....	.....do.....	.....do.....	.....do.....	1	At sea.....	Do.
Aug. 23	Grand Isle.....	.....do....	47	New Orleans, La....	Grand Isle, La.....	.....do.....	.....do.....	.....do.....	1	Grand Bayou, La....	Captain fell overboard.

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.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1902. Aug. 24	Choptank	Am. str.	346	.....	.....	No damage	Unknown .....	.....	24	1	Baltimore Harbor ..	While drawing a bucket of water, fell overboard.
Aug. 24	Sheboygan	do	623	Sheboygan, Wis.	Milwaukee, Wis.	do	do	150	72	1	Lake Michigan	Jumped overboard.
Aug. 24	Mary Hill	do	97	.....	.....	do	Ballast .....	.....	.....	1	Burlington, Iowa ..	Fell overboard.
Aug. 29	Queen City	do	150	Apalachicola, Fla.	Chattahoochee, Fla.	do	Miscellaneous	39	31	1	Apalachicola, Fla. ..	Walked overboard while intoxicated.
Aug. 29	Peerless	do	60	St. Elizabeth Landing, Mo.	Osage City, Mo.	do	Wheat and lumber	2	11	1	Osage River, Mo.	Fell overboard.
Aug. 30	Peerless	do	1,199	Mackinac Island, Mich.	Duluth, Minn.	do	Unknown	37	60	1	St. Marys River	Do.
Aug. 31	City of Holland	do	439	Alpena, Mich.	Mackinac Island, Mich.	do	do	175	30	1	Lake Huron	Fell overboard while intoxicated.
Aug. —	John D. Tallant	Am. sc.	561	Port Townsend, Wash.	Mollendo, Peru.	Total	Lumber .....	.....	9	9	At sea	Never heard from.
Sept. 3	Nueces	Am. str.	3,367	New York	Galveston, Tex.	No damage.	Unknown	47	52	1	.....do	Jumped overboard (supposed).
Sept. 3	Relief	do	145	San Francisco, Cal.	Port Costa	do	Ballast .....	.....	18	1	Mokelumne River.	Fell overboard.
Sept. 3	Christopher Columbus	do	1,511	Milwaukee, Wis.	Chicago, Ill.	do	do	700	130	2	Lake Michigan	One jumped overboard; sailor tried to rescue him and both were lost.
Sept. 3	City of Chicago	do	1,164	St. Joseph, Mich. ....	.....do	do	do	363	65	1	.....do	Jumped overboard.
Sept. 8	Jas. A. Wright	do	333	Philadelphia, Pa.	Savannah, Ga.	do	Coal .....	.....	11	1	Off Frying Pan Shoals	Lost overboard.
Sept. 10	Chas. M. Whitlock	do	49	Town Creek, N. C.	Wilmington, N. C.	do	Ballast	15	5	1	Cape Fear River	While jumping from one vessel to another, fell overboard.
Sept. 14	Helene	do	619	Honolulu, Hawaii	Hawaiian ports	do	Merchandise	47	43	1	Papaikou, Hawaii ..	Struck by spar and killed.
Sept. 14	Jas. H. Clark	do	45	Tampa, Fla. ....	.....do	do	Unknown .....	.....	.....	1	Tampa Bay, Fla.	Fell overboard.
Sept. 15	Del Norte	do	450	San Francisco, Cal.	San Pedro, Cal.	do	do	16	17	1	Near Anacapa Island, Cal.	Fell overboard while intoxicated.
Sept. 15	United Empire	Br. str.	1,296	Lying at dock .....	.....do	do	do .....	.....	40	1	Port Huron, Mich.	Fell overboard while adjusting a line.
Sept. 21	John E. Moore	Am. str.	135	New York	College Point, N. Y.	do	do	125	6	1	Hell Gate	Fell overboard.
Sept. 24	Denver	do	4,549	.....do	Galveston, Tex.	do	do	70	73	1	Off Florida Reefs ..	Fell overboard while intoxicated.

Sept. 24	Philip Minch.....	.....do.....	2,010	Cleveland, Ohio.....	Fort William, Ont. . .	.....do.....	.....do.....	17	1	Lake Erie.....	Lost overboard at night.
Sept. 25	Edgar Cherry.....	.....do.....	266	Morgantown, Pa.....	Pittsburg, Pa.....	.....do.....	.....do.....	.....	1	Monongahela River	Fell overboard.
Sept. 29	Ousachta.....	.....do.....	98	Baltimore, Md.....	Dredging grounds.....	.....do.....	.....do.....	.....	1	Mississippi River	Do.
Oct. 1	Minnie.....	Am. sc.....	34	Greenport, N. Y.....	Promised Land, N. Y.	.....do.....	Ballast	9	1	Chesapeake Bay.....	Do.
Oct. 3	Sterling.....	Am. str.....	127	Sydney, C. B.....	Fishing trip.....	.....do.....	Unknown	.....	1	Gardiners Bay, N. Y.	While stepping from steamer to small boat, fell overboard.
Oct. 4	Mabel D. Hines...	Am. sc.....	126	New York.....	Mobile, Ala.....	.....do.....	Ballast	19	2	At sea.....	Lost in dory while fishing.
Oct. 4	Jefferson.....	Am. str.....	3,127	Selma, Ala.....	.....do.....	.....do.....	Merchandise	60	1	do.....	Lost overboard.
Oct. 5	Nettie Quill.....	.....do.....	299	Lying at wharf.....	.....do.....	.....do.....	Unknown	6	1	Alabama River.....	Fell overboard.
Oct. 6	Pomona.....	.....do.....	365	Boston, Mass.....	Cruising.....	.....do.....	Miscellaneous	48	1	Portland, Oreg.....	Fell overboard between vessel and dock.
Oct. 7	Mercury.....	.....do.....	164	Louisville, Ky.....	.....do.....	Partial.	Ballast	10	1	Massachusetts Bay	Explosion of boiler.
Oct. 8	Big Kanawha.....	.....do.....	212	Madison, Ind.....	.....do.....	No damage.	Unknown	55	1	Ohio River.....	Fell overboard.
Oct. 10	Hamover.....	.....do.....	66	Pleasure trip.....	Louisville, Ky.....	.....do.....	do	25	4	do.....	Do.
Oct. 12	Shamrock.....	.....do.....	8	Escanaba, Mich.....	Erie, Pa.....	.....do.....	do	54	3	Mississippi River.....	Knocked overboard.
Oct. 13	Alta.....	Am. bge.....	985	Cincinnati, Ohio.....	Pittsburg, Pa.....	.....do.....	Iron ore	7	1	Lake Michigan.....	Fell overboard.
Oct. 14	Iron Age.....	Am. str.....	885	Plaquemine, La.....	Thebes, Ill.....	.....do.....	Ballast	30	1	Ohio River.....	Jumped overboard while intoxicated.
Oct. 19	Fred Nellis.....	.....do.....	70	Chicago, Ill.....	.....do.....	Partial.	do	10	8	Mississippi River.....	Fatally scalded by collapse of boiler flues.
Oct. 22	R. Kanfers.....	Am. sc.....	164	New Albany, Ind.....	.....do.....	No damage.	Unknown	6	1	Chicago Harbor.....	While hauling up fender, lost footing and fell overboard.
Oct. 26	Edna.....	Am. str.....	14	Karluk, Alaska.....	New Amsterdam, Ind.	.....do.....	Groceries, etc.	5	1	Ohio River.....	Killed by machinery.
Oct. 26	Star of Russia.....	Am. sp.....	1,918	Gloucester, Mass.....	San Francisco, Cal.....	.....do.....	Unknown	20	1	At sea.....	Lost overboard.
Oct. 26	Vera.....	Am. sc.....	110	Sault Ste. Marie, Mich.	Menominee, Mich.....	.....do.....	Ballast	18	1	Georges Bank.....	Knocked overboard by mainsail.
Oct. 27	Napoleon.....	Am. bge.....	423	Santa Cruz, Mex.....	Port Townsend, Wash.	.....do.....	Unknown	12	1	Lake Michigan.....	While trying to recover fender, fell overboard.
Oct. 29	Polaris.....	Am. sc.....	790	Mokelumne River, Cal.	San Francisco, Cal.....	.....do.....	do	10	1	Puget Sound.....	Killed by ballast tub falling on him.
Oct. 30	Aurora.....	Am. str.....	406	Escanaba, Mich.....	Erie, Pa.....	.....do.....	do	25	1	Mokelumne River, Cal.	Fell overboard while intoxicated.
Oct. 31	Alva.....	.....do.....	2,149	Jacksonville, Fla.....	Fall River, Mass.....	.....do.....	Lumber	19	1	Chicago Harbor.....	Fell overboard.
Oct. —	Fannie L. Child.....	Am. sc.....	425	Buffalo, N. Y.....	Cleveland, Ohio.....	Total	do	7	7	At sea.....	Never heard from.
Nov. 4	City of Erie.....	Am. str.....	2,498	St. Michaels, Alaska	Seattle, Wash.....	No damage.	Unknown	60	1	Buffalo Harbor, N. Y.	While sitting on rail, fell overboard.
Nov. 4	Ohio.....	.....do.....	3,488	Vancouver, B. C.....	Lying at dock.....	.....do.....	do	665	1	Off Cape Flattery.....	Killed by falling from main deck into fire room.
Nov. 4	Eric.....	Am. sc.....	574	Baltimore, Md.....	Oyster grounds.....	.....do.....	do	10	1	Chesapeake Bay.....	Fell overboard.
Nov. 5	Henry Sackman.....	Am. str.....	610	.....do.....	.....do.....	.....do.....	Ballast	9	1	St. Louis, Mo.....	Walked overboard at night.
Nov. 7	Henry S. Lawson.....	Am. sc.....	40	.....do.....	.....do.....	.....do.....	do	.....	1	Chesapeake Bay.....	Fell overboard.

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.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1902.												
Nov. 7	Glenmont	Am. str.	92			No damage.	Ballast			1	Mississippi River	Fell overboard.
Nov. 7	Ferdinand Schlessinger.	do	2,607	Lying at dock		do	do	19		1	West Superior, Wis.	Do.
Nov. 8	Paraguay	do	2,201	Port Arthur, Tex.	Marcus Hook, Pa.	do	Unknown	24		1	At sea	Washed overboard in the gale.
Nov. 12	Reuben Eastman.	Am. sc.	115	New London, Conn.	Bangor, Me.	do	Ballast	4		1	Vineyard Sound	Thrown overboard while hauling sail.
Nov. 13	Volunteer	Am. str.	1,944	Lying at dock		do	Ore	17		1	Milwaukee, Wis.	While hoisting a bucket of ore, it became unhooked and fell on man in hold, killing him instantly.
Nov. 14	Gazelle	do	36	Sault Ste. Marie, Mich.	Detour, Mich.	do	Unknown	3		1	St. Marys River	Fell overboard.
Nov. 14	Tampico	do	2,133	Honolulu, Hawaii	Seattle, Wash.	do	do	30		1	At sea	Fell from upper deck and died from injuries received.
Nov. 17	Steel Queen.	do	177	McKees Rock, Pa.	Alleghany, Pa.	do	do	6		1	Ohio River	Jumped overboard while intoxicated.
Nov. 17	Majestic	do	657	Port Townsend, Wash.	Victoria, B. C.	do	do	48		1	Puget Sound	Fell overboard.
Nov. 19	Gualala	do	225	San Francisco, Cal.	Bowens Landing, Cal.	do	do	18		1	Off Bowens Landing, Cal.	Capitizing of small boat.
Nov. 20	Atlanta	do	1,129	Grand Haven, Mich.	Chicago, Ill.	do	do	40		1	Chicago Harbor	Vessel struck abutment and man fell overboard.
Nov. 22	Two Forty	Am. sc.	41	Marblehead, Mass.	Fishing trip	do	Ballast	8		2	Near Race Point, Cape Cod	Capitizing of dory.
Nov. 22	San Joaquin No. 4.	Am. str.	365	San Francisco, Cal.	Sacramento, Cal.	do	Unknown	31		1	San Pablo Bay, Cal.	Fell overboard.
Nov. 22	Sarah C. Ropes.	Am. sc.	1,135	Boston, Mass.	New York	do	Ballast	10		1	Falmouth, Mass.	Fell from aloft to deck.
Nov. 23	Willie L. Swift.	do	100	Provincetown, Mass.	Newfoundland	do	do	6		1	At sea	Washed overboard while reefing sail.
Nov. 23	Irene and Mary	do	91	Boston, Mass.	Fishing trip	do	do	20		1	do	Sinking of overloaded dory.
Nov. 24	Arendal	do	207	Marquette, Mich.	Chicago, Ill.	do	Unknown	7		1	Lake Michigan	Fell overboard.
Nov. 24	Minnivva Miles.	do	48			do	Ballast	10		1	Potomac River	Do.

Nov. 24	St. Louis.....	Am. str.....	11,629	Southampton, Eng- land.	New York	.....do.....	Unknown	.....	1	At sea	Lost overboard.
Nov. 24	Varuna.....	.....do.....	230	Sacramento, Cal.	Upper Sacramento River, Cal.	.....do.....	.....do.....	35	1	Sacramento River..	Fell overboard.
Nov. 26	Susie M. Plummer	Am. sc.....	920	Aberdeen, Wash....	Iquique, Chile.	.....do.....	Lumber	.....	1	Off Grays Harbor, Wash.	Fell overboard while furling jib.
Nov. 28	Red River.....	Am. str.....	97	Alexandria, La.....	Shreveport, La....	.....do.....	Unknown	.....	1	Red River.....	Fell overboard.
Nov. 30	Monarch.....	Br. str.....	1,372	Sarnia, Ont.....	Duluth, Minn.....	.....do.....	Merchan- dise.	12 46	1	Duluth Har bor, Minn.	Shipped on ice and fell overboard.
Nov. —	Annie Wesley....	Am. sc.....	93	Gloucester, Mass....	Fishing trip	Total	Ballast	14	14	At sea	Never heard from.
Nov. —	Abner Taylor....	.....do.....	139	Salem, Mass.....	Calais, Me.....	.....do.....	Kerosene	5	5	.....do.....	Do.
Dec. 1	Eva S. Cullison..	.....do.....	47	Baltimore, Md.....	Potomac River....	No dam- age.	Unknown	12	1	Potomac River....	Fell overboard while reefing sail.
Dec. 1	Reliable.....	Am. str.....	102	South Bend, Wash..	Nahcotta, Wash..	.....do.....	.....do.....	4	1	Shoalwater Bay, Wash.	Fell overboard while intoxicated.
Dec. 3	Progreso.....	.....do.....	1,919	Lying at dock.....	Havana, Cuba.....	Total	Ballast	19	6	San Francisco, Cal.	Killed by explosion of boiler.
Dec. 4	Olga.....	Am. sc.....	308	Pascagoula, Miss....		Nodam- age.	Unknown	1	1	At sea	Fell overboard from jibboom.
Dec. 5	Lowndes.....	Am. bge..	311	Lying in harbor....		.....do.....	Ballast	1	1	New York Harbor..	Slipped on ice and fell overboard.
Dec. 6	Veda M. McKown	Am. str.....	131	North Sydney, C.B..	Bay of Islands, N. F.	.....do.....	Unknown	8	3	At sea	Washed overboard by heavy sea.
Dec. 6	Gazelle.....	.....do.....	128			.....do.....	.....do.....	.....	1	Owensboro, Ky., Ohio River.	Fell overboard.
Dec. 8	Pere Marquette No. 17.	.....do.....	2,775	Manitowoc, Wis....	Ludington, Mich..	.....do.....	.....do.....	.....	1	Ludington, Mich..	While going down line over side of vessel, missed dock and fell into lake.
Dec. 10	Marjory Brown...	Am. sc.....	1,210	Boston, Mass.....	Hoboken, N. J.....	.....do.....	Ballast	9	1	Near Cape Cod, Mass.	Fell overboard.
Dec. 11	Honolulu.....	.....do.....	1,053	Port Townsend, Wash.	Iquique, Chile....	.....do.....	Unknown	12	1	At sea	Washed overboard by heavy sea.
Dec. 11	City of Peking...	Am. str.....	5,079	Yokohama, Japan...	San Francisco, Cal.	.....do.....	.....do.....	25 128	1	.....do.....	Fell overboard while intoxicated.
Dec. 11	Jimmie.....	.....do.....	21	Lying at wharf....		.....do.....	Ballast	5	1	Morgan City, La., Atchafalaya River	Fell overboard.
Dec. 12	Preston.....	Am. sc.....	25	Vicksburg, Miss....	Woodburn, Miss..	.....do.....	.....do.....	10	1	Chesapeake Bay...	Walked overboard.
Dec. 12	Wichita.....	Am. str.....	98	Point Lookout, Md.	Baltimore, Md.....	.....do.....	Unknown	4 19	1	Mississippi River..	Knocked overboard by jibing of foreboom.
Dec. 16	William McDaniel	Am. sc.....	19			.....do.....	.....do.....	8	1	Chesapeake Bay...	Fell overboard.
Dec. 16	Gen'l Sumner....	Am. str.....	703			.....do.....	Ballast	7	1	Boston Harbor....	Do.
Dec. 17	Louisa.....	.....do.....	280	Cleveland, Ohio....	Detroit, Mich....	.....do.....	.....do.....	7	1	Georgetown, S. C..	Seaman fell through the ice while return- ing from shore with provisions.
Dec. 18	Belle Hanscom...	Am. sc.....	294			.....do.....	Unknown	7	1	Lake Erie.....	Fell overboard from stage.
Dec. 20	Orlando V. Wooten	.....do.....	677	Baltimore, Md.....	Charleston, S. C..	.....do.....	Fertilizer	8	3	Charleston Harbor, S. C.	Fell overboard while intoxicated.
Dec. 20	Effie K. Coulbourn	.....do.....	38	.....do.....	Patapsco River, Md.	.....do.....	Unknown	12	1	Baltimore Harbor..	

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.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1902.												
Dec. 20	Theodore Roosevelt.	Am. sc....	124	Canso, N. S.....	Fishing banks.....	No damage.	Ballast.....	.....	18	2	Fishing banks.....	Capsizing of dory while attending trawls.
Dec. 23	Lizette Massey.....	Am. str....	23	Newport, R. I.....	Boston, Mass.....	Total.....	.....do.....	.....	3	2	Elizabeth River, Va.	Explosion of boiler.
Dec. 24	S. O. Co. No. 46.....	Am. bge....	513	Wilmington, N. C.....	New York.....	Partial.....	Petroleum.....	.....	4	1	Near Cape Cod.....	Explosion.
Dec. 26	Alexander Jones.....	Am. str....	134	.....	.....	No damage.	Ballast.....	.....	12	1	Southport, N. C.....	Fell overboard.
Dec. 31	Arthur.....	.....do.....	36	Lying at pier.....	Lynn, Mass.....	.....do.....	.....do.....	.....	6	1	Milwaukee, Wis.....	Do.
Dec. —	Laura L. Sprague.....	.....do.....	594	Norfolk, Va.....	Portland, Me.....	.....do.....	Unknown.....	.....	3	3	At sea.....	Lost overboard.
Dec. —	Allan.....	Am. sc....	74	Plymouth, Mass.....	Stonington, Conn.....	Total.....	Ballast.....	.....	3	3	.....do.....	Never heard from.
Dec. —	A. Hooper.....	.....do.....	80	Boston, Mass.....	.....	.....do.....	.....do.....	.....	4	4	.....do.....	Do.
1903.												
Jan. 2	Lyman M. Law.....	.....do.....	1,300	Portland, Me.....	Norfolk, Va.....	No damage.	Unknown.....	.....	10	1	Off Hog Island, Va.....	Lost overboard.
Jan. 3	Mariner.....	Am. str....	371	Cincinnati, Ohio.....	Pittsburg, Pa.....	.....do.....	.....do.....	.....	35	1	Ohio River.....	Lost from small boat belonging to vessel.
Jan. 5	Robert Hood.....	Am. sc....	22	Gulfport, Miss.....	Bl'oxi, Miss.....	.....do.....	.....do.....	.....	3	1	Mississippi Sound.....	Fell overboard.
Jan. 6	Alona.....	.....do.....	133	Bay of Islands, N. F.....	Gloucester, Mass.....	.....do.....	.....do.....	.....	9	2	At sea.....	Washed overboard.
Jan. 6	Homing.....	Am. str....	21	Kenosha, Wis.....	Fishing trip.....	.....do.....	Ballast.....	.....	1	1	Lake Michigan.....	Fell overboard.
Jan. 7	W. T. Scovell.....	.....do.....	244	New Orleans, La.....	Shreveport, La.....	Partial.....	Merchandise.....	.....	45	2	Red River.....	Lost overboard.
Jan. 8	Nettie Quill.....	.....do.....	299	Mobile, Ala.....	Selma, Ala.....	No damage.	Unknown.....	.....	60	41	Alabama River.....	Fell overboard.
Jan. 9	Kohala.....	Am. bktn....	891	Port Townsend, Wash.....	Lorenzo Marquez, Ariz.....	.....do.....	.....do.....	.....	14	1	Delagoa Bay, Africa.....	Do.
Jan. 9	White Wing.....	Am. sc....	19	Newport News, Va.....	Burnt Mills.....	.....do.....	Ballast.....	.....	3	1	Narissmond River, Va.....	Do.
Jan. 12	Harvester.....	.....do.....	106	Boston, Mass.....	Georges Bank.....	.....do.....	.....do.....	.....	18	1	At sea.....	Washed overboard.
Jan. 16	Carrier Dove.....	.....do.....	707	Biera, South Africa.....	Port Townsend, Wash.....	.....do.....	Unknown.....	.....	12	1	.....do.....	Fell overboard from sparkeer cross-tree.
Jan. 27	James R. Clark.....	.....do.....	70	Boston, Mass.....	Fishing trip.....	.....do.....	Ballast.....	.....	11	2	.....do.....	Lost in gale while making start.
Jan. 27	H. K. Bedford.....	Am. str....	139	Wheeling, W. Va.....	Parkersburg, W. Va.....	.....do.....	Unknown.....	.....	15	25	Ohio River.....	Fell overboard.
Jan. 29	Allen A.....	Am. sc....	342	Eureka, Cal.....	Honolulu, Hawaii.....	.....do.....	Lumber.....	.....	8	1	At sea.....	While making sail fast, fell overboard.

Jan. 31	Adelia T. Carleton.	do.	247	South Amboy, N. J.	Providence, R. I.	do.	Coal.	5	1	Block Island Sound.	While taking down port side light, fell overboard.
Feb. 1	Ford City.	Am. str.	93	Braddock, Pa.	Hanalei, Kauai.	do.	Ballast	10	2	Monongahela River.	Fell overboard.
Feb. 4	Malolo.	do.	32	Honolulu, Hawaii.	Nantucket, Mass.	do.	Merchandise	9	1	At sea.	Washed overboard.
Feb. 6	Underwriter.	do.	327	Vineyard Haven, Mass.	Fishing banks.	do.	Ballast	14	1	do.	Struck on head by chain and killed.
Feb. 6	Emma and Helen.	Am. sc.	94	Gloucester, Mass.	Fishing banks.	do.	do.	18	2	do.	Capsizing of dory while fishing.
Feb. 7	Tropic Bird.	Am. bktn.	347	San Francisco, Cal.	Tahiti, Society Islands.	do.	Unknown.	4	1	do.	Washed overboard by heavy sea.
Feb. 8	Pensacola.	Am. str.	1,696	Yorktown, Va.	James River, Va.	do.	do.	3	1	do.	Lost overboard.
Feb. 9	Alice Horner.	Am. sc.	18	Gloucester, Mass.	Fishing banks.	do.	do.	3	1	York River, Va.	Knocked overboard by jibbing of boom.
Feb. 17	Meteor.	do.	125	West Point, Va.	Queens Creek, Va.	do.	Ballast	18	1	Massachusetts Bay.	Washed overboard.
Feb. 17	S. M. Homan.	do.	22	New Orleans, La.	Frontier, Mexico.	Total	Lumber	3	1	York River, Va.	Knocked overboard.
Feb. 17	Bertha Louise.	do.	237	Connecticut Islands.	Carteret, N. J.	do.	Phosphate rock.	7	7	At sea.	Never heard from.
Feb. —	Geo. C. Thomas.	do.	1,447	French Guiana.	Havana, Cuba.	do.	Coal	12	12	do.	Do.
Feb. —	Lottie Moore.	Am. bk.	880	Perth Amboy, N. J.	Good Hope, Miss.	Partial	Miscellaneous.	1	13	do.	Do.
Mar. 2	Maggie.	Am. str.	50	Yazoo City, Miss.	do.	do.	Ballast	30	1	Yazoo River, Miss.	Vessel struck snag and sunk.
Mar. 3	Iron Age.	do.	385	Lying in port.	do.	No damage.	do.	19	1	Pittsburg, Pa.	Fell overboard.
Mar. 8	Helene.	do.	24	Cleveland, Ohio.	Antrim, Ohio.	do.	Unknown.	6	1	Lake Erie.	Do.
Mar. 9	Jack Rabbit.	do.	96	Rosedale, Miss.	Clarendon, Ark.	do.	do.	13	1	White River, Ark.	Do.
Mar. 12	Nassau.	do.	400	New York.	Long Island City, N. Y.	do.	do.	7	1	New York Harbor.	Do.
Mar. 16	Cornelia A. Miles.	Am. sc.	36	Lying at anchor.	do.	do.	Ballast	2	1	Wagners Point, Md.	Fell overboard while intoxicated.
Mar. 23	Mary.	Am. str.	198	Mobile, Ala.	Selma, Ala.	do.	Unknown.	12	46	Alabama River.	Fell overboard.
Mar. 23	Bowhead.	do.	381	San Francisco, Cal.	Whaling voyage.	do.	Ballast	42	1	At sea.	Fell overboard from bowsprit.
Mar. 29	Collins W. Walton.	Am. sc.	450	Jacksonville, Fla.	New York.	Partial	Lumber	8	1	do.	Washed overboard by heavy sea.
Mar. 29	Maud H. Dudley.	do.	392	do.	Providence, R. I.	No damage.	do.	7	1	Near Sandy Hook, N. J.	Fell overboard.
Mar. 30	Isaiah K. Stetson.	do.	313	do.	do.	do.	do.	7	1	At sea.	Knocked overboard by sparker.
Mar. 30	Lillian.	Am. bk.	620	Brunswick, Ga.	Wilmington, Del.	do.	Unknown.	8	2	do.	Vessel's small boat had rescued several men from another vessel when, coming alongside, it capsized and two were drowned.
Mar. 30	Sarah L. Thompson.	Am. sc.	91	Taunton, Mass.	New York.	do.	Ballast	4	1	Long Island Sound.	Knocked overboard.
Mar. 30	John J. Hill.	Am. str.	974	Jacksonville, Fla.	do.	Total	Lumber	16	9	At sea.	Vessel water-logged and abandoned.
Mar. 31	Tony Faust.	Am. sc.	10	Baltimore, Md.	Chesapeake Bay.	No damage.	Unknown.	6	1	Chesapeake Bay.	Fell overboard while asleep.

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(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.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1903.												
Mar. 31	Shetland	Am. bk.	643	Sandy Hook, N. J.	Savannah, Ga.	Partial.	Sand, etc.	11	1	1	Near Hatteras, N. C.	Washed overboard in heavy gale.
Mar. — 2	S. V. Luckenbach.	Am. str.	2,674	Sabine Pass, Tex.	Philadelphia, Pa.	Total.	Petroleum.	22	22	22	At sea.	Never heard from.
Apr.	Lucia Porter	Am. sc.	332	Portland, Me.	Bridgeport, Conn.	No damage.	Lumber.	7	7	1	Near Pt. Judith, R. I.	Fell overboard.
Apr. 2	Wacamac	Am. str.	1,359	New York	Georgetown, S. C.	do.	Unknown.	8	1	1	At sea.	Do.
Apr. 12	Mary A. Hall	Am. sc.	381	Mobile, Ala.	Demopolis, Ala.	do.	Ballast.	20	4	1	Newark, N. J.	Jumped overboard.
Apr. 12	Mary S. Blees	Am. str.	214	Gloucester, Mass.	Western Banks	do.	do.	20	4	1	Tombigbee River.	Fell overboard.
Apr. 16	Independence	Am. sc.	137	New York	Georgetown, S. C.	do.	do.	20	4	1	At sea.	Knocked overboard.
Apr. 19	Wacamac	do.	1,359	St. Louis, Mo.	Cape Girardeau, Mo.	do.	do.	50	75	1	Mississippi River.	Crushed under engine crank.
Apr. 22	Chester	Am. str.	631	Lying at moorings.		do.	Merchandise.	18	1	1	Bowens Landing, Cal.	Fell overboard.
Apr. 22	Fulton	do.	380			do.	Ballast.	14	1	1	Black River, La.	Capizing of small boat.
Apr. 30	H. M. Carter	do.	97	Hampton, Va.	Marsh River, Del.	do.	do.	14	1	1	Cleveland, Ohio.	Fell overboard.
Apr. 30	Geo. T. Hope	do.	1,558	Milwaukee, Wis.	Traverse Bay, Mich.	Total.	Oysters.	4	4	4	At sea.	Do.
Apr. — 3	Nettie E. Willing	Am. sc.	55			No damage.	Ballast.	3	1	1	Two Rivers Harbor, Wis.	Never heard from.
May	Lindrup	Am. str.	42	Morgan City, La.	Excursion trip	do.	do.	200	7	1	Aichafalaya River, R. I.	Fell overboard.
May 4	Wm. Drew	do.	55	Norfolk, Va.	Providence, R. I.	do.	do.	4	1	1	Chesapeake Bay.	Fell into hold.
May 5	Sumner R. Mead.	Am. sc.	1,035	Chance, Md.	Baltimore, Md.	do.	Unknown.	2	1	1	At sea.	Fell overboard.
May 7	S. Chase	do.	15	Philadelphia, Pa.	Charleston, S. C.	do.	Coal.	7	1	1	Mississippi River.	Do.
May 9	Raymond T. Maull	do.	538	New Orleans, La.	Onachita River, La.	do.	Unknown.	16	1	1	Presque Isle, Mich.	Fell into hold while loading vessel.
May 10	H. M. Carter	Am. str.	97	Lying at dock.		do.	Ballast.	16	1	1	Lorain Harbor, Ohio	Fell overboard from lighter in tow.
May 14	Cadillac	do.	1,263	Lorain, Ohio.		do.	do.	16	1	1	Near Point Reyes	Fell overboard.
May 18	George Pankratz	do.	63	Point Arena, Cal.	San Francisco, Cal.	do.	do.	16	1	1	At sea.	Capizing of boat while fishing.
May 22	Whitesboro	do.	195	Unge, Alaska	Bering Sea	do.	Unknown.	35	1	1	do.	Fell overboard from sparker boom.
May 22	City of Papeete	Am. bktn.	390	Brunswick, Ga.	New Haven, Conn.	do.	do.	7	1	1	Lake Superior	Washed overboard.
May 25	John L. Treat	Am. sc.	500	Duluth, Minn.	Fishing banks.	Partial.	Lumber.	7	1	1	At sea.	Capizing of dory.
May 27	A. C. Maxwell	do.	469	Sydney, C. B.	Hickman, Ky.	No damage.	Ballast.	18	2	2	Mississippi River	Fell overboard.
May 27	Helen F. Whitten.	do.	134	Cadmo, Ill.		do.	do.	45	7	1		
May 30	Conveyor	Am. str.	121			do.	do.					

May 30	City of Idaho.....	116	Augusta, Ark.....	Newport, Ark.....	.....do.....	Unknown.....	7	14	1	White River, Ark.....	Do.
May 30	Josephine Oils.....	14	Lying at anchor.....	.....do.....	.....do.....	.....do.....	1	3	1	Hampton Roads, Va.....	Lost overboard at night.
June 1	Schley.....	12	Charleston, S. C.....	Pon Pon River, S. C.....	.....do.....	Gravel.....	.....	2	1	Stono River, S. C.....	While trying to save vessel's small boat, was drowned, from rail.
June 1	Ishpeming.....	418	Lying at dock.....	.....do.....	.....do.....	Ballast.....	.....	6	1	Racine, Wis.....	Fell overboard (supposed).
June 3	Kinan.....	975	Honolulu, Hawaii.....	Hilo, Hawaii.....	.....do.....	Unknown.....	98	61	1	At sea.....	Lost overboard (supposed).
June 3	Little Gate.....	355	Hannibal, Mo.....	Quincy, Ill.....	Partial.....	.....do.....	179	.....	4	Hannibal, Mo.....	Vessel struck bridge.
June 4	H. M. Avery.....	33	Muskegon, Mich.....	St. Joseph, Mich.....	No damage.....	.....do.....	.....	2	1	St. Joseph, Mich., Lake Michigan.	Captain jumped into the water to save his wife, who had fallen overboard, and was crushed to death between vessel and dock.
June 4	Tarpon.....	449	Lying at dock.....	.....do.....	.....do.....	.....do.....	.....	4	26	Apalachicola Harbor, Fla.....	Fell overboard.
June 6	Kitty Knight.....	236	Baltimore, Md.....	Fredericktown, Md.....	.....do.....	.....do.....	.....	13	1	Chesapeake Bay.....	Do.
June 7	Robert Searles.....	600	Port Townsend, Wash.....	Hal-Phong, China.....	.....do.....	.....do.....	.....	10	2	At sea.....	Lost overboard in typhoon.
June 14	State of Texas.....	15	Lying at dock.....	.....do.....	.....do.....	Ballast.....	.....	5	1	Bayfield, Wis.....	Fell overboard.
June 22	.....	1,736	.....	.....	.....	.....	.....	34	1	Baltimore, Md.....	While painting vessel, fell overboard.
June 23	Pentland.....	827	Escanaba, Mich.....	Fruitport, Mich.....	.....do.....	Unknown.....	.....	15	1	Fruitport, Mich.....	Fell into hold.
June 24	Alliance.....	679	Mansfield, Oreg.....	Portland, Oreg.....	.....do.....	.....do.....	.....	60	30	Cocos Bay, Oreg.....	Fell overboard while heaving lead.
June 25	J. W. Westcott.....	522	Ashland, Wis.....	Milwaukee, Wis.....	.....do.....	.....do.....	.....	13	1	Milwaukee, Wis.....	Fell overboard while unloading vessel.
June 26	Bailey Gatzert.....	560	Lying at dock.....	.....do.....	.....do.....	Ballast.....	.....	30	1	Portland, Oreg.....	Fell overboard.
June 27	Valkyria.....	139	Placentia, N. F.....	Fishing banks.....	.....do.....	.....do.....	.....	18	2	Grand Banks.....	Sinking of overloaded dory.
June 27	Olivette.....	1,600	Boston, Mass.....	Halifax, N. S.....	.....do.....	Unknown.....	245	59	1	At sea.....	Fell overboard while hauling ropes to awnings.
June 28	Dalles City.....	446	The Dalles, Oreg.....	Cooks Landing, Oreg.....	.....do.....	.....do.....	.....	77	23	Columbia River.....	Fell overboard.
June 29	George W. Roby.....	1,843	Lying at dock.....	.....do.....	.....do.....	Coal.....	.....	17	1	Ashland, Wis.....	Fell overboard from rail while asleep.

Totals: Vessels, 236; tonnage, 139,437; total losses, 15; partial losses, 10; no damage, 211; number of passengers, 5,432; number in crews, 4,003; number of lives lost, 375.

TABLE 65.—*Summary of wrecks and casualties on and near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1903, involving loss of life.*

	Atlantic and gulf coasts.	Pacific coast.	Great lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels.....	7	-----	7	2	1	17
Tonnage.....	514	-----	4,094	452	1,270	6,330
Passengers.....	2	-----	44	44	-----	46
Crews.....	29	-----	74	34	5	142
Lives lost ^a	13	-----	49	19	5	86
Strandings:						
Vessels.....	8	4	1	1	2	16
Tonnage.....	6,167	2,064	256	52	220	8,779
Passengers.....	1	5	-----	-----	-----	6
Crews.....	73	32	6	6	26	143
Lives lost ^a	23	26	4	1	17	71
Collisions:						
Vessels.....	8	-----	4	1	1	14
Tonnage.....	15,736	-----	2,279	120	1,074	19,209
Passengers.....	872	-----	-----	-----	3	875
Crews.....	479	-----	34	8	10	531
Lives lost ^a	42	-----	8	5	3	58
Other causes:						
Vessels.....	5	1	1	4	14	25
Tonnage.....	1,487	1,919	469	719	9,112	13,706
Passengers.....	-----	-----	-----	180	1	181
Crews.....	35	19	7	74	139	274
Lives lost ^a	8	6	1	10	111	136
Totals:						
Vessels.....	28	5	13	8	18	72
Tonnage.....	23,904	4,008	7,098	1,343	11,676	48,024
Passengers.....	875	5	-----	224	4	1,108
Crews.....	616	51	121	122	180	1,090
Lives lost ^a	86	32	62	35	136	351
Vessels totally lost:						
Vessels.....	18	5	9	-----	15	47
Tonnage.....	12,949	4,003	6,296	-----	10,087	33,335
Passengers.....	21	5	-----	-----	4	30
Crews.....	153	51	95	-----	148	447
Lives lost ^a	68	32	57	-----	132	289
Vessels damaged:						
Vessels.....	10	-----	4	8	3	25
Tonnage.....	10,955	-----	802	1,343	1,589	14,689
Passengers.....	854	-----	-----	224	-----	1,078
Crews.....	463	-----	26	122	32	643
Lives lost ^a	18	-----	5	35	4	62
Vessels not damaged:						
Vessels.....	48	13	42	67	48	218
Tonnage.....	12,630	5,744	34,466	15,226	57,738	125,804
Passengers.....	179	273	1,639	1,951	1,209	5,251
Crews.....	360	299	918	1,044	1,108	3,729
Lives lost ^a	51	13	46	71	65	246
Aggregate:						
Vessels.....	76	18	55	75	66	290
Tonnage.....	36,534	9,747	41,564	16,569	69,414	173,828
Passengers.....	1,054	278	1,639	2,175	1,213	6,359
Crews.....	976	350	1,039	1,166	1,288	4,819
Lives lost ^a	137	45	108	106	201	597

^a Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 351 lives lost on vessels sustaining material damage, 119 were lost on steamers and 232 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 32, sailing vessels 54; Pacific coast, steamers 6, sailing vessels 26; lakes, steamers 50, sailing vessels 12; rivers, steamers 31, sailing vessels 4; at sea, steamers —, sailing vessels 136.

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.^a

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows										1	1
Black Island			1								1
Blue Hill Harbor		1									1
Brooklin								1			1
Ellsworth				1				1			2
Gotts Island							1				1
Moose Island								1			1
Orono Island		1									1
Placentia Island.						1	1				2
Swan Island.						1					1
York Narrows			1				1				2
Blue Hill Bay approaches:											
Johns Island Ledge										1	1
Little Duck Island						1					1
Long Island	1										1
Scrag Island.									1		1
Boothbay:											
Boothbay and Townsend Harbor	1		1		2	2		4			10
Southport Island				1							1
Spruce Point	1							1			2
Squirrel Island		1					1				2
Tumblers Island.										1	1
Cape Elizabeth	1							1		1	3
Broad Cove.		1						1			2
Maxwells Point	1										1
Portland Head				1		1					2
Spurwink River					1						1
Trundys Reef		1					1	1		1	4
Cape Neddick:											
Boon Island					1						1
Boon Island Ledge									1		1
Cape Porpoise			1						1		2
Bumpkin Island.								1			1
Folly Island.							1				1
Goats Island.			1		1				1		3
Trotts Island	1										1
Cape Small Point		2							1		3
Bald Head Rocks.									1		1
Fullers or Glovers Rock	1				1						2
Wood Island.					1						1
Casco Bay:											
Aldens Rock		1		1				1	1		4
Bangs Island		1			1						2
Dingleys Island		1									1
Great Chebeag Island								1			1
Green Islands and Reef	1			2	1						4
Haddock Rock, Broad Sound.										1	1
Harpwell		1									1
Long Island						1					1
Peaks Island						1	1				2
Ragged Island									1		1
Ram Island and Ledge.							1			2	3
Richmonds Island		1			1			1			3
Cobscook Bay:											
West Pembroke						1					1
Cranberry Island, Great.					1	2	1	1		2	7
Sperlins Point.	2										2
Thompsons Ledge.					1						1
Cranberry Island, Little.	1		1				1		2		5
Bakers Island and Bar	3			1	2						6
Cutler and approaches				2	1	2		1			6
Damariscotta River and approaches:											
Damariscotta River (mouth of)								1		1	2
Fishermans Island						1					1
Hypocrites, The									1		1
Linekins Neck								1			1
Ram Island.					1			1		1	3
Thread of Life Ledge.						1					1
Thumbcap Island									1		1

^a 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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MAINE—continued.											
Deer Island Thoroughfare:											
Long Ledge					1						1
McGatherys Island						1					1
Russ Island								1			1
Two-Bush Island	1										1
Deer Isle:											
Greens Landing	1	2	2	1							6
Eastport Harbor									1		1
Eggemoggin Reach				1							1
Byards Point			1								1
Channel Rock	1										1
Crow Island				1							1
Pumpkin Island Ledge								1			1
Punch Bowl					1						1
Triangles, The	1										1
White Island				1							1
Englishmans Bay:											
The Brother							1				1
Fishermans Island Passage.											
(See Moosabec Reach.)											
Fletchers Neck	2	8	1		4	3	2	4		3	27
Fox Island Thoroughfare:											
Browns Cove										1	1
Cross Island Ledges						1					1
Frenchmans Bay:											
Crabtree Ledge						1					1
Egg Rock		1					1				2
Porcupine Island	1							1			2
Pulpit Ledge					1						1
Sullivan Harbor						1	1				2
Winter Harbor							1				1
Frenchmans Bay approaches:											
Schoodic Island			1								1
Kennebec River (mouth of)							1	1	2		4
Atkins Bay					1						1
Bluff Head				1							1
Coxs Head		1									1
Dix Island						1					1
Hospital Point, rock near					1						1
Hunniwells Beach	3					2			2	2	9
Hunniwells Point	1										1
Jacks Rock	1										1
Long Island					1						1
Marrs Island	1										1
Perkins Island and Ledges	1										1
Pond Island					1	1		1			3
Stage Island								2			2
Sugar Loaves, The			1		1	2		1		1	6
Whales Back							1	1			2
Wood Island Ledges			1								1
Kennebec River approaches:											
Heron Island			1								1
Seguin Island and Ledges					1						1
Kennebunkport									1		1
Lubec Narrows	2					1	2	3			8
Machias Bay:											
Cross Island					2		1	1	1	1	6
Dogfish Ledges		1		1	1						3
Howards Bay		1									1
Libbey Islands		1	1			2				1	5
Stone Island Ledge							1				1
Machias Bay, Little:											
Cape Wash Island						1					1
Double Headed or Double											
Shot Island				1	1						2
Moosabec Reach								1			1
Bar Island	1										1
Brig Ledge, Fishermans Is-											
land Passage							1				1
Brownney Island and Ledges,											
Fishermans Island Pas-											
sage	1							1	1		3
Crumple Island, Fishermans											
Island Passage	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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MAINE—continued.											
Moosabec Reach—Continued.											
Pessenden Ledge.....							1				1
Fishermans Island.....		1									1
Great Wass Island.....										1	1
Green Island Ledge.....					1						1
Indian River.....									1		1
Jonesport.....								1	1		2
Kellys Point and ledges near.		2			1						3
Sand Ledge.....				1							1
Sawyers Cove.....	1										1
Steel Harbor Island.....				2							2
Stevens Island, Fishermans Island Passage.....							1				1
Mount Desert Island:											
Bas Harbor Bar and Head.....					1	1		1			3
Bear Island.....								1			1
Long Ledge.....					1						1
Seal Harbor.....									2		2
Sea Wall.....	1										1
Southwest Harbor.....		1	1		1	2					5
Mount Desert Rock.....	1	2								1	4
Muscle Ridge Channel:											
Channel Rock.....							1				1
Clam Ledges.....					2						2
Crescent Island (near).....		1							1		2
Dix Island.....	1	1									2
Garden Island Ledge.....									1		1
Grindstone Ledge.....	2	1					1	4	2		10
Halibut Rock.....			1								1
Hay Island Ledge.....		1		1	1		1	1			5
Howies Rock.....	1										1
Hurricane Ledge.....			1				1				2
Lark Ledges.....						1					1
Lobster Cove.....						1					1
Long Ledge, Seal Harbor.....				1			1			1	3
Munroe Island.....	1								1		2
Northwest Ledge.....					1						1
Otter Island Ledge.....	2					1		1			4
Rackliffs Island, Seal Harbor.	1				1						2
Seal Harbor.....			2	1	2			1			6
Sheep Island and Shoals....	1	1	1		1						4
Spruce Head Island.....		4	2	1	2	1				1	11
Upper Gangway Ledges.....				2	1	1				1	5
White Head Island.....	1		1	1		1	1			1	6
Muscongus Bay:											
Black Island Ledge.....		1									1
Friendship.....						1					1
Kegs, The.....				1		1					2
Pemaquid Point.....	1										1
Muscongus Bay approaches:											
Browns Head.....	1										1
Duck Rocks.....										1	1
Monhegan Island.....		1		1				3		1	6
Narraguagus Bay and ap- proaches:											
Baldwins Head.....						1					1
Bois Bubert Island.....	1			1							2
Jerrys Ledge.....						1					1
Penobscot Bay:											
Inner Bay Ledges.....					1						1
Isle au Haut.....								1			1
Long Island.....		1							1		2
Odoms Ledge.....										1	1
Ragged Island.....		1	1								2
Seal Island.....					1	1				1	3
Vinal Haven Island.....	1	1								1	3
Vinal Haven Island, Roberts Harbor.....	1										1
Penobscot Bay, East:											
Bear Island.....				1							1
Brimstone Island.....										1	1
Burnt Cove.....									1		1
Castine.....		1									1
Coit Head 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.*

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MAINE—continued.											
Penobscot Bay, East—Cont'd.											
Crow Island.....		1									1
Halibut Ledge.....									1		1
Pond Island.....								1			1
Sandy Point.....		1									1
Penobscot Bay, West:											
Bantam Ledge.....		1									1
Barley Ledge.....										1	1
Camden.....				1		1					2
Drunkards Ledge.....									1		1
Great Spruce Head.....						1					1
Heron Neck (ledge near).....					1						1
Matinicus Island.....	1	1									2
Northern Triangles, The.....				1	1						2
Owls Head.....		2									2
Roaring Bull Ledges.....							1				1
Rockland.....		1				2		2			5
Rockport.....		1									1
Seal Ledge.....		1				1					2
Southeast Breakers.....					2						2
Southern Triangles.....										1	1
Spragues Ledge.....					1					1	2
Sunken Pond Ledges.....	1										1
Two-Bush Island and Reef.....	2				1			1	1		5
Pigeon Hill Bay:											
Green Island.....		1					1				2
Petit Menan Island and Point.....			2			3	2			2	9
Pleasant Bay approaches:											
Nashes Island.....		1									1
Portland Harbor.....									1	1	2
Breakwater Point.....		1									1
House Island.....				1							1
Portsmouth Harbor (Maine side):											
Clarks Island.....					1				1		2
Fishing Islands.....						1			2		3
Gerrish Island.....	1	2		1					1	2	7
Hicks Rocks.....										1	1
Kittery Point.....		1					1				2
Phillips Rocks.....									1		1
Seaveys Island.....	1										1
White Islands.....									1		1
Wood Island.....	1	1		1				1		1	5
Prospect Harbor.....				1					1		2
Indian Harbor.....				1							1
Moultons Ledge.....										1	1
Spruce Point.....											1
Quoddy Roads.....		1				2		1			6
Crowells Ledge.....			1								1
Middle Ground.....		1									1
Sail Rock.....									1		1
West Quoddy Head.....		1								1	2
Saco Bay:											
Ferry Beach.....					1						1
Negro Island.....	2	1			2	1		1	2		9
Old Orchard Beach.....					1						1
Prouts Neck.....								1			1
Scarboro Beach.....		1									2
Stage Island.....			1					2	1		3
Stratten Island.....										1	1
Whales Back, The.....			1								1
Wood Island.....			1								1
St. Croix River:											
Robbinston.....						1					1
St. Georges River and approaches:											
Allens Island.....									1		1
Bar Island.....	1										1
Bantam Rock.....						1					1
Benner Island.....		1									1
Brothers, The.....					1						1
Burnt Island.....										1	1
Caldwells Island.....					1						1
Damiscove Island.....		1					2	3	3		9
Georges Island.....			1							1	1
Griffins 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.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MAINE—continued.											
St. Georges River and approaches—Continued.											
Gunning Rocks.....						1					1
Harts Island Bar and Ledges.....		2	2	1	1	1		2	2	2	13
Hay Ledge.....										1	1
Herring Gut.....	1	1									2
Hoopers Island.....	2	1	1			1	1				6
Marshall's Point.....					1			1	1		3
McGees Island.....		1	1								2
Mosquito Island.....	1										1
Old Man Ledge.....						1				1	2
Otis Cove.....											1
Port Clyde.....		1	6	1		3	1	2		1	15
Sisters, The.....									1		1
Stone Island.....							1	1			2
Stone Point.....							1				1
Thomaston.....							1				1
Thompsons Island and Ledges.....										1	1
Turkey Point.....								1			1
Two-Bush Island.....									1		1
Sheepscot Bay and River:											
Cuckolds, The.....						1					1
Fire Island.....						1					1
Sawyers Island.....								1			1
Southport Island.....		1						1	1		2
Tennants Harbor.....						1		1			2
Harts Neck.....			1								1
Long Cove.....							1				1
Southern Island.....				1							1
Wells Beach:											
Fishing Rocks.....		1									1
West Quoddy Head. (See Quoddy Roads.)											
Wheeler's Bay.....				1							1
Clarks Island.....				1							1
York River and approaches:											
Godfrey's Cove.....										1	1
York Harbor.....											1
York Ledge.....			1	1							2
NEW HAMPSHIRE.											
Foss Ledges.....										1	1
Hampton:											
Great Boars Head.....					1			1			2
Hampton Beach.....			1		1						2
Isles of Shoals:											
Appledore Ledge.....							1				1
Cedar Ledges.....					1	1					2
Duck Island.....							1	1			2
Eastern Rocks.....			1								1
Portsmouth Harbor (New Hampshire side):											
Fort Point.....							1			2	3
Great Island.....										1	1
Jerry's Point.....					2	1					5
Odiornes Point.....						1				2	1
Rocks, mouth of harbor.....						1					1
Rye Beach.....			1								1
Rye Ledge.....							1		1		2
Stielmans Rocks.....	1							1		1	3
Wallis Sands.....								1			1
Western Ledges.....									1		1
MASSACHUSETTS.											
Beverly Bay.....				1							5
Boston Bay and Harbor.....		2	3	2		3	3	4			14
Bird Island Flats.....										1	1
Black Rock and Channel.....		1				2					3
Black Rock, Cohasset.....						1					1
Brewsters, The.....		2	1		1	3	2				9
Broad Sound.....	1										1
Castle Island.....	1			1		1			2		5

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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MASSACHUSETTS—continued.											
Boston Bay and Harbor—Cont'd.											
Cohasset Harbor.....						2					2
Commercial Point.....							1				1
Deer Island.....		1				1			1		2
Devils Back.....		1				1			1		3
Dorchester Bay.....				1		1		1			3
Gallups Island.....				1		4					5
Georges Island.....		1		2	1	1				2	7
Graves, The.....					1						1
Great Fawn Bar.....	1										1
Hardings Ledge.....			1		1						2
Hog Island.....				1							1
Hull Beach.....						2					2
Hunts Ledge.....							1		1		2
Long Island.....			1						1		2
Lovells Island.....	1					2	1		1	1	6
Lower Middle.....								2			2
Middle Ground.....						2	2		1	2	7
Minots Ledge.....					1			1			2
Moon Island.....						1					1
Nantasket Beach.....	1	1		1	1						4
Neponset.....		1									1
Nixs Mate.....	2	1	1	1							4
Nut Island.....						1					1
Peddocks Island.....									1		1
Pig Rocks.....										1	1
Pines Point.....					1						1
Pleasure Bay.....							1	1			2
Point Allerton.....	1			2						1	4
Point Shirley.....		1			1						2
Quincy Beach.....						3					3
Rainsford Island.....						3					3
Ram Head.....	1								1	1	3
Shag Rocks.....								1	2		3
Spectacle Island.....						2					2
Thompsons Island.....						3					3
Toddy Rocks.....	1		1	1	4	3	1		1		12
Weir River, entrance to											
Hingham Harbor.....		1									1
Weymouth.....		1				1					2
Windmill Point.....	1										1
Brant or Green Harbor Point.....						2				2	4
Buzzards Bay:											
Angelica Point.....						1					1
Cuttyhunk Harbor.....		1	2			1			1		5
Dumpling Rock.....							1				1
Great Ledge.....		1						1			2
Gull Island.....				1							1
Husseys Rock.....								1			1
Nashawena Island.....			1								1
New Bedford Harbor.....						1					1
Buzzards Bay approaches:											
Horse Neck Beach.....	1										1
Cape Ann:											
Annisquam.....	1						1				2
Averys Ledge.....						1					1
Bay View.....						1					1
Braces Cove.....							1				1
Dog Bar.....							1	2	2	1	6
Dollivers Neck.....					4						4
Eastern Point.....	2		1		1	1		1	1	1	8
Gloucester.....	1	4		1	5	6			1	1	19
Hallbut Point.....		1		1							2
Kettle Island.....			1								1
Lanesville.....	1	1					1	1			4
Londoner, The.....		1								1	2
Long Beach.....									1		1
Milk Island.....									1	1	2
Normans Woe.....		1									1
Pigeon Cove.....					6	6			1	1	14
Rockport.....	1					3	2	1	1	1	9
Salvages, The (off Rockport).....								1			1
Straitsmouth Island.....									1		1
Ten-Pound Island.....					2	5					7
Thatchers 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.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MASSACHUSETTS—continued.											
Cape Cod:											
Bearses Shoal.....	3		3	1	1					1	9
Cahoons Hollow.....			2	2			1		1		6
Chatham.....				1	2	2	2				7
Chatham Bar.....	1	1	1							1	4
Highland Light.....				1				1			3
Monomoy Point.....		1			3			1		1	6
Nauset Beach.....	1		3	2	2	1	2	1	1	1	14
Orleans Beach.....		2	1	2	1	2	1		2		11
Pamet River.....		2									2
Peaked Hill Bar.....	2	1	1	2	4	4	1	2	2	1	20
Pollock Rip.....	4	5	2	1	2	1	2	1	1		19
Race Point.....	2	2	4	2	3	3		2	4		22
Shovelful Shoal.....	4	4	2		2	4	3	6	6	2	33
Stone Horse Shoal.....	1	1	1	1					1	1	6
Cape Cod Bay:											
Barnstable.....										1	1
Beach Point.....								1			1
Billingsgate Island and Shoal.....		1									1
Brewster.....						1					1
Long Point.....							1		1	1	3
Provincetown.....	3			2		18					24
Wood End.....			1	1	2	3	4	2	5	2	20
Duxbury Beach.....										1	1
Fall River.....		1									1
Gurnet Point.....				2		2	1		1		6
Ipswich Bay:											
Essex Bar.....		1									1
Ipswich Bar.....	1	1	3	2	2	4			1		14
Lynn Harbor.....	1	1									2
Marblehead.....		1				4					5
Marshfield.....							1				1
Martha Vineyard:											
Cape Poge.....				2			1				3
Cedar Tree Neck.....	1					1		1			3
Chappaquiddick Point.....						1		1			2
Chilmark.....		1									1
Cottage City.....										1	1
East Chop.....								1			1
Edgartown.....	1		1			1					3
Gay Head.....	1	1		1	2			1		1	7
Menemsha Bight.....	1			2	3	2			1		9
No Mans Land.....	1										1
Old Man Ledge.....		1									1
Vineyard Haven.....	3	1	1	7	1	22	1	3	2	1	42
Wasque Shoal.....									2		2
West Chop.....	1	1						1	1	1	5
Nahant Bay:											
Egg Rock.....	1										1
Nahant.....		1			1			1			3
Shag Rock.....						1					1
Nantucket:											
Bar and Bay.....				1		2	1	2	1	1	8
Coscata.....	1			2		1				1	5
Great Neck.....						1					1
Great Point and Great Rip.....	3		2		2		1	1		1	10
Surfside.....					1						1
Nantucket Shoals.....	1				2	1		1	1	2	8
Nantucket Sound:											
Bishop and Clerks Shoal.....		1		1				1			2
Chatham Roads.....		2						2	1		4
Common Flats.....	3									1	4
Dennisport and Beach.....		1									1
Dog Fish Bar.....	1	1						1			3
Handkerchief Shoal.....	3	5	1	1	2	1	2	3	3	2	23
Hardings Beach.....									1		1
Horseshoe Shoal.....					1						1
Hyannis.....	1	1				1		1	1		5
Kill Pond Bar.....	1	2								1	4
Long Shoal.....			2								2
Muskeget Island.....		1			1	1			2		5
Mutton Shoal.....						1					1
Nortons Shoal.....			1								1
Osterville.....					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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
Shovelful Shoal (near Tuckernuck Shoal)					1			1	2		1
Tuckernuck Shoal	1		1		1						6
Newburyport approaches:											
Newburyport Bar	1		1	1		4	2	3	8	3	23
Plum Island Point				1		1					2
Salisbury Point	2		1				1				4
Plum Island	1	4	4		1		2		2	2	16
Plymouth Bay:											
Browns Bank, or Browns Island		2	2	1	4			7	2		18
Cow Yard, The						1					1
Dicks Flat			1								1
Plymouth	1			1	1	9	1		1		14
Sagquish Head								3			4
Salem Harbor and approaches:											
Bakers Island and Shoals	1	1		2	1				1	1	7
Dry Breakers	1										1
Endeavor Rocks					1						1
House Island						1					1
Juniper Point								2			2
Little Aqua Vita Ledge		1									1
Magnolia			1								1
Salem Harbor		1			1	2			1		5
Salisbury Beach			1								1
Scituate						2		1			3
First Cliff	1										1
Fourth Cliff	1			2				1			4
North Scituate						1		1		1	3
Vineyard Sound:											
Cuttyhunk Island		1		1		1	3		1	1	8
Falmouth									2		2
Hedge Fence Shoal				3	1		1	2			7
L'Homme Dieu Shoal	1		1						1		3
Middle Ground				1	1				1		3
Nashawena Island	1	2		2		1		2		1	9
Naushon Island	3	2		1		1	1				8
Nobska Point								1			1
Pasque Island			1	4	1						6
Quicks Hole					1						1
Robinsons Hole	1	1							1		3
Sow and Pigs	1		1	1		2	1	2			8
Squash Meadow Shoals	1										1
Tarpaulin Cove		2		1		1				1	5
Woods Hole	1		2		1		3			3	10
RHODE ISLAND.											
Block Island:											
Block Island Breakwater		5		5	4	2	2	1	1	1	21
East side of		1			3	1		1	2		8
Grove Point										1	1
New Harbor				1			1	1	1		4
Northwest shore of			1	1	4						6
Sandy Point		3		2	2	1	1				9
South Shore	1									1	2
West side of		1		3	1	1	1				7
Charlestown Beach			1								1
Little Narragansett Bay					1						1
Narragansett Bay:											
Bishop Rock	1										1
Bonnet Point	1										1
Boston Neck	1										1
Brentons Point and Reef		1		1							2
Castle Hill				1		1					2
Church Point		1								1	2
Clump Rocks	1										1
Coddington Point						1					1
Conanicut Island							1				1
Conimicut Point			1								1
Dutch Island	1	1				1				1	4
Eastons Beach								2			2
Fish Rock						1					1
Gardiners Neck						1					1
Goat Island		2							1		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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Jones Ledge.....								1			1
Kettle-Bottom Rock.....		1									1
Muscle Bed Shoal.....						1					1
Nayatt Point.....										1	1
Newport.....					1	4			1		6
Newtons Rock.....			1								1
Patience Island.....								1			1
Pawtucket River (mouth of).....			1								1
Portsmouth.....							1				1
Providence River.....				1							1
Prudence Island.....						7			1	1	9
Rose Island.....	1	1				1					3
Sachuest Neck and Beach.....			2					1			3
Sakonnet Point.....							2				2
Tiverton.....				1							1
Warwick Neck.....										1	1
Watsons Pier.....		1									1
Whale Rock.....										1	1
Noyes Beach.....							1				1
Point Judith.....	1		4	2	2	2		2			13
Quonochontaug Beach.....			2							1	3
Watch Hill.....	1		1	1						1	4
Catumb Reef.....		1			2			1			4
Napatree Point.....	1	2				8	1				7
Sugar Reef.....			1								1
CONNECTICUT.											
Black Rock Harbor.....	1										1
Branford Harbor.....			1								1
Branford Reef.....	1										1
Bridgeport.....	1		1		1				1		4
Connecticut River (mouth of):											
Cornfield Point Shoal.....	1										1
Saybrook Bar.....			2	1					1		4
Fairfield Beach.....						1					1
Fishers Island Sound:											
Bartletts Reef.....					1	1					2
East Clump.....						1					1
Latimers Reef.....	1				3						4
Middle Clump.....								1			1
Mystic River (mouth of).....						2	1				3
Noyes Rock.....									1		1
Quamhog Cove.....	1										1
Greenwich.....	2		1								4
Guilford.....	1										1
Long Island Sound (near coast of Connecticut):											
Bartletts Reef.....								1			1
Captains Islands.....				1							1
Cockenoes Island.....							1				1
Cows, The.....				1							1
Duck Island.....										1	1
Faulkners Island.....			1		1		1		2		5
Goose Island (near Faulkners Island).....							1		1		2
Long Sand Shoal.....		2									2
Norwalk Islands.....	1			1		1	1				4
Penfields Reef.....			1								1
Saugatuck.....					1						1
Thimbles, The.....	1		1			1	1				4
Wilsons Point.....								1			1
New Haven Harbor:											
Adams Fall Ledge.....		1									1
New Haven.....	2										2
Savin Rock.....									1		1
New London Harbor and approaches.....						3		1			4
Black or Southeast Ledge.....	1								1		2
Cormorant Reef.....					1						1
Eastern Point.....									1		1
Goshen Reef.....		1		1							2
Ocean Beach.....			1								1
Pequot (near).....	1										1
Southwest Ledge.....	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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
CONNECTICUT—continued.											
Niantic Bay	2	1				1					3
Saugatuck River (mouth of)						1					1
Shippan Point				1		1					2
Stamford Harbor									2		2
Stonington Harbor			2						2		4
Stratford Point									1		1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay		3			2	2					7
Gardiners Island				1							1
Napeague Bay						1					1
Shagwong Reef	1					1					2
East River:											
Astoria								1			1
Barretto Point							1				1
Blackwells Island	1	1			1	1				1	5
Governors Island							1				1
Hell Gate	1		2	2		1		5	2	1	15
Hell Gate, Flood Rock		1					1				2
Hell Gate, Halletts Point		1									1
Hell Gate, Mill Rock	1				1		1				3
Hell Gate, Negro Head	2					1	1				4
Hell Gate, Rylanders Reef						1	1				2
Hell Gate, The Hogs Back		1			1	1	1		2		6
Lawrence Point					1		1				2
Man-of-War Rock			1	1	1	2					5
Newtown Creek (mouth of)	1				1						2
North Brother		1				1		1	3	1	7
Old Ferry Point						1					1
Randalls Island										1	1
Rikers Island									1		1
South Brother							1				1
Sunken Meadows, The				2	3	1	1		2		9
Wards Island									1		1
Gardiners Bay:											
Gardiners Island (see Block Island Sound).											
Long Beach Bar	1				1						2
Sag Harbor				2		1					3
Shelter Island							1				1
Long Island (outside):											
Amagansett	1			1						1	3
Coney Island	4	1	4	3	2						14
Coney Island (Sheepshead Bay)				1		1	1				3
East Hampton Beach	1										1
Fire Island Beach	2	2	1	2	1	1	1	1			11
Fire Island, Beach (Great South Bay)			1		2	7				3	13
Fire Island Inlet		5	5	5	5	2	1	5	6	9	43
Gilgo Inlet							1				1
Hempstead Bay							1				1
Jones Beach										1	1
Long Beach	3	2		1	1	3		3	3	1	17
Mecox	1				1						2
Montauk Point	1					2	1				4
Moriches Beach	1	1			1	1	2		1		7
Moriches Beach (Moriches Bay)					1						1
Napeague	1	1		1		2				1	6
New or Jones Inlet	2	4		3	3		2	2	5	1	23
Oak Island		1									1
Quogue				1			1				2
Rockaway and Far Rockaway Beach		1	1				1	1		1	6
Rockaway Inlet and Shoals	1	6	1	3	2	3	1	3	7	1	28
Shinnecock Beach	1	2		4							7
Smiths Point	1										1
Zachs Inlet	1	1	1			2					5
Long Island Sound:											
Big Tom Rock			1		1						2
City 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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
NEW YORK—continued.											
Long Island Sound—Continued.											
Cold Spring Harbor			1								1
Cow or Manhasset Bay	1										1
Davenport or Davids Island	1			1				1			3
Duck Pond Point						2					2
Eatons Neck		3	1				1	1	1	3	10
Execution Rocks	1										1
Fishers Island	1	4	1	2	1	2	1	2	1	1	16
Glen Island				1							1
Great Gull Island	1		1		2						4
Hallocks Landing									1		1
Hart Island		1		1	1		1			1	6
Hortons Point				1		1	1	1			4
Little Gull Island		1							2	1	4
Lloyds Neck	1			2			1			2	6
Luce Landing						1					1
Mattituck Point		1	1				2	1			5
Mattituck Beach	1										1
Mount Sinai						3					3
New Rochelle Harbor	1	1			1			1			4
Oak Neck Point		1									1
Old Field Point		1			1	1		1			4
Old Silas Reef					1						1
Orient Shoal				1							1
Oyster Bay		1									1
Oyster Pond or Orient Point			1			2				1	4
Peconic Bay, Great			1								1
Pelham Bay			1								1
Plum Island		1		1		1		3		1	7
Port Jefferson						2		1			3
Prospect Point		1									1
Race Point (near)	1										1
Race Rock							1				1
Rocky Point						1	2				3
Rye Point			1			1			1		3
Sands Point	1	1									2
Valiant Rock							1	1			2
New York Bay and Harbor							1	1			2
Bath Beach	1										1
Bay Ridge						1					1
Bedloes Island			1				1				2
Bedloes Island (rock 1 mile west of)			1								1
Black Tom Island						1					1
Castle Point	1										1
Constable Point					1		1				2
East Bank				1							1
Ellis Island	1			1						1	2
Gedney Channel		1									1
Great Kills	1								1		2
Nortons Point								1			1
Oyster Island											1
Princess Bay					1	1					2
Robbins Reef		1									1
Romer Shoal	1	6	3	1	2	3	1	4	2		23
South Brooklyn							1				1
Staten Island	1					1					2
Swash Channel							1	1			2
Swinburne Island				2							2
West Bank		1	2	1			1	1	1		7
NEW JERSEY.											
Absecon Inlet	5	4	6	2		3	4	2	2	7	35
Atlantic City	2			3		1		1		2	9
Barnegat Inlet	1	2	2	1	3	1		2	4	1	17
Brigantine Beach and Shoals	2	2	2	1	2		2		1	1	13
Cape May		1	2	3	1	2	1	1			11
Cold Spring Inlet		1	1			1	2	2	1		8
Corsons Inlet Bar	3				1		2				6
Deal Beach	1		1								2
Delaware Bay (see also Delaware):											
Ben Davis Shoal		1						1	1		3
Cross Ledge					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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
NEW JERSEY—continued.											
Delaware Bay—Continued.											
East Point.....									1		1
Egg Island Point.....							1				1
Fishing Creek Shoal.....	1										1
Green Creek.....		1						1			2
McCries Shoal.....	1								1		2
Miah Maull Shoal.....				1							1
North Shoal.....	1										1
Overfalls or South Shoals.....		1				1					2
Round Shoal.....			1								1
Five Fathom Bank.....		1			1						2
Five Mile Beach.....		2									2
Great Egg Harbor and Inlet.....	3	1	3	5	3	10	13	10	4	3	55
Hereford Inlet.....	6	2		2	3	1	1		3	4	22
Highlands.....	1	1	3								6
Island Beach.....	1		2					2	2	2	9
Little Egg Harbor.....				1	5				2		8
Little Egg Harbor Inlet or New Inlet.....	3	3	1	4	5		5	5	2	3	31
Long Beach.....	1	1	2	2	1	3	1	2	3	2	18
Long Branch.....			1						1		2
Ludlam Beach.....				1		1					2
Monmouth Beach.....		1	2	1				1	1		6
Newark Bay, Shooters Island.....					2					1	3
Pecks Beach.....		1	1						1		3
Port Monmouth.....						1					1
Raritan Bay:											
Keyport.....	2					1			3		6
Perth Amboy.....						1					1
Point Comfort.....		1									1
Raritan.....								1			1
Red Bank.....		1									1
Sandy Hook.....	6	1	3	4	3	4	2	3	2		33
Flynn's Knoll.....						2			2		4
Horse Shoe.....		1			1			1		1	4
Seabright.....				1							1
Shrewsbury River.....			1					1	1	1	4
Spring Lake.....							1				1
Squan Beach.....	1	1			1		2				5
Tathams.....		1	1				1			1	4
Toms River.....				1							1
Townsend's Inlet.....			3	2			2	3		2	12
Turtle Gut Inlet.....			1	1				1		1	4
DELAWARE.											
Cape Henlopen.....	1			1	5	2	3	3	3	2	20
Hen and Chickens Shoal.....	1				1				1		3
Delaware Bay (also see New Jersey):											
Brandywine Shoal.....						1				1	2
Broadkill River (mouth of).....								1			1
Cedar Beach.....					2						2
Fourteen Foot Bank.....					1						1
Joe Flogger Shoals.....			1		1	3					5
Lower Middle.....									1		1
Mispillion River.....		1			1						2
Shears, The.....	1										1
Delaware Breakwater.....	1	3		1	1	3	1	1	1		12
Indian River Inlet.....	2			2		3	1		2	3	13
Lewes.....	3	1	1		6	3	2	2			18
Rehoboth Beach.....	1						1	1			3
MARYLAND.											
Chesapeake Bay:											
Bear Point.....					1						1
Cedar Point.....					1				2	1	4
Chester River (mouth of).....	1						1			1	3
Choptank River (mouth of).....			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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
MARYLAND—continued.											
Chesapeake Bay—Continued.											
Curtis Point.....		1									1
Devils Woodyard.....		1									1
Drum Point.....					1						1
Fishing Bay.....	1										1
Hacketts Point.....				1							1
Herring Bay.....	2	1			1	1					4
Holland Island.....			1					2			3
Holland Point.....										1	1
Honga River.....			1								1
Horseshoe Point.....			1								1
James Point.....								1			1
Long Point.....									1		1
Magothy River (mouth of) ..						2			2		4
Man of War Shoal.....		1									1
Millers Island.....		1									1
Patapsco River (mouth of) ..		1		1	2	1	1				6
Patuxent River (mouth of) ..						1					1
Point No Point.....			1						1		2
Poplar Island.....									1		1
Rock Hall Creek.....										1	1
Sandy Point.....									1		1
Seven Foot Kno'll.....										1	1
Sharps Island Bar.....									1		1
Swan Point.....					1						1
Thomas Point Shoal.....				1							1
Wades Point (Eastern Bay) ..				1	1						2
Fenwick Island.....	1	1				1					3
Green Run Inlet.....				1					1	1	3
Isle of Wight.....								1			1
North Beach.....	2		1		1			1			5
North Beach, Sinepuxent Bay ..					1			1			2
Ocean City.....							1				1
VIRGINIA.											
Assateague Island.....		2				1	2	2			7
Fishing Point.....		2		1	4	2	2	1	5	6	23
Ship Shoal.....									1	1	2
Turners Shoals.....					2			1	1	1	5
Assawaman Inlet.....					1						1
Cape Henry.....	3	2	3	2	2	2	1	3	1		19
Cedar Island.....	1	2			2						5
Cherrystone Inlet.....	1										1
Chesapeake Bay:											
Back River Shoals.....	1		1								2
Cape Charles City.....			1								1
Farnham Creek.....						1					1
Great Wicomico River (mouth of) ..				1							1
Middle Ground.....	1				1	3		1			6
New Point Comfort.....			1	1	1		2				5
Ocean View.....			1								1
Plankatank River (mouth of).....								1	1		2
Plum Tree Bar.....	1										1
Pongateague Creek (mouth of).....	1					1					2
Potomac River (mouth of) ..					1						1
Smiths Point.....								1			1
Stingray Point.....				1		1		1			3
Tail of the Horse Shoe.....					1			1			2
Watts Island.....						1					1
Willoughby Spit.....				1			1				2
Wolf Trap Shoal.....		1								1	2
York River (mouth of).....										1	1
Chincoeteague Inlet.....	2	1				2	5	3	1	3	17
Chincoeteague Shoals (off Fishing Point).....		1	2					1			4
Cobbs Island.....	1			1	1					1	4
Carters Shoals.....	1	1	2	1	1	1				2	9
Sand Shoal Inlet.....	1	1	2	1	4	1	1				11
Dam Neck Mills.....							1				1
Elizabeth River:											
Lamberts Point.....				1			2				3
Middle Ground.....						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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
VIRGINIA—continued.											
Fishermans Island (near Cape False Cape)			1	2			1	1	3	1	9
Pebble Shoals			2	1		1	3	1	1	3	12
Charles)		1									1
Great Machipongo Inlet.		2	1	2	2	2	1	3		1	14
Hampton Roads:											
Browns Shoals (mouth of James River)		1									1
Craney Island Flats							1				1
Hampton Bar				2				1		1	4
Nansemond River (mouth of)		1									1
Newport News	1	1			1					1	4
Old Point Comfort.		1									1
Pig Point	1										1
Rip Raps			1		1					1	3
Sewalls Point.						1					1
Hog Island	1				1		1		1	1	5
Little Island.	1			1	1						3
Little Machipongo Inlet	1	1	1								3
Lynn Haven Bay			2	1							2
Metomkin Inlet	1			4			1			3	10
New Inlet Shoals.								1			1
Paramore Beach								1			1
Sand Shoal Inlet							1		1	1	3
Ship Shoal Inlet.	1							3			4
Smiths Island						1					1
Isaac Shoals		1	2	1	2	1	1		2	2	12
Little Inlet Shoals.					1						1
Nautilus Shoal			1								1
Virginia Beach	2			1				1			4
Wachapreague Inlet.		2	2				2				6
Dawson Shoals			1	1	2	1			1		6
Wallops Beach	2		1		1	1	3	1			9
Winter Quarter Shoals.									1		1
NORTH CAROLINA.											
Albemarle Sound:											
Big Island				1							1
Bull Bay				1							1
Croatan Sound								1	1		2
Greenfield Point (near)						1					1
Kitty Hawk Bay											1
Pasquotank River (mouth of)			1					1			1
Perquimans River (mouth of)			1								1
Powells Point				1							1
Roanoke River (mouth of)					1						1
Bacons Inlet	1										1
Big Kinnakeet (also see Pamlico Sound)		1					1			1	3
Bodies Island (also see Pamlico Sound)	1	1	2	1	1					1	7
Bogue Island and Inlet	2						2				4
Cape Fear, Frying Pan Shoals.	2	3	1	1	1			1	2	3	14
Cape Fear River (mouth of)		3	1	1	3	1	3		3	4	19
Cape Hatteras							2	1		1	4
Diamond Shoals (inner and outer)	1		3	1	1		2	2	1	1	12
Cape Lookout		1		2	1	1	1	1	3	1	11
Cape Lookout Shoals	3				2			1	1	1	8
Chicamacomico	1	1			3		1				6
Core Beach	1			2		1	2			3	9
Core Sound				1	1	4					10
Currituck Beach	2			2				3		1	7
Currituck Sound		2			1	1					4
Jews Quarter Island									1		1
Long Point			1								1
Drum Inlet.				1					1		2
Durants (also see Pamlico Sound)		1				1		1			3
Gull Shoal (also see Pamlico Sound)				1		1	2	1	1	1	7
Hatteras Inlet (also see Pamlico Sound)	1	2	1				1			1	6
Kill Devil Hills		2									2
Kitty Hawk				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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
NORTH CAROLINA—continued.											
Little Island.....		1									1
Little Kinnakeet (also see Pamlico Sound).....						1	1				2
Lockwoods Folly Beach.....	2	1			1						4
Nags Head.....		2		1							3
New Inlet.....	1		1				1		1	1	5
New River Inlet.....	1										1
Ocracoke Inlet.....	1	1		1	1		2		2	2	10
Ocracoke Island.....		8				1	2			2	13
Oregon Inlet.....		1					2			1	4
Pamlico Sound:											
Big Kinnakeet.....		2	3			2	2	1	1		11
Brant Island.....						1					1
Chicamacomico.....		1									1
Durants.....				1		2			1	1	5
Gull Island and Shoal.....		1	1			1		1			4
Hatteras Inlet.....			1	2							3
Howard Reef.....		1									1
Kings Point.....				1							1
Jennett Landing.....				1							1
Little Kinnakeet.....			1	1					1		4
Log Shoal.....					1			1			2
Neuse River.....		1		1							2
Ocracoke Inlet.....		2		2		2			1		7
Olivers Reef.....	3	1				1			1		6
Oyster Shoal.....						1	1	1			3
Pamlico Point.....					1					1	2
Porpoise Point.....							1				1
Roanoke Marshes.....							1				1
Robinson.....					1						1
Royal Shoals.....			2			1	1	1			5
Portsmouth Island.....											1
Rich Inlet.....	1										1
Shallotte Inlet.....		1					3				4
Southport.....							1				1
Wash Woods.....		1		1					1		3
Wrightsville Inlet.....					1						1
SOUTH CAROLINA.											
Bay Point.....						1					1
Beaufort.....	1										1
Bulls Bay.....											1
Calibogue Sound.....				1						1	2
Daufuskie Island.....	1					1					2
May River.....								1			1
Cape Romain.....	1					1					2
Capers Island.....	1					1		1			3
Charleston.....	4			1	1						6
Charleston Bar.....	3	1		2	1	2	1	1	2		13
Drunken Dick Shoal.....		1	1	1						1	4
Edisto Island.....						1					1
Fripps Island.....						1					1
Georgetown Breakers.....	1	2		1			1				5
Hilton Head Island.....						2				1	3
Hunting Island.....								1			1
Kiawah Island.....	1										1
Little River Inlet.....			1				1				2
Long Island.....	1		1			1					3
Morris Island.....				1	1		1				3
Page Island.....	1										1
Port Royal Bar.....				1		2					3
St. Helena Sound and approaches.....	1										1
St. Phillips Island.....				1							1
South Island.....	1										1
Stono Inlet.....			1				1				2
Sullivan's Island.....					1		2	1	2		6
Winyah Bay.....		1							1		2
Youngs Island.....	1										1
GEORGIA.											
Altamaha Sound.....						1		1			2
Brunswick.....				1		3	1	2			7
Cumberland Island and Shoals.....						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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
GEORGIA—continued.											
Darien.....						1			1		2
Doboy Sound and approaches.....		1		1		1					3
Harris Neck.....						1					1
Jekyll Island.....						1					1
Little Wassaw Island.....				1							1
Long Island.....					1					1	2
Ossabaw Island.....										1	1
St. Simons Bar.....				1							1
St. Simons Island.....								1			1
St. Simons Sound, Colonels Is- land.....				1							1
Sapelo Sound and approaches.....	1	1				1					3
Savannah River (mouth of).....	3			1		2					6
Tybee Island.....			1	1		1	1	2			6
Wassaw Island.....					1					1	2
Wilmington River (mouth of).....		1				1					2
Wolf Island, Spit, and Shoals.....					1				1		2
FLORIDA.											
Amelia Island.....					2						2
Apalachicola Bay.....						1					1
Carrabelle.....		1					3				4
East Pass Bar.....				1							1
Vincent Island.....						1					1
Barrancas.....								1			1
Bethel Creek.....	1										1
Boyton.....									1		1
Cape Romano.....										1	1
Cape Sable.....										1	1
Cape San Blas.....				1							1
Caseys Pass.....								1			1
Chester Shoals.....		2				1					3
Dog Island.....							7				7
Fernandina Bar and Harbor.....		1			1	3					5
Florida Reefs:											
Bird Key (near Tortugas).....						1					1
Coffins Patches.....									1		1
Conch Reef.....							1		1		2
Content Key.....						1					1
Cosgrove Shoal.....										1	1
Elbow Reef.....	1	1									2
Fowey Rocks.....		1									1
French Reef.....	1							2			3
Key West.....		2	1	1			1	1			6
Looe Key.....						1					1
Marquesas Key.....	1				1						2
Maryland Shoal.....			1								1
Middle Ground.....		1	1								2
Molasses Reef.....									1		1
New Ground Shoal.....								1			1
Pickle Reef.....	1										1
Pulaski Shoals.....	1										1
Quicksands.....					1						1
Rebecca Shoal.....				1	1				1		3
Tennessee Reef.....		2									2
Tortugas.....	1	2	1	1	1	1	1	1	1	1	11
Virginia Key.....					1						1
Fort Lauderdale.....							2	1			3
Fort Pickens Point.....				1				1			2
Gull Point Bar.....	1							1			1
Hillsboro Inlet.....		1				1					2
Indian River, Eau Gallie.....	2										2
Indian River Inlet.....		2									2
Jupiter Inlet.....	3	2	5	1				2		1	14
Lake Worth Beach.....			1								1
Lake Worth Inlet.....		2									2
Lantana.....			1		1						2
Mosquito Inlet.....								2			2
New River Inlet.....	2			1				1			4
Orange Grove.....										1	1
Ormond.....				1							1
Pablo Beach.....			1								1
Palm Beach.....				1							1
Pensacola Bar.....	2		1					1		1	7
Pensacola Bay.....	4			4	2	3	2	1	2	3	27

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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
FLORIDA—continued.											
Perdido River (mouth of).....						1	1		1		3
St. Andrews Bay.....			2					1	1	1	5
St. Augustine Bar.....		1						1			2
St. Georges Island.....					1		7			1	9
St. Johns Bar.....	1		1	2		1	1	1	2	2	11
St. Joseph Point.....									1		1
Santa Rosa Island.....	1	2	1	2		2				1	9
Sarasota Pass.....							1	1			2
Sebastian.....								1			1
Tampa Bay.....								2			2
Anna Maria Key.....		1							1		2
Egmont Key.....								1	1		2
Mullet Shoal.....					1			1			2
ALABAMA.											
Mobile Bay and approaches:									2		2
Alabama Port.....											1
Blakely Island.....	1										1
D'Olives Bay.....	1										1
Dixie Island.....	1						1				2
Fort Morgan.....		1								1	2
Heron Bay.....	2										2
Mobile Bar and Bay.....	2	1					2	1	2	1	9
Montrose.....		1									1
Navy Cove.....		1									1
Petit Bois Island.....		1				1		1			2
Point Clear.....	1										1
Revenue Point.....					1						1
Sand Island.....						2		1			3
MISSISSIPPI.											
Mississippi Sound:											
Bayou Coden.....	1										1
Biloxi.....									1		1
Gavelline Bayou.....	1										1
Gulfport.....			1								1
Horn Island.....	1			1	1	2					5
Mississippi City.....									1		1
Pascagoula.....	3										3
Pointe aux Chenes.....	1										1
Ship Island.....		2	1	1							4
LOUISIANA.											
Calcasieu Bar.....	1	1	1	1	1				1		6
Chandeleur Islands.....	1					2	1		3	1	8
Grand Island.....	1										1
Grand Lake.....	1										1
Lake Pontchartrain.....					1		1				2
Bayou St. John light.....				1							1
Little Woods.....			1								1
Little Constance Bayou.....						1					1
Mississippi River (mouth of).....						3			1	1	5
Pass Fourchon.....							1				1
Schofield Bay, West Bay.....	1										1
Tiger Shoal.....			1								1
Timbalier Island.....				1							1
TEXAS.											
Aransas Pass.....	1		2				3	1	3	1	11
Boca Chica.....	1										1
Brazos Santiago.....		3	2	1	2		4	1	2	2	17
Galveston Bar.....	2	6	4	3	1	4	5	1	1		27
Galveston Bay and Harbor.....		1	1	1		1	1	6	1	1	13
Laporte.....								1			1
Pelican Island and Flats.....			1								1
Pelican Spit.....					1			1	1		3
Galveston Island.....	1	4	2			5		1			13
High Island.....		1									1
Matagorda Bay.....									3		3
Matagorda Island.....	1		1				1				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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
TEXAS—continued.											
Matagorda Peninsula		1		1							2
Mustang Island					1	1		1	2		5
Padre Island		1	2			1		1			5
Pass Cavallo		2		2	2	1	1			1	9
Sabine Pass	1	4	1	1		1					8
East of			1								1
West of								1			1
Saint Joseph Island				1	1	1					2
San Bernard Bar	1			1	2				2		6
San Luis Pass	1	8	6	5		8	2				20
Velasco	2			2		8	1	8			11
PORTO RICO.											
Arroyo			1					1		1	3
Eagle Point					1						1
Media Luna Bank				1							1
Ponce							1				1

PACIFIC COAST.^a

ALASKA TERRITORY.											
Admiralty Island							2				2
Agripin Bay	1										1
Amia Island	1										1
Anchor Point, Cooks Inlet		1									1
Barren Island				1							1
Bristol Bay									1		1
Cape Constantine					1						1
Cape Menchikof								1			1
Cape Nome						1	1	8	1	5	16
Cape Rodney								2			2
Cape Romanzof							1	2			3
Chamisso, Kotzebue Sound											1
Chatham Strait, Fishery Point										1	1
Chirikoff Island					1						1
Clarence Strait:											
Blashke Island						1					1
Etolin Island										1	1
Cooks Inlet								1			1
Coronation Island								1			1
Dixons Entrance							1				1
Devils Rock					1						1
Frederick Sound, Five Fingers Rocks									1		1
Geese Island, Kadiak Island		1			1						2
Glen Island										1	1
Golvin Bay								1			1
Goodnews Bay								1			1
Herringdon Bay										1	1
Juneau					1						1
Kadiak Island		1					1	1			3
Kagalaska Island								1			1
Karluk, Kadiak Island			1					1			2
Kashevarof Island						1					1
Kayak Island	1									1	2
Lituya Bay			1								1
Lynn Canal, Shelter Islands:											
Haines Mission					1	1		1			3
Skagway					8		1				9
Sullivan Island								1			1
Tatya Sahnka						1					1
Midway Island, Stephens Passage						1					1
Montague Island						1					1
Nakchamik Island						1					1
Nunivak Island							1		1		2
Point Hope	1			1		1					3

^aIn 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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
ALASKA TERRITORY—continued.											
Port Clarence Harbor			1						1		2
Pribilof Islands							1				1
Prince of Wales Island						1					1
Prince William Sound	1							1			2
Pybus Bay, Frederick Sound						1					1
Return Reef, Midway Island		1									1
Revillagigedo Channel, Mary Island						2					2
Revillagigedo Island										1	1
Rocky Point								1			1
Safety								1			1
Saint Lawrence Island								2			2
Saint Michael							6	1	1		8
Saint Paul Harbor	1										1
Sannak Islands								2			2
Seal Rock						1					1
Shelikof Strait				1							1
Katmai Bay					2						2
Shumagin Islands							1				1
Sitka (near)		1									1
Stephens Passage								1			1
Stuart Island								1			1
Thin Point				1							1
Tigalda Island						1					1
Tongass Narrows			1		1		1				3
Tugidak Island				1							1
Umnak Island										1	1
Unalaska Island		1			2						4
Unga Island								1	1		2
Unimak Island					1				1		2
Wrangell Narrows		1				1	1	1			4
Yakutat	1		1								2
HAWAII.											
French Frigate Shoal			1								1
Hawaii Island	1							3	2		6
Honolulu						1				1	2
Kauai Island								1	3		4
Lanai Island											1
Maui Island							1	2	1		4
Molokai Island								1			1
Oahu Island				1			2		2	1	6
WASHINGTON.											
Cape Disappointment									1		1
Cape Flattery					1				2	1	4
Cape Johnson	1									1	2
Grays Harbor		1									1
Five miles north of				1							1
North Spit		1									1
Hoh River, mouth of										1	1
Ilwaco Beach				1							1
Lapush									1		1
Long Beach			1								1
Puget Sound									1		1
Bear Point					1						1
Marrowstone Point				1							1
Meadow Point									1		1
Point Nodule										1	1
Point No Point			1								1
Point Polnell									1		1
Point Wilson			1	1			2				4
Port Blakeley								1			1
Port Townsend		1	2	1							4
Rocky Point						1					1
Seattle	1										1
Skagit River (mouth of)	1										1
Tacoma								1			1
Useless Bay	1										1
West Point			1					1			2
Whitbey Island		1				1					2
Queets River (mouth 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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
WASHINGTON—continued.											
Shoalwater Bay		2			1	1		2			6
Strait of Fuca:											
Angeles Point										2	2
Neah Bay			1								1
New Dungeness		1			1						2
Pillar Point						1					1
Smiths Island	1										1
Washington Sound:											
Decatur Island									2		2
Deception Pass				1							1
Fairhaven						1			1		2
Fidalgo Island						1					1
Henry Island		1									1
Lummi Island								1			1
Obstruction Island						1					1
Orcas Island						1					1
Point Roberts								1	2		3
San Juan Island									1		1
Sinclair Island									1		1
Smith Island									2		2
Willapa Bay								1		1	2
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit								1			1
Desdemona Sands										1	1
Peacock Spit										1	1
Sand Island		1									1
OREGON.											
Alsea Bay		1				1					2
Cape Arago			1			1	1	1	1		5
Cape Blanco			1								1
Chetko Cove			1								1
Cosco Bay Bar	1			1		1	1			2	6
Coquille River (mouth of)	1		2	3	3	9	2	4	6	4	34
Nehalem River (mouth of)			1	1						1	3
Nestugah Bay and Bar								2			2
Point Adams	1	1					3				5
Rogue River Bar									1	1	2
Siuslaw River (mouth of)		2					3		1	1	7
Tillamook Bar						1	2			1	4
Umpqua Bar			2		1		2				5
Yaquina Bar						1			1		2
CALIFORNIA.											
Albion River (mouth of)	3								1		4
Bodega Head										1	1
Cambria		1									1
Caspar				1		1					2
Crescent City											1
Double Point								1			1
Duxbury Point						1		1			2
Eel River Bar			1								1
Fish Rock										1	1
Fisks Mill									1		1
Fort Bragg, Mendocino County	1						1	1	1	1	5
Fort Ross								1			1
Golden Gate	1	2						1			4
Fort Point	1		1				1	1	1		6
Golden Gate Park								1	1		2
Lime Point								1	1	1	3
Point Diablo					1		1				2
Point Lobos								1			1
Southside									1		1
Greenwood Landing, Mendo-											
cino County						1					1
Half Moon Bay					1						1
Hardy Creek				1							1
Hueneme, Ventura County				1							1
Humboldt Bar		1	2	1	2	2	1		1	1	11
Iversons Landing										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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
CALIFORNIA—continued.											
Kents Point, Mendocino County.....					1						1
Little River (mouth of).....								1			1
Mare Island, San Pablo Bay.....							1				1
Mendocino.....	1										1
Monterey Harbor.....		1									1
Newport.....	1										1
Pigeon Point.....				1							1
Pillar Point.....					1						1
Point Arena.....			2	1	1			2			6
Point Bonita.....	1	1						1			3
Point Conception.....	1										1
Point Gorda.....			1								1
Point Montara Reef (near).....							2		1	1	4
Point New Year.....			1								1
Point Reyes.....		1		1							2
Point Sur.....	1										1
Point Vincent.....	1										1
Pyramid Point.....				1							1
Redondo Beach.....	2		2		1						5
Rockport.....		1									1
Russian Landing, Sonoma County.....		1									1
Salt Point.....							1				1
San Francisco Bay and Harbor.....		1							1		2
Alcatraz Island.....						1					1
Alviso.....						1					1
Angel Island.....	1							1			2
Anita Rock.....						1					1
Arch Rock.....					1						1
Bird Rock.....					1						1
Brothers, The.....										1	1
Castro Rocks.....								1			1
Mission Rocks.....			1								1
Point Richmond.....									3		3
San Mateo.....							1				1
Santa Barbara Islands:											
San Miguel Island.....		1					1	1	1		4
San Nicholas Island.....									1		1
Santa Catalina Island.....	1										1
Santa Cruz Island.....				1		1					2
Santa Cruz Point, Needle Rock.....		1									1
Santa Rosa Island.....		1									1
Smiths River (mouth of).....				1							1
Stewarts Point, Sonoma County.....		1									1
Suisun Bay.....										1	1
Timber Cove.....					1						1
Tomaes Point.....					1						1
Ventura.....								1			1

GREAT LAKES.^a

LAKE ONTARIO.											
Bath, Ontario.....				1							1
Big Sandy Creek, N. Y.....		1				1			1		3
Braddocks Point, N. Y.....							1				1
Charity Shoal.....				1	1						2
Charlotte.....	1		1	2				1			5
Devils Nose, N. Y.....										1	1
Forest Lawn, N. Y.....	1										1
Fort Niagara, N. Y.....						1					1
Galloo Island.....			1							1	2
Grenadier Island, N. Y.....										1	1
Kingston (near), Canada.....	1										1
Little Salmon River, N. Y.....	4										4

^a 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.

[Note.—This list includes also places on the Canadian shore where American vessels have stranded.]

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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
LAKE ONTARIO—continued.											
Long Island, Canada.....		1									1
Niagara, Canada.....	1			1							2
Oak Orchard Reef.....					1						1
Oswego.....	2	2		1				2		2	9
Seven miles west of.....								2			2
Pigeon Island, Canada.....	2										2
Port Ontario, N. Y.....	1										1
Salmon Island, Canada.....										1	1
Salmon Point, N. Y.....										1	1
Sandy Creek, N. Y.....			1								1
Six Town Point, N. Y.....			1								1
Stony Point, N. Y.....						1				1	2
Thirty-Mile Point, N. Y.....							1				1
Wellington, Canada.....	1										1
LAKE ERIE.											
Ashtabula, Ohio.....		2			2	1	3	1	3	2	14
Ballast Island Reef.....							1				1
Bar Point, Canada.....	1	1		1			2	2	2		9
Black River, Ohio.....		1									1
Buffalo, N. Y.....	3			5	3		2	4	1	3	21
Cedar Point, Maumee Bay, Ohio.....	1			1							2
Cedar Point, Sandusky Bay, Ohio.....		1		1	1	1					4
Chick-e-nolee Reef, Canada.....	1								1		2
Cleveland, Ohio.....		3	3	5	4	1	4	1		2	23
Colchester Reef, Canada.....	1		1		1			1			4
Conneaut, Ohio.....				2							3
Erie, Pa.....	3	1	1		3						8
Fairport, Ohio.....			1	1							2
Fort Erie, Canada.....				1							1
Grubb Reef, Canada.....										1	1
Horse Shoe Reef.....	3	3		1	2		1		1	1	12
Huron, Ohio.....	1										1
Kelleys Island and Shoal, Ohio.....	2		1	1			1		1		6
Little Point, Canada.....			1								1
Log Point, Canada.....				1							1
Long Point, Canada.....	1			2		1		1	1	1	7
Lorain, Ohio.....				1				1		1	3
Marblehead, Ohio.....	1										1
Mentor, Ohio.....			1								1
Morgan Point, Canada.....			1								1
Mouse Island Reef, Ohio.....			3			2	1			3	9
Niagara Reef, Ohio.....								1			1
Niagara River.....		2	1	1		1	3	1	1		10
North Harbor Isle, Canada.....		1									1
Point Abino, Canada.....	1				1		1		1		4
Pointe au Pelée, Canada.....		3	5					2	1		11
Middle Ground.....			1			4					7
Pointe au Pelée Island, Canada.....	1	1	2								4
Port Colborne, Canada.....	1	1				2					4
Port Dover, Canada.....		1									1
Port Maitland, Ontario.....				1							1
Port Stanley, Ontario.....										1	1
Rondeau, Canada.....		1									1
Roses Reef, Ontario.....										1	1
Sandusky Bay, Ohio.....	1	1		1			1	3		1	8
Scotts Point, Ohio.....	1			1							2
Seneca Shoal, N. Y.....		2							1		3
South Bass Island, Ohio.....	1										1
Southeast Shoal, Ontario.....					1				2		3
Starve Island Reef, Ohio.....		1	3							2	6
Stony Point, Mich.....							1				1
Tecumseh Reef, Canada.....									1		1
Toledo, Ohio.....		1	1	2				1		1	6
Tonawanda, N. Y.....				1							1
Van Buren Point, N. Y.....						1					1
Waverly Shoal, N. Y.....					1	1					2
West Harbor Reef, Ohio.....					2						2
Windmill Point, Canada.....										2	2
DETROIT RIVER.											
Amherstburg, Canada.....						1	1				2
Ballards Reef.....				1	5			1	2		9

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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
DETROIT RIVER—continued.											
Belle Isle, Mich.					1						1
Bois Blanc Island, Canada	1		2			1	1	1			6
Detroit River	2		3	1	1	1	2		3		13
Fighting Island					1						1
Grassy Island and shoal.	1								1		2
Limekiln Crossing	2	2	1	1	2	2	3	10	7	1	31
Stony Island.							1				1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.		2	3	1	2		1		1		10
Middle Ground (near Port Huron), Mich.								1		1	2
Peach Island, Canada			2								2
Port Edward, Canada	1				1				2		4
Port Huron, Mich.					1						1
Russell Island, Mich.			1								1
St. Clair Flats.	2	2	1	1		1	3	4		2	16
St. Clair River	1		3	1	1	2	2		2		12
Stag Island, Canada.						1	1				2
Windmill Point (rock near).			1								1
LAKE HURON.											
Adams Point, Mich.				1							1
Alabaster, Mich.							1		1	1	3
Alcona, Mich.						1					1
Algoma Mills, North Passage, Ontario.							1				1
Alpena, Mich.					1						1
Ausable and Point Ausable, Mich.	1	2		3		2	1	1	1	1	12
Bedidore Bay, Ontario.	1										1
Black River, Mich.		1									1
Black River Island and Reef, Mich.			2	1		1					4
Burnt Cabin Point Reef, Mich.	1	6					4	1			12
Cape Hurd, Ontario										1	1
Cape Ipperwash, Ontario		1									1
Charity Islands, Mich.				1				2			3
Cockburn Island, Canada								1			1
Corsica Shoal, Mich.					1					1	2
Detour Passage, Mich.		2	1	1		4	1	3	2	3	17
Drummond Island, Mich.	3	2		1							9
Duck Island, Mich.								1			1
Elm Creek, Mich.							1		1	1	3
False Presque Isle, Mich.	1	1	3	1	2	1		1	2		12
Fishermans Bay, Ontario.	1										1
Forest Bay, Mich.			1						1		2
Forester, Mich.	1										1
Fort Gratiot, Mich.	1		1	1							3
Fox Island.							1				1
Georgian Bay, Canada			1								1
Barrow Bay									1		1
Beaver Stone River (mouth of)				1							1
Collingwood					1						1
Cove Island						1					1
Darch Island									1		1
Fitzwilliam Island									1		1
Giants Tomb Island								1			1
Portage Reef			1								1
Russell Island									3		3
Scarecrow Island.		1									1
Tobermory				1			1				2
Waubausheene				1							1
Grindstone City, Mich.	1		1	1		1	1				5
Gull Island, Mich.	1									1	2
Hammonds Bay, Mich.		1			1	1	1	1	1		6
Eight miles northwest of life-saving station	1										1
Fifteen miles northwest of life-saving station			2								2
Five miles northwest of life-saving station	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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
LAKE HURON—continued.											
Hardwood Point, Mich.....	1								1		2
Harrisville, Mich.....			1								1
Kincardine, Ontario.....								1		1	2
Lake View Beach, Mich.....						1			6		8
Maple Point, North Channel, Ontario.....										1	1
Martin Reef, Mich.....									1		1
Middle Island, Mich.....		1	2	1	1				3	1	9
Four miles southwest of New London Point, Mich.....	2		1	1							3
Nine Mile Point, Mich.....								1		2	3
North Point, Mich.....	1	2	1	1		1	1	3	2	2	14
Ottawa Point, Mich.....	3		1	2				6			13
Pointe aux Barques, Mich.....	1		6	1			1	1	3	5	18
Port Austin, Mich.....					1						1
Port Crescent, Mich.....	1										1
Port Hope, Mich.....		1					1			1	3
Presque Isle, Mich.....				1	1			2	1	1	6
Richmondville, Mich.....	1										1
Saginaw Bay, Hat Point, Mich.....	1									1	2
Oak Point, Mich.....			1								1
Sand Beach.....	1		2	3	1	4	2	1	5		19
Seven miles south of Sanilac, Mich.....						1	1				2
Scarecrow Island, Mich.....						1			4		1
Spectacle Reef, Mich.....		1									1
Sturgeon Point, Mich.....		2	2	1			1				6
Sulphur Island, Mich.....						1					1
Tawas Harbor, Mich.....							1				1
Thompsons Harbor, Mich.....	1										1
Thunder Bay.....	1									1	2
Island and Reef, Mich.....	1	1	2		1	1	3	1	1		11
Tobin Reef, Mich.....	1						1				1
ST. MARYS RIVER.											
Fryingpan Island.....			1								1
Hay Lake.....		5		2	5	1	1		1		15
Mud Lake.....			3					1			4
Neebish Rapids.....	1										1
Pipe Island.....					1	1					2
Pointe aux Pins, Canada.....				1			1				2
Round Island.....			2								2
Sailors Encampment.....	2	1	4	3			1	2		2	15
St. Marys River.....	3	11	4	3	1	2	1	6	6	5	42
Sand Island, Ontario.....	1										1
Sugar Island.....	2										2
Topsail Island.....	1	2				2	1				6
LAKE SUPERIOR.											
Apostle Islands, Oak Island, Wis.....		1									1
Sand Island.....							1				1
Baptism River (mouth of), Minn.....						1					1
Beaver Bay, Minn.....						1		1			2
Caribou Island, Canada.....		1							1		2
Chaquamegon Bay and Point, Wis.....			2				1				3
Copper Harbor, Mich.....			1			1					2
Copper Mine Point, Ontario.....								1			1
Crisps, Mich.....	1								1	1	3
Deer Park, Mich.....		2			1	2					5
Devil Island, Wis.....			1								1
Duluth, Minn.....		2		1		1	1	2			7
Eagle River, Mich.....		1				1	1				3
Fourteen Mile Point, Mich.....							1				1
Gooseberry River (mouth of), Minn.....									1		1
Grand Island, Mich.....			2			1				1	3
Grand Marais, Mich.....				1	1				3	1	6
Granite Point, Minn.....							1				2
Gratiot River (mouth of), Mich.....		1				3			1		4
Gull Island, Mich.....					2						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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
LAKE SUPERIOR—continued.											
Hills Creek, Mich.	1										1
Huron Island, Mich.						1					1
Iroquois, Mich.	1										1
Isle Royale, Mich.			1			4			1		6
Keweenaw Bay, Mich.								1			1
Bete Grise Bay.										2	2
Point Abbaye.					1						1
Knife Island, Minn.									1		1
Magdalene Island.				1	1						2
Mamainse Point, Canada										1	1
Marquette, Mich.		2	3	1					2		8
Middle Ground, Mich.							2				2
Pancake Shoal, Canada.	1										1
Pictured Rocks, Mich.	1		2								3
Pie Island, Ontario	1						1				2
Pointe au Sable, Mich.									2		2
Point Iroquois, Mich.	1		3								4
Presque Isle, Mich.									1		1
Raspberry Island, Wis.					1						1
Sandy Island, Canada	1										1
Sauks Head, Mich.			1								1
Ship Canal, Mich.	4	1	2	2		3	1	4			17
Split Rock Point, Minn.							1	1			2
Sucker River (near), Mich.	1	1									2
Train Island, Mich.									1		1
Two Harbors, Minn.				1				1	1		3
Two Heart River, Mich.						2					2
Vermillion point, Mich.				2	1	1		1	3	1	9
Victoria Isle, Canada.										1	1
Waika Bay, Mich.	2	1	1	2	1						7
White Fish Point, Mich.	1	3	1	3	1		4	1	1		15
STRAITS OF MACKINAC.											
Bois Blanc Island	3	2	5	5	5		3	3	3	1	30
Cecil Bay, Mich.	1								1		2
Cheboygan, Mich.	4	2	3		1			1	1	1	13
Goose Island, Mich.				1	1						2
Grahams Shoals, Mich.				1	1				1		3
Gros Cap, Mich.	1		1								2
MacGulpins Point, Mich.	1										1
Mackinac Island, Mich.		1		1	1	2			1	2	8
McLeod Bay, Mich.	1										1
Old Fort Mackinac, Mich.		1		1	3		1				6
Poe Reef, Mich.		1		1							2
Pointe aux Chenes, Mich.									1		1
Round Island, Mich.	1						1				2
St. Helena Shoal, Mich.						1			1		2
LAKE MICHIGAN.											
Anahpsee, Wis.			1		1						2
Algoma, Wis.								1		1	2
Antrim, Mich.		1									1
Baileys Harbor, Wis.	1			1	1	1	1	4	2		11
Beaver Island, Mich.	1		3	2	1	1		2	5		15
Big Rock Point, Mich.										1	1
Big Summer Island Mich.						1					1
Black Lake Harbor, Mich.		1									1
Calumet, Ill.			1		1						2
Cana Island, Wis.	2					1					3
Cat Head Point, Mich.			1		1		1				3
Centerville, Wis.			1								1
Charlevoix, Mich.	2	2						1	4		9
Chicago Harbor, Ill.	6	3	1	1	1	1	2	2	2	3	22
Hyde Park											
Clay Banks, Wis.			1								1
Cross Village (3 miles north of), Mich.		1									1
Craigs Bay.								1			1
Deaths Door, Wis.				1		2					3
Detroit Island, Wis.				1	2		1				4
Empire, Mich.									1		1
Fishermans Shoals, Wis.		1					1	2			4

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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
LAKE MICHIGAN—continued.											
Fox Point, Wis.	2		1		1			1	1		6
Frankfort, Mich.	2	2		1	1	1				1	8
Frankfort and Pierport (between), Mich.	1										1
Garden Island, Mich.							1		1		2
Garretts Bay (entrance to Green Bay), Wis.		1									1
Glen Arbor, Mich.			1				1				2
Glencoe, Ill.	1		2	1					2		6
Glen Haven, Mich.						1			1	1	3
Glenn Pier.				1							1
Good Harbor Bay and Reef, Mich.	1			1				1	1		4
Grand Calumet Beach, Ind.	1										1
Grand Haven, Mich.		4		2					1		7
Grande Pointe au Sable, Mich.		1		2		2	1	2			8
Grand Traverse Bay, Mich.		1							1		2
Gravel Island, Wis.			1								1
Grays Reef, Mich.			1	1							2
Green Bay:											
Arthur Bay, Mich.									1		1
Burnt Bluff, Mich.			1								1
Cedar River, Mich.		1		1			2	1		1	6
Chambers Island, Wis.					1				1	1	3
Chippewa Point, Mich.											1
Dead Mans Point, Wis.		1							1		1
Eagle Harbor.								1			1
Eleven-foot Shoals, Mich.	1					1					2
Ford River, Mich.					1	1					1
Green Island, Wis.				1		1					2
Hedge Hog Harbor, Wis.			3			2	1				6
Horseshoe Shoal, Wis.		1									1
Long Tail Point, Wis.			1								1
Peninsula Point, Mich.					1			1			2
Peshigo River (mouth of), Wis.			1		1	1	1				4
Shoemakers Point.								1			1
Sister Bay, Wis.			1								1
Sturgeon Bay (entrance to), Wis.		1	1								2
Sugar Creek, Wis.							1				1
Whale Back Shoal, Mich.			1	3					1		6
Grosse Pointe, Ill.			1								1
Gull Island and Reef, Mich.	1		1			1	1			1	5
Hamlin, Mich.				1							1
High Island, Mich.									2		2
Hog Island and Reef, Mich.											1
Holland, Mich.	2	3	1	1				1		3	10
Jacksonport, Wis.	1	1	1	1		1			1	2	8
Kenosha, Wis.		1		1	1						3
Kewaunee, Wis.			1								1
Lees Pier, Mich.		1									1
Leland, Mich.		1									1
Little Gull Island, Mich.			1								1
Little Traverse Bay.				2					1		3
Ludington, Mich.		4		1		1			3		9
Manistee, Mich.		1			1	1			2		5
Manistique, Mich.		1	1	1				1	1		6
Manitowoc, Wis.	1		1	1				2	1		5
Mequon, Wis.									1		1
Michigan City, Ind.	3					1				1	5
Middle Village, Mich.									1		1
Milwaukee, Wis.	3	2	1	1	3	3					13
Eight miles south of.						1					1
Five miles south of.		2									2
Mud Bay, Wis.									1		1
Muskegon, Mich.	1	1				3	1	1	1		8
Naubinway, Mich.			3								3
New Buffalo, Mich.						1					1
North Bay, Wis.	1										2
North Fox Island, Mich.								1			2
North Manitou Island, Mich.	2	5	2	1	2	1	2	1			16
North Point, Wis.	1	2	1		1		1	1	3	2	12

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.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
LAKE MICHIGAN—continued.											
Otter Creek, Mich.....								1			1
Pentwater, Mich.....			6	2			1		1		10
Pilot Island, Wis.....			2		1	1			3	1	8
Pine Station, Ind.....	1										1
Plum Island, Wis.....			1		2	2	1		1		7
Pointe aux Barques, Mich.....	1		2			1		1			5
Point Betsy, Mich.....						1					1
Point Creek, Wis.....		2									2
Point Detour, Mich.....						2					2
Portage Bay, Mich.....	1						1				2
Port Sheldon, Mich.....	1					1					2
Poverty Island and Shoal (entrance to Green Bay), Mich.....	1	1					1				3
Pyramid Point, Mich.....		1			1						2
Racine, Wis.....	4	2			1		2				9
Racine or Wind Point, Wis.....	1									1	2
Racine Reef, Wis.....	2	2	1		1			1			7
Rock Island, Wis.....	1										1
Rowleys Bay, Wis.....				1							1
St. Joseph, Mich.....	1		3	1	2			1		1	9
St. Martins Island, Mich.....										3	3
Saugatuck, Mich.....	1										1
Scotts Point, Mich.....			1	1		1					3
Seul Choix Point, Mich.....	1	1		1							3
Sheboygan, Wis.....	4	4		2		1					11
Simmons Reef, Mich.....									2	1	3
Skulligalee, Mich.....	1					2					3
Sleeping Bear Point, Mich.....	1	4		1	2		2			1	11
South Fox Island, Mich.....		2			1	1	1	1			6
South Haven, Mich.....		4	1	2	3	2	1		1		14
South Manitou Island, Mich.....	2	3			2	1	1		1	3	12
Spider Island, Wis.....	1								1		2
Squaw Island, Mich.....				1		1					2
Sturgeon Bay, Wis.....	2	1				2			3	2	10
Summer Island (entrance to Green Bay), Mich.....			1	2							3
Thompson, Mich.....										1	1
Torch Lake, Mich.....		1									1
Twin River Point, Wis.....			1	2	2						5
Two Creeks, Wis.....								1			1
Two Rivers, Wis.....		1	1					1			3
Vienna Shoal, Mich.....	1		1								2
Washington Island, Wis.....				1		1			1		3
Waugoshance Island, Mich.....									1		1
Waukegan, Ill.....							1	1			2
White Fish Bay and Point, Wis.....	1		3	2		1					7
White River Harbor, Mich.....	1	1	1		1	1					5
White Shoals, Mich.....	1								1		2
Whiting, Ind.....	1								1		2
Wiggins Point, Mich.....			1						1		2
Zion City, Ill.....										1	1

TABLE 67.—*List of places where American vessels have stranded during the last ten years.*AT SEA AND IN FOREIGN WATERS.^a

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
Abbey Island, Ireland.....							1				1
Africa:											
Accra, West Coast of.....			1								1
Axim, Gold Coast.....										1	1
East London, Cape Colony.....		1									1
Gorée.....						1					1
Port Elizabeth.....				1	1						2
Senegal.....		1									1
Senegambia.....			1						1		2
Zanzibar (near).....				1						1	1
Anticosti, Canada.....			1								1
Argentine Republic:											
Bahía Blanca.....					1						1
Rosario.....									1		1
Atlas Strait, Malay Archipelago,											
Java.....					1						1
Aves Island, Venezuela, Carib-							1				1
bean Sea.....											
Azores (Fayal Island).....	1										1
Bahamas:											
Abaco Island.....				1			1		2		4
Andros Island.....			1								1
Bimini Islands.....	2		1							1	4
Brothers Shoal.....				1							1
Caicos Islands and Reefs.....	1	2	1		1		1				6
Conception Islands.....	1										1
Diamond Bank.....		1									1
Eleuthera Island.....	1					1					2
Exuma Island.....				1							1
Factory Cay Reef.....		1		1							1
Fortune Island.....	1			1	1						4
Ginger Cay.....		1									1
Gingerbread Ground.....		1	1						1		3
Great Bahama Bank.....						2					2
Harbor Island.....		1									1
Hog Cay.....	1		1								2
Hogsties Reef.....	1					1					2
Long Island.....	1	1								2	4
Memory Rock.....		1		1							2
Mucaras Reef.....	1		1								2
Raggod Island.....				1							1
Rum Cay.....					1						1
Silver Key Bank.....		1									1
Turks Island.....		2	1	1	1				2		7
Verd Cay.....								1			1
Walkers Cay.....		1				1					2
Watling Island.....	1				1						2
Batavia, Java, East Indies.....					1						1
Bermudas.....		1	2		1				1	2	7
Brazil:											
Abrolhos.....		1									1
Aracaju.....		2		1			1				4
Bahia.....			1					1			2
Cape Frio.....				1							1
Cape St. Roque.....					1	1					2
British Columbia:											
Arthurs Passage.....					1						1
Bailey Island.....								1			1
Barclay Sound.....					1						1
Bonilla Point.....				1							1
Carmanah.....							1				1
Danger Reef.....							1				1
Denman Island.....							1	1			1
Discovery Passage.....						1			1		2
Dundas Island.....			1								1
Entrance Island.....				1							1
Finlayson Channel.....					1						1
Fitzbush Sound.....								1			1
Green Island.....				1							1
Hikish Narrows.....					1						1
Kootenai Lake.....	1										1
Lasquiti Island.....									1	1	1
Nanaimo.....									1		1
Nitinat.....					1						1
Pender Island.....								1			1
Regatta Reef.....				1							1
Secretary Island.....			1								1

^aIn a few instances the number of stranded vessels in this table does not agree with that 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, etc.*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
British Columbia—Continued.											
Vancouver Island		1		1					1		3
Victoria	1										1
Buenos Ayres, South America	1										1
Punta de la Piedras						1					1
Bute Island, Scotland			1								1
Cape Breton Island	1				1						2
Arichat		1					1				2
Glace Bay	1	1									2
Louisburg			2								2
St. Peters Island						1					1
Scatary	1										1
Sydney			1								1
Cape Verde Islands:											
Santiago	1										1
Cape Whittle, Labrador						1					1
Cardiff, Wales			1								1
Caroline Islands, Pacific Ocean						2					2
Casper Strait, Java Sea				1				1			2
Celebes Islands				1							1
Central America:											
Alagarte Reef, coast of											
Nicaragua					1						1
Buttonwood Cay						1					1
Cape Gracias-a-Dios, Nicaragua			1								1
Caratasca Bar, Honduras		1									1
Consiguina Point, coast of						1					1
Nicaragua											
Courtown Bank								1			1
Half Moon Key				1							1
Jerovidances Reef, coast of											
Honduras							1				1
La Libertad, El Salvador									1		1
Old Providence Island								1			1
Patuca River (mouth of)										1	1
Roncador Reef	1										1
China:											
Amoy							1				1
China Sea				1							1
Hongkong		1				1					2
Pratas Reef									1		1
Verecker Shoal							1				1
Woo Sung				1							1
Cuba, West Indies:											
Avola	1										1
Baracoa									1		1
Cape San Antonio				1	1						2
Cardenas			1			1			1		3
Cay San Felipe		1									1
Cay Largo										1	1
Cienfuegos					1						1
Colorado Reef		2	1	1				1			5
Isle of Pines (south of)		1							1		2
Nuevitas						1					1
Romano Key							1				1
Sagua la Grande Harbor	1	1			1	2	1	1			7
Salt Key Bank	1				1						2
San Carlos Reef						1					1
Santiago de Cuba		1					1				2
Diego Ramirez Island, South											
Pacific Ocean		1									1
Dog Island, Caribbee Isles			1								1
Dowsett Reef, near Layson Island							1				1
Eastern Island, Pacific Ocean					1						1
Falkland Island, South Atlantic				1							1
Ocean											
Port Stanley			1			1					2
Flinders Island, Tasmania						1					1
Formosa Island (east coast of)		1									1
Gibraltar, Spain		1									1
Haiti:											
Azilino		1									1
Navassa Island		1									1
Port a Paix							1				1
Hudson Bay, Canada				1							1
Indian Point, Siberia								1			1

TABLE 67.—*List of places where American vessels have stranded, etc.*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
Jamaica, West Indies:											
Bear Bush Key.....							1				1
Kingston.....								1			1
Negril Point.....	1										1
Point Morant.....					1						1
Port Antonio, Fort Point.....							1				1
Port Maria (near).....						1					1
St. Ann's Bay.....	1										1
Japan:											
Awa.....			1								1
Hakodate.....				1	1						2
Inoshima, Inland Sea.....							1				1
Ishinomaki.....		1									1
Kooril Islands.....	1										1
Nomosaki.....		1									1
Towi Saki.....								1			1
Lands End, England.....			1								1
Lazaro Point.....						1					1
Leixoes, Portugal.....					1						1
Lowland Point, Cornwall, Eng- land.....						1					1
Macayo, Brazil, twenty-seven miles northeast of.....		1									1
Magdalen Islands, Gulf of St. Lawrence.....		3		1		1				2	7
Malden Island, South Pacific Ocean.....					1						1
Malin Head, Ireland.....	1										1
Manuel Lagoon.....	1		1								2
Mexico:											
Agiabampo.....					1						1
Alacran Reef.....			1			1				1	3
Altata Harbor.....				1					1		2
Alvarado Bar.....			1				1			1	3
Anagedas Reef.....		1						1			2
Arcos Cay, Campeche Bay.....										1	1
Arenas Cay, Campeche Bay.....					1						1
Bagdad.....			1			1					2
Chincorro Reef, off coast of Yucatan.....						1					1
Coatzacoalcos River Bar.....							1				1
Cozumel Island.....				1		1					2
Elido Island.....		1									1
Esenada.....				2							2
Geronimo Island.....								1			1
Guaymas.....										1	1
Lower California.....					1						1
Lobos, Gulf of California.....										1	1
Navidad Bay.....		1									1
Progreso.....		1								1	2
Rio Huach.....						1					1
San Blas.....										1	1
Santa Ana.....		1	1								3
Santa Rosalia.....			2					1			2
Tampico.....							2				3
Tonalá Bar.....									1		1
Triangles, The, Campeche Bay.....									1		1
Vera Cruz.....				1							1
Yucatan.....	1		1								2
Montevideo, Uruguay.....										1	1
New Brunswick:											
Campobello Island.....		1	1	2	1		1		1		7
Grand Manan Island.....	1	1			1		1	1			5
Green Island.....				1							1
Hopewell Cape.....						1					1
Musquash, Bay of Fundy.....			1	1						1	3
St. John.....							1	1			2
Newcastle, New South Wales.....										1	1
Newfoundland:											
Barnes Head.....						1					1
Bears Head, Bay of Islands.....		1									1
Cape Ray.....			1								1
Fortune Bay.....	1	1									2
Lamilin Reef.....				1							1
Miquelon.....		1									1
North Arm, Bay of Islands.....										1	1
Pass Island, Hermitage Bay.....					1						1
Placentia Bay.....					1						1

TABLE 67.—*List of places where American vessels have stranded, etc.—Continued.*

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
Newfoundland—Continued.											
Port aux Basques	1	1						1			3
Portugal Cove				1							1
Ramea Island	1										1
St. Marys Bay	1										1
St. Pierre Island (off south coast)			4		1						5
Sand Island						1					1
Nova Scotia:											
Apple River (mouth of)		1									1
Argyle		1									1
Baccora		1									1
Barrington		1									1
Beaver Island					1						1
Blanche Island				1							1
Brier Island			1						1		2
Cape Canso		1	1				1				3
Cape Chignecto			1								1
Cape Jack Ledges		1									1
Cape Negro					1						1
Cape Sable						1					1
Cranberry Isle										1	1
Emerald Island, Shelburne County					1						1
Goose Island						1					1
Green Island		1					1		1		3
Gull Island		1						1			2
Gullivers Cove							1	1			1
Gut of Canso						1					2
Liscomb Ledges					1						1
Little Harbor									1		1
Little Hope Island										1	1
Liverpool Harbor	1	1	1				1				4
Locke Port	1						1				2
Lunenburg	1									1	2
Madame Island							1				1
Mud Island									1		1
Port Jolly Head			1								1
Port La Bear	1										1
Port Medway						1					1
Port Monton	1										1
Pubnico										1	1
River Herbert			1								1
Rockport				1							1
Sable Island	1			1		1	1				4
St. Margarets Bay					1						1
Shag Harbor	2										2
Seal Island									1		1
Shelburne	1	1			1						3
Spencers Island			1								1
Trinity Ledge		1									1
Wentworth Creek										1	1
Whitehead	1							1	2		4
White Point										1	1
Yarmouth			1			1		1			3
Ottendorf, Germany				1							1
Papeete, Tahiti								1			1
Parana River, South America		1									1
Philippine Islands:											
Corregidor Island									1		1
Luzon			1								1
Mindoro		1									1
Plata River (mouth of), South America							1			1	2
Point Arcana, Peru		1									1
Prince Edward Island:						1					1
Georgetown					1						1
North Cape	1										1
Quaco				1							1
Tignish	1										1
Tryon Shoal							1			1	2
Sabine Bank, Gulf of Mexico							1				1
Santo Domingo, West Indies	1		1								2
Azuza					1						1
Coral Reef				1							1
Isle La Vache				1							1
Palenque				1							1
Porto Plata					1				1		2
Saona Island		1	1								2
Silver Bank					1						1

TABLE 67.—*List of places where American vessels have stranded, etc.*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	
Jamaica, West Indies:											
Bear Bush Key.....							1				1
Kingston.....								1			1
Negril Point.....	1										1
Point Morant.....					1						1
Port Antonio, Fort Point.....							1				1
Port Maria (near).....						1					1
St. Anns Bay.....	1										1
Japan:											
Awa.....			1								1
Hakodate.....				1	1						2
Inoshima, Inland Sea.....							1				1
Ishinomaki.....		1									1
Kooril Islands.....	1										1
Nomosaki.....		1									1
Towli Saki.....								1			1
Lands End, England.....			1								1
Lazaro Point.....					1						1
Leixoes, Portugal.....					1						1
Lowland Point, Cornwall, Eng- land.....							1				1
Macayo, Brazil, twenty-seven miles northeast of.....		1									1
Magdalen Islands, Gulf of St. Lawrence.....		3		1		1				2	7
Malden Island, South Pacific Ocean.....					1						1
Malin Head, Ireland.....	1										1
Manuel Lagoon.....	1		1								2
Mexico:											
Agilabampo.....					1						1
Alacran Reef.....			1			1				1	3
Altata Harbor.....				1					1		2
Alvarado Bar.....			1				1			1	3
Anagedas Reef.....		1						1			2
Arcos Cay, Campeche Bay.....										1	1
Arenas Cay, Campeche Bay.....					1						1
Bagdad.....			1			1					2
Chincorro Reef, off coast of Yucatan.....						1					1
Coatzacoalcas River Bar.....							1				1
Cozumel Island.....		1		1		1					2
Elido Island.....											1
Esenada.....				2							2
Geronimo Island.....								1			1
Guaymas.....										1	1
Lower California.....					1						1
Lobos, Gulf of California.....										1	1
Navidad Bay.....		1									1
Progreso.....		1								1	2
Rio Huach.....						1					1
San Blas.....										1	1
Santa Ana.....		1						1			3
Santa Rosalia.....			2								2
Tampico.....							2		1		3
Tonalá Bar.....						1					1
Triangles, The, Campeche Bay.....									1		1
Vera Cruz.....				1							1
Yucatan.....	1		1								2
Montevideo, Uruguay.....										1	1
New Brunswick:											
Campobello Island.....		1	1	2	1		1		1		7
Grand Manan Island.....	1	1			1		1				6
Green Island.....				1							1
Hopewell Cape.....						1					1
Musquash, Bay of Fundy.....			1	1						1	3
St. John.....							1	1			2
Newcastle, New South Wales.....										1	1
Newfoundland:											
Barnes Head.....						1					1
Bears Head, Bay of Islands.....		1									1
Cape Ray.....			1								1
Fortune Bay.....	1	1									2
Lamelin Reef.....				1							1
Miquelon.....		1									1
North Arm, Bay of Islands.....										1	1
Pass Island, Hermitage Bay.....					1						1
Placencia Bay.....					1						1

**REPORT OF THE BOARD ON LIFE-SAVING
APPLIANCES.**

MAY MEETING, 1903.

LETTER OF TRANSMITTAL.

BOARD OF LIFE-SAVING APPLIANCES,
Boston, Mass., May 21, 1903.

SIR: I have the honor to transmit herewith the report of the Board on Life-Saving Appliances, together with the papers referred to it for consideration.

Very respectfully,

C. H. PEABODY,
President of the Board.

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

REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury, in Department letter of January 3, 1882, met at Boston, Massachusetts, in the post-office building, room 148, at 10 a. m., on May 14, 1903, for the transaction of such business as should be properly brought before it.

Present: Professor C. H. Peabody, president; Major D. A. Lyle, Ordnance Department, U. S. Army; Captain C. A. Abbey, U. S. R. C. S.; Lieutenant A. J. Henderson, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second district, U. S. L. S. S.; Superintendent J. G. Kiah, Eleventh district, U. S. L. S. S.; Superintendent H. M. Knowles, Third district, U. S. L. S. S.

General Superintendent Sumner I. Kimball, U. S. L. S. S., was also present.

Inventors and exhibitors were allowed to appear before the board to explain the methods of construction and set forth the merits claimed for their devices.

The following list shows the various devices submitted to the board, and the committees designated to consider and report upon each.

CLASS I.—*Wreck ordnance.*

1. *Simple's illuminating tracers for line-carrying projectile.*—Major D. A. Lyle, Superintendent B. C. Sparrow, and Superintendent J. G. Kiah.

CLASS II.—*Boats and miscellaneous appliances.*

1. *On the self-bailing and self-righting surfboat.*—The full board.
2. *On improved 28-foot self-bailing and self-righting lifeboat.*—The full board.
3. *On Mitchell's nonsinkable, self-righting lifeboat.*—The full board.
4. *On Baarsen's lifeboat.*—The full board.
5. *On Stata's lifeboat.*—The full board.
6. *On Borgfeldt's lifeboat.*—The full board.
7. *On Kunkely's lifeboat.*—The full board.
8. *On Aylmer's automatic lifeboat or life raft.*—The full board.
9. *On Borgfeldt's life raft.*—The full board.
10. *On Ward's folding life raft.*—The full board.
11. *On Donvig's life-saving globe.*—Superintendent B. C. Sparrow, Superintendent J. G. Kiah, and Lieutenant A. J. Henderson.
12. *On roller bearings.*—Superintendent J. G. Kiah, Major D. A. Lyle, and Superintendent H. M. Knowles.
13. *On Charles' automatic life jacket.*—Superintendent H. M. Knowles, Captain C. A. Abbey, and Superintendent B. C. Sparrow.

14. *On Aylmer's automatic life belt*.—Superintendent H. M. Knowles, Captain C. A. Abbey, and Superintendent B. C. Sparrow.
15. *On Hansen's night-signal system*.—Captain C. A. Abbey, Superintendent B. C. Sparrow, and Superintendent H. M. Knowles.
16. *On Sharman's automatic wireless telegraph apparatus and marine fog-signaling system*.—Captain C. A. Abbey, Major D. A. Lyle, and Lieutenant A. J. Henderson.
17. *On Kopp's watchman's improved time detector*.—Superintendent B. C. Sparrow, Captain C. A. Abbey, and Superintendent J. G. Kiah.
18. *On the Waggoner watchman clock*.—Lieutenant A. J. Henderson, Captain C. A. Abbey, and Superintendent H. M. Knowles.
19. *On Cropley's improved hot-water bag*.—Superintendent J. G. Kiah, Superintendent H. M. Knowles, and Major D. A. Lyle.
20. *On telpherage for life-saving purposes*.—Major D. A. Lyle, Lieutenant A. J. Henderson, and Superintendent B. C. Sparrow.
21. *On Nickerson's lifeboat wagon*.—Superintendent H. M. Knowles, Superintendent J. G. Kiah, and Lieutenant A. J. Henderson.

RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—*Wreck ordnance.*

1. *Semple's illuminating tracers for line-carrying projectile.*

RESULTS.—These tracers are small tubes about $3\frac{1}{4}$ inches long, which are attached by wires to the shank on the rear end of the Lyle projectile. The tracers are intended “to show at night the path of the shot and enable those on the wreck to more easily find the line by observing exactly when and where the shot passes over.” They are also to assist the “gunners in making corrections of aim for wind and range.” The earlier submission of this appliance involved the pull of a friction primer to ignite the tracer, and a second pull to ignite the charge in the gun. This would in almost every instance derange the elevation or azimuth, or both, and introduce an uncertain factor into the problem. The latest modification makes the ignition of the tracers automatic, and thus eliminates the disturbance of the elevation and azimuth. The use of this device is subject to two disadvantages, viz:

First. The rotation of the shot two or more times about its shorter axis before it proceeds direct to the front is liable to sever the line should it strike the sharp edge of the tracer.

Second. The danger of the line burning off in the rear of the projectile.

Another point is to be considered, viz: The deviation of the shot itself is less than that of the line, which is the important point in question. By reference to the Reports of the Life-Saving Service it will be seen that, whereas the deviation of the shot from the plane of fire is comparatively small, the deviation of the line (the important factor) at 100, 200, and 300 yards differs very materially, being due to the direction and force of the wind. In other words, it is the line and not the shot that we wish to trace. It is not desirable to introduce any uncertain factor which is liable to counteract the advantages already possessed by the apparatus adopted for the Service.

OPINION.—The board is of the opinion that the Semple tracers possess no advantages, so far as present indications go, which should recommend them for use in the Service.

CLASS II.—*Boats and miscellaneous appliances.*1. *Self-bailing and self-righting surfboat.*

RESULTS.—This boat is submitted by plans, specifications, and detailed calculations as to its stability. The principal dimensions are as follows:

	Ft.	In.
Length, extreme	32	0
Breadth, outside planking	8	0
Depth from bottom of keel to top of shear strake, amidships.....	3	1
Depth at rabbets of stem and stern posts	5	2
Depth from bottom of keel to top of deck, amidships	1	4½
Depth from top of deck to top of thwarts, amidships.....	1	1
Depth from top of thwarts to top of shear strake, amidships.....	0	8
Top of end boxes above level of bottom of keel, outboard	5	3
Top of end boxes above level of bottom of keel, inboard	4	11
Length of end boxes from inside of stem and stern posts	5	8

The weight is not given. The materials and workmanship are described as of the best quality of their respective kinds. The boat is longitudinally divided below decks by two keelsons, which meet at the ends of the boat and are 23 inches apart amidships. They are the full depth from the underside of the deck to the top of the bottom planking. These keelsons give great rigidity or backbone to the boat. The three longitudinal spaces are divided by cross bulkheads into twenty-seven sections, nine of which occur in the space between the keelsons and are not filled. The remaining eighteen sections occur nine at each side and are filled with sheet cork, fitted and doweled into bales, which are crated to fit and fill the different sections. The cork is intended to exclude water and to act as ballast. There is a centerboard for use in steadying the boat and aiding stability when under the sail, with which it is also provided. The sailing rig consists of two masts, fore and main sails, and sprits. Boats of this build, of less than 3,000 pounds weight, but without centerboard or sails, have long been successfully used in the Life-Saving Service. By direction of the General Superintendent of the Life-Saving Service, calculations as to the weights and stability of this boat have been made. While the name "Dobbins" has heretofore been used in describing this boat, it should be said that the boat has been so changed from the original Dobbins boat that that name is no longer properly descriptive of it, and its use should be discontinued in future reference to boats of this type.

OPINION.—The board is of the opinion that boats of this class are adapted for use at certain localities in the Life-Saving Service.

RECOMMENDATION.—The board recommends that the General Superintendent of the Life-Saving Service have built a boat, or boats, of this type for use at such places as he may deem proper.

2. *Improved 28-foot self-bailing and self-righting lifeboat.*

RESULTS.—This device is presented by plans, photographs, and specifications. It is a self-bailing and self-righting boat 28 feet long, 7 feet beam, weighs about 2,000 pounds, and is especially designed for launching and landing through the surf. Boats of this description have long been successfully used in the Life-Saving Service, on the Pacific coast, and are heartily indorsed by the keepers of stations who are familiar with them. While they are of what is generally termed the Dobbins type, they have been improved by alterations and changes to such an extent that the name "Dobbins" may very prop-

erly be omitted in describing them. The original Dobbins boat, while of good model and correct in principle, was so weak as to be unreliable for general use in the Life-Saving Service. It was too short; its stern was square; the air cases were too high; the relieving tubes were faulty and leaky; the air-case manholes were defective; there was no deck shelving; the ventilating system was inoperative; and it had no pumps. These defects are practically corrected in the plans and specifications submitted, which, while good, should contain some additions in order to render the details more easily comprehended.

OPINION.—The board is of the opinion that boats of this type are well adapted for use at certain localities in the Life-Saving Service.

RECOMMENDATION.—The board recommends that the General Superintendent of the Life-Saving Service have built a boat, or boats, of this type for use at such stations as he may think proper.

3. *Mitchell's nonsinkable, self-righting lifeboat.*

RESULTS.—In submitting his boat to the Commissioner of Navigation, Washington, D. C., the inventor writes:

This boat was planned with a view of enabling ships to have on board a means whereby the passengers and crew could avail themselves of a perfectly safe, unsinkable, self-righting lifeboat, fitted with appliances for freeing her from the vessel on which she is carried, storage for water, provisions, light, and the means of sustaining the survivors, even in the most inclement season.

The boat is cigar-shaped, with covered hatches for ingress and egress, and is fitted for propulsion either by oars or sail. An excellent detailed report on a boat of this model was made by Bloomfield Douglass, R. N. R., naval assistant, to the deputy commissioner of marine and fisheries of Canada, dated November 7, 1902, and the board respectfully invites attention to this report for further information. This boat is intended for use from ships, and its place in the Life-Saving Service is now satisfactorily supplied, so far as the needs of the Service require, by the metallic life car.

OPINION.—The board is of the opinion that this lifeboat is not adapted to the needs of the Life-Saving Service.

4. *Baarsen's lifeboat.*

RESULTS.—This is an invention of the late Mr. C. E. Baarsen, of Newark, New Jersey, and is submitted by detailed drawings and specifications. It is a boat 26 feet extreme length, 6 feet 5½ inches beam, and 2 feet 9¼ inches deep, and is fitted with air-tight compartments, pumps, water ballast, and oil and provision chambers. It is claimed that the boat will neither sink nor capsize, even if filled with water.

OPINION.—The board is of the opinion that this appliance possesses no advantage over the self-bailing and self-righting boats now in practical use in the Life-Saving Service.

5. *Stata's lifeboat.*

RESULTS.—This boat is not patented, and the inventor desires the Government to adopt and build it, paying him a fair price for the invention. The inventor claims:

1. That it will not upset upon being lowered from a vessel in a rough sea.

2. That it will not roll over on the side when it touches the bottom on approaching shore.

3. That it will carry a larger load than other boats of the same length on account of having more beam.

4. That it is absolutely impossible to upset the boat.

The boat has two keels, the space between them forming a longitudinal trough or rectangular conduit. The boat is 19 feet 6 inches long and 5 feet 6 inches wide, and is expected to carry 22 men.

OPINION.—The board is of the opinion that this boat possesses no advantage over the boats now in use in the Service.

6. *Borgfeldt's lifeboat.*

RESULTS.—This device, which its inventor claims is applicable to any boat, consists simply of an iron or steel strap forming two arms, hinged and extending along the sides of the gunwale of the boat, one arm on each side at the middle point of the gunwale. The arms are joined at one end and furnished with an eyehole, through which a pin is inserted to fasten the device to the stem of the boat. The withdrawal of the pin at the stem permits the strap, which resembles the bail of a bucket, to fall and hang from the middle of the boat. Unless made very heavy the arms are liable to crush or bend in case the boat goes over a shallow bar or sand spit, when they could not be drawn up to their proper storage position. In landing, the device might cause the boat to upset by swinging forward when the bow is depressed and striking the sea bottom as the bow rises, forming a sort of fulcrum. Its object is to steady the boat, but it has not sufficient weight to perceptibly lower the center of gravity of the system.

OPINION.—The board is of the opinion that this device is not adapted for use in the Life-Saving Service.

7. *Kunkely's lifeboat.*

RESULTS.—This lifeboat is presented by letters and a wooden model. It may be described as more nearly representing a raft than a boat. It is designed to be built of wood and has sharp ends, perpendicular sides, a fore-and-aft wooden bulkhead, and V-shaped athwartship bulkheads. There is no difference in her appearance, no matter which side is uppermost.

OPINION.—The board is of the opinion that this type of boat is not adapted for use in the Life-Saving Service.

8. *The Aylmer automatic lifeboat or life raft.*

9. *The Borgfeldt life raft.*

10. *Ward's folding life raft.*

RESULTS.—These three designs come under the general classification of life rafts.

First. The Aylmer automatic lifeboat or raft “consists essentially of one or more elongated tubes, preferably of rubber or rubber-filled material, suitably secured together or to a boat, a casing located within or adjacent to the said tubes and containing a gas-generating chamber and a suitable air or water pump connected to the casing and communicating with the interior thereof.” For a raft, the tubes can be inflated for service or carried empty for ease of storage when not needed. For a boat, the tube envelops the boat under the gunwales in a similar manner to the cork fenders on the Service boats. The gas is furnished by the action of water upon calcium carbide. The heat generated in the formation of the gas is purposed to be used to assist in sustaining life in those exposed on the raft or in the boat.

Second. The Borgfeldt life raft consists of three rows of floats connected laterally by light rods. The sections are connected longitudinally with flexible bands, and so arranged as to roll up into a small

bulk for storage on board ship. The raft is primarily designed for use from ships.

Third. Ward's folding life raft is a raft made in longitudinal sections hinged together so as to economize deck room, and is fitted for seats for passengers on deck. It was designed for the use of vessels at sea.

On page 455 of the Annual Report of the Life-Saving Service for 1902, the report of the board contains the following, viz:

As cited on page 485 of the Annual Report of the Life-Saving Service for 1886, the experience has been that life rafts are virtually useless for this Service. A further experience of sixteen years has not changed that conclusion.

Careful examination and consideration of the three devices mentioned satisfy the board that they contain no peculiarity or exceptional advantage that would remove them from the category of rafts cited above.

OPINION.—The board is of the opinion that the three devices above mentioned are not adapted to the needs of the Life-Saving Service.

11. *Donvig's life-saving globe.*

RESULTS.—This globe is 8 feet in diameter, occupies 64 square feet on deck, and will hold from 15 to 20 men. The shell is of light steel plates surrounded by a cork belt. The globe has a flat double bottom divided into four tanks, which have a total capacity of 200 gallons of fresh water. This acts as ballast and as each tank is emptied salt water is pumped in to take its place. The interior is fitted with lockers for provisions, stores, etc. The lockers are used as seats and have padded backs to preserve the occupants from injury. Arrangements are made for sail, rudder, centerboard, ventilation, etc. The globe is intended to be used from the decks of vessels, and access to the interior is gained through three covered hatches. It can be loosed from the fastenings on the vessel by pulling a cord from the inside, and its form is intended to prevent its being engulfed on the sinking of the vessel. It will be seen that it is for service from ship to shore, which devices do not come within the province of this board.

OPINION.—The board is of the opinion that this device is not adapted for use in the Life-Saving Service.

12. *Roller bearings. (Moffett Vehicle Bearing Company.)*

RESULTS.—The principal parts concerned in these bearings are the axle, rear thrust bearing, rear thrust ring, rear roller cage, front thrust bearing, front thrust ring, front roller cage, axle nut, adjusting screw, rear flange, front flange, and dust cap. The object of the bearing is to secure rolling friction instead of sliding friction. Two cages with hardened rollers support the axle end, and the friction due to the end thrust is intended to be reduced by ball bearings. There is an adjusting screw to limit the end play of the axle to about one thirty-second of an inch. Vaseline is used on the balls and a light oil on the rollers. The company claims that the balls and rollers are kept "wet with an oily substance to prevent rusting." The provisions for excluding dust, sand, and water are reasonably good. The company's claims are as follows:

1. Nearest approach to an antifriction roller yet produced.
2. A bearing that with equal ease will carry any strain, great or small, that the axle will support.
3. A bearing that requires only a minimum amount of attention in the way of cleaning, and requires oiling but once in two or three months.
4. A bearing that will make a saving in draft of from 30 to 50 per cent, and that will exceed this under favorable conditions.

5. By maintaining rolls of large diameter (one-half the diameter of axle), and of moderate length, we have a bearing that will wear for an indefinite period, and carry under all conditions more load than the axle will support. The diameter of spindle next to collar is larger than the size of axle arm, thus insuring strength at the vital point.

Every set of axles and bearings is guaranteed for two years. The prices for style "A" range from \$16.50 for $\frac{1}{2}$ -inch axle to \$125.50 for 3-inch axle; that for $1\frac{1}{4}$ -inch axle being \$29.09 each. The prices for style "B" range from \$29.43 for $1\frac{1}{4}$ -inch axle to \$145.68 for 3-inch axle; that for $1\frac{1}{4}$ -inch axle being \$34.74.

The board in its report for 1900 (see pp. 422-423, Annual Report of the Life-Saving Service for 1900) in speaking of another form of roller bearing stated that "for heavy loads on level or smooth roads it is probable that these (roller) bearings would diminish the friction and increase the efficiency, at least to a certain extent. But on the rough and irregular ground over which vehicles have often to travel in this Service, in which the progress is by a series of successive impacts, it is not believed that this device will materially decrease the difficulty of transportation." The board at that time did not adopt roller bearings, but suggested that, when new wagons are required, the General Superintendent, if he deemed it desirable, have one fitted with roller bearings. A wagon was fitted with roller bearings and tested, eliciting the following opinion from the board, viz:

That these bearings do not possess sufficient advantage over the Service wagon wheels to warrant their adoption. (See pp. 448-449, Annual Report of the Life-Saving Service for 1902.)

From the evidence before it the board sees no great advantage of this form of roller bearing over others before submitted to it.

OPINION.—The board is still of the opinion expressed in 1900, "that it is not advisable at this time to adopt this or any similar device for general use in the Service." In case new wagons are to be made, and funds be available, a wagon might be fitted with these bearings and tested, should the General Superintendent deem it desirable.

13. *Charles's automatic life jacket.*

RESULTS.—This device is submitted by letter, description, and sketches only. There is no model. It consists of a rubber jacket without sleeves, which buttons in front and has a belt fitted with a buckle to keep it close to the body. A brass tube containing a valve or valves is fitted to the lower part of the jacket on the front side. This tube is to contain calcium carbide, which on coming in contact with water generates a gas and expands the jacket, producing buoyancy. A small rubber hose, fitted with valves and long enough to reach the mouth, is adjusted to the top of the jacket for the purpose of inflating it with air in case of need. The rubber material of this appliance is easily punctured and rapidly deteriorates.

OPINION.—The board is of the opinion that, while it may operate successfully under some conditions, this device is not adapted for use in the Life-Saving Service.

14. *Aylmer's automatic life belt.*

RESULTS.—Two representatives appeared before the board and explained the construction and mechanism of this appliance, giving a practical exhibition of its operation. It consists of a belt made of rubber, canvas, silk, or waterproof cloth, which is buckled around the chest of the wearer, and is fitted at the lower end on the left side with a pocket containing a metallic automatic valve, in which a charge of

calcium carbide is placed, the charge varying according to the size of the belt. The belts are made of various shapes and sizes. When immersed a quantity of water enters the pocket through the valve and upon coming in contact with the calcium carbide generates a gas which inflates the belt and makes it sufficiently buoyant to more than support in the water a person of average weight.

A somewhat similar device known as the Badia Automatic life-preserving belt was considered and rejected by the board in 1888. While the belts under discussion may possess merit, the following objections are noted:

1. They are liable to the deterioration which always takes place in rubber when that material is in storage.
2. They can not be readily repaired when damaged.
3. They are not adapted to the rough work to which all Service outfits are subject.
4. They are easily punctured, and are more expensive than other types of belts.
5. They exert about the chest a constant pressure which interferes with natural breathing.

OPINION.—The board is of the opinion that this type of belt is not adapted for use in the Life-Saving Service.

15. *Hansen's night signal system.*

RESULTS.—This subject is presented to the board by letter, explanatory text, and sketches only, and seems to appertain more to use between ships than between ship and shore. Its object is to signal eighteen letters of a code by the use of three white lights displayed in various relative positions, each position of the three lanterns representing a letter of the code. While the theory of the system seems to be good, its practical working would be slow and cumbersome. It may be adapted for signaling from shore to ships in the offing, but its operation would be too slow and complicated for such emergencies as call for the use of night signals in the Life-Saving Service. It would also have to be further elaborated to cover the enlarged International Code, which consists of twenty-six letters.

OPINION.—The board is of the opinion that this system of night signals is not adapted for use in the Life-Saving Service.

16. *Sharman's automatic wireless telegraphic apparatus and marine fog-signaling system.*

RESULTS.—This system is presented by a letter of explanation and diagrams. It is intended to establish at points of danger stations equipped with wireless telegraph apparatus, especially constructed for sending electric signals or impulses of varying strength. Each signal is to cover a different zone; one with a radius of 10 miles; one with a radius of five miles, and one with a radius of two miles. Each signal indicates its own zone, so that a vessel equipped with a corresponding apparatus, upon entering one of these zones, will receive the characteristic signal of that zone, and thus be enabled to locate the approximate position of the ship before running farther into danger. The diagrams are intended to illustrate the practical working of the system. It is stated that these electric signals will be received "in any weather." If the Sharman apparatus is all that it is claimed to be in the papers submitted to the board, it should be of great value, especially to large vessels having high speed, to which time is a great object. The claim that it will operate successfully "whatever the weather" is substantiated only by the statement that it has been successfully tested under

"what may appropriately be called service conditions;" but whether it will work successfully under all conditions is not shown, and it will undoubtedly require actual service tests extending over considerable time to show this conclusively. The Light-House Service would be better suited for the adoption of such a system as is here presented, for the reason that light-houses and light-ships are generally placed at prominent points of danger and offer good facilities for establishing the necessary apparatus. The Light-House Board has control of all light-houses and light-ships, as well as of a fleet of steam vessels suitable for conducting such experiments as may be necessary for demonstrating the practical value of the system. Life-saving stations are not generally so well located for the purpose required, although some of them may be useful in that connection, if such a system should be established.

OPINION.—The board is of the opinion that it would be inadvisable to adopt the Sharman automatic wireless telegraph apparatus and marine fog-signaling system in the Life-Saving Service at the present time.

17. *Kopp's watchman's improved time detector.*

RESULTS.—This device is submitted by letter and description only, and appears to be identical with the Imhauser time detector so long and successfully used in the Life-Saving Service.

OPINION.—The board is of the opinion that if this device is, as it is represented to be, identical with the Imhauser time detector, it should receive the same consideration given that appliance.

18. *The Waggoner watchman clock.*

RESULTS.—This appliance is presented by description and diagrams. It consists of an electric system operating upon a clock having a paper dial attached for receiving the records. The clock is to be placed at a central life-saving station and connected with as many outside stations as may be found desirable. The outside stations are provided with push buttons or magneto boxes, and, if desired, with telephone attachments as well. There may also be an outside station at the clock. The operation consists in pushing the buttons at the outside stations, each push of the button making a record upon the dial at the clock, and each omission being shown by a corresponding omission upon the dial. The clock station is also provided with an alarm lever, which, if neglected by the watchman at the clock, gives an alarm, thus insuring a constant watch or giving notice to the contrary. This seems to be an excellent system, one which will not only guarantee the integrity of the patrol, but make it more efficient by the frequency and rapidity with which signals may be sent to the central station, thus enabling almost instant action in emergencies. The cost of the apparatus varies according to the size of the system used. The size of the clock to be used in a system having from four to twenty stations would be 22 inches by 24 inches. Such a clock with the automatic attachment and supply of dials for one year would cost as follows:

	With magneto boxes.	With batteries and push buttons.		With magneto boxes.	With batteries and push buttons.
Four stations.....	\$59.00	\$50.00	Eight stations.....	\$88.00	\$70.00
Five stations.....	66.25	55.00	Nine stations.....	95.25	75.00
Six stations.....	73.50	60.00	Ten stations.....	102.50	80.00
Seven stations.....	80.50	65.00	Twenty stations.....	175.00	.....

The above prices do not include the cost of the wires, poles, batteries, or labor incidental to installation.

As the Life-Saving Service now has telephone lines wherever it is practicable to maintain them, such telephone wires may be utilized in connection with the Waggoner system at a small increase in expense. Judging from the papers before the board on this subject, it seems that, by using the telephone lines already installed, this system may be established so as to include nine stations, which would probably be as many as it would be desirable to operate from one clock, for about \$150. The cost of equipping nine stations with the time detectors, or patrol clocks, now used in the Life-Saving Service would be \$75 (allowing one patrol clock for three stations), to which should be added the cost of nine key safes at \$3 each, or a total cost of \$102. The Waggoner system contains features which may be of advantage to the Life-Saving Service.

OPINION.—The board is of the opinion that, if the expense of installing one of these clocks in a system of nine stations is ascertained to be not greatly in excess of the cost of the system now in use in the Service, it is desirable that such a system be established at some life-saving stations for trial.

RECOMMENDATION.—The board recommends that the General Superintendent of the Life-Saving Service communicate with the Waggoner Watchman Clock Company and obtain detailed information as to the durability, practical working, and cost of installing their system at life-saving stations.

19. *Cropley's improved hot-water bag.*

RESULTS.—Reduced to its simplest terms, this device is composed of two ordinary rubber hot-water bags, one a little shorter than the other, and was apparently designed more especially for a foot warmer. The sketches given in the specifications of letters-patent No. 647294 show two bags joined at one end where a filling cup is supplied to admit of filling both bags simultaneously, if desired. A single screw plug is so arranged as to close both bags, or a separate plug may be used for each bag. Either method prevents communication between the two receptacles. The sample submitted consists of two ordinary rubber bags, with buttons to connect them at the bottom, and two side straps with buttons to fasten the bags together and permit the feet to be inserted between the bags with the shorter bag on top of the foot. This patent has been placed on the list of articles furnished on requisition by the Public Health and Marine-Hospital Service. The prices are \$2.50 each for the 1-gallon size, and \$2.25 each by the gross or any number over 100. The advantages it possesses over other bags for hot water lie in the fact that the two bags can be used separately or joined together at the bottom, forming a sort of pocket for the feet or the hands, or a belt around the leg, knee, arm, or other part of the body. The object of the device is for use in the resuscitation of the apparently drowned or where heat is to be applied to the human body.

OPINION.—The board is of the opinion that one or more of these bags should be placed at each life-saving station for use in resuscitation and other cases requiring the application of heat to any part of the body.

20. *Telpherage for life-saving purposes.*

RESULTS.—"The device is an elevated track supported by A bents, on which an electrically propelled machine called a telpher runs. A

telpher is the simplest arrangement in the production of mechanical locomotion that has ever been constructed, being a frame which rides on two wheels, one directly in advance of the other. The wheel axles are turned by electric armatures fastened thereto, the arrangement giving propulsion without gearing, consequently with the fewest possible parts to get out of order. All journals in telpherage are ball bearing, the running parts are immersed in oil." The installation is comparatively simple and cheap, and the track may be 8 feet or more above the surface. The device is virtually an electric yard crane, to be used for hoisting loads at a speed of 15 to 60 feet per minute and transport them at a rate of 1,000 feet per minute. For the Life-Saving Service it is designed to have a car to carry a patrolman 18 miles an hour to and from his patrol, he being under cover in an electrically heated car, thus diminishing the number of men and saving time in patrolling a stretch of coast. If a wreck be discovered the car returns to the station and transports the crew and necessary apparatus to a point opposite the wreck. This brings the crew on the ground in a fresh condition. As fast as the wrecked passengers and crew are brought to the shore in a breeches buoy or boat they are placed two at a time in the telpher car and sent to the station for proper care. Two telfers and an electric capstan are comprised in this system, viz:

A light telpher for the ordinary patrol and service of the station, and a heavy telpher to transport the crew, boat, and other apparatus to a point near the wreck, and an electric capstan, which is designed to haul the breeches buoy or life car to and from a stranded vessel. It will be seen that the installation of this system will require the United States to secure the right of way from station to station, to construct an elevated trolley line, to purchase two telfers (one light and one heavy) and an electric capstan, with the tools, materials, etc., necessary to keep such a line in repair. At least one electric engineer will be required in every district, and, in addition to their other duties, every member of the station crews will have to become a motorman, in order to intelligently handle and care for his machine in patrolling. The cost of the installation is estimated at \$10,000 to \$11,000 per mile, which is practically prohibitive.

OPINION.—The board is of the opinion that, in view of the cost, the introduction of the telpher system is not advisable at the present time.

21. *Nickerson's lifeboat wagon.*

RESULTS.—This device is patented and is submitted by model and description. The inventor appeared before the board and explained his appliance in detail. In some respects it resembles a lumber reach and has a long, adjustable center reach or tongue, designed to lengthen or shorten the wagon so as to adapt it for carrying boats of different lengths. It is designed more for carrying surfboats than lifeboats. On the rear-axle stock is a metallic roller, over which the boat is pushed or hauled to her carrying position, with her bow resting in a V-shaped rocker on the forward axle, while the stern is prevented from sliding in a transverse direction by movable poppets shaped to fit the bilge of the boat. No means are provided to relieve the surfmen from the necessity of bodily lifting a portion of the boat when loading it upon the wagon. The boat is liable to be seriously injured in hauling its keel over a single roller bearing.

OPINION.—The board is of the opinion that this type of boat wagon possesses no advantage over those now used in the Service.

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