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ANNUAL REPORT OF THE

United States Life-Saving Service

FOR THE FISCAL YEAR ENDED JUNE 30

1907



WASHINGTON
GOVERNMENT PRINTING OFFICE
1908

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TREASURY DEPARTMENT,
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Office of the Life-Saving Service.

2

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TABLE OF CONTENTS.

	Page.
Organization	5
Statistical Statement of Operations during Year	13
Disasters Involving Loss of Life	35
Medal Awards during Year	19
Services of Life-Saving Crews	71
Table of Casualties in the Field of Life-Saving Operations, Season 1907	201
Women's National Relief Association	257
Letters Acknowledging Services of Station Crews	261
Appropriations and Expenditures	281
List of United States Life-Saving Districts and Stations	289
Instructions to Mariners in Case of Shipwreck	299
Directions for Restoring the Apparently Drowned	309
Medal Awards, 1876–1907	315
Abstract of Returns of Wrecks, and of Casualties to Vessels, at Home and Abroad during 1907	353
Index	471

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ILLUSTRATIONS.

	Page.
Instructions to mariners in case of shipwreck:	
FIG. 1.—Tail block fastened to mast with whip line running through it	303
FIG. 2.—Hawser in position above whip line	304
FIG. 3.—Breeches buoy rigged and hauled off to ship	304
Directions for restoring the apparently drowned:	
FIG. 4.—Expelling water from body	309
FIG. 5.—Movements to produce inspiration	310
FIG. 6.—Movements to produce expiration	311
FIG. 7.—Movements by one person to produce inspiration	312
FIG. 8.—Movements by one person to produce expiration	313

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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

(In conformity with acts of Congress approved June 18, 1878, and May 4, 1882.)

SUMNER I. KIMBALL, General Superintendent, Washington, District of Columbia.
OLIVER M. MAXAM, Assistant General Superintendent, Washington, District of Columbia.
Captain FRANK H. NEWCOMB, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 379 Washington street, New York City.

DISTRICT SUPERINTENDENTS.

First district	SILAS H. HARDING, Portsmouth, New Hampshire.
Second district	GEORGE W. BOWLEY, Provincetown, 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	WILLIAM E. TUNNELL, Onancock, Virginia.
Seventh district	PATRICK H. MORGAN, Shawboro, North Carolina.
Eighth district	HIRAM B. SHAW, 205 Main street, Jacksonville, 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.

ASSISTANT INSPECTORS.

First district	
Second district	Lieutenant F. J. HAAKE, United States Revenue-Cutter Service, Room 148, Post-Office Building, or P. O. Box 1908, Boston, Massachusetts.
Third district, *Fourth district*	Lieutenant SAMUEL P. EDMONDS, United States Revenue-Cutter Service, Patchogue, New York.
Fifth district	Lieutenant CLAUDE S. COCHRAN, United States Revenue-Cutter Service, Red Bank, New Jersey.
Sixth district	Captain HORACE B. WEST, United States Revenue-Cutter Service, Onancock, Virginia.
Seventh district	Lieutenant COLIN S. CRAIG, United States Revenue-Cutter Service, Elizabeth City, North Carolina.
Eighth district, *Ninth district*	Captain OWEN S. WILLEY, United States Revenue-Cutter Service, Post-Office and Custom-House Building, Savannah, Georgia.
Tenth district, *Eleventh district*	Lieutenant SAMUEL B. WINRAM, United States Revenue-Cutter Service, Room 204, Post-Office Building, Detroit, Michigan.
Twelfth district	Lieutenant JAMES G. BALLINGER, United States Revenue-Cutter Service, 500 Federal Building, Chicago, Illinois.
Thirteenth district	Coasts of Washington, Oregon, and California, Captain DORR F. TOZIER, United States Revenue-Cutter Service, Post-Office Building, Portland, Oregon.

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ASSISTANT INSPECTORS—continued.

Lieutenant AARON L. GAMBLE, United States Revenue-Cutter Service, on special duty, Washington, District of Columbia.
Lieutenant BENJAMIN M. CHISWELL, United States Revenue-Cutter Service, on special duty, Washington, District of Columbia.

SUPERINTENDENTS OF CONSTRUCTION LIFE-SAVING STATIONS, ATLANTIC AND LAKE COASTS.

Captain FRANK H. NEWCOMB, United States Revenue-Cutter Service, No. 379 Washington street, New York, New York.
Captain F. G. F. WADSWORTH, United States Revenue-Cutter Service, No. 379 Washington street, New York, New York.

SUPERINTENDENTS OF CONSTRUCTION LIFE-SAVING STATIONS, PACIFIC COAST.

Captain DORR F. TOZIER, United States Revenue-Cutter Service, Post-Office Building, Portland, Oregon.
Captain F. G. F. WADSWORTH, United States Revenue-Cutter Service, No. 379 Washington Street, New York, New York.

BOARD ON LIFE-SAVING APPLIANCES.

OTTO H. TITTMANN, Superintendent United States Coast and Geodetic Survey, Washington, District of Columbia, President.
Lieutenant Colonel DAVID A. LYLE, Ordnance Department, United States Army, Augusta Arsenal, Augusta, Georgia.
Lieutenant AARON L. GAMBLE, United States Revenue-Cutter Service, Washington, District of Columbia.
SILAS H. HARDING, Superintendent First Life-Saving District, Portsmouth, New Hampshire.
JEROME G. KIAH, Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.
HERBERT M. KNOWLES, Superintendent Third Life-Saving District, Wakefield, Rhode Island.
EDWIN E. CHAPMAN, Superintendent Tenth Life-Saving District, Buffalo, New York.

SUPERINTENDENT OF TELEPHONE LINES.

WILLIAM BOLTON, Delawanna, New Jersey.

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LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
Washington, November 27, 1907.

SIR: As required by section 7 of the act of June 18, 1878, I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1907, and of the expenditures of moneys appropriated for the maintenance of the Service for that period.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. GEO. B. CORTELYOU,
Secretary of the Treasury.

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OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE.

1907.

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OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE, 1907.

CLASSIFICATION OF DISTRICTS AND STATIONS.

The number of stations in the Life-Saving Service at the close of the year was 278—the same as that given in the report for 1906. The classification of stations by district and coast is also identical with that for last year, namely:

ATLANTIC AND GULF COASTS.

First district (coasts of Maine and New Hampshire)	14
Second district (coast of Massachusetts)	32
Third district (coasts of Rhode Island and Fishers Island)	9
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)	34
Eighth district (coasts of South Carolina, Georgia, and eastern Florida)	10
Ninth district (Gulf coast)	8
	200

COASTS OF THE GREAT LAKES.[a]

Tenth district (Lakes Erie and Ontario, including Louisville station)	12
Eleventh district (Lakes Huron and Superior)	18
Twelfth district (Lake Michigan)	31
	61

PACIFIC COAST.[b]

Thirteenth district	17

SUMMARY.

Atlantic and Gulf coasts	200
Coasts of the Great Lakes	61
Pacific coast	17
Total	278

PERIODS OF EMPLOYMENT OF SURFMEN.

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. Keepers are on duty at the stations throughout the year.

[a] Including 1 station at the Falls of the Ohio, Louisville, Ky.
[b] Including 1 station at Nome, Alaska.

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Districts.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cranberry Islands, White Head, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, Rye Beach, and Hampton Beach.	6 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	Burnt Island and Damiscove Island	6 surfmen from Aug. 1, 1906, to May 31, 1907, and 2 additional surfmen from Nov. 1, 1906, to Mar. 31, 1907.
	Cross Island and Great Wass Island	7 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
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, Cahoons Hollow, Nauset, Orleans, Old Harbor, Coskata, Surfside, Maddequet, Muskeget, Gay Head, and Cuttyhunk.	6 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	Chatham, Monomoy, and Monomoy Point	7 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	City Point	9 surfmen from July 1 to Nov. 15, 1906, and from May 1 to June 30, 1907.
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island.	6 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	Fishers Island	7 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
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, 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, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	Fire Island	6 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Aug. 1, 1906, to Mar. 31, 1907.
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, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	Monmouth Beach	7 surfmen from Aug. 1, 1906, to May 31, 1907.
	Sandy Hook	8 surfmen from Aug. 1, 1906, to May 31, 1907.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Metomkin Inlet, and Parramore Beach.	6 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	Wallops Beach	6 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to May 31, 1907.
	Lewes, Wachapreague, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1906, to May 31, 1907.
	Assateague Beach	8 surfmen from Aug. 1, 1906, to May 31, 1907.
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Caffeys Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Ocracoke, Portsmouth, Core Bank, Fort Macon, and Bogue Inlet.	6 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	New Inlet and Hatteras Inlet	7 surfmen from Aug. 1, 1906, to May 31, 1907.
	Oak Island	7 surfmen from Aug. 1, 1906, to May 31, 1907, and 1 additional surfman from Nov. 1, 1906, to Mar. 31, 1907.
	Cape Henry, Cape Hatteras, Creeds Hill, Cape Lookout, and Cape Fear.	8 surfmen from Aug. 1, 1906, to May 31, 1907.

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Districts.	Stations.	Periods of employment (all dates inclusive).
a 8	Sullivans Island	6 surfmen from Aug. 1, 1906, to May 31, 1907.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1906, to May 31, 1907.
	San Luis	7 surfmen from Aug. 1, 1906, to May 31, 1907.
10	Big Sandy and Niagara	7 surfmen from July 1 to Dec. 10, 1906, and from Apr. 10 to June 30, 1907.
	Oswego and Charlotte	8 surfmen from July 1 to Dec. 10, 1906, and from Apr. 10 to June 30, 1907.
	Ashtabula and Marblehead	7 surfmen from July 1 to Dec. 15, 1906, and from Apr. 10 to June 30, 1907.
	Buffalo, Erie, Fairport, and Cleveland	8 surfmen from July 1 to Dec. 15, 1906, and from Apr. 10 to June 30, 1907.
	Louisville	6 surfmen from July 1, 1906, to June 30, 1907, and 1 additional surfman from Apr. 10 to June 30, 1907.
11	Lake View Beach	7 surfmen from July 1 to Dec. 12, 1906, and from Apr. 10 to June 30, 1907.
	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Thunder Bay Island, Middle Island, and Hammond.	8 surfmen from July 1 to Dec. 12, 1906, and from Apr. 10 to June 30, 1907.
	Bois Blanc	8 surfmen from July 1 to Dec. 12, 1906, and from Apr. 12 to June 30, 1907.
	Vermilion, Crisps, Two Heart River, and Deer Park.	7 surfmen from July 1 to Dec. 15, 1906, and from Apr. 26 to June 30, 1907.
	Grand Marais	8 surfmen from July 1 to Dec. 15, 1906, and from Apr. 26 to June 30, 1907.
	Marquette	8 surfmen from July 1 to Dec. 11, 1906, and from Apr. 28 to June 30, 1907.
	Portage	8 surfmen from July 1 to Dec. 10, 1906, and from Apr. 26 to June 30, 1907.
	Duluth	8 surfmen from July 1 to Dec. 18, 1906, and from Apr. 27 to June 30, 1907.
12	North Manitou Island	7 surfmen from July 1 to Nov. 30, 1906, and from Apr. 2 to June 30, 1907.
	Charlevoix, South Manitou Island, Sleeping Bear Point, Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Ludington, Pentwater, White River, Muskegon, Holland, South Haven, Saint Joseph, Michigan City, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1906, and from Apr. 1 to June 30, 1907.
	Grand Haven, South Chicago, Jackson Park, Old Chicago, Milwaukee, and Sheboygan.	8 surfmen from July 1 to Nov. 30, 1906, and from Apr. 1 to June 30, 1907.
13	Nome, Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1906, to June 30, 1907.
	Grays Harbor, Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, and Southside.	8 surfmen from July 1, 1906, to June 30, 1907.
	Cape Disappointment	8 surfmen from July 1, 1906, to June 30, 1907, and 1 additional surfman from July 1 to Aug. 25, 1906, and from May 1 to June 30, 1907.
	Point Adams	8 surfmen from July 1, 1906, to June 30, 1907, and 1 additional surfman from July 1 to Aug. 25, 1906, and from Apr. 20 to June 30, 1907.
	Golden Gate	9 surfmen from July 1, 1906, to June 30, 1907.

a Nine of the 16 stations in the Eighth district are maintained only as houses of refuge for the succer of the shipwrecked, no crews being employed.

STATISTICAL STATEMENT.

During the year 347 documented vessels were involved in disaster within the field of operations of the Service. There were on board these vessels 3,936 persons, 22 of whom were lost. The estimated value of the vessels was $6,478,220, and that of their cargoes $1,824,045, making the total value of imperiled property $8,302,265. The estimated value of the property saved was $6,916,400, and of property lost $1,385,865. The number of vessels totally lost was 55. In addition to the foregoing there occurred 491 casualties to undocumented vessels—those under 5 tons' burden, such as sailboats, small launches, rowboats, etc.—involving 1,176 persons, of whom 23 were lost. The

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estimated value of the property involved in these disasters was $530,320, of which $516,585 was saved and $13,735 lost. Distressed persons to the number of 807 were given succor at the stations, a total of 1,140 days' relief being furnished.

The preceding statement (including both documented and undocumented vessels) is summarized as follows:

Total number of disasters	838
Vessels totally lost	55
Number of persons involved	5,112
Number of persons lost	45
Number of persons succored at stations	[a] 807
Number of days' succor afforded	1,140
Total value of vessels	$7,002,000
Total value of cargoes	$1,830,585
Total value of property involved	$8,832,585
Total value of property saved	[b] $7,432,985
Total value of property lost	$1,399,600

The foregoing figures do not include 111 persons rescued from various perilous situations having no connection with vessels. (See p. 16.)

The apportionment of Service operations to the Atlantic and Gulf, Lake, and Pacific coasts, respectively, is shown by districts in the following tables:

ATLANTIC AND GULF COASTS.

	First district.	Second district.	Third district.	Fourth district.	Fifth district.
Number of disasters	68	169	23	52	55
Number of vessels totally lost	8	12	3	2	5
Number of persons involved	262	847	124	232	361
Number of persons lost	None.	3	3	1	11
Number of persons succored at stations	56	95	22	38	54
Number of days' succor afforded	101	120	46	38	81
Value of vessels	$229,120	$913,665	$375,655	$445,525	$747,415
Value of cargoes	$93,060	$238,215	$32,400	$181,850	$615,635
Total value of property involved	$322,180	$1,151,880	$408,055	$627,375	$1,363,050
Value of property saved	$265,290	$982,600	$312,750	$589,960	$1,227,650
Value of property lost	$56,890	$169,280	$95,305	$37,415	$135,400

	Sixth district.	Seventh district.	Eighth district.	Ninth district.	Total.
Number of disasters	28	53	6	17	471
Number of vessels totally lost	3	5	None.	None.	38
Number of persons involved	107	321	16	41	2,311
Number of persons lost	None.	None.	None.	None.	18
Number of persons succored at stations	71	59	12	3	410
Number of days' succor afforded	110	171	17	3	687
Value of vessels	$63,650	$586,250	$18,820	$11,205	$3,391,305
Value of cargoes	$15,905	$191,785	$800	$425	$1,370,075
Total value of property involved	$79,555	$778,035	$19,620	$11,630	$4,761,380
Value of property saved	$59,285	$567,325	$19,610	$11,520	$4,035,990
Value of property lost	$20,270	$210,710	$10	$110	$725,390

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

[b] 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 escaped 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, 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.

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LAKE COASTS.[a]

	Tenth district.	Eleventh district.	Twelfth district.	Total.
Number of disasters	89	111	122	322
Number of vessels totally lost	3	3	4	10
Number of persons involved	621	391	1,103	2,115
Number of persons lost	2	3	15	20
Number of persons succored at stations	37	74	149	260
Number of days' succor afforded	45	90	149	284
Value of vessels	$688,225	$822,880	$1,233,420	$2,744,525
Value of cargoes	$64,190	$129,025	$140,420	$333,635
Total value of property involved	$752,415	$951,905	$1,373,840	$3,078,160
Value of property saved	$630,900	$872,650	$1,263,400	$2,766,950
Value of property lost	$121,515	$79,255	$110,440	$311,210

[a] Including the river station at Louisville, Kentucky, (Tenth district).

PACIFIC COAST.

	Thirteenth district.
Number of disasters	45
Number of vessels totally lost	7
Number of persons involved	686
Number of persons lost	7
Number of persons succored at stations	137
Number of days' succor afforded	169
Value of vessels	$866,170
Value of cargoes	$126,875
Total value of property involved	$993,045
Value of property saved	$630,045
Value of property lost	$363,000

GENERAL SUMMARY FOR THE YEAR.

	Atlantic and Gulf coasts.	Lake coasts.[a]	Pacific coast.	Total.
Number of disasters	471	322	45	838
Number of vessels totally lost	38	10	7	55
Number of persons involved	2,311	2,115	686	5,112
Number of persons lost	18	20	7	45
Number of persons succored at stations	410	260	137	807
Number of days' succor afforded	687	284	169	1,140
Value of vessels	$3,391,305	$2,744,525	$866,170	$7,002,000
Value of cargoes	$1,370,075	$333,635	$126,875	$1,830,585
Total value of property involved	$4,761,380	$3,078,160	$993,045	$8,832,585
Value of property saved	$4,035,990	$2,766,950	$630,045	$7,432,985
Value of property lost	$725,390	$311,210	$363,000	$1,399,600

[a] Including the river station at Louisville, Kentucky.

VESSELS ASSISTED.

There were 611 vessels, valued with their cargoes at $5,661,235, saved under circumstances that would have involved serious or total loss but for the assistance given by the life-saving crews. In 449 of these instances, in which the property imperiled was valued at $1,270,995, the station crews saved property to the value of $1,238,935 unassisted, except by the crews of the endangered vessels. In the 162 instances remaining, in which the property involved was valued at $4,390,240, the life-saving crews worked in conjunction with the crews of wrecking vessels, tugs, etc., and the value of the property saved was $4,053,230. The station crews also afforded assistance of more or less importance to 714 other vessels, making a total of 1,325 to which aid was extended. Two hundred and four vessels were warned by the signals of the watchmen

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and patrolmen of the Service in season to escape disaster. In 182 of these instances the warnings were given at night; in 22, during the day in thick weather. Of the vessels so warned, 96 were steamers.

MISCELLANEOUS SERVICES.

The life-saving crews are frequently called upon to perform services in the neighborhood of their stations which are not related to their regular duties as salvors of life and property from shipwreck. There were rescued during the year: 33 persons who had fallen from docks, vessels, etc.; 22 bathers; 1 insane person; 2 would-be suicides; 3 persons endangered in the surf; 2 who had broken through the ice; 1 from a sewer; 1 from a breakwater; 1, lost in a blizzard; and 45 from flood (at Louisville, Kentucky).

In addition to the above rescues 1 person (a woman) was saved from attempted assault; and 10 persons who were ill or had sustained more or less serious injury were treated and cared for. Of the number last mentioned, 1 had broken a leg and 4 were suffering from gunshot wounds. Seventeen persons in urgent need of medical or surgical attention were conveyed to places where such attention could be secured. There were recovered from the water the bodies of 86 drowned persons, and the bodies of 13 persons who had come to their death from various causes were picked up on the beaches and elsewhere in the vicinity of the stations. The crews rendered effective service at 31 neighborhood fires, helped 3 automobiles out of serious difficulty, rescued several horse teams from dangerous situations, recovered 14 fish nets, and on one occasion saved 100,000 feet of saw logs. In one instance they helped to take from a burning building 65 horses and 110 vehicles.

Besides the foregoing, the year's record shows numerous other instances of service, which are too diversified in character for classification, but which, nevertheless, indicate the extended field of humanitarian endeavor that the Life-Saving Establishment has come to embrace. (See *Services of Crews—miscellaneous*, p. 170.)

BOATS AND APPARATUS USED.

The surfboat was used 997 times, making 1,318 trips; the self-righting and self-bailing lifeboat 57 times, making 75 trips; the power lifeboats 132 times, making 157 trips; the power launches 84 times, making 87 trips; the smaller boats 776 times, making 898 trips; the river life skiffs at the Louisville (Kentucky) station 84 times, making 92 trips; the breeches buoy 12 times, making 212 trips; the wreck gun 17 times, firing 37 shots; the heaving stick 15 times. There were landed by the surfboats 1,147 persons, by the lifeboats 89, by the power boats 145, by the power launches 176, by the river life skiffs 83, by other station boats 518, and by the breeches buoy 198 persons.

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GENERAL SUMMARY

Of operations since the introduction of the present life-saving system, 1871–1907.[a]

Total number of disasters	17,317
Total number of persons involved	[b]121,627
Total number of lives lost	[c]1,172
Total number of persons succored at stations	[d]20,548
Total number of days' succor afforded	48,695
Total value of vessels	$178,507,865
Total value of cargoes	$73,008,419
Total value of property involved	$251,516,284
Total value of property saved	$199,457,597
Total value of property lost	$52,058,687

NEW STATIONS.

Contract was made in October, 1906, and June, 1907, respectively for the building of two new stations—one at Bethany Beach, Delaware, and the other at Garibaldi, Oregon (at the entrance to Tillamook Bay). The station has been completed at the first-named place, and that authorized to be established at Garibaldi is now under construction.

STATION SITES.

Title to a site for a new station, to be located at Neah Bay, Washington, as mentioned in last year's report, having been secured, advertisement for proposals for the construction of the station was issued. The proposals received, however, considerably exceeded the limit of expenditure allowed by the act authorizing the establishment of the station. The plans were therefore modified, and a second advertisement brought a reasonable proposal, which was accepted. Contract for the work has been entered into since the close of the year. This station was authorized by act of April 19, 1906, for service in conjunction with a first-class ocean-going tug (to be built and operated by the Revenue-Cutter Service) in saving life and property along the North Pacific coast. The necessity for such protection was emphasized by the wreck of the steamship *Valencia*, with appalling loss of life, near Cape Beale, coast of British Columbia, January 22, 1906.

The act of March 3, 1903, authorized the establishment of a station at the mouth of Black River, at or near the city of Lorain, Ohio. The city undertook to donate a suitable site, but difficulties intervened which, until last year, prevented the acquisition of title. In the meantime plans and specifications for the buildings were prepared, leaving their adaptation to the site which should be finally determined upon to be made after it was secured. The construction of the station is now about to be undertaken.

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[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.

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Titles to sites for stations at Fishermans Island and Myrtle Island, Virginia, referred to in last year's report, have not yet been secured.

Three sites for new stations were selected during the year at the following points: Isles of Shoals, New Hampshire; Green Hill (South Kingston), Rhode Island, and Cold Spring Inlet, New Jersey. Titles to these sites have not yet been obtained, except at the last-mentioned place. The acquisition of the site at Cold Spring Inlet was provided for in the river and harbor act of March 2, 1907, which required, among other things, that the land necessary for the establishment of a station there should be deeded to the Government free of cost before any of the funds appropriated thereby for the improvement of the inlet could be expended. This condition has been complied with. The site chosen—just inside the harbor—will form an admirable base from which to operate a large self-righting and self-bailing power lifeboat, which it is proposed to place there. When the station shall have been fully equipped and an auxiliary boathouse for the storage of a surfboat placed near the beach a mile or more above the inlet (upon land which has been given for the purpose by the Cape May Real Estate Company), the old Two Mile Beach life-saving station, built many years ago, can probably be abandoned without detriment to the Service.

In 1887 a station was built at Jerrys Point, at the entrance to Portsmouth Harbor, New Hampshire, upon a Government reservation under the control of the War Department. After the site had been occupied by the Service for more than a quarter of a century, by courtesy of that Department, it was last year required for military purposes, and a site was therefore selected on Wood Island, Maine, on the opposite side of the harbor, permission to occupy the same having been given by the Light-House Establishment. A new station is now in process of construction on this site. In the meantime station operations have been conducted from rented buildings.

Since a new harbor, which is largely used by yachts and other small craft, has been opened at the southern end of Jackson Park, Chicago, the liability of loss of life and property from marine disaster has naturally increased in that vicinity. The accidents that most frequently occur there—the capsizing of small boats—are of a kind that demand the speediest possible relief; hence the station some distance above, erected in 1893 upon the grounds of the Columbian Exposition, and since occupied by a life-saving crew, is no longer a favorable base for life-saving operations. Recognizing this fact, the city of Chicago has given the Service a site in an excellent location at the entrance to the new harbor, and contract was let during the year for the building of a station adapted to the new situation. This station is now under construction.

The devastating hurricane which swept the Gulf coast September 27, 1906, entirely destroyed the Santa Rosa life-saving station situated on the island of the same name lying off Pensacola, Florida, carrying away all the station equipment except a surfboat. In this boat the life-saving crew providentially made their escape from the inundated island, taking with them such residents of the place as they could reach, including 9 women and children. As soon as practicable the crew returned to the island and out of pickings from the scattered débris of the station constructed a rude shelter. They also found and repaired some of the damaged boats and recovered

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the wreck gun, with which apparatus, and some additional appliances afterwards sent them, they have since creditably continued the work of the Service. The destroyed station stood upon elevated ground, but the storm leveled the site almost to the sea and rendered it useless for further occupancy. An available location for rebuilding has been selected some distance westward of the old site, near Fort Pickens, and, the War Department having given permission to occupy the ground, contract has been awarded for the construction of new buildings.

POWER LIFEBOATS.

At the end of the year there were 17 self-righting and self-bailing lifeboats, equipped with power, in use at the stations, several having been added to the number mentioned in last year's report. Contract has been entered into for the installation of similar equipment in 16 other boats of the type named. Numerous reports from officers of the Service in the field have been received commending these boats in enthusiastic terms. Their performances on the several occasions when they have been employed during the year have fully justified every expectation. In fact, in two or three instances they have accomplished rescues under circumstances which would have prevented success by any other means.

During the year plans and specifications were prepared for a self-righting and self-bailing power lifeboat to be 36 feet in length—2 feet longer than any boat now in the Service—and equipped with a 40-horsepower gasoline motor. This boat is now being built.

AWARDS OF LIFE-SAVING MEDALS.

It is found impracticable to publish in this report, as has been done heretofore under the above caption, narrative accounts of the services for which medals were awarded during the fiscal year. Appended to the medal-of-honor roll, however, (which see p. 315), are the names and addresses of all persons who received medals within the period mentioned. There is also shown in each instance the date of the award and its character and the nature of the service rendered.

FLOOD AT LOUISVILLE, KENTUCKY, JANUARY 20–30, 1907.

The Service crew located at Louisville, Kentucky, to afford protection to life and property at the Falls of the Ohio River, has made a notable record since the station was established in the year 1882, having been instrumental in saving hundreds of persons in danger of becoming involved in the treacherous river rapids, as well as much property from the same peril. The life-saving crew has also several times been able to serve the citizens of Louisville in a manner which, though well within the line of its duties, nevertheless falls beyond the purpose for which life-saving stations are primarily maintained—namely, upon those occasions when the Ohio River has overflown its bounds and deluged the city.

In January, 1907, following an unusually protracted rainfall, Louisville suffered from one of these occasional flood visitations with a resulting large property loss. During the period of the inundation—January 20–30—many lives were also endangered. That no

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drowning fatalities are recorded was largely due to the vigilance and tireless efforts of William M. Devan, in charge of the Louisville station, and his crew. The official report of Captain Devan shows that he and his men, working in the Service boats, transported to and from river craft, inundated buildings, etc., 429 persons (45 of which number were actually rescued from situations of peril), besides distributing to upward of 2,500 flood sufferers food and fuel furnished by the city authorities and donated by private citizens. In the prosecution of their relief work they also furnished transportation to physicians who were engaged in ministering to the sick and distressed, and with their boats performed ambulance duty for the city hospitals, whose usual means of conveyance were unable to traverse the flooded district.

The crew rendered equally distinguished service in saving property, giving invaluable assistance to owners of vessels whose craft were imperiled along the river front. They also did much to keep the public utilities in operation, helping to repair the local telegraph and telephone lines and to distribute and collect the city's mail, in the performance of which last-named service they transported the carriers on their rounds.

Under "Letters of acknowledgment," this volume (see dates February 1 to 20), may be found communications from the mayor of Louisville, the heads of the several departments of the municipal government, and from the representatives of a number of private corporations, reflecting the gratitude of the community for the work of Keeper Devan and his men.

LIFE-SAVING EXHIBIT AT THE JAMESTOWN TER-CENTENNIAL EXPOSITION.

Under the provisions of section 10 of the act of Congress approved June 30, 1906, a model life-saving station building was erected upon the grounds of the Jamestown Ter-Centennial Exposition, held at Norfolk, Virginia, April 26 to November 30, 1907.

The building was equipped with the latest appliances and boats used by the Service, and was manned by a mixed crew of fresh-water and salt-water surfmen—veteran members of life-saving crews on the Great Lakes and southern Atlantic coast—with Captain Henry Cleary, keeper of the Marquette (Michigan) station in charge. The station, a commodious structure of modified Spanish renaissance design, was situated on Bush Creek, a small inlet of Willoughby Bay, off Hampton Roads. The creek, after some dredging, afforded an admirable place for giving the Service drills and other maneuvers illustrative of the operations of the Life-Saving Establishment, the site being also advantageously situated with regard to its accessibility for sight-seers. The drills mentioned were given daily at 2.30 p. m. from June 8 to the close of the exposition, and, judging by the crowds in attendance, the performances furnished one of the leading attractions of the fair.

In his report to the Department, following the closing of the exposition, Captain Cleary states that the breeches-buoy apparatus drill was given 146 times; the rescue from drowning drill 130 times; and the capsize drill (in which the self-righting and self-bailing lifeboat and the Beebe-McLellan self-bailing surfboat with water ballast and

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centerboard were used) 562 times; 413 drills having been given with the first-named boat and 149 with the latter. The quickest time made in capsizing and righting the surfboat, according to the report, was fourteen seconds, the time being taken from the command "go," with the crew sitting in their places in the boat, to the moment they were again in the same position after the boat had gone over. It is recalled in this connection that the best time ever made by a life-saving crew in going through this maneuver was at the Louisiana Purchase Exposition at St. Louis, the record being thirteen seconds. On that occasion, also, Captain Cleary directed the drill.

For a generation these drills have been a prominent feature of the great expositions held in this country. As they are practically the identical maneuvers that the crews of all life-saving stations are required to execute at frequent intervals to keep them up to the standard of expertness requisite to efficient performance on occasions of shipwreck, they may be said to afford the general public a fairly accurate idea of the serious work of the Service on our sea and lake coasts.

LIFE-SAVING CREWS HONORED BY A FOREIGN GOVERNMENT.

During the year the King of the Belgians officially recognized the services of the crews of the Little Island and Virginia Beach (Seventh district) life-saving stations in rescuing 19 men, composing the crew of the Belgian steamer *Antigoon*, of Antwerp, that vessel having stranded 2 miles SSE. of the first-named station in the early morning of December 15, 1905, during a heavy snowstorm. The recognition, which took the form of diplomas, medals, and money, was bestowed by royal decree dated May 6, 1907, "as a reward for the exceptional courage and devotion displayed by the life-saving crews mentioned." Following are the names of the persons so honored, with the character of the award in each instance:

Of the Little Island station.—To Keeper Edgar Chadwick, a diploma and civic cross of the first class; and to Surfmen Albert L. Barco, John R. O'Neal, Walter N. Capps, Osie Rodgers, Leonard T. Garrison, Bennett Malbone, and Leonard E. Eaton, each a diploma and civic cross of the second class and 50 francs.

Of the False Cape station.—To Keeper William O'Neal, a diploma and civic cross of the second class; and to Surfmen Thomas H. Delon, Harry W. Cason, William J. Stevens, Walter J. Williams, Clayton Ewell, Henry N. Holmes and Charles H. Wroton, each a diploma and civic medal of the first class and 25 francs.

A brief account of the services in question is contained in the Service report for last year (p. 115). It may be stated here, however, that the imperiled men were taken from the stranded steamer by means of the breeches-buoy, and that the operation was rendered extremely difficult and hazardous by the rapidly rising tide, which flooded the beach and apparatus, and the heavy rolling of the vessel in the breakers, which required a continual run of tackle work to keep clear of the sea the hawser that carried the breeches buoy across the 350 yards between ship and shore. Several hours were consumed in effecting the rescue.

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RELIEF FOR LIFE-SAVING CREWS.

For the last several years appeals have been made through the pages of the annual reports for legislation that will enable the Service to keep its stations fully manned by competent surfmen. As has been previously set forth, the unexampled prosperity of the country during the last decade has afforded members of the Service crews a chance to make better wages in private and less hazardous pursuits, which opportunity they have availed themselves of in large numbers. Consequently it has been necessary to let down the bars, so to speak, and take on for temporary employment men who are in too many instances unsuited to the Service in both professional qualifications and morals, and there has resulted a situation fraught with alarming possibilities of disaster to the Life-Saving Establishment.

An increase in the pay of the life-savers would doubtless improve conditions for a time, but, it is feared, would not afford permanent relief, owing to the fact that the Service cannot readily adjust itself in the matter of wages to the law of supply and demand, as is done by the private employer, whose salary list is not regulated by statute.

Experience has shown that changing a Government pay roll, particularly if increases are proposed, is a time-consuming process, involving much argument and explanation. Meanwhile the condition sought to be remedied may have assumed a phase which the advance in wages contended for would fail to relieve. The pay of life-saving crews, it may be stated in this connection, has actually been changed several times in the efforts of Congress to adjust the compensation of the surfmen to altered conditions in the industrial world. Such legislation has never given satisfactory results, however, or proved of lasting benefit to the Service.

The proposition to increase the pay of the crews would fail of its purpose for still another reason. It would leave the incapacitated surfman no better off than he is at present. What the rank and file want, and what they certainly are entitled to, is some provision for disability consequent upon duty in the Service. There is no gainsaying the fact that this is the kernel of the situation. Any measure that does not embody a pension or a retirement feature will be of no more than passing helpfulness to either the Service or its crews. The majority of these men enter the vocation of life-saving at the most vigorous period of their lives. They know that if they continue in the Service—and its efficiency depends upon their retention—they will sooner or later incur disability and be compelled to stand aside. Their incapacity may be the result of injury sustained in the performance of wreck duty, such as broken bones, sprains, hernia, etc., or it may be due to heart trouble, rheumatism, tuberculosis, or a complication of these afflictions or several of a dozen other diseases traceable to overstrain or exposure. Every consideration of humanity demands that when these men are no longer able to do their work or provide for themselves and their families, the Government, which they have faithfully served in a dangerous calling, shall help them carry to the end the burden of a livelihood.

Of the several propositions that have been suggested in the way of a remedy for existing conditions, retirement pay has been advocated as the one that will best conserve the interests of the Government in the matter of economy and secure to the surfmen adequate

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recognition of their rights in the premises. This solution of the difficulty is not regarded with entire favor, however, by many who think they see in such legislation the entering wedge to a civil-pension list. Yet most of those who have stated objections to giving the life-savers retirement pay realize that the Service is in sore straits and manifest a willingness to do something to bring about a change for the better.

All friends of the Service are at least agreed that remedial action by Congress is urgently needed. While those best acquainted with the situation are disposed strongly toward retirement, any legislation will be welcomed that promises again to place the Service upon an efficient footing, and coincidently to do justice to the men who have sacrificed health and probably opportunity to the cause of humanity, as well as provide for the future welfare of those who now bear the brunt of the Service work.

REMARKABLE CASE OF RESUSCITATION.

One of several notable cases of resuscitation of the apparently drowned in the history of the Service was the restoration of Robert Mooney, a blacksmith of Wakefield, Rhode Island, on July 4, 1906. Surfman George W. Streeter, and other employees of the Service on the Rhode Island coast, performed the resuscitative work under the direction of Capt. Herbert M. Knowles, superintendent of the Third life-saving district. The period during which the patient was under water, the time that intervened before efforts were begun to revive him, and the duration of these efforts, where so considerable that it is deemed proper to give the particulars of the incident a conspicuous place in the text of this report with the view of encouraging protracted resuscitative endeavor in similar cases.

The work of the life-saving crews in restoring the apparently drowned under seemingly hopeless conditions has been attended by such a degree of success as to justify the assertion that many lives lost in drowning accidents are needlessly sacrificed because restorative measures are not resorted to at all or are not sufficiently prolonged. It is the generally accepted belief that after a body has been under water more than six or eight minutes it is too late to do anything toward bringing the patient to. Again, it is too often the case that those who undertake to resuscitate the apparently drowned become discouraged and cease their efforts if no evidence of returning animation is noticed after a few minutes' work. The rules for the practice of resuscitation according to the method used by the Service (for which see p. 307, this report) advise that the attempt to restore life be continued as long as four hours, if necessary. In the case of Robert Mooney, which follows, it was only after the apparently lifeless body had been subjected to vigorous manipulation for an hour and twenty minutes that the first sign of life was observed.

On the afternoon of July 4, 1906, Mooney and two other persons, Elisha M. Taylor and James Houghney, were capsized in a flat-bottom skiff under sail, off White Hill, upper Point Judith Pond, Rhode Island, during the progress of a boat race on the lower pond of the same name held under the auspices of the Wakefield Yacht Club. As the boat went over, the swinging boom struck Mooney on the head, rendering him unconscious, in which condition he was caught and held under the

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prostrate sail. Although neither Taylor nor Houghney could swim, they managed to get back to their skiff, but it was some time before either became aware of Mooney's predicament, judging from their actions, as they were seen after the accident crouching upon the boat's side. It appears that Taylor at length began to have some concern for their missing companion, and finally undertook to work Mooney out from under the sail, in which effort he succeeded. Owing to Mooney's helpless condition, and to the roughness of the water Taylor was unable to place him on the boat out of reach of the waves. The best he could do was to hold on to his collar with one hand while he supported himself by clinging to the boat with the other. Taylor states that Mooney had stopped breathing when he extricated him from the sail, and that while he held him alongside the boat Mooney's face was almost continuously under water.

Fortunately for Mooney some of the surfmen of the Service were in attendance at the boat race, as was also Captain Knowles, whose report in the case recites the circumstances of the resuscitation practically as here set forth.

Surfman Streeter sighted the capsized skiff several minutes after the accident, at which time he and a man named Thornton were out on the pond in a 12-foot sailboat a third of a mile away. In his account of his movements Streeter says:

> We sailed around for some little time after seeing the capsize, when Thornton, after seeing the people clinging to the skiff, which was barely awash, suggested that we had better run up there, which we did. Before reaching them we took in our sail and came along to leeward of them under oars. Taylor was holding Mooney by the collar with one hand and supporting himself with his right hand on the boat. About this time a small sailboat shot in to leeward of us and picked up Houghney.[a] We took Taylor in the bow of our boat, and I hauled Mooney partly over the stern, face downward with his legs dragging in the water, and worked the boat to the shore, which was between 200 and 300 feet eastward of us. The boat being much overloaded, we had to go carefully. I can not give the exact time Mooney was under water, but should judge twenty minutes or more must have elapsed from the time we saw the boat capsize until we reached him and got him into our boat. His flesh was so discolored and his limbs were so stiff that all who saw him considered his case hopeless. It was the combined efforts of those knowing the method that at last got him to breathing.

Streeter, assisted by several fellow life-savers, immediately set to work to resuscitate Mooney on reaching the beach. The district superintendent, who directed the operation, states that the man was as purple as a grape, and that the muscles of his arms were so stiff that it required a man at each member, using both hands, to work them while artificial respiration was being practiced. His jaws also were so firmly clenched that his mouth had to be pried open and kept so by a piece of wood inserted between the teeth. Nearly a gallon of water was expelled from the patient when first placed upon his stomach, and about a pint the second time, accompanied by more or less blood. From one-half to three-fourths of a cupful of mucus, blood, and water came up when he was turned face downward the third and fourth times.

The first sign of life was observed after an hour and twenty minutes' work when a heated stone was applied to the bare soles. Constant rubbing, continued artificial respiration with renewed application of heated stones to the extremities, the armpits, and over the

[a] It appears that Houghney was washed off the skiff about the time Streeter reached the scene of the capsize.

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heart, effected a steady improvement in the patient's condition, and some twenty-five minutes after the first indication of returning animation was manifest a physican present made an examination and reported heart action and a pulse. The bellows movement and rubbing were continued for an hour and forty-eight minutes thereafter, and Mooney was then conveyed to his home, where he was attended by a physician during the night. He regained consciousness at 1.40 a. m. July 5, nine hours after the accident.

Mooney's watch, which it appears, was of good movement and an accurate timekeeper, stopped at 4.20 o'clock. It was ascertained that the timepiece had been cleaned and regulated only a week previously, and, in the opinion of the watchmaker who put it in order, must have been very nearly correct with standard time. As the capsize is known to have taken place near the time mentioned (4.20 p. m.) the watch in all probability stopped as a result of the accident. Captain Knowles remained near the finish line of the race, so he states, for two or three minutes after the last boat crossed at 4 o'clock, 47 minutes 48 seconds. He then started in his motor launch toward the upper pond (the scene of the capsize) and landed on the beach where the surfmen were working over Mooney at precisely three minutes of 5, calling upon one of the surfmen to note the time of his arrival. Streeter had landed with Mooney not over five minutes previously. When Captain Knowles came up the surfmen were in the act of turning Mooney the second time on his back to begin artificial respiration.

Upon the foregoing the conclusion seems established that thirty-two or thirty-three minutes elapsed from the time Mooney was precipitated into the water until efforts were begun to restore him.

A letter written by Mooney to the General Superintendent of the Service, in regard to his harrowing experience, appears on page 263 of this volume.

THE LARCHMONT DISASTER, FEBRUARY 11, 1907.

The marine casuality known as the *Larchmont* disaster, in which the passenger steamer *Larchmont* was sunk on the night of February 11, 1907, in Block Island Sound in collision with the schooner *Harry P. Knowlton*, occurred outside the field of operations of the Life-Saving Service. The case was not, therefore, subject to official investigation by this bureau under the requirements of the act of June 18, 1878. The services of the life-saving crews on Block Island (upon which upward of 100 of the victims of the catastrophe drifted ashore aboard the *Larchmont's* boats and life rafts) in caring for those who were so fortunate as to get to land alive, and in recovering from the surf the bodies washed up on the island beach, are, however, considered of such signal merit as to call for more than incidental notice.

The names and post-office addresses of those whose lives were saved or sacrificed are given in every instance possible in order to amplify and complete the record of one of the world's great sea tragedies. What follows is compiled from a report made in the case by Captain Herbert M. Knowles, superintendent of the Third life-saving district (embracing the coast of Rhode Island), and from reports of the employees of the Service under whose personal supervision the rescue and relief work of the life-saving crews was carried on. Captain

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Knowles, by whose direction the reports of his subordinates were prepared, spared no pains to make the record of events that took place on the island in connection with the disaster as complete as possible and in thorough accord with the facts.

The *Larchmont* was a Joy Line, side-wheel, single-deck, two-masted steamer, plying between Providence, Rhode Island, and New York City. She registered 1,605 tons and was 252 feet long, with 37 feet beam. She was built in Bath, Maine, in 1885. She left Providence on her fatal trip at 6.30 p. m. of February 11, 1907, in command of Captain George W. McVey, with Robert Gay, chief engineer, and a crew of 30 or 40 men (the actual number is not known). The number of passengers on board is also a matter of doubt, but it was probably somewhat near 150. Captain McVey, who escaped with his life, estimated the number to have been 50 or 75, but the purser of the steamer, who also survived the disaster, placed the figures at from 125 to 150, and most of the ship's crew who reached land alive were inclined to agree with him. While the exact number of fatalities will also doubtless ever remain a mystery, the magnitude of the calamity may be comprehended by the small number of survivors—only 17 out of a possible 200 persons on board.

The schooner *Harry P. Knowlton* was a vessel of 317 tons, hailing from Eastport, Maine. She was commanded by Captain Frank T. Haley and carried a crew of 7. When the collision occurred she was on her way from South Amboy, New Jersey, to Boston, with a cargo of soft coal. She had been ice-bound at the head of Long Island Sound, and had gotten free early in the day of the 11th, and in order to make up for lost time was carrying considerable canvas. She was built for the South African trade, and for this reason, it is stated, was faster than the average vessel of her class. As the wind was blowing a gale on the night of the 11th she was therefore doubtless going along at a pretty good clip when she rammed the *Larchmont*.

The weather could scarcely have been better calculated to make the impending collision of the most terrible consequence. The night was clear, but the temperature was only 2° or 3° above zero, and the wind, which swept furiously across the Sound from the northwest, sent the seas clear over the laboring steamer, the water freezing as it fell and leaving a coating of ice upon everything above deck. The two vessels came together about 10.45 p. m. 3¼ miles SSE. of Watch Hill light, and almost due west of the northernmost point of Block Island, lying 10 miles from the mainland.

While the stories of the two commanding officers do not agree with regard to the movements of their respective vessels just before the collision occurred, the recitals by the survivors from both vessels as to what took place afterwards are in substantial accord. The *Knowlton* struck the steamer on the port side forward of her paddlebox, carrying away all the head gear of the first-named vessel back to her knightheads. The speed of the *Larchmont*, however, carried her clear of the schooner, and the latter fell off to leeward. Captain Haley says that he signaled the *Larchmont* for help, but getting no response, and finding his vessel rapidly filling, he realized that his only hope of safety lay in getting ashore. He therefore hauled up to northward for the nearest land, but his vessel was so badly injured that the crew had to take to the ship's yawl while still a mile and a half off the beach and about the same distance from the Quono-

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chontaug life-saving station. The schooner and her small boat were both discovered offshore about 1.30 a. m. by Surfman Charles G. Eldridge, of the station named, while making the west patrol. He burned a Coston signal, and when the men in the boat struck the beach he assisted them to land. They were taken to the station, where they were cared for three days. They informed the station keeper of the collision, but it appears that they were in ignorance of its tragic outcome, having expressed to the keeper the opinion that the steamer had gone on her way. The seriousness of the disaster was not known on the land until the forenoon of the 12th, when the living and dead began to drift ashore on Block Island. After the schooner was abandoned it continued to drift shoreward, and took bottom on the beach about three-fourths of a mile west of the Quonochontaug station, becoming a total loss.

Following the collision, the *Larchmont* continued ahead for a short distance with all her lights extinguished by the shock, the water pouring in through the gaping hole in her side, and the steam from the pipes broken asunder by the schooner's prow filling her superstructure. Many of those on board had probably retired, as it seems was customary for persons taking passage on this boat to do after passing Beaver Tail, where the ocean swell is first encountered. Such as had done so were of course totally unprepared to face the awful situation with the presence of mind necessary to make the most of it, and in the short 12 minutes that ensued before the vessel went down had no chance, in the darkness, choking steam and general confusion, to get to that part of the steamer where the crew were trying to lower the boats and life rafts. The work of getting the boats and rafts over the side and safely afloat was an almost impossible undertaking owing to the terrific onslaughts of the seas, the fierceness of the gale, and the crowding of the terrified passengers. While the operation was going on a number of the passengers jumped, or fell, overboard in their eagerness to leave the ship, and were of course drowned. At least half of those on the vessel succeeded, however, in getting safely away, and there is little doubt that, but for the rigorous weather, the larger part of them would finally have reached land by their own efforts with little discomfort, or been picked up by passing vessels.

Owing to the direction of the wind, the boats and wreckage from the steamer were swept toward Block Island, and the majority of those, living and dead, that reached the island came ashore near the Sandy Point life-saving station, situated near the island's northernmost point. Some of the imperiled people missed the island altogether and were carried on seaward, as was the case with the eight survivors picked up by the schooner *Elsie* several miles northeast of the island. The first news received by anyone connected with the Life-Saving Service bearing upon the fate of the *Larchmont* reached the Sandy Point station by telephone from the keeper of the Sandy Point light about 6 o'clock on the morning of the 12th, the light-keeper having informed Surfman Charles A. Mitchell, who was temporarily in charge of the station during the keeper's absence on account of disability, that a boy had come to the light-house nearly frozen to death.

Thinking that a boat might have come ashore, Mitchell sent one of the station crew to the beach to investigate, and taking the rest of his

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men, except one who remained behind to prepare breakfast, went to the light-house. The life-savers at once set to work to revive the boy, and when he had recovered sufficiently to talk he told them that he was one of several persons who had drifted ashore in a boat.

Leaving a surfman to look after the boy, Mitchell and the rest of his men hastened to the beach. In the meantime the surfman who had gone to the beach direct from the station had found a boat bearing the number 8 broadside on the beach full of water, with the surf breaking over it, and a man, barely alive, lashed to a thwart, his form scarcely discernable through a covering of ice. This man proved to be Anton Razukiewiz, of Central Falls, Rhode Island. The surfman tried to get him clear, but was unable to do so until his comrades came to his aid. The life-savers carried him to the light-house (which was nearer than the life-saving station), where they wrapped him in blankets, after which they bore him to their station, and there applied the treatment prescribed by the Service for frostbite. They then turned him over to the care of Doctor Larrabee, a local physician, for whom they had telephoned, and went down to the beach to look for the other occupants of the boat. Three bodies were picked up, and one man was found who showed signs of life. The latter died, however, before they could get him to the station.

While searching for survivors from the first boat that came ashore, one of the life-savers, who had gone some distance ahead of his comrades along the beach, observed several persons staggering toward the station. The surfman ran to meet them, and, catching hold of two, who were in advance of their fellows, helped them as rapidly as possible on their way. They proved to be Captain McVey, of the *Larchmont*, and Quartermaster James Staples, of the same vessel. While escorting these two men to the station the surfman met Surfman Streeter leaving the light-house and informed him that there were others coming along behind. Streeter continued on down the beach in the direction indicated, and about 150 yards from the life-saving station discovered a man prostrate, face down. On turning him over the surfman found signs of life in him, and seeing that the men whom he had come to assist would be able to get to the station unaided he took the man in his arms and carried him to the light-house. With the help of the light-keeper's daughter and others he cut off the man's clothing and applied the usual restorative measures, but the man died in their hands.

While efforts were being made to restore the man picked up by Streeter another man reached the light-house, who proved to be Purser Oscar Young, of the *Larchmont*. About this time also John Tolan and Martis Liebert, firemen from the *Larchmont*, were found on the beach by acting keeper Mitchell and assisted to the life-saving station. When these two men were safely under shelter Mitchell again went up the beach and found two more nearly frozen men trying to get to the station. He secured a team from a resident of the neighborhood and hauled them in. Their names were James Vann, of Wilmington, North Carolina, and James L. McFarland, of Brooklyn, New York.

Until the arrival of Captain McVey at the Sandy Point station the Block Island life-savers had had no definite information of the disaster of the previous night. Upon learning something of the nature of the casualty their vigilance was redoubled, and with the spreading of the terrible news a number of private residents of the island

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came to the station with proffers of assistance. By mid forenoon the mist, which had hung heavily over the water since dawn, began to lift, making it possible to get a view offshore, and disclosing a boat drifting in. The team that had been previously used in the rescue work was brought to the beach, in readiness to carry the occupants to the station when they should land. The boat was found to be No. 6. It contained one live man and 9 frozen bodies, one of those on board having committed suicide while drifting in the Sound. Oliver Janvier was the name of the survivor. The suicide was identified as John Marcario. Another of the bodies proved to be that of James B. Harrison.

Soon after the landing of boat No. 6 an empty raft came ashore, those it supported having evidently been washed away. Following this raft another was sighted, which, on nearing shore, was seen to support 6 persons, only one of whom appeared to be living. This raft turned over in the surf and all who were on it were swept away, but the lone survivor fortunately managed to get hold of the life-line attached to it, and was rescued by surfmen Mitchell, Steadman, and Northup, who secured him by rushing waist deep into the water. This man was named Mohammed Omar. Shortly afterwards a fourth raft was seen coming in. Two or three of the surfmen waded out to meet it, and found upon it 5 frozen bodies.

As soon as Acting Keeper Mitchell learned from Captain McVey of the seriousness of the disaster, and realized the character of the work probably in store for him and his men before the close of the day, he telephoned to Keeper A. N. Littlefield, of the New Shoreham station, situated near the southeasterly end of the island, to come to his assistance. Keeper Littlefield promptly responded, taking with him several of his crew and the station cart loaded with clothing, blankets, medicines, and other supplies useful in succoring the shipwrecked. In his report of the day's work Keeper Littlefield says:

> We reached the Sandy Point station about 10 a. m. and found the life-saving crew there busily engaged looking after the survivors, caring for the dead, of which there were then 12 at the station, and taking others from the boats and surf. My men at once went to work stripping wet and frozen clothing from the survivors and assisting the physician present in caring for them, while others of my crew went to the beach and brought in dead bodies.

About the time of the arrival of the New Shoreham station crew another raft came ashore empty. If was followed by boat No. 5, containing one body. A little later boat No. 7 came ashore one-third of a mile south of the station with 3 bodies. These were all carried to the station by Mr. A. N. Sheffield's ox team, along with several other bodies which had washed up on the beach and been placed by some of the surfmen out of reach of the surf.

From noon of February 12 to noon of the 13th 4 men of the Sandy Point station, assisted by 2 surfmen from the Block Island station, maintained a constant patrol along the beach, while other surfmen of the Sandy Point crew were at the station ministering to the survivors and caring for the dead. As fast as bodies came ashore they were carried to the station and tagged and numbered by Doctor John C. Champlin, of the Public Health and Marine-Hospital Service, whose station is on the island. Doctor Champlin's work was as thorough as possible under the circumstances and greatly facilitated the later work of identification at Providence, to which place the bodies were taken from the island.

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On the morning of the 13th A. N. Sheffield discovered a body in the surf about three-fourths of a mile southeast of the Sandy Point station. With the assistance of another man Sheffield recovered it and laid it on the beach. It was later carried to the station, where it was identified as Reverend Philip Manfre, of Providence.

About noon of the 12th, while the men of the New Shoreham station were assisting the Sandy Point crew, word was received that the Block Island schooners were bringing survivors and dead from the *Larchmont* into Old Harbor, near the New Shoreham station. Thinking that the services of himself and crew might be needed at Old Harbor, Keeper Littlefield returned with his crew to his station, where they found the citizens at Old Harbor caring for the 8 survivors and 7 dead picked up by the schooner *Elsie*. (As previously mentioned, this vessel had rescued 8 persons several miles at sea, the only survivors picked up offshore by any vessel.)

The schooner *Clara E* also brought into Old Harbor 13 bodies; the schooner *Edward H. Sneed*, 3; the schooner *Wm. Talbot Dodge*, 1; the schooner *Little Fred*, 6; and the yawl *Theresa*, 7, making, all told, 8 survivors and 37 bodies. Four of the survivors and 13 bodies were cared for at the life-saving station on the night of the 12th. On the 13th the living and dead so far brought ashore at Old Harbor, numbering 21, were conveyed by team across to New Harbor, on the western side of the island, and placed aboard the Joy Line steamer *Kentucky*, which had come to carry them to Providence. The *Kentucky* was then piloted upshore by a surfman from the New Shoreham life-saving station, and took from the Sandy Point station the survivors and dead being cared for at that place. Later in the day 22 more bodies, brought into Old Harbor by the fishing vessels above referred to, were left at the New Shoreham station, and on the following day two more bodies were added to the number. The Joy Line sent the tug *Roger Williams* to New Harbor to receive these, and 23 of them were carried across the island by the life-saving crew and placed aboard that vessel. One body, that of Harry L. Eckles, a resident of the island, was interred in the Old Harbor burying ground.

On the night of the 25th, two weeks after the disaster, a body was found by Acting Keeper Mitchell on the beach a short distance from the Sandy Point station. By means of papers found on the clothing the dead man was identified as Julian Klimaslewski, of Providence, Rhode Island.

From the foregoing it appears that 20 survivors and 75 corpses from the *Larchmont* came ashore on Block Island, namely: 1 survivor, succored at the Sandy Point light station; 11 survivors and 38 bodies, cared for at the Sandy Point life-saving station; and 8 survivors and 37 bodies, brought into Old Harbor by Block Island schooners. These, with 2 bodies that came ashore on No Man's Land, and which were recovered by the crew of the Gay Head life-saving station, make 97 victims accounted for. The bodies last referred to were identified as the remains of Joseph P. Gightman, of Lebanon, New York, and Frederick H. Mooney, of East Providence, Rhode Island.

Of the 20 persons who reached land alive, one died on the island and two succumbed after reaching Providence, leaving only 17, so far as can be ascertained, who survived the terrible exposure of that winter's night.

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One fact developed in this case was the failure of both vessels involved in the collision to burn rockets or make other distress signals. This omission on the part of the *Larchmont* was doubtless due to the great confusion on board and the rapidity with which the stricken vessel went to the bottom, leaving no time for concerted or effective action of any character by her officers. Moreover, the fatally injured *Knowlton* drifted away after the impact totally unaware of the seriousness of the injury she had inflicted on the *Larchmont*. The scene of the collision was not more than 3 or 4 miles from the mainland, which, the records show, was patrolled by members of the Life-Saving Service. As the night was clear and an extended view offshore possible, some of them would certainly have observed any signals burned by either of the vessels, in which event many of those who succeeded in escaping to the boats and life rafts might have been picked up by craft putting out from the shore, hours before they began to drift on Block Island.

The services of the life-saving crews on Block Island, while not taking them away from the shore, were extremely heroic and self-sacrificing. During the entire day of February 12 several of them remained in the open on the beach in a heavy gale of wind, with the temperature near zero, their clothing frozen stiff, and their grewsome task of recovering bodies frequently taking them shoulder deep into the surf. To quote from the report of the district superintendent, "they resembled statues of ice more than human beings." Nor was their work ended with the close of the day immediately following the disaster. Throughout the night of the 12th and until noon of the 13th they remained on the beach without sleep, and with little refreshment, ready to give aid to, or recover any living or dead that the turbulent waters might cast upon the shore. Following is a letter addressed to the keeper of the Sandy Point station by the president of the Joy Steamship Company, expressing his appreciation of the services of these men:

> On behalf of our company I want to thank every man in the life-saving organization on Block Island for their efforts in caring for the living and dead from the disaster to our steamer *Larchmont* on the 11th instant. From all reports that I have received nothing was left undone by the station crews that could have been done. Hoping you will convey the thanks of the company to each of the men, and that they may know that their work has been, in a small measure at least, appreciated, we remain,
>
> Very respectfully,
>
> F. M. DUNBAUGH, *President.*

The Service desires here to acknowledge the great assistance rendered the life-saving crews on this occasion by private citizens of Block Island, as follows: Walter R. Littlefield, Elwin A. Perry, Roy Payne, H. Ansel Ball, Thaddeus A. Ball, S. Martin Rose, Samuel L. Hayes, Seymour Hayes, Charles Littlefield, Ira H. Littlefield, Charles Smith, Arthur N. Sheffield, John G. Sheffield, John Hayes, and Oscar H. Willis. Side by side these men worked on the beach with the surfmen, picking up bodies and hauling them to the Sandy Point station with teams furnished by themselves.

It is considered proper here to refer to the efficiency of the Service telephone system in this instance. As the stations on Block Island are connected by wire with "half-way" houses, the men on the beach and at the stations were able to keep in constant and ready communication with each other, thereby greatly facilitating the work in hand.

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DISASTERS

WITHIN THE FIELD OF OPERATIONS OF THE LIFE-SAVING SERVICE INVOLVING LOSS OF LIFE.

—

1907.

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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.

In accordance with the foregoing requirement all disasters attended by loss of life occurring during the year within the field of the Service were fully investigated, and the circumstances of each case, as gathered from testimony taken under oath, are set forth below. Brief accounts of disasters not attended by fatality may be found under "Services of life-saving crews." (See p. 71.)

Capsize of rowboat Blossom, July 1, 1906.

This disaster occurred about 5 p. m. of July 1, 1906, one-eighth of a mile northwest of the Duluth life-saving station and near Osborn's sand dock, in Duluth Harbor. The capsize resulted from an attempt of two of the three occupants of the boat to exchange seats. Following the overturn two of the imperiled men struck out for the wharf, a short distance away, and were hauled out of the water by persons who had witnessed the accident. The third man, however, whose name is given as Arthur Haig, was unable to swim, and, after a brief struggle, sank.

A tug and two scows lying at the dock shut out from the station a view of the spot where the upset took place, but the attention of the man in the lookout was drawn to the mishap by the outcries of the survivors when they found themselves overboard. Looking through his marine glass he saw a boat drifting, bottom up, out from behind the vessels mentioned, and at once associated it with the cries he had heard. He hastily sounded the alarm, then left the tower and ran for the station dinghy, kept in the water in readiness for such emergencies, in which with two fellow surfmen he started out to investigate.

When the alarm was given the keeper and a surfman were in the station launch endeavoring to adjust some minor irregularity in the working of the machinery. They tried once or twice to start the engine with the intention of following after the dinghy, but failed to make it go. Thereupon the keeper called the remainder of the crew to the power lifeboat, also in the water, in which they gave chase to the smaller boat. The two boats reached the scene of the accident simultaneously. Upon learning from persons on the dock the circumstances of the capsize and its outcome, the station crew set to work dragging for the body, which they recovered in twelve or

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fifteen minutes. They carried it to a boat club float near by, and for nearly three hours tried to resuscitate the unfortunate man, but without success.

The officer who investigated this case states that the two station boats reached the scene of the capsize in two minutes from the time the lookout discovered the overturned boat. Their ability to do this in the time stated was tested by the officer referred to, who required them to go over the same course while the investigation was under way.

But for the presence of the tugboat and scows at the wharf the lookout would doubtless earlier have caught sight of the upturned rowboat, if he would not actually have witnessed the capsize itself, in which event it is likely the station crew would have responded in time to save the man's life. The keeper estimated that the man had been under water fifteen minutes.

Capsize of canoe, July 4, 1906.

Late in the afternoon of July 4, 1906, Mr. Aubrey Sutherland and his wife, of Benton Harbor, Michigan, while enjoying Independence Day festivities at St. Joseph, Michigan, borrowed a canoe from some friends and went out for a sail on the lake. The wind was fresh from the northwest when they set out, and there was a moderate sea running, but the water inside the harbor was quiet and filled with pleasure craft, and as Mr. Sutherland (according to the statements of witnesses at the investigation) was familiar with sailboats, he and his wife left their friends at the pier with entire confidence that their outing would be unattended by danger. They went along under oars until they were outside the harbor, when sail was hoisted and the canoe headed southwest in the open lake. After going offshore for a mile or more Mr. Sutherland found the water much rougher than he had anticipated and prudently decided to put back to land. He thereupon lowered the sail to minimize the possibility of a capsize while getting the canoe headed shoreward and undertook to direct its movements with an oar. While the canoe was swinging around it was caught for a moment in the trough of the sea and before the oarsman could again get it under control a wave struck it squarely broadside and upset it. The husband was a good swimmer and succeeded in getting Mrs. Sutherland to the overturned boat, upon which she found a support. Unfortunately the canoe lacked sufficient buoyancy to sustain both persons, and the man therefore unselfishly abandoned it to his wife, only resting a hand lightly upon it at times to conserve his strength, trusting to his expertness as a swimmer to keep him afloat until help could reach them. The wife, who was ultimately rescued, stated that they felt confident their situation would be quickly discovered, as they could distinguish the colors of the clothing of persons passing to and fro on shore, and could even see moving about the man on duty in the lookout of the life-saving station. But the moments passed without bringing the assistance hoped for. Shortly after the overturn two launches were seen by the Sutherlands going by, some distance away. Both of the imperiled persons halloed and waved their hats in a frantic effort to attract attention, but the boats kept on their way without noticing them. For twenty minutes the self-sacrificing husband paddled about in the

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water cheering his wife upon the canoe, then with an exclamation of despair upon his lips he gave up the struggle and went under.

A half hour or more after the Sutherlands left shore the friend who had loaned them the canoe, a Mr. Weldon, became apprehensive for their safety, and in the hope of being able to get sight of them went to the end of the south pier, from which place he picked up a sail far out in the lake, which he recognized as belonging to his boat. It came down while he stood watching, and later he made out the boat itself tossing on the waves.

After looking from the pier for ten or fifteen minutes Weldon's fears increased to such an extent that he decided to engage a boat and go out to investigate. He lost much valuable time in going to several boat liveries without success, but finally secured the services of the launch *Rose Marie*. Fifteen minutes later the man operating the launch put him upon the scene of the capsize, where he found the one survivor sitting on the submerged canoe with only her head and shoulders above water. She was able to cooperate with her rescuers to the extent of catching a line thrown to her, but lacked the strength to hold to it, and it became necessary to run the launch alongside and lift her bodily on board. After a hurried search in the locality for Mr. Sutherland, the launch started back for the shore, making straight for the life-saving station—where Mr. Weldon should have gone for assistance in the first instance. Mrs. Sutherland collapsed after she was taken into the launch, and was unconscious when carried to the life-saving station. She was resuscitated, however, by "all the lady friends and neighbors" of the station keeper's family, who worked over her for two hours. The body of Mr. Sutherland was recovered ten days after the accident.

It seems safe to conclude from the evidence in this case that if the owner of the canoe had gone straight to the life-saving station and made known his misgivings Sutherland as well as his wife could have been saved. Asked why he did not do so he replied that while he had some uneasiness for his friends he knew Mr. Sutherland to be a good sailor, that he had been out in the canoe many times before, and he felt that he (Sutherland) considered himself safe. Weldon states that it was very difficult to keep track of the canoe, it being necessary to look for it a minute or two to catch sight of it again, once it would disappear in the trough of the sea.

This fatality occurred on a national holiday, at a time when thousands of people were along the water front and out on the piers, and numerous craft of all kinds—launches, sailboats, rowboats, etc.—were plying the harbor, while a great many bathers were enjoying themselves along the beaches. On account of the large crowd and the increased liability of accidents the life-saving crew remained the entire day within the station grounds ready for instant service. A vigilant watch was also kept from the station lookout. There were so many boats to be looked after, however, that the man on duty in the tower was unable to concentrate his attention on any one craft or devote much time to keeping a lookout in any particular direction. It developed, moreover, that the canoe containing the Sutherlands capsized directly in a strong sun glare, which would have prevented anyone at the life-saving station from seeing it, even had its whereabouts been approximately known beforehand.

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Capsize of a dinghy, July 5, 1906.

About 8 p. m. of July 5, 1906, an 18-foot dinghy belonging to the Illinois Naval Reserves put out from the Naval Reserve boathouse, in Chicago Harbor, for rowing drill, in charge of acting coxswain Thomas F. Coffey. The boat contained, besides the coxswain, Anthony Capodice, Ralph Heeg, Edward M. O'Connell, Joseph Pimes, Robert E. Schron, and Frank W. Randall—all inexperienced recruits. After rowing about the basin for nearly an hour and a half the boat's crew pulled up near the old Chicago life-saving station, in the lee of the pier, where the mast was stepped and sail made. The boat then proceeded southward along the sea wall, or pier, forming the eastern boundary of the outer harbor, with the wind on the port side. As it neared the gap leading from the harbor into the lake the coxswain decided that it would be unsafe to venture outside, and ordered his crew to jibe, having previously instructed them how to go through that maneuver. When the sail swung over the men they did not shift their weight to the weather side quickly enough, and the boat shipped considerable water over her lee rail. Instantly the recruits were thrown into a panic, and the boat, as one of the survivors expressed it, "settled right straight down." Coffey called to the men to jump overboard, but before they could respond to his order the dinghy turned over. All of the party except one (who sank immediately) succeeded in getting a hold on the dinghy. Four of them, however, succumbed to exhaustion and dropped off before the arrival of the rescuing boat from the life-saving station. In telling what happened after the capsize, Coffey says:

> We all cried for help as loud as we could. The men would let go one by one and I would swim around and lift them on again, but they were panic-stricken and would fall over each other, pressing one another down. At one time two had hold of me—one by the arm and one around the neck—but I let myself under water and they released their hold. When I came up there were four men left, the others having sunk. While we four were there I noticed a light outside the light-house on the south end of the pier, and a few seconds later another light. After seeing the first light the boat turned over and two men went down.

The man standing watch in the station lookout from 8 to 10 p. m.—Surfman Curran—saw the dinghy hoist sail and move southward near the pier. Surfman Preston, returning from the south end of the pier on patrol, also observed the boat pass along. Preston states in his testimony that he turned several times to look at the dinghy as he walked toward the station, but as the weather was clear, with only a moderate wind blowing, he had no thought that there might be trouble in store for the boating party. Arriving at the station he laid off the signal appliances carried on patrol and went up into the lookout to relieve Surfman Curran. The latter thereupon started out on patrol, going over the same ground that Preston had covered. It may be stated in this connection that it takes at least twenty minutes in daylight to make the patrol from the station to the south end of the pier, walking at fairly good speed, and at least twenty-five minutes to accomplish the same distance at night, at which time the patrolmen have to pick their steps, by the light of a lantern.

Curran testified at the investigation held in this case, that he felt some uneasiness for the occupants of the boat, as he believed them to be inexperienced, and that he therefore kept a particularly close lookout for them while he tramped out along the pier. He reached

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the end of the pier, where stands the light-house, about half past ten. After looking carefully from the weather side of the light structure, he went around to the lee side, and while peering across the basin from that position heard faint cries for help. He immediately burned a Coston signal, followed by two others in rapid succession, and then started back to the station.

Surfman Preston, up in the station lookout, saw the signals and at once rang the alarm gong. The testimony of Keeper Charles Carland and other members of his crew, which is corroborated by D. C. Wickham (assistant to superintendents of construction, life-saving stations, and who was temporarily quartered at the station), shows that the alarm was instantly responded to and that inside of a minute the life-savers were on their way to the rescue in the Monomoy surfboat. They pulled out along the pier until they met Surfman Curran, a hundred yards or more from the light-house, who pointed out to them the direction in which he had heard the cries. Following the course indicated the boat's crew pulled away from the pier in a southwesterly direction, and when they had gone nearly a quarter of a mile discovered the dinghy bottom up with two men (Coffey and Randall) clinging to it. The life-savers took them into the surfboat, and after making a rapid search in the locality in the hope of picking up others of the imperiled party pulled rapidly back to the station. When the immediate wants of the two survivors had been attended to Keeper Carland left them in charge of his family and returned to the scene of the capsize to make a more thorough search for the missing men. One body was recovered by hauling in a line trailing from the dinghy, the outer end of which was found entangled around the drowned man's ankle. Members of the life-saving crew assisted in the work of dragging for the other bodies during the remainder of the night and all the next day, but without results. Subsequently, however, the bodies of all but two of the victims were recovered.

This accident took place 1,100 feet west-southwest of the end of the pier. As the terminus of the pier is 4,000 feet from the life-saving station, the life-savers had to pull approximately a mile in going to the rescue. The evidence shows that they responded to the alarm without even taking time to dress, and that inside of ten minutes after the gong sounded they had the two survivors in their boat.

Capsize of a fish boat, July 23, 1906.

Among the accounts of casualties given in the annual report of the Service from year to year under the caption "Disasters involving loss of life" are almost invariably found those of accidents to fish boats occurring at the mouth of the Columbia River, Washington. The men who engage in fishing in the locality mentioned are a venturesome class, taking risks in these treacherous waters which frequently result in a capsize and sometimes terminate fatally. When the sea and weather permit fishing, the grounds, which extend over four or five miles, are alive with fishing craft, manned in most cases by two men—a net tender and a boat puller. On such occasions the crew of the Cape Disappointment life-saving station are usually in attendance upon the fishing fleet in a power lifeboat, ready to undertake a rescue or to give timely warning of sudden weather changes,

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the fishermen themselves being so occupied with their work that they frequently disregard signs of approaching danger until too late to get safely back to harbor.

During the present year (1906–7) the crews of the Cape Disappointment and the Point Adams stations, situated on either side of the river's mouth, were upon 12 occasions called to render material assistance to fish boats in trouble. The value of the property involved in these cases (boats, fishing gear, etc.) was $5,310, of which property to the value of $4,955 was saved. The number of persons imperiled was 23, of whom 5 were lost.

Only 3 of the 12 accidents resulted fatally. The first capsize attended by such unfortunate consequences occurred July 23, 1906, on the outside edge of Peacock Spit, a small sand waste a mile to the southward of the southernmost point of the cape and the same distance west of Sand Island. The boat which got into difficulty was a cat-rigged 3-ton craft, manned by Matt Korpela and Walter Nicholsen. When the capsize occurred the Cape Disappointment lifesavers were in their power boat outside McKenzie Head—the westernmost point of the cape—keeping watch upon another fish boat that had run into a dangerous position, and did not witness the accident three-fourths of a mile away. Their attention was directed to it, however, by a wigwag signal from the man on duty in the station lookout. It took them perhaps ten minutes to reach the scene and rescue the one survivor, Korpela, whom they found clinging to the bottom of the upturned boat. The other fisherman, Nicholsen, was nowhere to be seen. Korpela informed his rescuers that Nicholsen sank immediately after the overturn and did not again rise to the surface, which suggests that he may possibly have been injured by the boat when it upset.

The life-savers cruised about for an hour on the lookout for the body of the drowned man, but their quest went unrewarded. They recovered the fish boat, however, which they conveyed, with the rescued man, to the shore.

Capsize of a fish boat, July 27, 1906.

This fatality—the second one to occur during the year involving loss of life among the Columbia River fishermen—took place about noon of July 27, 1906, $1\frac{3}{4}$ miles south of the Cape Disappointment life-saving station and a mile offshore, the fish boat that met disaster having been overturned in the surf in the vicinity of Peacock Spit. The two occupants of the boat, both of whom were drowned, were, in the judgment of the keeper, strangers on the lower river, otherwise, according to his reasoning, they would not have had the hardihood to go fishing there in the strong northwest gale and rough sea then prevailing.

Owing to the state of the weather and the tide the fishing grounds were practically deserted at the hour of the accident, and no fishermen, it appears, except those who were lost, had risked their lives by venturing within the dangerous waters around Peacock Spit. The life-saving crew that usually attends the fishing fleet in a power lifeboat were on shore when the accident happened, as, to use the keeper's words, "no fishing was expected at that stage of the tide." A member of the crew was on duty, as usual, however, in the station

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lookout, keeping an eye on the few boats that dotted the water here and there, and he witnessed the capsize. This surfman says in his testimony that the fish boat was struck by a breaker and swamped while the men in it were picking up their nets. Although the lookout was able clearly to distinguish from his post the buoy of the net the men were using—an object no larger than a man's head—he could discover no trace of the fishermen after they were thrown into the water. The lookout telephoned the news to the station near by, and the life-saving crew immediately put out in the power boat. They reached the scene of the accident in fifteen minutes, but all they could find was the fish boat, which the waves had cast up on a sand spit. Two of the surfmen were put off on the spit to watch for any signs of the fishermen and the power boat continued on toward the main channel, but an hour's search failed to disclose any trace of the missing men. Arvid Dahlgren and Carl Smithers were the names of the two fishermen.

Capsize of the gasoline sloop Nora and the gasoline launch Alva B. July 29, 1906.

On Sunday, July 29, 1906, three days before the life-saving crews of the stations on the Atlantic and Gulf coasts had assembled to begin the work of a new "active season," there occurred at Anglesea, New Jersey, two fatal boating accidents within two or three hours of each other, one of which involved the largest loss of life that took place during the year in connection with a single disaster within the field of life-saving operations.

The *Nora*, the larger of the two vessels, was an 8-ton boat owned at Somers Point, New Jersey. The water off Anglesea is one of the favorite fishing places along the southern Jersey coast, and on Sundays hundreds of pleasure seekers from Philadelphia come by train to this point to spend the day fishing offshore, being carried out to the banks in sailboats, launches, etc., by the local fishermen.

On the day mentioned the *Nora*, in charge of Captain Herbert M. Shivers and a crew of two, left the pier at Anglesea for the fishing grounds with 30 excursionists on board. At the time of their departure the sky was clear, there was little or no sea, and there was every indication that the weather would be ideal throughout the day. Many other boats, large and small, had also taken advantage of the fine weather and gone out, like the *Nora*, heavily loaded, with the prospect of a fine day's sport.

Early in the afternoon a light breeze sprang up, and the masters of many of the smaller craft, foreseeing the danger of remaining outside in a blow, hoisted sail and started shoreward, the *Nora* among them. Before the *Nora* could make harbor, however, the wind had become almost a gale, and, the tide being at flood, the seas broke heavily over Hereford Bar, which the returning boats were compelled to cross to get in. There is nothing in the evidence to suggest that the disaster to the boat was chargeable to poor seamanship on the part of her crew, or that anything could have been done under the circumstances to avert it. In the words of a survivor describing the accident, the sloop while passing over the bar "suddenly veered, swung around, wallowed for a moment in the trough of the sea, then turned completely over, snapping off her mast like a pipestem."

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In his testimony Captain Shivers states that the water on the bar was rough when he attempted to cross, but that he did not anticipate getting into trouble. According to his story, when he neared the bar he was caught up by a sharp sea and while being swept along broached to and went over. When the sea struck the boat the passengers became panic-stricken and scrambled to leeward, but whether their action precipitated the overturn is not stated.

A number of the party were caught beneath the *Nora* following the capsize, and it was doubtless due to the heavy seas that so many of them thus trapped succeeded in escaping and getting to the surface, as the boat tossed violently about, thereby uncovering some of the victims struggling underneath and enabling them to release themselves from the tangle of ropes and fish lines. Several of those who were not caught under the launch managed to get back to it and find a place to hold on, while others, less fortunate, were swept clear out of reach of any object that might serve to keep them afloat. Three or four who were able to swim struck out for the shore as soon as they found themselves in the water, but it is doubtful whether any of the swimmers would have reached land of their own efforts, as they were nearly exhausted when picked up by the rescuing boats.

Captain Shivers avers that he dived under the launch and hauled out 18 life-preservers, but that some of those to whom they were passed were too much excited to make use of them. His statement in this regard is borne out by the word of one of the rescuers who witnessed his conduct following the capsize—when everybody else involved in the disaster seems to have lost his wits.

As previously stated, this accident happened within the inactive season—June and July—at a time when no life-saving crews were on duty on the Atlantic coast. The keepers, however, of all stations are required to remain at their posts throughout the year, primarily to protect the station property, but also to keep a lookout for accidents to vessels within their respective jurisdictions and to assemble, if practicable, a boat's crew for rescue or relief work upon the infrequent occasions when that necessity arises within the period named

It appears that the capsize of the *Nora* occurred about 1 o'clock in the afternoon. Keeper H. S. Ludlam, of the Hereford Inlet Station, was apprised of the disaster at 1.15, the news having been carried to him by his son while he (the keeper) was in the boat room of the station explaining to some visitors the uses of the Service life-saving apparatus. He at once left the party and quickly prepared to go to the rescue. The celerity with which he made everything ready may be judged by the fact that within ten minutes from the time he received word of the capsize he had the 26-foot, self-righting and self-bailing surfboat in the water and manned by a volunteer crew, composed of the following persons: Harry McGinly, Walter Ludlam, Harry Frith, John Taylor, George Redding, and Lewis Fox, every man of them, as events proved, well fitted for the work ahead. On the way out they picked up the men who had undertaken to swim ashore. As the surfboat pulled up near the overturned launch three of the volunteers—McGinly, Redding, and Frith—jumped overboard and began to assist the imperiled persons to the surfboat. While swimming with one of them away from the *Nora* Redding found his progress arrested by something seemingly fast to the man he was supporting. On examination he found one of the

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man's legs entangled in the sloop's rigging, and to release him Redding had to use a knife, passed to him by his comrades.

Two other boats reached the *Nora* about the same time the surfboat arrived—the power boat *Violet*, operated by Captain Lilly, and a bank skiff rowed by Captain Johnson. Captain Lilly succeeded in picking up 4 men and Captain Johnson 2, and as the power boat was considerably larger than the surfboat and capable of greater speed those that the surfboat had so far rescued—10 persons—were on Keeper Ludlam's suggestion transferred to the power boat with instructions to Captain Lilly to carry them all as quickly as possible to the station for treatment. Referring to what took place after the departure of the *Violet*, Captain Ludlam says:

> Some of those still imperiled were fast in a mass of rope and fish lines, and three of our men went overboard with knives to cut them clear, while the others stood by to haul them in. As some of them were too weak to help themselves it required the united efforts of those in the boat to lift them on board. The difficulty of our work was increased by the seas continually breaking over us. When we got close in to the *Nora* I could see one man under water in the hollow of the sea, evidently held down by the rigging. Soon he washed clear, and while he was still below the surface one of us caught him by the hair and drew him into the boat. We worked over him right away, but could not do much for him at the time, as there were so many others in the water equally bad off who had to be rescued quickly, or they would soon have expired. Some of them were unconscious as soon as we had them in the boat and had to be resuscitated on shore.

On getting back to land Keeper Ludlam found 2 or 3 regular members of his station crew, a number of private citizens, 3 physicians, and several nurses caring for those he had sent on ahead by the power boat. They had been taken to the local hotels and club houses fronting the beach, Captain Lilly having been unable to put them off at the station, as the keeper had directed him to do.

After seeing that those whom he himself had brought ashore were receiving proper attention, Captain Ludlam and his volunteer crew again pulled out to the *Nora* to make doubly sure that no one had been left alive on the wreck. They found no more survivors, but picked up another body.

About two hours after the capsize of the *Nora*, and while Keeper Ludlam was still looking after the needs of the victims of that accident, word came to the station that another boat had upset on the bar. He immediately manned the surfboat and started for the rescue, taking with him the same crew, except Harry Frith, whose place was filled by Millard F. Ware, a member of the regular station crew. Keeper Frank Downs, of the Holly Beach life-saving station, who had come to lend Captain Ludlam what assistance he might in connection with the *Nora* disaster, also joined the boat's crew, taking his place at an oar. They made the best time possible, but reached the capsized boat—which proved to be the *Alva B.*—too late to be of any service. The power boat *Israella*, coming in a mile astern of the *Alva B.*, went to her assistance, as did also the auxiliary sloop *Fannie E. Moffat*—the latter boat having put out from the shore—both boats reaching the disabled launch considerably ahead of the surfboat crew. The *Fannie E. Moffat* had a dory in tow, into which two men jumped when alongside the *Alva B.* and began taking off her party from the weather side while the *Israella* was likewise engaged to leeward.

Many of the survivors left for their homes before their names could be taken, and considerable difficulty was therefore experienced in

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ascertaining the number and identity of those who perished. At the time of the investigation, held two or three days later, however, 7 bodies had been recovered and identified, and 3 persons who were known to have been involved in the disasters were still missing, a total of 10 persons—9 from the *Nora* and 1 from the *Alva B.* The names and addresses of the victims, as furnished by Keeper Ludlam, are as follows: From the *Nora*, Thomas Green, Gloucester City, New Jersey; Mathias Ried, Conshohocken, Pennsylvania; Herbert Hammel, Frederick R. Fisher, Edward Snyder, Samuel Moore, Carl Weaver, Griffith Williams, and George Howard, all of Philadelphia. Jeremiah Crosson was the name of the man lost from the *Alva B.* He also was a resident of Philadelphia.

Captain Ludlam highly commends the services of the volunteer crew assembled for rescue work in these cases. "They were brave men," he says, "and worked hard. Had it not been for a crew made of such material the loss of life would have been much greater."

Capsize of canoe, August 18, 1906.

Shortly after noon of August 18, 1906, a party of 3 persons—guests at a summer hotel at Loch Arbor, New Jersey—capsized from a canoe about 300 yards north of the Deal life-saving station (coast of New Jersey) while engaged in the sport of "running the seas," one of their number, Howard W. Bell, losing his life.

Two or 3 members of the life-saving crew, who had witnessed the accident from their station, put off to the rescue in a light sea skiff and picked up Bell 200 yards from the beach, whom they found floating on the surface, "humped up," as one of them put it, face down and apparently lifeless. The 2 other occupants of the canoe reached shore unassisted.

It is stated in the evidence taken in the case that the life-savers arrived upon the scene of the capsize inside of five minutes after the accident took place, and that three minutes later they had the unconscious man ashore and undergoing the prescribed treatment for the resuscitation of the apparently drowned. One of the surfmen who went to the rescue states that he had a peculiar color when taken into their skiff, and that only about a wineglass full of water was expelled from the body in the attempt at resuscitation. There were 5 physicians in the crowd that the accident had attracted, all of whom pronounced him dead shortly after he was laid on the beach, it being their unanimous opinion that he had succumbed to heart failure while yet in the water.

Following the upsetting of the canoe 2 of the party, according to the story of witnesses, began rolling the canoe over and over toward the shore, while the other one was seen swimming about seemingly trying to pick up the paddles, as is often done by these canoeists when they intentionally upset. The man who lost his life made no outcry or otherwise indicated that he was in danger. He simply quit swimming and, without sinking, assumed the position in the water described by one of the surfmen—a circumstance so exceptional as to excite the comment of all who witnessed it. The companions of the unfortunate man seem to have thought he was all right until they saw the life-savers coming.

It appears that accidents similar to the one here recounted frequently happen within the limits of the Deal station. "The people

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go out in their bathing clothes prepared for capsizing," testified a member of the life-saving crew, "and if warned of the danger of indulging in such sport tell us it is none of our business."

Capsize of Car Ferry No. 2, September 29, 1906.

Car Ferry No. 2, a barge of 1,548 gross tons, owned by the Lake Michigan Car Ferry Transportation Company, capsized shortly after 8 o'clock on the night of September 29, 1906, off the entrance to Chicago Harbor, the disaster involving the loss of half her crew of 6 men, and $69,000 worth of property—almost the entire value of the vessel and cargo.

When the casualty happened the ferry had on board 28 cars, disposed on 4 tracks, half of them loaded with iron ore and half with telegraph poles and lumber, the combined weight of the cars and their cargo aggregating something over 1,000 tons.

The barge left Peshtigo, Wisconsin—where she received her load—for Chicago on the afternoon of September 28 in tow of the tug *J. C. Ames*. The vessels were overtaken by a northeast gale when they arrived off Milwaukee, but as they had the wind over their port quarter, which set the seas after them they nevertheless continued to make good progress for some time after passing that city. When they were within two or three hours of their destination, however, and headed up for the harbor entrance they found themselves nearly in the trough of the sea, in which position the waves broke heavily over the weather rail of the barge. A great deal of the water coming aboard found its way down into the barge's hold where, as the vessel labored, it washed to and fro, seriously disturbing the equilibrium of the deck-load and causing the craft to lurch dangerously. The situation on the barge, as stated by one of the witnesses at the investigation of this case, had not so far been communicated to Captain Welcher of the towing vessel. Nevertheless that officer, it seems, became apprehensive for the safety of his tow while they were yet some distance outside the harbor, and blew a whistle of inquiry to the man on the barge, to which came an answering blast signifying that everything was O. K. When the 2 vessels came to an anchorage, a half mile off shore and under the lee of the outer breakwater, the tug signaled to the ferry to shorten the tow line, it being the intention of the master of the tug to take the ferry into shoal water, where, in case of disaster, the consequences might be less serious. Shortly after signaling the barge, Captain Welcher noticed that his tow was listing too much to ride safely in the heavy swell beating back from the breakwater, and warned the crew of the barge not to anchor, but to hold up the line until they could be towed farther in. But the master of the barge (Captain O. C. Olson) did not obey Captain Welcher's instructions, replying that his crew would pump the barge out where she then was. The anchor was thereupon let go from the barge and the tow line cast off.

That the Captain of the barge was not without some misgivings as to the situation on board is evidenced by the request that he now made for Captain Welcher to stand by him for half an hour. This the tug did. Seeing that the barge continued to list to port after casting anchor, without any indication of recovering herself, Captain Welcher whistled for help to get her inside, and the harbor

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tug *Perfection* responded. In the meantime the master of the tug made several attempts to get the towline again from the barge but failed "on account of the wind and the anchor chain being in the way" as he states in his testimony. When the *Perfection* came up the tugs together undertook the task of securing the line, and while they were maneuvering to get alongside the barge gave a sudden lurch, recovered slightly, and then rolled clear over. Both of the tugs immediately tooted their whistles vigorously to alarm the life-saving crew—three-fourths of a mile away—and the *Ames* at once turned on her searchlight in an effort to locate any surviving members of the imperiled crew. A boat was also lowered from the *Ames*, but the wind and sea prevented its being used.

The vessel capsized so quickly that her crew had little time to look out for themselves, three of their number—the master (O. C. Olson), William L. Johnsen (wheelman), and Gabriel Henson ("donkey man")—were not afterwards seen alive, having without doubt been caught beneath the vessel and either drowned, or crushed by the cars, or the freight stuff with which they were loaded. Two of the crew—John Dempsy (mate), and William Bunnell (wheelman)—were taken from the water by the *Perfection* while one man, Norman Kennedy (the cook), was picked up by the life-saving crew from some floating telegraph poles. All 3 survivors were taken by the life-savers to their station, where they were made comfortable for the night.

The surfman on duty in the lookout of the Old Chicago life-saving station first sighted the *Ames* and its tow at 5.45 p. m., when they were about 5 miles to the northeast. It was then growing dark. As the barge appeared at that time to be steering somewhat wildly the outlook called Keeper Carland's attention to the vessels, and that officer directed that they be closely watched. The barge was seen from the station to come to anchor under the lee of the breakwater, but as no distress signal had up to that time been made there was no reason for thinking that the tow was in trouble. The call for a tug, sounded by the *Ames* after the barge had dropped her anchor, was heard at the station, and the tug *Perfection* was seen going out in response to the signal, neither of which was unusual, and therefore not calculated to arouse a suspicion that something had gone wrong out at the harbor entrance. A short time after the tug went by, says Keeper Carland, there came a crash like a vessel smashing into a dock, which was soon followed by another one. Then came several blasts of the whistle in rapid succession, which the keeper knew to be a portent of disaster. It was apparent to him that the time had come for action, and he accordingly launched the surfboat and started out with his crew to investigate, getting a line on the way from the tug *O. B. Green*, which had also answered the distress signals. Reaching the scene of the trouble, the keeper learned from the *Perfection* what had transpired with respect to the capsize and the rescue of two of the sailors. The life-savers thereupon circled around the upturned barge looking for other members of the unfortunate crew, and picked up the cook, as previously stated.

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Wreck of the schooner barge Pasadena, October 8, 1906.

The *Pasadena* was a 2,076 ton vessel, seventeen years old and valued at $30,000. She hailed from Cleveland, Ohio. She was wrecked 1 mile northeast of the Portage life-saving station, on Lake Superior, apout 6 p. m. of October 8, 1906, while on her way with a $12,000 cargo of coal from Ashtabula, Ohio, to Superior, Wisconsin, in tow of the steamer *Gladstone*. The disaster resulted in the total destruction of the barge and the loss of her cargo, also the loss of 2 of her crew of 10 persons.

All went well with the 2 vessels until they had accomplished three-fourths of their 800 mile voyage, when on the evening of the day mentioned they ran into a 60-mile gale of rain and sleet, which compelled them to seek a shelter. As they were off the Keweenaw peninsula when the storm bore down upon them the *Gladstone* made for the Portage ship canal, which bisects the peninsula, in the hope of finding a haven in Lily Pond—1 mile inside the canal entrance.

The northern end of the Portage ship canal is protected by 2 breakwaters starting from the land some 3,000 feet apart, extending thence into the lake at right angles to the beach several hundred feet, then converging to within 500 feet of each other 2,000 feet from the shore. As the *Gladstone* approached this gap her captain realized that it would be impossible to hold the tow up sufficiently to get it safely inside, and blew a distress signal, which was repeated by the donkey engine on the *Pasadena*. The last-named vessel also burned a flare-up light, then cut the towline and threw over her anchors in the hope of averting a collision with the east breakwater. Separated from the barge, the *Gladstone* continued on into the canal without mishap, but her less fortunate tow was swept with dragging anchors helplessly before the gale, and shortly struck the breakwater, staving in her bow. Through the hole caused by the collision the water rushed, a veritable flood, tearing off the vessel's hatches and making a clean sweep of every movable object on her decks, and in an incredibly short time she began to break up. Indeed, her crew barely had time to put on life-preservers before they found themselves struggling for their lives in the water, surrounded by threshing débris. Eight of the seamen reached the shore on pieces of wreckage and were dragged from the water by persons who had come to the beach with lanterns. Two, however—whose names are given as Fred Campbell and Oscar Holm—lost their lives, whether by drowning or from injury sustained when the vessel went to pieces will never be known.

The *Gladstone* and her tow were discovered by the life-saving crew while she was standing in for shelter. Keeper McCormick suspected they would get into trouble when they should attempt to pass through the gap, and accordingly made ready to go out in the station lifeboat should disaster overtake either of them. He did not have long to wait, for soon the blasts of the vessels' whistles and the flare-up from the *Pasadena* told him that his apprehension was well founded.

The keeper reasoned that the barge would let go her anchors, which would, he hoped, hold her long enough for the lifeboat to get to her, or that, in the event she should drag, the anchors might nevertheless retard her progress to leeward sufficiently to permit the lifeboat to overtake her and rescue her crew as the gale carried

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her along. He was also of the opinion that she was deeply loaded, which, owing to the flatness of the beach, would keep her from taking bottom close enough inshore to render effective the use of the beach apparatus. His judgment appears to have been well taken in this regard, as it seems highly probable that he could have accomplished a rescue in the manner he contemplated had the barge not struck the breakwater.

Having made preparations for the seemingly inevitable, the life-saving crew started up the canal under full sail. When near the canal entrance the current and sea swept them back almost to their starting point, and they were able to regain the lost ground only by the assistance of some persons on the west pier, who towed them along by the boat's painter. From the canal entrance they started for the breakwater gap on tack, which they reached after making three legs. As they got into the gap and rose on a high sea they caught for an instant a glimmering light off to starboard, which they took to belong to the *Pasadena*. For five minutes the keeper held the boat in to the place where the light was seen, when word was passed to him that the lookout in the bow had caught a glimpse of a light straight ahead. The boat therefore made for the second light, but in the darkness it brought up against the breakwater, throwing every one of the crew forward, and causing the surfman who was tending the main sheet to lose his hold, the sheet unreeving. Out of necessity the boat was put before the gale until the sheet could be rerove and everything made shipshape. While the crew were employed getting things back in place their boat was allowed to drift to leeward 3 or 4 miles. They managed to work their way back again into the neighborhood of the east breakwater, but only to meet with another serious mishap. This time their tiller was carried away and they were forced on the beach, landing within 100 feet of the place where the survivors of the *Pasadena* had drifted in.

Upon learning from persons on the shore how the disaster to the barge had terminated Keeper McCormick detailed a part of his crew to keep a lookout along the beach for the two men known to be missing. He then returned to the station, where he found the 8 survivors, who were being cared for by members of the crews of vessels that had found refuge from the storm in Lily Pond.

The failure of the life-saving crew to render assistance in this case was due solely to conditions over which they had no control, namely, the severity of the storm, the darkness of the night, and the rapidity with which the *Pasadena* broke up. It would seem from the testimony of the witnesses at the investigation that the barge struck the breakwater somewhere near the time the lifeboat passed through the gap on its way to the rescue. If this conclusion is correct, the station crew were within a short distance of the doomed ship while it still held together, but the night prevented their knowing it. Her lights were seen but for one brief moment—when the lifeboat was tossed up on the crest of a sea while clearing the breakwater. The second light seen by the life-savers, and which lured them against the breakwater with such disastrous consequences, proved to be the storm signal light on the flagstaff near the life-saving station. The failure of the boat's crew to identify it was an excusable error in the circumstances. However barren of results was their night's work, they nevertheless did their full duty at the imminent risk of their

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lives. The following extract from a letter addressed to the superintendent of the Twelfth life-saving district by the master of one of the vessels that sheltered in Lily Pond is an expression of the opinion generally held by the local press and public regarding the conduct of the station crew on this occasion:

I was sheltered in Lily Pond at the time, and with my chief engineer was first on the scene, excepting the life-saving crew. I watched their efforts to get out of the piers in the face of a 50-mile gale and terrific sea, and can truthfully say that never did men work harder or display a better knowledge of their business. Had the barge held together ten minutes longer (I do not think she lasted more than half an hour) the life-saving crew could, I believe, have taken every man off. My mate and chief engineer will bear me out in all I say, as we were all on the beach and helped drag those poor fellows out of the surf and get them to the life-saving station.

Swamping of a scow, November 12, 1906.

This accident—the first of 2 to occur during the year within the scope of the Service in connection with harbor improvements—happened in the middle afternoon of November 12, 1906. About 2.40 p. m. of the day mentioned a heavy snowstorm compelled cessation of work upon a detached section of the north harbor pier, undergoing construction at the entrance to the Chicago River. The laborers engaged upon the project had, it appears, been accustomed to go to and fro between the scene of their employment and the shore section of the pier—a 200-foot gap—by boat, and, as usual, when the order came to stop work on account of the storm an employee of the construction company sculled a flat-bottom scow about 14 feet long across the gap to bring them in. Nine persons besides the man in charge of the boat got aboard, the load bearing the scow down until her gunwales came to within 4 or 5 inches of the water. As the boat pushed from the pier on the way back 2 or 3 of the party on board remained standing, refusing to obey the command of the man at the oar for them to be seated. When the scow got nearly across the gap a small sea that had rolled over the shoal water near the shore section of the pier splashed on board. This caused the occupants suddenly to shift their positions, which tilted the boat so far to one side that it swamped. Finding themselves in the water, several of the laborers swam for and reached a row of sheet piling, where, upon a submerged crib, 5 of them found refuge; 2 of the imperiled men gained the solid pier and reached land unassisted; 1 remained in the scow and was picked up by a fisherman who happened to be near at the time; while 2, who were doubtless unable to swim, sank at once and were not again seen until their bodies were recovered by the crew of the Old Chicago life-saving station.

The man on watch in the tower of the station named—200 or 300 yards distant from the scene of the accident—saw the occupants of the scow tumble overboard, and, with other members of the station crew, set out to the rescue as soon as the surfboat could be launched. In the meantime Keeper Charles Carland and 1 of his men were on the river in a skiff, going from the old station buildings to their new quarters. When the skiff cleared the end of the pier near the old station the keeper was able to see the men struggling in the water, and at once turned to their assistance, reaching them within a few seconds after the arrival of the other members of his crew in the

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surfboat. Upon being informed by someone that a man had gone under, Carland took the grappling iron from the surfboat and began to drag for the body, recovering it in ten minutes. It was found to be the remains of Banks Mako, an Italian. While the keeper was at the station working over the body of Mako he received word that another member of the boat party had drowned. He at once sent members of his crew to search for the missing man, whose body was recovered after an hour's quest. Joe Rezetio was the name of the second victim (also an Italian) taken from the water. The 5 men who had climbed upon the cribwork of the pier were taken off by the life-savers who went out in the surfboat.

Wreck of the Schooner Lugano, November 15, 1906.

The *Lugano* was a 174-ton vessel hailing from Portland, Maine. She set sail from Gardiner, Maine, for New York, on what proved to be her last voyage, November 13, 1906, with a cargo of laths stored in her hold and on deck. There were 5 men in her crew, consisting of the master (Edmund Barter), the mate, 2 deck hands and a cook. As having an important bearing upon the outcome of the voyage it may be stated that the schooner had been in commission nearly forty years, having been built in 1867.

The *Lugano* had favoring winds and good weather until she reached Sow and Pigs lightship, several miles southwest of Cuttyhunk Island, Massachusetts, about noon of the 15th, when she was overtaken by a violent ENE. rain and hail storm, accompanied by a heavy swell. Some idea of the force of the gale from the time it bore down upon the vessel until she lay in pieces on the rocky shore of Point Judith may be had from the report of the Weather Bureau station on Block Island. At 12.30 p. m., according to this report, the velocity of the wind was 41 miles; at 1.53, 55 miles; at 2.45, 51 miles; and at 3.40 p. m., 53 miles.

Shortly after the schooner fell in with bad weather she began to leak, so that the cargo in her hold was soon wet up, greatly increasing her draft. Her pumps were started and kept going, but they were unable to cope with the flood coming in through the opening seams in her hull and finding its way down from her sea-washed decks, and had it not been for the character of her load she would undoubtedly have foundered while still a considerable distance offshore. The laths served to keep her afloat, however, until she was swept into shoal water, where stranding gave wind and sea an opportunity quickly to finish their work of destruction.

The master appears to have had little if any foreboding of disaster until about 2 o'clock—when it became apparent that the pumps were inadequate to their task—but as nothing could probably have been done aboard ship even sooner that would have saved the schooner from the fate that finally befell her an earlier realization of her peril on the part of the captain would have been of no consequence. Captain Barter states in his testimony, given at the official investigation of the case, that he at one time considered the practicability of anchoring, but gave up the idea, fearing that should he attempt thus to stay the vessel's progress she would roll over. When he awoke to his danger he decided to seek refuge inside the Point Judith breakwater, but the schooner had then become water-

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logged and would not respond to her wheel, her sails were in tatters, and the boarding seas were working havoc to her deck load, making it dangerous for her crew to remain on her decks. In fact, the vessel was already a wreck and beyond the power of man to save her. She struck the beach about 200 yards north of the Point Judith life-saving station and 300 yards offshore. As soon as she took bottom the seas broke over her with redoubled fury, washing away her house and tearing asunder and sending over the side her exposed cargo. As the deckload kept going by the board she lightened up somewhat and worked farther and farther inshore, the strong littoral current and cross sea meantime setting her northward.

The man on duty in the lookout of the Point Judith station sighted the *Lugano* in distress at 3.30 p. m.—only three or four minutes before she stranded—his attention having been previously directed to the movements of another disabled vessel trying to get in behind the breakwater. The alarm was at once given, and in fifteen minutes the life-saving crew had arrived abreast of the schooner and laid a No. 4 shot line fairly across the end of her jib-boom. The ship's crew secured the line and hauled on board the tail block and whip line, making the block fast to the mainmast. The hawser was next hauled out and secured, and the apparatus on shore was then set up on the beach bluff, more than 20 feet above the water. Considerable difficulty was experienced in getting the big line taut, due to the fact that the schooner was all the time working her way nearer inshore. Finally, however, she stood sufficiently firm to enable the men on shore to keep the hawser pretty well clear of the seas, when the breeches buoy was started out toward her.

At this critical juncture occurred one of those unforeseen mishaps which, though sometimes trivial in themselves, nevertheless operate to render well ordered plans, having every show of success, of no avail. The buoy had traveled out along the hawser but a short distance when it stopped and refused to go farther. It was soon found that the shot line, which the sailors had permitted to drift overboard after hauling out the tail block, had become frapped around the sagging whip and hawser about 20 feet from the schooner—too far from either ship or shore to allow of clearing by hand. All efforts to free the lines by hauling and working them about from the beach were futile.

Keeper Tefft discussed with his men and others present the advisability of trying to put a line over the forward part of the schooner. The keeper doubted the success of such an attempt, but being resolved to leave nothing undone that seemed to offer a chance of getting the sailors ashore he decided to make another try with the breeches buoy. He accordingly started for the station with 1 or 2 of his crew to bring out the reserve apparatus, but had gone only a few steps when some one sung out "The crew is coming ashore!" All hands thereupon turned back and ran down over the bluff to the water's edge, that they might be ready to help the seamen out of the surf, should the opportunity come.

The master states that even had another line come aboard it could not have been rigged to the foremast, as the torn sails of that mast were fouled about their shrouds, and the loose wreckage on that part of the ship would have deterred the ship's crew from undertaking the task. He would, he said, have tried to fasten a second line to the

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mainmast, as was done in the first instance. As this mast came down at 5 p. m.—just at the time the sailors would have been engaged in securing the gear—the keeper's judgment as to the futility of further efforts with the beach apparatus therefore seems to have been vindicated. When the master saw that the hawser was fouled, and that the buoy could not be worked, he remarked to his crew, "I am not going to wait any longer; you will all have to look out for yourselves," and seizing a plank leaped into the sea. All the crew followed his example except the cook, who, as testified by one of the survivors, remained in the rigging. The first sailor to come into view through the gathering darkness was seaman Fred Bousher. Surfman Max Chamberlain, a powerful man and an expert swimmer, dashed into the water up to his chest amidst the débris of the wreck and brought him ashore. Meanwhile John Champlin, a local fisherman, who had been assisting the life-savers, discovered another man battling with the surf farther up the beach. He and Keeper Tefft together plunged into the water and brought the man out. He proved to be Captain Barter. Both men were nearly exhausted when rescued, and all who witnessed the performance of those who saved them agree that they would have shared the fate of their shipmates but for the timely assistance given them.

The beach was patrolled all night in the forlorn hope of saving others of the ship's crew or recovering their bodies. The body of seaman John Anderson was found at 7.50 a. m. of the 16th seven-eighths of a mile north of the life-saving station, and the bodies of mate Joseph Smith and Lewis Black, the cook, were picked up by members of the station crew three hours later the same day three-fourths of a mile north of the station. Two of the bodies recovered were bruised severely about the head, which would suggest the possibility of fatal injury from falling spars, or contact with wreckage while in the water. The other unfortunate sailor had been handicapped by heavy clothing, which doubtless greatly interfered with his efforts to save himself.

By the morning of the 16th the forward part of the schooner's hull had keeled over to the falling tide, and the after portion had broken up. The district superintendent—a man of wide experience in wrecking operations—states in an official communication relating to the disaster that it was one of the most complete wrecks that ever came under his observation.

On page 269 of this report is printed a letter from Captain Barter to the General Superintendent of the Service expressive of his appreciation of the work of Keeper Tefft and those who assisted him at the wreck. The master of the *Lugano* says that the keeper and his crew did all that was possible under the circumstances.

Storm Disaster near Holland, Michigan, November 21, 1906.

The storm disaster that occurred near Holland, Michigan, November 21, 1906, in which 4 men lost their lives while at work upon a breakwater, affords one of the rare instances in the annals of the Service of the failure of a station crew to acquit itself with credit in the prosecution of rescue operations. The fault of the Holland crew, whose action, or, to put it correctly, inaction, brought down upon their heads severe criticism from the local public and press and the condemnation

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of the Department, consisted in their failure to handle a trying situation with judgment, persistence, and courage.

The breakwater which figures so importantly in this tragedy is in plan a four-sided structure. Its 2 ends nearest the shore start at the outer ends of what are designated, respectively, the north and south piers, which form the sides of a channel about 200 feet wide leading from Lake Michigan into Black Lake, a distance of some 1,800 feet. From the piers the 2 arms of the breakwater extend 300 feet northwesterly and southwesterly, respectively, then change their directions and run in converging lines for 800 feet, terminating with the 2 outer ends 300 feet apart, to afford passage into and out of the harbor of Holland. At the time of the disaster only a portion of the breakwater—the outer end of the north arm—had been completed. The remainder of that side, however, had been built up nearly to the surface. No work had been done upon the short section of the north arm, thus leaving an unobstructed gap to the end of the north pier. The work was being done by the Bennett & Schnorbach Company, under the supervision of Government inspectors.

The morning of the 21st opened with a heavy fall of rain, interrupting operations on the breakwater, but the contractors were pushing the improvement with all possible speed, and when the weather moderated somewhat about 10 a. m. several men were sent out to the structure with a scow load of planks. They had no more than reached the scene of their employment, however, and discharged their load when it again set in raining heavily, and they returned to the harbor, leaving the scow behind. Between 12 and 1 o'clock the weather cleared up a little again, and 5 men—Alvin H. Nelson, assistant United States inpector; Thomas J. Bennett, one of the contractors; Edward A. Bennett, a foreman; Martin Woodard, a carpenter, and George Lechaine—went out to the breakwater in a gasoline launch, which, on their arrival, they moored alongside the scow.

About 2.30 in the afternoon the wind, which had been blowing off the land, shifted to the southward and within a few minutes had become a driving gale. So quickly did the blow come up that the men on the breakwater had little warning of its approach. As the only survivor expressed it, the storm broke with the force of a tornado. All 5 men left their work and made for the launch with the intention of running for the harbor. One of their number, Edward Bennett, was blown into the water while scrambling off the breakwater. He climbed back on the stonework and started again for the launch only to be tumbled over a second time by the wind. He managed to save himself, however, from going into the water again and succeeded in joining his comrades on the scow. Four of the men jumped from the scow into the launch, and one of them, Thomas J. Bennett, remained on the scow, holding the line from the launch, ready to shove the smaller boat clear when its engine had been started. The engine refused to work, however. In the excitement of the moment the man on the scow threw the line on the launch and made a leap to join his fellows, but slipped and fell between the two violently pitching boats, from which dangerous position he was with difficulty extricated.

At this juncture the scow broke loose from the breakwater and the wind sent it bumping along the cribwork with the launch on the outside and slightly astern keeping it company. As the 2 boats swept along, the stern of the launch struck heavily against a pile and at the

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same instant a sea raised its bow and threw it up on the scow. This left the stern so low that the smaller boat began to ship considerable water, and the men aboard, thinking that it would swamp when it came off, all climbed back again on the scow. Three of the men at once jumped for and reached the breakwater, and commenced crawling up on the superstructure, while the 2 others —the Bennett brothers—remained on the scow and tried to work the launch back into the water. In this they succeeded, and one of them undertook to work it up beside the boat they were on, but the other brother, Edward, suggested that they abandon the boats and seek safety on the breakwater, adding the warning that if they remained where they were the boats would in all probability be thrown upon the low work of the uncompleted portion of the breakwater and pound themselves to pieces.

Thomas Bennett, acting upon his brother's suggestion, jumped to the breakwater, but just as Edward was on the point of following him the scow struck a pile, which threw it outward. The 3 or 4 feet now intervening between the scow and the breakwater caused the man to hesitate for an instant, and in the moment of holding back the breech became too wide for him to risk clearing it. In telling his story of this incident the surviving brother says:

> Tom ran for the longitudinal wall and followed the other men up on the high work. He looked back and saw me standing on the scow, and he turned around as if to come back. Then he looked at me and I looked at him; we couldn't speak. I said to myself: "The boys up there are safe, and I am the one who is going to be lost." I was thinking that the life-saving crew would come out and get them.

With the lone man on board, the scow was swept along the breakwater northward, but at no time giving the occupant a chance to leave it. His situation seemed for the time much more perilous than that of his companions, but, as it turned out, the circumstance which prevented his leaving the scow, and seemingly set the death sentence upon him, proved his ultimate salvation. After several narrow escapes from an overturn, due to contact with the stonework of the breakwater, the scow finally rounded the structure and drifted through the gap into quieter water, the launch still in attendance. The 2 boats continued to drift northward alongshore, and were finally blown on the beach a mile and a half north of the channel piers sufficiently close for Bennett to clamber out and wade to land. Several persons met the drenched and nearly frozen man as he emerged from the water and assisted him to a hotel in the vicinity, where he was given every needed attention.

Although the storm which sent the 4 men on the breakwater to their death broke with little or no immediate warning, it is shown by the testimony taken in the case that premonitory notice of approaching bad weather had been sent to the life-saving station as early as 10 a. m. of November 21, at which hour the keeper, so he states, hoisted a storm signal under instructions received from the Weather Bureau.

When the wind shifted to the southward, a short time before the heavy blow set in, Keeper Chauncey D. Pool, was with a party of men who were at work upon the station launchway, then in process of rebuilding. The man at the time on duty in the station lookout had been watching the movements of the men on the breakwater, and seeing them scurry for their boat called to the keeper to come up into

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the tower. When the keeper had ascended to the lookout the surfman remarked to him: "I guess the fellows out there are having their troubles." The keeper says he looked and saw 4 men on the breakwater and 1 in the scow, and that the spray was flying clear over them, at times hiding them from view.

Both men descended from the lookout on the run. The keeper at once summoned all his crew—except 1 man absent on leave—and proceeded with them to a boat livery on Black Lake, some 200 yards from the station, where the service surfboat was kept while repairs were being made to the station launchway.

That the movements of the station crew while on their way toward Lake Michigan may be clearly understood it is deemed necessary to state that the north and south piers heretofore mentioned run straight toward the east from their outer ends for some 1,200 feet, then turn southward at a slight angle and continue the remaining several hundred feet of their length to Black Lake without further change of direction. Under the influence of the gale the water from the great lake had already begun to race in between the piers, but that part of the south revetment east of the angle afforded somewhat of a lee for the surfboat, as the full sweep of the inpouring flood continued on toward the north pier, and for a time the crew were able to make fair headway under oars. On reaching the angle, however, they found it much more difficult to get on, as they then had squarely to meet the current. When they had worked their way a short distance past the turn in the channel several men standing on the south pier took the boat's painter at the keeper's request and assisted them along until they were nearly to the pier end, then let the painter go. The boat's crew thereupon renewed their efforts with the oars, but making no appreciable progress they soon abandoned the enterprise and returned to the station.

Keeper Pool now decided to attempt a rescue with the beach apparatus. Owing to the condition of the pier, which was in bad repair and rotten in places, the beach cart could not be used, and it was necessary to carry the apparatus in parts out to the place where it was proposed to operate it. In the performance of this hazardous task the station crew had the willing assistance of several citizens. At this time the wind was blowing with such violence that the members of the relief party were several times compelled to stop and get hold of something to retain their footing. Thus contesting every inch of their way with the storm they finally reached the light-house at the end of the pier, and placed the Lyle gun in position for firing. The gun was pointed considerably to windward of the breakwater to make allowance for the force of the gale, and a No. 7 line was sent out with a 5-ounce charge of powder. Owing to the thick weather and the clouds of spray that almost continually enveloped the breakwater the projectile was lost to view before it had finished its flight, but in the opinion of all who witnessed the firing it fell several feet short of the mark. As soon as the trailing line struck the water the current, which ran obliquely across it, swept it toward the north pier in a wide half circle. The keeper set his foot upon it to check its running out, but his weight had no apparent effect. Three of the party then took hold of it and pulled with might and main, but notwithstanding their combined efforts the current tore it from them, almost precipitating them from the

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pier. Not until the line had been given a turn around one of the supports of the light-house was its progress arrested, and then it snapped in two. Here ended the efforts of the station crew to operate the beach apparatus.

When Keeper Pool and his men came in from the end of the pier they found at the station a number of citizens, with whom the situation was discussed. One of those present suggested the advisability of calling for a tug, and telephone messages were forthwith sent to Saugatuck, Grand Haven, and Benton Harbor, but none of the tug companies communicated with could be persuaded to venture from their harbors under the prevailing weather conditions. About 5 p. m. the keeper sent a surfman across the channel to patrol the north beach, and at midnight 2 other surfmen were sent to relieve him. Several citizens also remained on the north beach during the night in company with the surfman. The beach to the south was also patrolled during the earlier hours of the night, and a constant watch was kept from the lookout, the keeper himself performing the last-named duty for a part of the time.

In the exchange of views at the station some of the citizens expressed in forcible language their dissatisfaction with the work of Keeper Pool and his crew. Some were of the opinion that more persistent effort to reach the imperiled men with the surfboat would have succeeded, while others were no less certain that a rescue could have been effected with the breeches buoy, had a more determined effort been made with that apparatus. The failure of the crew to accomplish anything in either instance was severely condemned. This feeling of bitterness, which was aggravated by the events of the next morning, was shared by the entire community and voiced by the press.

It appears to have been the keeper's plan on the night of the 21st to again attempt a rescue in the surfboat at daybreak, but as a matter of fact it was 8 o'clock or after next morning when he actually started. Had he tried to go out at dawn, or as soon as the light permitted, perhaps he might have somewhat redeemed himself in the eyes of the public, but he let the opportunity go by unimproved. About 6 o'clock he was implored by the father of one of the imperiled men to man the surfboat without delay, but replied that the weather was too bad, that it would be useless, that the surfboat had been damaged on the previous day and could not be used, and that the big boat (the lifeboat), which the father had suggested might be available, could not be taken from the station because of the condition of the launchway. This man, N. P. Nelson, was very severe on the witness stand in his arraignment of the station crew, particularly censuring their negligence in not having the surfboat in readiness to make another attempt to reach the breakwater at daylight of the 22d. The surfboat had been injured, it seems, by striking against the pier on the afternoon of the 21st. The keeper admittedly knew of the injury, but did not take steps to have the damage repaired until the next morning, when two hours or more were lost in getting the boat in proper condition.

By the time the surfboat was in readiness the wind had shifted to north by west, and the breakwater therefore afforded a lee on the inside, which enabled the station crew to get alongside without great difficulty. They found the bodies of Nelson, Bennett, and Woodard

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in a pocket of the cribwork near the inner end of the highest point of the structure, but could discover no trace of Lechaine. The body of the last-named person was not recovered, so far as the testimony shows. He was evidently one who had been seen on the previous day standing alone on the cribwork clinging to a pile. He had doubtless been washed from his position by the seas coming over the breakwater and carried out into the lake. In the judgment of the keeper the men whose bodies were recovered had been dead several hours when found. Nevertheless, on getting them ashore the station crew and the citizens—one of whom was a physician—made a prolonged effort to resuscitate them.

A searching investigation of this deplorable case was made by Lieutenant J. G. Ballinger, Revenue-Cutter Service, assistant inspector, Twelfth life-saving district, in the course of which 21 witnesses were examined and more than 250 typewritten pages of testimony taken.

In laying before the Secretary of the Treasury the report of the investigating officer and accompanying papers, the General Superintendent of the Service commented as follows:

I have given the testimony the most careful consideration, and have reached the conclusion that while it appears quite probable that none of the men could have been saved, owing to the suddenness and fierceness of the tempest, the conduct of the life-saving crew was not characterized by the energetic, continuous, and persistent endeavor that the attendant circumstances seemed to call for.

The evidence does not entirely satisfy me that it was impossible for the crew at the trial made with the boat to get a little farther beyond the piers and thus enter the current sweeping northward and pass through the gap between the end of the pier and the breakwater. Whether, having gone through the gap, they could have proceeded under the lee of the breakwater to the imperiled men is, in my judgment, problematical, but the alternative of the boat being swept to the northern beach would have satisfied the onlookers and the community. The station crew should at least have made a more prolonged and vigorous attempt to get beyond the entrance to the piers.

Furthermore, it seems to me that after the first failure the crew should have made another effort with the boat, either repeating their former maneuver or attempting a launching from the beach above the north pier. More than one attempt should also have been made with the breeches-buoy apparatus. It appears that but one shot was fired with the Lyle gun, using a No. 7 line ($\frac{7}{32}$ inch in diameter) and 5 ounces of powder, and that the projectile fell at a distance from the men variously estimated at from 2 to 8 yards. A second trial with 6 ounces of powder—the prescribed maximum charge—would probably have thrown the line over the pier where the men were. If not, there was still the reserve line No. 4 ($\frac{4}{32}$ inch in diameter) which, in my judgment would have carried the distance. I am at a loss to understand why these attempts were not made. The answer given by the crew that even had a line reached the men they could not have been saved is not sufficient. It may be correct, but an opinion or a theory is not so convincing as a demonstration.

The crew having made these 2 unsuccessful attempts (with the surfboat and the breeches-buoy apparatus) discontinued their efforts and retired to the station. In my judgment they should have continued to do something toward effecting a rescue until darkness compelled them to stop. Their cessation of activity under the circumstances I regard as unpardonable. The keeper of course is to be held primarily responsible, but testimony shows that some talk was made by the crew in the boat after it had been towed out to the end of the south pier and the towline, or painter, released. The nature of this conversation was not clearly brought out, but I think it may be inferred that it related to the practicability or wisdom of further efforts to reach the men. It is in evidence that at least one of the crew in conversation with outsiders made the assertion that he did not have to risk his life, and said other things which gave the hearers an unfavorable impression of his courage. His attempt in his testimony to explain his language does not appear to me to be satisfactory.

Upon the recommendation of the General Superintendent, Keeper Pool and the surfman who thought his duty did not require him to risk his life were dismissed, and instructions were issued that no member of the station crew who was on duty at the time of the dis-

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aster should be permitted again to enlist at the Holland station, where, obviously, their further employment was inadvisable.

Capsize of the canoe Sprite, November 25, 1906.

A considerable number of the accidents sustained by small craft within the field of operations of the Service are due to the venturesome spirit of persons more or less skilled in the handling of boats, whose expertness prompts them to take risks that those less adept on the water would not have the hardihood to incur. The following is a case in point:

About 10 a. m. of November 25, 1906, two young men, Leon K. Power and Robert N. Henderson, both of Rochester, New York, started down the Genesee River, at Charlotte, New York, in a canoe with the intention of taking their boat out through the piers at the mouth of the river and around to "West Beach," on the lake front a mile or more westward of the piers, there to store it for the winter. Both men, it is stated, were good swimmers and expert canoeists. They got safely beyond the piers and headed up along the beach a half mile offshore, but while still a considerable distance from their destination their canoe capsized, both occupants losing their lives.

As the canoe passed the life-saving station, situated near the inner end of the east pier, the man on duty in the lookout hailed the men and motioned to them to turn back, but as they were on the opposite side of the river they probably failed to notice his warning. At any rate they paid no heed to it. The lookout kept an eye on the canoe for a few minutes after it reached the lake, and on being relieved at 10 a. m. reported it to the man taking his place, who also kept track of the men through his glasses. Along toward 11 o'clock the lookout noticed that the canoe was not making much headway, and, becoming apprehensive for its safety, called Keeper Gray to the lookout and expressed his misgivings to him. The keeper was unable at the moment to pick up the canoe through the binocular glass, but at once decided that it was a case which called for the services of the power life-boat. He thereupon left the tower with instructions to the surfman to be ready to accompany him as he passed by the lookout tower on his way down the river.

The power boat covered the half mile or so from the station to the terminus of the piers in a few minutes, but when it emerged into the lake, where an unobstructed view could be had along the west shore, the canoe was nowhere in sight. As it could not have made land in the time consumed by the life-savers in getting outside the piers, Captain Gray was convinced that an accident had occurred, and accordingly steered with all speed for the locality in which the boat was last seen from the station.

The canoe was found bottom up. Two oars, a sail, 2 or 3 coats, and 2 hats, floating on the water nearby, told the story of the tragedy. No trace of the canoeists themselves could be found, although the life-savers cruised about in the neighborhood of the capsize for an hour or more, part of the time dragging for the bodies.

This accident without doubt occurred while the power boat was between the piers on its way to the lake, during which time the life-savers were unable to see the canoe. Keeper Gray expresses the opinion that if the young men had hauled their boat over the west

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pier, launched it again from the west side, and then made their way up the beach close inshore, the trip would have been accomplished without mishap.

Wreck of the schooner Alice T. Boardman, January 4, 1907.

The *Alice T. Boardman* was a small two-masted schooner, built in Calais, Maine, in 1873, and rebuilt in 1896. She left Calais on December 3, 1906, for Hyannisport, Massachusetts, with a cargo of lumber stored in her hold and on deck, consigned to the H. H. Richards Lumber Company, of West Haven, Connecticut, and to J. K. and B. Sears, of Hyannis, Massachusetts. The vessel was valued at $12,000 and her cargo at $4,500. The crew consisted of 5 men—the master, mate, cook, and 2 seamen.

She left her last port of call, Portland, Maine, January 3, standing off to the southward for Cape Cod. When off Highland Light that evening the wind fell calm, and later blew up fresh from the southward, bringing a heavy rain fall, and making it necessary to beat to windward to reach the shoals. When Shovelful Lightship, the last aid to navigation made by the schooner, was reached, the weather had become so thick that all lights were lost, and the master had to depend entirely upon his judgment in running over and clearing the numerous small shoals in that locality—a very dangerous proceeding, because of the strong currents. After beating about and tacking several times, and failing to make the fog bell on the Handkerchief Shoal lightship, he decided to anchor until the tide should turn and the weather clear up.

Judging himself out of the way of traffic he let go his starboard anchor about 11.30 p. m. in 5½ fathoms of water and with 30 fathoms of chain, and, with all sails furled and the watch set, considered everything safe and snug for the night. After midnight the weather cleared somewhat, and about 4.30 a. m. it was discovered that the schooner had anchored off the southeast edge of Handkerchief Shoal and that she was dragging northward toward the breakers. Instead of making sail and trying to get a better berth the master let go the other anchor with 25 fathoms of chain and veered to about 40 fathoms on the other chain. Giving her more chain, and a second anchor, checked her for a time, but as the holding ground was poor she soon started again toward shallow water. The only way in which she could possibly have gotten out of her perilous situation at this time would have been to make sail and slip her cables, but unfortunately she was shipping a great deal of water over her bows, which made it very dangerous for her crew to attempt thus to get her free, and she finally dragged with both anchors down on a good scope of chain, on the shoal and into the breakers. When she first took bottom, she pounded heavily, but her cargo held secure for some time and she did not apparently injure herself, the long lumber in her hold stiffening her up considerably and doubtless saving her from going to pieces. Meantime she kept working farther and farther up the shoal with the seas breaking heavily over her, "to dodge which" the master states in his account of the happenings on board, the crew first took refuge behind the masts and then in the rigging.

As the sea steadily increased, the lumber on deck finally began to loosen up and go adrift. With the deck practically untenable and

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the imminent possibility of the masts going by the board, if the schooner itself did not soon actually break up, the situation of the sailors was grave indeed. The one small boat belonging to the schooner hung astern, and in the opinion of the master the time had now come when the only chance of saving the lives of himself and crew lay in launching it. The entire crew left the rigging and went aft to lower it, and succeeded in getting it down and the after tackle unhooked, so that the boat swung on its forward tackle and painter. One man, Thomas Hentry, jumped into the bow as soon as the boat struck the water, but had scarcely done so when a sea knocked it up under the schooner's stern and dumped him overboard. The next sea righted it full of water, and another sea, following after, threw it upside down, in which position it remained. The tide swept Hentry away from the schooner so quickly that he had no chance to get hold of the boat, nor his shipmates time to throw him a line. He was seen to reach some planks floating about in an eddy a rod or more to leeward, raise himself partly out of the water and rest his elbows upon them, but a moment later the current swept both planks and man to the eastward into the breakers and out of sight of the vessel. The crew now climbed to the top of the house, from which refuge they were intermittently driven into the rigging by the boarding seas.

Up to this time none of the crew seems to have thought to fly a distress signal or otherwise endeavor to attract attention to their plight, but following their efforts with the boat 1 of their number made his way into the cabin and secured a flag, the national ensign, which was placed up in the rigging, union down.

About 7.15 a. m. of January 4 Substitute Surfman G. P. Smith, on watch in the lookout of the Monomoy Point life-saving station, called Keeper Kelley, of the station, up into the tower to look at a vessel 2 miles or more to the southwest, apparently dragging her anchors and drifting into the breakers. At this time, the keeper states, there was a strong SSW. breeze, the weather was misty and the sea rough, and the tide was almost at ebb and running to the eastward. While the 2 men were watching the vessel she struck. The keeper at once assembled his crew and in a few moments from the time the vessel was sighted had the surfboat on the way to the rescue. As soon as the surfboat got clear of the beach the keeper ordered the jib and mainsail set, then hauled up on the port tack, standing WSW. By splendid boatmanship the vessel was made on the second tack, the life-savers running in on the schooner's lee side and taking the survivors off without mishap.

The shipwrecked men were given every attention at the life-saving station, where they remained for forty-eight hours. On January 6, the life-savers put them aboard their vessel, which was on the same day floated and towed to Hyannis by the revenue steamer *Gresham*, assisted by a tug. The loss of cargo from the schooner amounted to $500. So far as can be ascertained the body of the drowned sailor was not recovered.

This shipwreck would doubtless have been unattended by fatality had the hapless sailor remained on board. On the other hand, the outcome of the attempt to launch the small boat, deterring the sailors, as it did, from further efforts to leave ship, in all probability prevented the loss of the entire crew, for had they succeeded,

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even in getting away from the vessel they would not have had one chance in a hundred of weathering the heavy seas and getting ashore through the surf.

Foundering of the barges Girard and Alaska, February 18, 1907.

From the story of the 2 survivors of the *Girard* it appears that the tug *Valley Forge*, with a string of barges consisting of the *Bethayres*, *Alaska*, and *Girard*, left Philadelphia on February 14, 1907, laden with coal, consigned to the Consumers Coal Company, of Boston. The *Girard*, the first barge to meet disaster, was a 3-masted, schooner-rigged vessel of 824 tons burden. She carried 900 tons of coal in her hold, which gave her a draft of 12 feet. Her sails and rigging were in good condition, and her hatches well secured, covered with tarpaulins and battened down with wedges and bars. The officer who investigated this case states in his report that from the appearance of the wreckage that came out of her she was in good condition and well prepared for heavy weather.

The *Valley Forge* and her tow were attended by good weather until they arrived off Cape Cod, which they reached on the morning of the 18th, passing the Pollock Rip light-ship about 3 a. m. Here the 4 vessels ran into a northeast gale, which rapidly increased from 35 to 65 miles an hour, blowing directly on shore and accompanied by thick snow squalls and very cold weather.

When the tug had forced its way with the barges to a point about 6 miles north of the Highland life-saving station, the line connecting the *Bethayres* with the *Alaska* parted, setting the latter vessel and the *Girard* adrift. Separated from their tow, the 2 barges, with a line between them, drifted to leeward, their heads to the northwest, for half an hour or more, when the hawser was cast off from aboard the *Alaska*, permitting each vessel to look out for herself. As soon as the master of the *Girard*—a young Norwegian named Larsen—saw that he was adrift from the *Alaska* he set up his forestaysail and foresail, hauling the sheets aft to the port side to force her head around to the wind. The vessel would not mind her sail, however, but fell off to leeward instead, and headed for the shore. While the crew were endeavoring thus to get the barge under some degree of control the snow thinned a little, disclosing breakers ahead. To avoid being driven into the danger that now threatened, sail was quickly taken in and both the starboard and the port anchors, weighing 2,000 and 1,000 pounds, respectively; were let go with 60 fathoms of chain on each. The ground tackle did not hold the barge at first and she continued to drag toward the breakers on the outer bar, about three-fourths of a mile offshore. She finally worked over the bar, after pounding on it so hard that, as stated by one of the survivors, her timbers cracked. While on the bar a sea came aboard and picked up seaman Gustaf Johannesen, who was standing near amidships, and carried him away. The cook (Martin Berg), who was aft at the time, saw him go, and threw after him a ring life buoy and a life-preserver, but both fell short of his reach. The 2 other men on board—Captain Larsen and seaman Joe Johnson—were too busy looking out for their own safety and trying to manage the barge to do anything for their unfortunate shipmate, who, being heavily clad, must have gone down very quickly.

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After the *Girard* was hove across the bar she brought up on her cables and held on for half an hour. Meantime the seas kept beating heavily against her and washing over her, and before long stove in her hatches, allowing the water to fill her hold. This brought her down so low in the water that she began to pound again, and shortly started to drag toward the inner bar, soon going over it and into the breakers about 200 yards from the beach, bringing up broadside to the sea with her head to the southward. Berg, who had taken the wheel, and Johnson were in the pilot house when the barge made her last stand, both of them suffering severely from cold. The master, who had remained on deck up to this moment, now climbed on top of the pilot house, where he might the better take in their desperate situation and consider what could be done under the circumstances.

From the story of the life-savers who participated in this rescue it appears that Surfman A. T. Lucas of the Highland station discovered the *Girard* at 6.30 a. m. of February 18th while making the north patrol. The barge was then almost a mile north of the station just outside the outer bar, broadside to the sea, and making very bad weather of it. As the surfman watched her she hove over the bar, heading northeast, and brought up on her anchors, as heretofore stated, between the two bars.

Lucas abandoned his patrol and ran to a watchhouse of the Service standing on the beach, from which place he reported his discovery by telephone to his keeper. He then retraced his steps to the station, and within a few minutes after his arrival his comrades were trudging along the beach, helping forward with all possible speed the horse attached to the apparatus cart. They arrived abreast of the *Girard* just as she came ashore, and were soon joined by the High Head station crew, to whom Acting Keeper McFayden of the Highland station had sent notice. Ten minutes after the Highland life-savers reached the scene a No. 9 shot line, carried by 6 ounces of powder (the first and only charge fired) was sent across the 200 yards of surf intervening between the shore and the barge, falling so close to the captain on top of the pilot house that all he had to do was to reach out and lay hold of it. Having caught the line Captain Larsen called Berg and Johnson from their shelter to help him haul the tackle on board. This work accomplished, the whip-line block was made fast around the framework of the house between the 2 forward windows, the window sash being kicked out for the purpose. Upon a signal from Larsen the men on the beach then hauled off the hawser, which was made fast on the barge by hitching it around the pilot house. The apparatus having been set up on the shore the breeches buoy was now hauled off. Larsen ordered the cook to get into it, but the man was so benumbed by cold that he could no longer do anything to help himself, and the captain had to pick him up bodily and place him in the buoy.

When the cook had started shoreward Johnson went back into the pilot house and stripped off his outer clothing, probably to enable him the better to cope with the seas when his turn should come to get into the buoy. As the weather was bitterly cold, and as he had already been drenched while out on the deck, he was soon worse off than the cook had been. When the buoy came out the second time he did not answer or show himself when Larsen shouted for him to come and get in, and when the captain went into the house to see

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what was the matter he found the man unconscious and hanging to the wheel with his arms around the spokes in such a way that he could not be pulled loose. Larsen himself was rapidly freezing, and realized that if he tarried on the barge he would soon be in the condition of the man he was trying to save. Moreover, the vessel threatened momentarily to break up, in which event his end would be no less certain. He therefore reluctantly left the unconscious man to his fate and stumbled out of the pilot house and along the unstable deck to the waiting buoy, into which he with great difficulty managed to place himself and make the signal to haul away. He was soon in the hands of the life-savers, but none too soon. Scarcely had the breeches buoy passed from over the water when the *Girard* began to break up, and within fifteen or twenty minutes was strewn in small bits along the beach.

The Highland crew hastened to their station with the *Girard's* cook (who had been taken from the breeches buoy unconscious) in the apparatus cart, and Larsen on foot, assisted by a surfman. After the clothing of the survivors had been removed they were given stimulants and the prescribed treatment for frostbite and put to bed. A physician from Provincetown, who had in the meantime been sent for, then took charge of them while the life-savers returned to the beach with their reserve apparatus cart to look for the Alaska. The High Head life-savers had, it appears, while on their way back from the *Girard*, made out that vessel through the snow scurries, at anchor outside the outer bar, and on reaching their station had reported their discovery by telephone to the Highland crew. The second cart was pulled 1¼ miles north from the Highland Station and abreast of the *Alaska* in readiness when she should strike or come close enough to permit shooting a line across her. It could be seen from the shore that she was shipping a great deal of water, but she was apparently holding on in spite of the weather. At about 1 p. m. it was observed that she was dragging to leeward. Suddenly she foundered and settled in 4 fathoms just outside the outer bar and three-fourths of a mile offshore. No signs of life aboard were at any time visible from the beach. The theory as to the cause of her sinking, accepted by everyone acquainted with the circumstances, is that the seas stove in her hatches and filled her hold. No rescuing boat, had there been one at hand, could have reached her under the prevailing conditions, and, granting that there was anybody alive on the barge when she went down, it would have been equally out of the question for a boat to get away from her and make the land. The distance she lay offshore also prevented the use of the beach apparatus. There was, therefore, no way in which connection with the barge could have been established by means available to the life-saving crews on the beach. As was the case with the *Girard*, the terrible pounding the seas gave her broke her up a very short time after she settled. For two or three hours the life-savers kept a close watch on the beach for possible survivors or dead bodies. None came ashore, however, and they returned to their station, chilled, hungry, and exhausted from their nine hours' work in the winter storm.

It was afterwards ascertained that the crew of the *Alaska* consisted of 4 persons—the master, cook, and two deck hands—all of whom were undoubtedly lost. The tug *Valley Forge* and the barge

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Bethayres were found 50 miles offshore by a tug sent out to look for them.

In closing his report the investigating officer speaks in high praise of the services of the Highland and High Head life-saving crews, and specially commends acting Keeper McFayden for his capable direction of an arduous and critical day's work.

Wreck of the steamer Corona, March 1, 1907.

The *Corona* was a 1,492 ton steel vessel, owned by the Pacific Coast Company, of New York. When she encountered the disaster, the account of which is here given, she was on her way from San Francisco to Eureka, California, carrying a general cargo valued at $50,000, and having on board 95 passengers and a crew of 52. The vessel itself was valued at $150,000, and was insured for $115,000. The cargo was uninsured.

The vessel got into difficulty near the entrance to Humboldt Bay about 10 a. m. of March 1, 1907. At the time of the accident the tide was at flood and the sea rough. She succeeded in getting safely over the outer bar, and had reached the vicinity of the north jetty, which marks the north side of the channel leading into the bay, when suddenly and without warning she sheered and took bottom forward. The heavy seas at once swung her about until she lay with her bow pointing oceanward. Lying in this position the seas worked her around northward and she finally brought up hard and fast in the sand about 100 feet outside the jetty and something over 550 yards from the shore. The jetty is awash at high water, and when misfortune befell the *Corona* it was covered by a seething mass of foam.

Keeper Hennig, of the Humboldt Bay life-saving station, had been watching the *Corona's* movements from the station situated on the bay side of North Spit (a clear view being afforded across the half mile stretch of sand intervening between the station and the ocean beach), and as soon as he saw that something was wrong with the vessel he manned the lifeboat and started out to her through the ship channel in tow of a gasoline launch. The launch towed the lifeboat as far as the rapidly increasing seas would permit, then cast it off, and the life-savers entered the surf under oars. The first breaker that struck the boat pitched one of the oarsmen, Calvin C. Wilson, overboard. Fortunately his comrades were able to pick him up, and he again took his oar notwithstanding he had sustained an injury in going overboard—evidently by striking a thole pin—of sufficient consequence to later incapacitate him for several days.

After a hard struggle the lifeboat arrived abreast of the steamer, which lay on the other side of the jetty. The keeper had grave misgivings of his ability to get alongside, but he nevertheless pulled straight for the jetty, hoping that the tide might be high enough to permit his boat to cross over without striking the rocks. As he was about to make the attempt, however, he discovered some rocks between the lifeboat and the steamer that the seas had suddenly disclosed, which, together with the warning cry and excited gesticulations of the *Corona's* captain (who, with the passengers and crew, had been watching the tossing lifeboat from the steamer's rail), caused him to abandon the venture. To try to get to the vessel by making the arduous pull against sea and tide out and around the end of the

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jetty seemed a waste of valuable time and strength, and the keeper therefore returned to the station with the purpose in mind to take his crew across the spit to the boathouse on the ocean beach and attempt to reach the steamer in the *Monomoy* surfboat.

It is shown that while the lifeboat was on its way down the ship channel on the first trip to the stranded vessel a boat containing 8 persons was launched from the *Corona* with the intention of trying to make the shore. It had little more than struck the water, however, when it was caught up by a sea and hurled with tremendous force toward and over the submerged jetty and capsized. None of the party in it succeeded in getting back to the boat, but luckily all had on life-preservers, to which fact no doubt those that survived the accident owed their lives. Following the capsize the tide, which was racing in through the bay entrance, carried both the boat and its late occupants swiftly along the south side of the jetty and toward the bay, and all but 2 of them finally reached shore, little the worse for their experience. Two were saved by a launch, 2 reached the rocks of the jetty after drifting into smooth water, and 2 were rescued by a son of the light keeper in a small boat. One of their number, a man named H. Erickson, was picked up dead by a fisherman and brought to the light-house wharf near the life-saving station. This accounts for 7 of those involved in the capsize. For a time it was thought that this was the entire number aboard the boat when it left ship, but several days after the *Corona* stranded a body was found on the rocks of the north jetty within 300 yards of the scene of the accident. It was badly decomposed, and the features were so torn by the rocks as to be scarcely recognizable, but at the coroner's inquest, held at Eureka, several of the *Corona's* crew swore that the body was that of the ship's quartermaster, J. Anderson, who was known to have been one of the unfortunate boat party.

On getting back to the station with the lifeboat Keeper Hennig took his men across the north spit to launch the surfboat kept at the boathouse on the ocean beach. They found near the boathouse the second officer of the *Corona* and some of the steamer's crew. They had put off in a second boat to rescue those who had left ship in the first, but had not been able to reach or assist them. In fact they had barely escaped disaster themselves, reaching the beach with their boat in a swamping condition.

The life-saving crew started for the steamer in the surfboat as the keeper had designed, but the heavy sea and the swift current sweeping toward the jetty made progress slow. When the surfboat had compassed half the distance to the vessel a man was seen to jump overboard from the *Corona* with a line and strike out for the shore. He showed himself to be a fine swimmer, but his expertness availed little against the current, and he would have been thrown upon the rocks of the jetty had not the station crew, by tremendous exertion, overtaken him and picked him up. The line he carried broke before he was taken into the surfboat, and when rescued he was entirely at the mercy of the sea. The life-savers turned about and put back to shore with the rescued man, as it seemed to the keeper impossible to get alongside the steamer in the surfboat.

The keeper next decided to use the beach apparatus, which was readily available in the boathouse nearby. The Lyle gun was

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charged with 12 ounces of powder, and a No. 7 line was sent toward the steamer, but it broke in firing. With a like charge a No. 9 line was next sent out, but the projectile failed to reach the *Corona*.

It having been proven impossible, owing to the distance, to get into communication with the steamer by means of the beach apparatus, the keeper resolved to try again to reach her in the surfboat. On this venture the life-savers succeeded in getting near the steamer, but found it out of the question to run in alongside because of the heavy seas, as there was no lee either to starboard or port, the steamer's starboard side being fully exposed to the beach surf, and against her port side beat the heavy surf rolling over the north jetty.

The captain of the *Corona*, seeing that there was no chance for the surfboat to get to the vessel, threw the life-savers a cork jacket with a line attached. This the surfmen secured, and then pulled back to the beach, where a hundred willing hands grasped it and drew ashore a 3-inch hawser, which the life-savers fastened around a tree stump. By means of the hawser the surfboat crew were able to go out with greater speed than would have been possible by using the oars alone, as the line enabled them to successfully combat the current. When the boat neared the steamer, however, the seas were still beating so boisterously about her as to make the transfer of passengers extremely dangerous. Knowing that the tide, which had begun to recede, would soon cause the surf to subside more or less, and considering that the vessel stood solid without laboring, the keeper called to those on board to remain quiet a little longer, assuring them that they were in no danger, and that within an hour they could be taken off with comfort and safety. The passengers, who crowded the steamer's rail intent upon the movements of the life-savers, waved their handkerchiefs and in other ways indicated their cheerful acceptance of the situation, and the surfmen pulled back to the shore.

An hour later the life-savers again went to the steamer, and, as the keeper had anticipated, were able to get alongside. They first took off and brought ashore 4 women, who were let down into the surfboat by a block and chair. By the time the life-savers had landed the 4 women and returned to the *Corona* the tide had fallen below the crest of the jetty, which now made a fairly good lee on the steamer's port side. This time 9 women were taken into the surfboat. Two of the ship's boats were now lowered and manned, and assisted in the work of getting the people ashore. Altogether 60 persons were landed by the surfboat.

During the ten days immediately following, the life-savers went to the *Corona* several times, carrying a wrecking crew to and fro and performing similar services. The vessel and cargo became a total loss, however.

Capsize of boat belonging to the tug Rescue, March 14, 1907.

Late in the afternoon of March 14, 1907, the British steamer *Gowanburn*, a vessel of more than 4,000 gross tons, while en route from London to New York with a $160,000 cargo of chrome ore and wool, stranded on the Long Island coast 12 miles east of Fire Island light and 800 yards southwest of the Blue Point life-saving station. Through the efforts of tugs and lighters operated by the Merritt &

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Chapman Wrecking Company she was floated on March 23 and towed to New York. The fatality, the circumstances of which are here recited, occurred while the salvage fleet was at work on the *Gowanburn*, the man who lost his life having been one of the wreckers. While the steamer was ashore the life-saving crews of the Blue Point, Lone Hill, and Bellport stations rendered much valuable assistance to the master, Captain Forbes, landing part of his crew in the breeches buoy and by boat, carrying messages to and from ship, etc. The services of the life-savers in this connection are briefly set forth elsewhere in this volume under "*Services of crews*" (see p. 142).

About noon of March 15, while the life-savers, under the direction of Keeper Frank Rorke of the Blue Point station, were engaged in bringing ashore in the surfboat members of the *Gowanburn's* crew the tug *Rescue*, the first boat of the wrecking fleet to reach the steamer, arrived on the scene. Captain Forbes thereupon decided not to land any more of his men, but to cooperate with the wreckers in an attempt to float the ship. He asked Keeper Rorke to leave the breeches buoy in position, however (communication with the steamer having been constantly maintained by that agency), so that those still aboard the vessel might be taken off in case of necessity.

As the wreckers now took charge of the steamer Keeper Rorke and his crew pulled back to the shore, loaded their boat on its wagon, and hauled it up on the beach in front of the Blue Point station. Then all three life-saving crews went in for dinner.

The *Rescue* stood by some distance astern of the *Gowanburn*, sending off to the steamer a boat 30 feet long and 8 feet beam, manned by a crew of 7 men. This craft, as stated in the testimony of the captain of the tug, was not the regular boat used for wrecking purposes, but had been picked up at the company's New York station on emergency for the business in hand. As it proved, the men who operated it were also out of place in such a dangerous locality, lacking the knack of boatmanship required to cope with the surf. Although the tide was nearing flood and the seas were rapidly increasing, the boat's crew succeeded in passing twice from the tug to the steamer without mishap. The third and fatal trip was begun about 2 p. m., at which time the *Rescue* undertook to place a hawser aboard the *Gowanburn*. Everything went well until the boat, with the hawser trailing astern, came within about 175 feet of the steamer, when the steering oar was struck by a breaking surf wave, knocking the man who held it (Edward Johnsen) headlong into the sea. His fellow boatmen were thrown into confusion by the accident, but one of them had sufficient presence of mind to seize the steering oar, which had fallen inside the boat, and direct the others to back oars. When they attempted to do this, however, the boat swung around broadside to the seas and shipped considerable water. This threw them into a panic, and, forgetting the peril of their shipmate, they began pulling for the beach with frenzied energy, breaking one oar on the way and losing another.

Weighted down by heavy rubber boots and thick clothing, the man in the water tried to swim for the oar that one of the men in the boat had lost, but before he got anywhere near it a shout diverted his attention to a ring buoy that had been thrown from the steamer. He turned toward it for a moment, then seemed to become confused, and, as the seas were breaking over him, soon gave up the struggle and went down. His cap remained floating on the water until picked up

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by the life-savers, and for some time after he had disappeared misled the people on shore to think that he was still on the surface. In the meantime the boat from which he had been thrown reached the beach, having come in as fast as the frightened occupants and the onsetting surf could bring it.

After finishing their meal the Bellport crew went back to their station, and the 2 other crews returned to the beach, Keeper Rorke to deliver some messages to Captain Forbes. Surfman Maurice C. Baker of the Blue Point crew was intrusted to take them out to the steamer, making the trip in the breeches buoy. It was while the keeper stood directing the working of the buoy as it carried the surfman out over the water that the accident happened to the wrecker's boat. In his report in the case Keeper Rorke says:

> Looking in the direction indicated by a bystander I saw one of the wreckers' boats in the water being poorly handled. Surfman Baker, from the rigging of the steamer, had noticed that all was not right with the boat and hurried down to the deck and aft, from which place he saw a man in the surf. Lieutenant Edmonds [of the Revenue-Cutter Service, who was present on the beach, and who afterwards investigated this case] came up to me at this time and said: "It looks as if a man was overboard; launch your surfboat and try to get him." We immediately went on the run for the station boat. The wreckers' boat came on the beach just as we started, so I ran to her for confirmation of the report of the accident. Lieutenant Edmonds stopped at the same time and seeing the wrecking boat afloat said to me: "Rorke, can you take this boat off?" I told him I thought I could, and without waiting for orders one of my own surfmen and 3 surfmen from the Lone Hill station jumped into the boat and seized the oars. Then when a favorable opportunity came I gave the command, and the crew on the beach shoved us off. Directed by Surfman Baker from the stern of the *Gowanburn*, we carefully searched the locality of the accident. Surfman Edward Baker, who was with us in the boat, being an expert swimmer, took off his boots and clothing, and prepared to dive if any trace of the man should be seen. We recovered his cap, the lost oar and the ring buoy, but could discover no signs of the man himself. The tide was making and the surf increasing rapidly, and one sea we could not dodge broke fairly on our heads, partly filling the boat and wetting us to the skin. It did no serious harm, however, and we got back to the shore without further mishap.

Immediately after landing, Keeper Rorke sent some of the surfmen out along the beach, thinking the missing man might have drifted ashore. Nothing came of the search, however, but on the morning of March 20 a fisherman found a body washed up a half mile east of the Blue Point station, which was later identified as the remains of the lost wrecker. The keeper took charge of it and turned it over to the coroner, by whose permission an undertaker buried it in Lakewood Cemetery, under the direction of the company in whose employ the man's life had been sacrificed.

It was the opinion to those who witnessed the incidents associated with this tragedy that the unfortunate man could have been saved only by a boat at the time in the immediate vicinity of the accident. The investigating officer states that the response of the life-savers in the boat from which the accident occurred was prompt, and characterized by great daring; that notwithstanding the unwieldiness of the craft they worked it energetically and skilfully, and that Keeper Rorke's handling of the steering oar and maneuvering of the boat was a marvel of surfmanship.

Capsize of a fish boat, May 13, 1907.

The third and last fatal accident of the year in the Columbia River fishing fleet occurred May 13, 1907, when 2 men, Carl Juntilla and William Jarvis, were capsized and drowned in the breakers while

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operating their net from a boat belonging to the Columbia Packers' Association, of Astoria.

When the capsize took place the Cape Disappointment life-saving crew were in their power lifeboat 400 or 500 yards away, watching some other fishermen who had worked into a position of danger, and did not observe the perilous situation of this boat until the instant of the overturn. They went to the rescue at full speed, and found 1 man—the only one visible—hanging on to the lee side of his boat with only his head showing above water. Owing to the condition of the surf the life-savers did not attempt to put the lifeboat alongside for fear of crushing the fisherman. They were also deterred from running close in by the possible danger of fouling their propeller in the fish net trailing from the overturned boat. The keeper climbed up on the forward bulkhead of the powerboat, where he could better give directions to the surfman to whom he had relinquished the steering oar, and at his command the crew pulled abreast of the fish boat and within 20 feet of it. The keeper and a surfman then threw lines simultaneously to the imperiled man. Both fell within reach, but before he could secure either a breaker bore down upon him and carried him away. This was the last seen of him. The life-savers righted the fish boat as soon as possible thinking he might be underneath it, but not finding him there they endeavored to pick up the net, thinking that perhaps the bodies of both men might be found enmeshed in it. In this last undertaking they came very near getting into serious trouble themselves. While they were pulling the net on board it fouled the propeller, and they were compelled to let their boat drift inside the breakers to clear the blades. Only one fisherman was seen at all after the capsize. In the opinion of the keeper this man—who was found clinging to the boat—had become involved in the fishing gear or rigging and borne under the moment he lost his hold. The keeper says in explanation of this conclusion: "He did not get on the bottom of the boat, but remained in one position. While I was on the forward bulkhead of the lifeboat I could see the spars and wreckage of the fish boat drifting away, but saw nothing of the other man."

The fish boat was recovered by the station crew and turned over to the owners.

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SERVICES OF LIFE-SAVING CREWS.

1907.

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SERVICES OF LIFE-SAVING CREWS.

All rescue and salvage work performed by the station crews within the year is set forth in abridged form under this caption. Many of the cases recorded are of great importance as illustrating the wreck operations of the Service and the efficiency of the men who conduct them, besides affording suggestions of great value not only to the keepers and surfmen themselves in the matter of future performance, but also to shipmasters and others when overtaken by disaster upon the water. For the reason last mentioned it is regretted that this branch of the Service operations can not be presented at greater length.

[Abbreviations used in this statement: aux. (auxiliary), 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), Swd. (Swedish), W. N. R. A. (Women's National Relief Association).]

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 1	Newburyport, Massachusetts.	Dinghy, no name....	Adrift; was recovered by the life-savers and turned over to owner.
July 1	Watch Hill, Rhode Island.	Am. sc. Charles H. Sprague.	Stranded on a reef 2 miles SW. of the station during fresh NE. winds. The life-savers found her pounding heavily on the rocks and threatening to go to pieces. They manned her pumps and kept her clear of water until the rising tide, when with the aid of her sail they worked her over the reef into deep water, after which she proceeded to New London for repairs.
July 1	Duluth, Minnesota, Lake Superior.	Gas. lches. (2) Growler, Minx; rowboat, Blossom.	The 2 launches with 29 persons on board became disabled and went adrift. The life-saving crew in power boat towed them to the city dock. The rowboat, with 3 men on board, captsized, 1 of the occupants sinking immediately. The others swam to a dock near by. (For detailed account of loss of life from the Blossom, see page 35.)
July 2	Sabine Pass, Texas.....	Am. sc. Navigator..	While lying at anchor capsized during a violent squall, 1 mile N. of station, and about ½ mile from the shore, where she was discovered by the keeper at 5.15 a. m. He at once employed a temporary crew (inactive season) and proceeded to her assistance, but while they were endeavoring to right her she sank. Anchors were then run out, and she was hauled into shoal water, bailed out, floated, and taken to a proper anchorage.
July 3	Duluth, Minnesota, Lake Superior.	Gas. lch., no name; Am. str. City of Naples.	The launch, with a party of 3 persons on board, while out sailing for pleasure broke down, and the life-savers with a power boat towed her to the yacht club landing. The City of Naples caught fire while lying at her dock and for a time was threatened with total destruction. The life-savers, however, quickly boarded her and had the flames under control before any great damage was done.
July 3	South Haven, Michigan, Lake Michigan.	Yawl, no name.....	Broke adrift. Recovered by 2 surfmen who turned it over to owner.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 4	City Point, Massachusetts.	Catboat Memento; sip. Alva.	The Memento carried away her boom during a yacht race and was unable to reach her moorings, and the sloop missed stays and ran ashore. Surfmen in 28-foot launch hauled the sloop afloat, and took both boats to a proper mooring.
July 4	Watch Hill, Rhode Island.	Am. sip. Alice.....	Anchored dangerously near shore during southerly gale and high sea. The power boat containing the life-saving crew went to their assistance, brought the 2 occupants to the station and furnished them food and clothing from the supply of the W. N. R. A.; then returned to the sloop, made sail on her, and took her into Stonington Harbor.
July 4	Hereford Inlet, New Jersey.	Gas. lch. Elizabeth.	While under way ran ashore. The keeper boarded her, ran out an anchor and hove her afloat on the rising tide.
July 4	Erie Pennsylvania, Lake Erie.	Am. sc. Uncle Sam..	Grounded on old breakwater and unable to get afloat. Her occupants, 14 in number, were taken into the surfboat and landed at the station. The stranded boat was then hove afloat by the surfmen and taken to the station pier.
July 4	Cleveland, Ohio, Lake Erie.	Gas. lch. Macbeth..	Engine disabled and launch, with 2 persons aboard, and unable to reach the shore, went adrift on the lake before a fresh north wind. The life-saving crew, in surfboat, brought the boat and its occupants safely into the harbor.
July 4	Saint Joseph, Michigan, Lake Michigan.	Canoe, no name.....	During a fresh NW. wind this canoe, containing a man and a woman, capsized 2 miles W. of the station and about 2 miles from the shore. (For detailed account of disaster, see page 36.)
July 4	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Skidoo....	While a party of 18 persons were out in this launch the supply of fuel became exhausted when 2 miles from shore. There was a fresh breeze blowing from the north at the time and the launch drifted away in the trough of the sea. Upon sighting her signal of distress the keeper went out to her in power boat; towed her safely to the shore.
July 5	Duluth, Minnesota, Lake Superior.	Canoe, no name.....	Drifting helplessly across the harbor, the occupant, a man, being inexperienced. The life-saving crew went to his assistance in power boat and towed him to the club-house landing.
July 5	Michigan City, Indiana, Lake Michigan.	Yt. Chetopa.....	Parted her mooring lines and went adrift. The station crew towed her back to a safe mooring near the station.
July 5	Old Chicago, Illinois, Lake Michigan.	Catboat, no name...	While 7 men of the Illinois Naval Militia were out for practice their boat capsized during a fresh NE. wind when they had reached a point 1 mile S. of the station, and ½ mile from the shore. (For detailed account see page 38.)
July 5	Fort Point, California....	Am. bge. Echo.....	This barge, lumber laden, and with no one on board parted her moorings and went adrift. The life-savers telephoned for a tug then boarded the craft. The tug Monarch arrived, and after the surfmen had run her lines she was towed to a safe anchorage in the bay.
July 6	Cold Spring, New Jersey..	Nph. lch., no name.	During an easterly gale capsized 500 yards from the shore throwing its 2 occupants into the high-running surf, but they managed to reach a place of safety without assistance. The keeper found them in an exhausted condition, and removed them to the station where they were furnished stimulants and food, also dry clothing, from the supply of the W. N. R. A. and put to bed. On the following morning the launch was recovered and taken to a place of safety in the inlet.
July 6	Oswego, New York, Lake Ontario.	Br. sc. Plunket.....	Sprung aleak. At the master's request the life-saving crew boarded her, manned the pumps, and kept the water down until she could be beached.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 6	Louisville, Kentucky.....	Sailboat, no name..	This boat, containing 5 men, was discovered dangerously near the cross dam of the falls. The life-savers threw them a line, and towed them out of danger.
July 6	Holland, Michigan, Lake Michigan.	Gas. lch., no name..	Three boys in this launch were unable to reach shore, owing to machinery becoming disabled. The surfmen manned the Whitehall boat and towed the launch back to the harbor.
July 7	City Point, Massachusetts.	Gas. lch. Boar.....	Engine became disabled in Dorchester Bay, ¼ mile SW. of the station. Surfmen in 28-foot launch towed her to the Dorchester yacht club landing.
July 7	Durants, North Carolina..	Am. sc. R. C. Beaman.	This vessel, lumber laden and with 2 men on board, stranded on Oyster Point, 3 miles N. of the station. She having filled with water the keeper, with assistance, bailed and pumped her out, then hauled her afloat, and took her into Durants Bay to a safe anchorage.
July 7	Grand Haven, Michigan, Lake Michigan.	Small boat, no name	The keeper sent several surfmen to the assistance of this water-logged boat, who succeeded in getting her up onto the beach clear of the breakers.
July 8	Jerrys Point, New Hampshire.	Rowboat, no name.	At 8 p. m., during thick fog, cries for help were heard coming from the breakwater. The keeper in a fishing dory pulled out to ascertain the trouble, and located the boat containing a man fast on the rocks. The keeper floated the boat and brought it and the man to the station.
July 8	City Point, Massachusetts.	Gas. lch. Bess.....	While out with a party of ladies and children on board became disabled and the owner requested assistance from the life-saving crew. She was taken in tow by the launch Relief and landed at the yacht club float.
July 8	Barnegat, New Jersey....	Slp. Petrel.....	The master being unacquainted with the channel ran his vessel ashore, where she began to pound heavily and started to fill. The life-savers brought the occupants, 8 in number, to the shore, and conveyed them to a hotel for the night. The sloop was floated on the following day and taken to a safe place in the bay.
July 8	Middle Island, Michigan, Lake Huron.	Gas. lch. Twilight..	This launch with a party on board bound for Alpena, ran short of fuel and came to the station for assistance. As night was approaching the keeper afforded them shelter until the following morning, when upon replenishing their supply of gasoline, they continued on their way.
July 9	Duluth, Minnesota, Lake Superior.	Slp. yt. Thistle; gas. lch. Lorlie.	Parted her moorings and went adrift in the harbor. The keeper, with power boat, overtook her and towed her to the yacht club landing. The launch, with 1 man on board, became disabled and went adrift in the lake before an offshore wind. Two surfmen took her in tow and brought her in to the clubhouse landing.
July 9	Grande Pointe au Sable, Michigan, Lake Michigan.	Two gas. lches., no names.	At 4.30 p.m. during a storm, these launches, containing a number of women and children, came to off the station in search of a harbor of shelter. The keeper manned a skiff and piloted them to a place of safety in Hamlin River.
July 9	Michigan City, Indiana, Lake Michigan.	Am. str. Henry Sills.	The life-saving crew, upon discovering this vessel on fire, boarded her and extinguished the flames before much damage had been wrought.
July 10	Newburyport, Massachusetts.	Small boat, no name.	This small boat, containing 1 man, capsized about 1 mile from the station. The occupant was rescued by the keeper's family.
July 10	City Point, Massachusetts.	Slp. yt. Izeyl.....	Parted her moorings during a heavy squal and collided with sloop Veronica. The life-saving crew went to her assistance, ran a line, and towed her to a safe anchorage.
July 11	Little Beach, and Brigantine, New Jersey.	Gas. slp. S. E. Smith.	Broke down and anchored in the breakers, where she was in danger of foundering. The station crew went to her assistance, ran a line to her, and with the power boat, towed her to the station.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 11	Louisville, Kentucky.....	Skiff, no name.....	At 7.40 p. m. a boat containing 2 men was in danger of going over the falls. The endangered boat was taken in tow by the life-savers and conveyed to a safe place in the river.
July 11	Holland, Michigan, Lake Michigan.	Skiff, no name.....	At 1.30 p. m. a skiff containing 2 boys capsized in the lake, the occupants swimming ashore. The boat was afterwards towed in by the station crew and bailed out.
July 12	Cape Disappointment, Washington.	Fish boat, no name.	This boat, with 2 fishermen on board, capsized in the breakers off Peacock Spit during a fresh NW. gale. The station crew, in power boat, picked up the boat and its occupants and took them ashore.
July 12	Point Adams, Oregón....	Fish boats (3), no names.	These boats, while engaged in salmon fishing in a fog, stranded and filled. The life-savers released the boats from their seines, bailed them out and floated them. The occupants were taken to the station and given dry clothing from the stores of the W. N. R. A.
July 14	Michigan City, Indiana, Lake Michigan.	Gas. lch. Minnie M..	Broke down with 5 persons on board 2½ miles W. of station. Life-savers towed launch with its occupants into the harbor.
July 15	Erie, Pennsylvania, Lake Erie.	Gas. lch. Ahlma.....	Grounded on the superstructure of a pier while standing down the channel. Two surfmen hauled her clear of the obstruction.
July 15	Cleveland, Ohio, Lake Erie.	Rowboat No. 25....	At 9.50 a. m. the lookout reported that a gasoline launch had run down a rowboat containing 2 persons. The life-saving crew went out in Monomoy surfboat and found a man and a woman clinging to the sides of the boat. Before the surfmen could reach them, however, the woman lost her grasp and disappeared. The keeper jumped overboard and recovered the woman. Both of the rescued persons were taken to the station. After the woman had recovered they departed for their homes.
July 15	Grand Haven, Michigan, Lake Michigan.	Gas. lch. Florence M.	Machinery became disabled when launch had reached a point 1 mile SW. of the station. The keeper went out to her, took her in tow to the harbor, and after making slight repairs she continued on her way.
July 15	Racine, Wisconsin, Lake Michigan.	Gas. lch. Oriole.....	While 6 persons were sailing on the lake, supply of gasoline became exhausted, and the party was unable to reach the harbor. The surfmen launched a boat and took them in tow to the pier at the entrance of the channel, whence the disabled launch was taken up the river by a power boat.
July 16	Coskata, Massachusetts..	Catboat Avilida....	This boat, with a fishing party on board, was dismasted 2½ miles NNW. of the station, and beached. The keeper, with a team of horses, conveyed the master and mate to Nantucket, and then went out to the catboat and towed her to town. On the following day the other occupants of the boat, who had taken refuge in the Great Point Light Station, were transported to Nantucket in the keeper's dory.
July 16	Gull Shoal, and Little Kinnakeet, North Carolina.	Am. sc. Matilda D. Borda.	This vessel, coal laden and bound from Port Johnson, N. Y., to Savannah, Ga., stranded on the North Carolina coast during smoky weather, striking the beach ¾ mile from the Gull Shoal station and 1 mile from the Little Kinnakeet station at 2.30 a. m. The keeper at Gull Shoal notified Little Kinnakeet station of the wreck, then launched surfboat and proceeded to her assistance, arriving alongside at 6 a. m. As nothing could be done toward floating the schooner, the surfmen landed the crew with their personal effects. The shipwrecked sailors were taken to the station, where they remained for 8 days. The vessel proved a total loss.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 17	Duluth, Minnesota, Lake Superior.	Gas. lch., no name.	This launch, while on her way from Superior to Duluth with 1 man on board, broke down near the P. V. elevator. A surfman went to her assistance in dinghy and towed her to the yacht club landing.
July 18	Quoddy Head, Maine.....	Am. sc. Sarah Eaton.	Ran ashore during thick fog at 3 a. m., striking on Liberty Point, 4 miles E. of station, while attempting to enter Quoddy Bay. The crew abandoned ship and came to the station. The keeper telephoned to Lubec for a tug, then manned surfboat and proceeded to the schooner and found her rudder gone and hull leaking. The life-savers manned the pumps and kept her free until the arrival of a tug, when she was floated and taken to Calais for repairs.
July 18	Race Point, Massachusetts.	Am. sc. Helen G. Wells.	Ran aground on White Bar, 1 mile W. of the station, during thick fog. The life-savers boarded her, ran out an anchor, and hove her afloat without damage.
July 18	Duluth, Minnesota, Lake Superior.	Slp. yt. Nemadji....	This yacht, while out sailing with 2 persons on board, carried away her starboard shroud during a fresh NE. wind. The keeper and 1 surfman went out to her in a power boat and towed her to the yacht club landing.
July 19	Duluth, Minnesota, Lake Superior.	Gas. lch. Daisy ...	This launch, with 3 persons on board, became disabled 2 miles from the harbor entrance and went adrift on the lake. The keeper, in his power boat, towed the launch with its occupants to the boat club landing.
July 19	Plum Island, Wisconsin, Lake Michigan.	Am. str. Bulgaria..	Four men, while engaged in floating this vessel, were compelled to seek shelter from the heavy seas washing her decks. The life-savers pulled out to the imperiled men and brought them safely to the shore.
July 20	Brant Rock, Massachusetts.	Rowboat, no name.	The occupants, 2 small boys and a girl, were caught out in a fresh offshore wind and unable to regain the shore. The keeper launched surfboat and towed them back to the harbor.
July 20	Harbor Beach, Michigan, Lake Huron.	Slp. yt. Valiant.....	Stranded with 8 persons on board ¼ mile SE. of station, its occupants being unable to work their vessel into deep water. The surfmen boarded yacht, ran out a kedge anchor and, by the combined efforts of the capstan and a power boat, succeeded in floating her without damage.
July 20	Old Chicago, Illinois, Lake Michigan (service by Farragut Yacht Club).	Lch., no name.....	Discovered flying distress signals off 39th street; engine disabled. Boat's crew from Farragut Yacht Club went to launch and remedied difficulty. (The club named operates a service lifeboat under the supervision of the keeper of the Old Chicago Station.)
July 20	Plum Island, Wisconsin, Lake Michigan.	Sailboat, no name..	Ashore on Lobdells Point, 2½ miles N. of station, with 2 persons on board. The life-savers manned Mackinaw boat and went to their assistance, anchoring to windward of the sailboat. A surfman then jumped on board of her and secured a line. She was then taken into deep water and the occupants landed on the beach.
July 21	Quoddy Head, Maine.....	Br. sc. Myra B.....	During a dense fog ran ashore 2 miles SE. of the station at 6 a. m., her crew reaching the shore in their own boats. The life-saving crew, upon boarding her, found that her rudder had pounded off on the rocks, and her hull sprung a leak. With her sails they worked her clear, but as the ebb tide was making could not get her to a place of safety. At slack water she was taken into Quoddy Bay, where a tug took her in tow to Lubec Harbor.
July 21	Duluth, Minnesota, Lake Superior.	Gas. lch. Arbutus; rowboats (2), no names.	The launch, while lying alongside a wharf, was struck by a squall which parted her moorings and cast her up on the shore. Two surfmen in station boat hauled her

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 21	Duluth, Minnesota, Lake Superior.	Gas. lch. Arbutus; rowboats (2), no names.	afloat, and brought her to a safe place in the harbor. The rowboats, containing 3 persons in all, were caught out in the same squall, and were dashed against an obstruction in the harbor. The station crew went to their assistance in the power boat, and brought them all, with their occupants, safely to the yacht club landing.
July 22	City Point, Massachusetts	Gas. lch. Emma E..	Engine of boat disabled while 4 persons were on their way in it to Dorchester. The station crew went to her in launch Relief and towed her to the yacht club landing.
July 22	Louisville, Kentucky.....	Flatboat, no name..	This boat, containing 2 men, went adrift in the river and was in danger of going over the falls. The station crew brought the boat with its occupants safely to the station float.
July 22	Lake View Beach, Michigan, Lake Huron.	Rowboat, no name.	While off Lake Side Park this boat, containing a man, capsized during a heavy squall about 4 miles from the station. The occupant clung to a pound net until rescued by the life-savers, who brought him and his boat in to the beach.
July 22	Port Austin, Michigan, Lake Huron.	Rowboat, no name.	This small boat, containing 2 women, was unable to reach a landing during heavy rain squalls. It was taken in tow by the surfboat and brought to the station landing.
July 22	Duluth, Minnesota, Lake Superior.	Gas. lches. Emilie A., Dixie.	These launches, while sailing about the harbor, became disabled, and the power boat from the life-saving station took them in tow to a wharf, where repairs were made.
July 22	Saint Joseph, Michigan, Lake Michigan.	Gas. lch. Chicasaw..	Engine became disabled and occupants were unable to regain the shore. The life-saving crew took them in tow with the surfboat and brought them back to the harbor.
July 22	Old Chicago, Illinois. Lake Michigan.	St. yt. Sea Fox.....	During a fresh NE. gale dragged her anchor and was in danger of going ashore The keeper sent a tug to her assistance and she was removed to a safe anchorage.
July 22	Coquille River, Oregon...	Bge., no name.....	Lumber laden, broke adrift, and stranded on the bar during fresh NW. wind and fog. The keeper recovered the lumber which had gone adrift from her deck load, then engaged the tug Triumph, which ran a line, floated her, and towed her into the harbor.
July 23	City Point, Massachusetts.	Slp. Hattie; sailboat Eidelweiss.	These boats became unmanageable while proceeding up Dorchester Bay, the former by stranding, the latter by carrying away her boom during fresh SW. winds. The station crew, with launch Relief, went out to their assistance and towed them to a wharf.
July 23	Atlantic City, New Jersey.	Gas. lch. Republic..	Stranded with 4 persons on board while crossing the bar. The life-savers went to assistance of launch, ran a line to her, and hauled her afloat, when another launch took her in tow into a creek.
July 23	Charlotte, New York, Lake Ontario.	Gas. lch. Chicota...	Stranded on Nine Mile Point, 10 miles E. of the station. Upon being notified of the casualty the keeper and crew proceeded to the place, but all their efforts to float the launch were unsuccessful, owing to the heavy sea. When the wind and sea subsided, the life-savers removed her machinery and placed it in the surfboat, then hauled the launch into deep water, and turned it over to the owner.
July 23	South Haven, Michigan, Lake Michigan.	Am. str. Glenn.....	Grounded in the harbor near south pier while attempting to pass a dredge. The station crew ran a line to her and hove her afloat without damage.
July 23	Saint Joseph, Michigan Lake Michigan.	Yawl Huntress.....	Rigging was carried away by a squall and the yawl was forced to come to anchor. The station crew observing her distress signals went alongside, and, after securing a tug, took the disabled craft to a safe

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 23	Saint Joseph, Michigan, Lake Michigan.	Yawl Huntress.....	anchorage in the harbor. The life-savers swept the bottom for the yawl's lost anchor, and recovered it on the following day.
July 23	Michigan City, Indiana, Lake Michigan.	Slp. yt. Nymph.....	Stranded off Davis Park 18 miles from station, and occupants displayed signals for help The keeper was notified by the railroad agent, and the station crew with a tug proceeded to the place, finding the yacht ashore. As it was found impossible to float the craft by means of the tug, a locomotive was employed, which hauled her well up on the beach. The South Chicago life-saving crew assisted in the work with their power boat.
July 23	Milwaukee, Wisconsin, Lake Michigan.	Small boats (2), no names.	Adrift on the lake. A surfman in a skiff overtook them and restored them to owner.
July 23	Cape Disappointment, Washington.	Catboat, no name..	Capsized in the breakers 2 miles WSW. of the station, throwing its occupants, 2 fishermen, into the surf. (For detailed account see page 39.)
July 25	Louisville, Kentucky.....	Shanty boat, no name.	This boat, with 5 persons on board, was about to go over the falls. The life-saving crew reached the party just in time to save them.
July 25	Duluth, Minnesota, Lake Superior.	Catboat Stroller; gas. lch., no name.	Both of these boats, while sailing for pleasure, were caught in a heavy squall and became unmanageable. The station power boat went out to their assistance and brought them in to the boathouse landing.
July 25	Grand Haven, Michigan, Lake Michigan.	Nph. lch. The Kid.	The machinery of this launch broke down when she was about 4 miles S. of the station. The keeper was notified of the trouble by telephone, and at once manned the surfboat and went to her assistance in tow of a tug. The life-savers took the launch in tow and brought her to the station, and after repairs were made to her engine she continued on her way.
July 25	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Dutchman.	Engine became disabled during brisk SE. wind, and boat was in danger of being blown ashore. The alarm was given at the station and the lifeboat Dauntless proceeded to her aid and towed her to port.
July 25	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	This skiff had gone adrift in the river. A surfman recovered it and restored it to the owner.
July 26	Straitsmouth, Massachusetts.	Catboat, no name..	In danger of striking the rocks while attempting to enter the harbor, and came to anchor. The keeper boarded her, and after running out an anchor hauled her to a safe anchorage.
July 26	Grand Haven, Michigan, Lake Michigan.	Slp. yt. Madcap	At 3.30 p. m. broke her rudderpost when 1¼ miles NW. of the station. The keeper supposing that something was wrong on board, launched surfboat and with his crew went to her assistance. Upon arriving alongside the disabled craft, a line was made fast to her, and she was brought into the harbor.
July 26	Holland, Michigan, Lake Michigan.	Gas. lch., no name..	This launch, containing a man and a woman, ran aground in the breakers and was in danger of capsizing. Several surfmen in bathing suits succeeded in getting the boat into deep water.
July 27	Cleveland, Ohio, Lake Erie.	Lighter Black Diamond.	At 6.20 p. m. fire was discovered on board this vessel. The life-saving crew in surfboat proceeded to the scene, ran a line of hose from a tug near by and extinguished the flames before much damage had been done.
July 27	Cape Disappointment, Washington.	Fish boat, no name.	Swamped and capsized in the breakers on Peacock Spit, 1¾ miles S. of the station, during a fresh NW. gale. (For detailed account see page 40.)
July 27	Point Adams, Oregon....	Fish boats (4), no names.	These boats, heavily laden with seines and fishing gear, stranded on the jetty sands in the Columbia River during thick fog.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 27	Point Adams, Oregon....	Fish boats (4), no names.	The station crew hove them afloat without damage.
July 28	Jerrys Point, New Hampshire.	Am. sc. S. S. Hudson.	Leaking and unmanageable while en route to Philadelphia with a cargo of laths. The life-savers assisted her crew to heave up her anchors, and take her to a safe mooring in the harbor.
July 28	Louisville, Kentucky.....	Skiff, no name.....	This small boat, with 1 person on board, went adrift above the cross dam of the falls and was in danger of being swept over by the swift current. A boat, manned by the station crew, towed the endangered boat to a place of safety.
July 28	Beaver Island, Michigan, Lake Michigan.	Am. str. Pine Lake.	Stranded on the W. side of Beaver Island during dense fog at 5 a. m. while under way from Green Bay to Cheboygan. The keeper proceeded to the scene in a gasoline launch with several volunteers, and found the vessel hard and fast. After sounding out the deepest waters and marking out the channel by buoys, he with his men set to work to get her off. At 1 p. m. a tug came to their assistance, and after running her line, the stranded craft was floated.
July 28	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Shenandoah.	At 11.30 a. m. a surfman on station lookout saw this yacht capsize 2½ miles SE. of the station, and immediately gave the alarm. The crew launched surfboat and pulled with all possible dispatch to the scene of disaster and found that the 2 occupants had been picked up by a power boat. The surfmen ran a line to the yacht, towed her into the harbor, and there beached her in shallow water.
July 28	Kenosha, Wisconsin, Lake Michigan.	Slp. yt. Jingo.....	During a fresh NE. wind and high sea carried away her mast when 1 mile SE. of the station. The lookout reported the yacht to the keeper who at once launched surfboat and went out to her assistance. They took the disabled yacht in tow with the surfboat and brought her to an anchorage in the harbor.
July 29	City Point, Massachusetts.	Slps. Oregon, Jessie; catboat Nina D.; gas. lch. Inez.	The Oregon having carried away her mast in a fresh breeze, the life-saving crew in a power boat took her in tow and secured her to a safe mooring. The Jessie broke her rudder while sailing in a fresh breeze and her occupants were unable to reach the shore. The station crew in launch Relief towed the boat to the Mosquito Yacht Club landing. The Nina D., being unable to reach shore, owing to a disabled rudder, launch Relief took her in tow to Savin Hill. (See letter of acknowledgment.)
July 29	Hereford Inlet, New Jersey.	Gas. sc. Nora and lch. Alva B.	For detailed account of loss of life in disasters to these 2 vessels see p. 41.
July 29	Erie, Pennsylvania, Lake Erie.	Sailboat, no name..	While bound to the fishing grounds with 2 men on board, capsized during a fresh breeze ¾ of a mile SE. of station. The life-savers picked up the 2 men, and landed them, with their capsized boat, safely on shore.
July 29	Harbor Beach, Michigan, Lake Huron.	Slp. Eagle.....	Owing to press of canvas, during fresh northerly winds, forestay parted and mast carried away at partners. The station crew towed sloop into the harbor and secured it to a wharf. There were 3 persons on board.
July 29	.....do.....	Br. str. Wyanoke...	Stood in too near shore and struck the bottom disabling her wheel and rudder. The tug Bob Teed was engaged by the keeper, and, with the surfboat in tow, picked her up at 2.30 a. m. adrift in the lake. Two surfmen were put on board, and with a temporary steering gear she was taken to the station, where a new propeller was put on. Upon completion of urgent repairs she left for her destination.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
July 29	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	While out with 2 rowers on board capsized near the boathouse. Several surfmen pulled out and righted the boat and bailed it out, after which the 2 occupants returned in it to the boat landing.
July 29	Milwaukee, Wisconsin, Lake Michigan.	Am. str. Topeka....	Stranded on North Point during foggy weather. The life-saving crew, assisted by the tug Meyer, hauled her afloat and she proceeded into the harbor.
July 30	Jerrys Point, New Hampshire.	Slp. yt. Sanquoit...	Ran ashore during thick fog and became a total wreck, her 3 occupants reaching the shore on an air mattress. The keeper furnished them succor at the station, and prior to their departure for their homes supplied them with dry clothing from the stores of the W. N. R. A.
July 30	Rocky Point, New York..	Scow, no name.....	Discovered adrift 1 mile from the station. The keeper and crew pulled out to it and towed it to the station to await a claimant.
July 30	Fort Macon, North Carolina.	Am. sc. Thelma.....	While bound for Morehead City became water-logged and was in danger of sinking 1 mile E. of the life-saving station. The keeper went out to her in a small skiff and, with assistance, manned the pumps and kept the water down until a steam launch could be procured to tow her into smooth water. After her leaks were stopped she proceeded on her way.
July 30	Ashtabula, Ohio, Lake Erie.	Gas. lch., no name..	While cruising for pleasure with 13 persons on board, the machinery of launch became disabled about 1½ miles from the station and 1 mile from the shore. The life-savers pulled out in surf boat and brought the disabled boat, with its occupants, to a wharf in the harbor.
July 31	Orleans, Massachusetts...	Gas. lch., no name ..	Broke away from her moorings and went adrift, the men aboard reaching shore in a small boat. The keeper of the Orleans station, after making diligent but fruitless search for the vessel, was informed by telephone from Old Harbor station that she had been found ashore by the patrol. The Orleans crew, with the assistance of the surfmen from the Old Harbor station, saved the launch's machinery and equipments, and had them shipped by rail to the owner at East Hampton. The 2 occupants having lost all their personal effects, and being drenched and chilled, were removed to the station and supplied with dry clothing from the stores of the W. N. R. A. (See letters of acknowledgment.)
July 31	Sandy Point, Rhode Island.	Am. str. G. W. Danielson.	Machinery became disabled during thick fog and steamer blew distress signals. The life-savers pulled out and remained by her until the arrival of a tug. The surfmen then ran her lines and the tug towed her to port.
Jul. 31	Old Chicago, Illinois, Lake Michigan (service by Farragut Yacht Club).	Power catamaran, no name.	This boat with 2 men on board was drifting into the breakwater at 29th street, with a heavy NE. wind and sea running. The lifeboat went to their assistance and towed them into the harbor. (The club named operates a service lifeboat under the supervision of the keeper of the Old Chicago station.)
Aug. 1	Point Allerton, Massachusetts.	Am. sc. Agnes V. Gleason.	Stranded on Ram Head Bar, 3 miles WNW. of the station, during dense fog. The life-saving crew boarded her, and after considerable effort succeeded in working her afloat and into deep water without damage.
Aug. 1	Race Point, Massachusetts.	Am. sc. Winnebago.	Stranded during dense fog 1¾ miles W. of the station at 2 a. m. The keeper called his crew, manned surfboat, boarded her, ran out an anchor, and as the tide came up hove her afloat.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Aug. 1	Sandy Point, Rhode Island.	Lch. Ailsa.....	The patrol at 3 p. m. sighted an abandoned launch in the channel, and the keeper with surfboat proceeded to her and, after hauling her up onto the beach, brought her tanks, piping, and all movable articles to the station to await a claimant.
Aug. 1	New Shoreham, Rhode Island.	U. S. collier Nero...	While en route from Norfolk to Newport with a cargo of coal stranded during dense fog on the S. side of Block Island, 2½ miles from life-saving station, and 1,800 yards from shore. The lifesavers aided in carrying out her anchors, ran lines, and hove them taut to await a rising tide, then returned to the station and forwarded messages to the Navy Department. The vessel was floated later by tugs.
Aug. 1	Middle Island, Michigan, Lake Huron.	Br. yt. Wyanoake..	The master of this vessel was unacquainted with the entrance to the harbor. The keeper boarded yacht and piloted her to a safe anchorage inside.
Aug. 1	Michigan City, Indiana, Lake Michigan.	Gas. lch. Alvira....	Upon hearing signals of distress from this launch the surfmen went to her assistance and found that her supply of fuel had become exhausted. After furnishing her with an ample supply of gasoline from the station she proceeded to her destination.
Aug. 2	City Point, Massachusetts.	Gas. lch. Bertha B..	At 8.15 p. m. this launch with 2 persons on board became lost in thick fog while sailing in Dorchester Bay. In response to their cries for help the life-savers in launch Relief took them in tow to the public landing.
Aug. 2	Point of Woods, New York.	Gas. lch. Elmira....	Adrift during strong E. wind and stranded on the flats. The keeper boarded her and ran out an anchor, and with the rising tide she floated without damage.
Aug. 2	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Became disabled owing to obstructions fouling her propeller. A surfman in station dinghy took her in tow to a boathouse. After clearing her wheel she proceeded to Superior.
Aug. 3	Gurnet, Massachusetts....	Am. sc. Laura L. Sprague.	At sunrise, through a rift in the fog the lookout sighted this vessel ashore on Browns Island, ¾ of a mile from the station. Upon boarding her it was ascertained that the master desired a tug. The keeper notified a tugboat office and a tug was sent to haul her afloat.
Aug. 3	Brenton Point, Rhode Island.	Am. sc. Eliza Jane..	This vessel having anchored in shoal water during dense fog was discovered by the life-savers who towed her to a safe anchorage with the surfboat.
Aug. 4	Fourth Cliff, Massachusetts.	Slp. H. H.....	Stranded on Humarack Beach while endeavoring to get under way in a light wind. The life-savers made sail on her, hove on her anchor, and with the rising tide worked her over the bar into deep water without injury.
Aug. 4	Short Beach, New York..	Small boat, no name.	At 4 p. m. a small pleasure boat was sighted ashore near Meadow Island. The keeper in a launch went to her assistance and hauled her afloat without damage.
Aug. 4	Point Lookout, New York	Slp. Watagua.....	At 4 p. m. ran ashore on Meadow Island. The life-saving crew ran her anchors and hauled her into deep water without damage.
Aug. 4	Hereford Inlet, New Jersey.	Transportation.....	The keeper manned surfboat and brought 4 persons to the shore from the stranded gasoline launch Vista.
Aug. 4	Louisville, Kentucky.....	Shanty boat, no name.	This boat, with a man and a woman on board, was discovered adrift above the falls. The station crew towed them to a safe place in the river.
Aug. 4	Vermilion, Michigan, Lake Michigan.	Br. str. Glenellah...	At midnight during a dense fog the keeper was notified by telephone that this vessel had grounded near Whitefish Point, 10½ miles E. of the station. He summoned a tug, which arrived from Sault Ste. Marie and floated the steamer without damage.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Aug. 4	Duluth, Minnesota, Lake Superior.	Gas. lch. Jewel.....	While sailing for pleasure the machinery of launch broke down and the occupant was unable to reach shore. A surfman in a power boat towed launch to a landing.
Aug. 5	Barnegat, New Jersey	Slp. Kanima.....	Stranded on the side of the inlet with 3 persons on board. The life-saving crew hauled her afloat without seriousdamage.
Aug. 5	Townsend Inlet, New Jersey.	Gas. lch., no name..	Machinery became disabled 1½ miles from station. Her occupants, 3 men, made signals for help. The life-savers towed the disabled craft to shore with the surfboat.
Aug. 5	Port Austin, Michigan, Lake Huron.	St. yt. Vita.....	During smoky weather stranded on Cabin Point Reef 2½ miles ENE. of station and sounded distress signals. The life-saving crew boarded her, and upon the request of the master, the surfman pulled to Pointe aux Barques and notified a towboat company, then returned to the stranded yacht. A tug floated her and the keeper piloted her to an anchorage near the club house.
Aug. 5	Hammond, Michigan, Lake Huron.	Skiff, no name.....	This skiff, adrift 5 miles E. of the station, was taken in tow by the surfmen and brought to the station.
Aug. 5	Duluth, Minnesota, Lake Superior.	Gas. lch., no name.	Engine broke down and launch went adrift with 2 persons on board. A surfman towed them to a wharf.
Aug. 5	Racine, Wisconsin, Lake Michigan.	Slp. Kinnickinnic...	Capsized with 3 persons on board during a fresh squall ¾ of a mile from the life-saving station. The surfmen pulled out to the overturned sloop and found the 3 men clinging to her bottom. They were all taken into the surfboat and safely landed. The boat was righted, bailed out, and returned to the owner.
Aug. 6	Gurnet, Massachusetts...	Am. sc. Rena.....	At 8.30 p. m. during thick fog struck the beach near the station, where she was made out by the patrol, who, after firing a Coston signal, reported her to the keeper. The station crew boarded her and ran out a kedge, and at flood tide hove her afloat and took her to a safe anchorage.
Aug. 6	Zachs Inlet, New York...	Small boat, no name.	The occupant of this boat came to the station, and the keeper afforded him shelter until the following day, when he proceeded on his way.
Aug. 7	Rye Beach, New Hampshire.	Dory, no name.....	At 3.30 p. m. while a man and a woman were out rowing the boat broached to and threw the man into the water. The keeper and a surfman rushed out to his assistance and brought the dory and the other occupant to the beach.
Aug. 7	Point Allerton, Massachusetts.	Gas. lch. Pilot.....	At 5 a. m. stranded near Boston lighthouse 1½ miles from the station. The surfmen boarded her and succeeded in launching her over the rocks into deep water with but slight damage.
Aug. 7	Manomet Point, Massachusetts.	Dory, no name.....	A dory being sighted adrift with no one in it, the station crew took it in tow and brought it to the shore.
Aug. 7	Monomoy Point, Massachusetts.	Am. sc. George V. Jordan.	Stranded during thick fog on Pollock Rip Shoal 4¼ miles from the station at 4 a. m. and was seen by the keeper when the fog lifted. The station crew, in power dory, found her full of water. The master having decided to abandon her, the entire crew of 8 men was brought ashore to the life-saving station, where all were furnished food and shelter until able to depart for their homes. The vessel proved a total loss.
Aug. 7	Holly Beach, New Jersey.	Yt. Glenriddle.....	The 3 occupants of this small yacht finding it impossible to reach their destination came to anchor for the night in a perilous position near the surf. The life-savers seeing their predicament, pulled out to the craft and brought the occupants to the station for the night. They were sick and suffering from exposure,

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 7	Holly Beach, New Jersey.	Yt. Glenriddle.....	and were supplied with dry clothing from the stores of the W. N. R. A. On the following day they embarked and continued on their way to Cape May.
Aug. 7	Portsmouth, North Carolina.	Nph. lch. Defiance..	The master being unacquainted with the channel stranded on Bush Shoal 2½ miles W. of the station at 5 p. m. The surfmen boarded her, ran out a heavy anchor, and, with the aid of her power, hove her afloat and took her to a safe anchorage.
Aug. 8	Hampton Beach, New Hampshire.	Gas. lch., no name..	Engine became disabled and boat containing 7 people drifted into heavy surf and capsized. The station patrol being nearby pulled out to them in a dinghy, brought them safely through the surf, and landed them. The launch was recovered by station crew and bailed out.
Aug. 8	Point of Woods, New York.	Slp., no name.....	Stranded on NE. end of Horse Shoe Flat ½ mile NE. of station at 7.50 p. m. The keeper with a small power boat went out to her, ran out an anchor, and with the aid of her sails hauled her afloat and took her to a safe anchorage.
Aug. 8	Buffalo, New York, Lake Erie.	Gas. lch., no name..	Hearing cries for help the station crew pulled out and found a launch broken down and unable to reach the shore. She was taken in tow and secured to a yacht-club mooring.
Aug. 8	Cleveland, Ohio, Lake Erie.	Gas. lch. J. P. Brogan.	Engine became disabled when launch was ¾ mile W. of the station. The life-savers manned surfboat and towed the launch to the station, where repairs were made by the keeper.
Aug. 8	Two Rivers, Wisconsin, Lake Michigan.	Am sc. Nellie Johnson.	Lost her rudder and became unmanageable 6 miles N. of the station at 4 a. m. The life-savers boarded her and, with the surfboat towing astern of the schooner, by which her master was enabled to steer his vessel, finally succeeded in getting her into Manitowoc Harbor.
Aug. 9	Fourth Cliff, Massachusetts.	Am. sc. Governor Russell.	At 8 a. m. a surfman on watch sighted the masts of this vessel through a rift in the fog ¼ mile S. of the station. Upon boarding her the life-savers found her hard and fast on a sand bar 200 yards from the beach. They immediately set to work, and ran a kedge, and as it was high tide floated her at 11 a. m. without damage.
Aug. 10	Point Allerton, Massachusetts.	Am. sc. George E. Lane, jr.	Stranded on Georges Island 2½ miles NW. of station at 6 a. m. The life-savers launched the Monomoy surfboat and assisted in floating the schooner without damage.
Aug. 10	Point Allerton, Massachusetts.	Am. sc. Arbitrator..	Stranded on Georges Island 2½ miles NW. of station. The life-savers, after floating the Lane, boarded this vessel, ran out her anchors, and hove her into deep water uninjured.
Aug. 10	Hog Island, Virginia.....	Slp. yt. Eclipse.....	At 9 a. m., while beating out the inlet, stranded on a point about 200 yards from shore. The life-savers boarded her, ran out an anchor to windward, and hauled her afloat without damage.
Aug. 10	Grand Haven, Michigan, Lake Michigan.	Nph. lch., no name.	At 3.30 p. m., while lying alongside the pier, broke her moorings and went adrift. A surfman on watch launched the patrol skiff and towed the launch to the station.
Aug. 11	Cross Island, Maine.....	Br. bg. James Daly.	During a calm and a dense fog the patrol while 2 miles from the station heard the sound of a fog signal near shore. Upon reporting to the keeper the station crew manned the surfboat and pulled to her. They found her at anchor in a dangerous locality, and as it was impossible to get her under way owing to calm weather the surfmen remained by all night. At 6.30 a. m. the following day a light breeze sprung up and the life-savers made sail on her, hove up her anchors, and took her to a safe offing, when she continued on her way.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 11	Hunniwells Beach, Maine.	Am. sc. William P. Hood.	At 2.30 p. m. while being towed into the river by the tug Sea King, stranded on Sugar Loaf, the tug blowing signals for help. The life-savers boarded the vessel and after running hawsers to several of her towboats, the schooner was floated into deep water without damage.
Aug. 11	Harbor Beach, Michigan, Lake Huron.	Gas. lch. Genevieve.	Having become disabled by striking some sunken obstruction, the owner of launch brought her to the station and requested the assistance of the surfmen in hauling her out on the beach. After getting her up clear of the water the keeper assisted to make repairs, when she was launched and taken out into deep water.
Aug. 11	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine disabled and launch went adrift 1 mile E. of station. A surfman took her in tow to the harbor.
Aug. 11	White River, Michigan, Lake Michigan.	Slp. Owl.....	During a fresh breeze went adrift and capsized 10 miles from the station. Surfmen pulled out to her, righted her, bailed her out, and towed her to the shore.
Aug. 11	Plum Island, Wisconsin, Lake Michigan.	Am. str. Nelson; bge. Bulgaria.	At 9 p. m. signals for assistance were heard on board these vessels. The keeper, upon boarding the steamer, found that the master wished to be piloted into shoal water where his tow barge, which was leaking, could be beached. The keeper complied with his request.
Aug. 12	Ocracoke, North Carolina.	Am. sc. Brant.....	Ran aground on a shoal in Pamlico Sound, 3½ miles from the station. The life-savers found her hard aground and unable to work off. They ran out her anchors, hove her afloat with the windlass, and took her to a safe anchorage.
Aug. 12	Erie, Pennsylvania, Lake Erie.	Yt. Sunshine.....	At 6.15 a. m. was reported ashore in Lake Erie, 20 miles from the life-saving station. The keeper immediately summoned a tug, which towed the surfmen to the assistance of the yacht. Upon reaching the stranded craft a hawser was run to her from the tug, which quickly released her and towed her to Erie.
Aug. 12	Louisville, Kentucky.....	Skiff, no name.....	This skiff, containing 3 men, was in danger of going over the middle chute of the falls. The station crew brought the occupants and their boat safely to the station.
Aug. 12	Beaver Island, Michigan, Lake Michigan.	St. yt. Marcia.....	At 3.30 p. m. ran ashore while attempting to enter the harbor. The keeper boarded her, ran out her anchor, and with her windlass and engine worked her afloat without damage.
Aug. 12	Michigan City, Indiana, Lake Michigan.	Skiff, no name.....	A small skiff, having drifted away from its moorings, the station crew with the Whitehall boat took it in tow and turned it over to the owner.
Aug. 13	Hunniwells Beach, Maine.	Gas. lch., no name..	At 2.30 p. m. collided with a steamer and filled, 1 mile N. of the station, the occupant, a man, saving himself by leaping on board the other vessel. The station towed the launch ashore, where it was bailed out and turned over to the owner.
Aug. 13	Point of Woods, New York.	Slp., no name.....	This sloop, with 2 men on board, capsized during fresh winds, 3 miles from shore, at 10 p. m. The men were taken out of the water by a passing fish boat. The life-savers righted the boat and brought it, with the 2 occupants, to the station, where they were furnished stimulants, food, and dry clothing from the supply of the W. N. R. A.
Aug. 13	South Haven, Michigan, Lake Michigan.	Yt. Annie D. C.....	At 5 p. m. grounded in the harbor near the north pier. The station crew went to her assistance, ran a line from her to the pier, and hove her into deep water.
Aug. 14	Point Allerton, Massachusetts.	Am. sc. Nil Desperandum.	Ran ashore on east side of Georges Island, 2½ miles NW. of station, at 4 p. m. The keeper manned the surfboat and assisted in running her anchor, heaving her afloat without danger.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 14	Big Sandy, New York, Lake Ontario.	Gas. lch. Rixy.....	A night signal of distress being observed 3 miles from the station, the keeper manned a surfboat and pulled out to it, finding this launch disabled, with 2 persons on board. They were taken in tow and brought into the harbor, after which the launch proceeded to Oswego.
Aug. 14	Duluth, Minnesota, Lake Superior.	Slp. yt., no name...	Adrift in the harbor. A surfman took her to the boat club landing.
Aug. 14	North Manitou Island, Michigan, Lake Michigan.	Yt. Dauntless.....	This yacht, having arrived off the station in a leaky condition, was boarded by surfman, who hauled her out and stopped her leaks.
Aug. 15	Hunniwells Beach, Maine.	Nph. lch. Wherehere.	At 9.35 a. m. the engine became disabled during a fresh offshore wind, and the boat with her 3 occupants drifted to sea. The keeper manned the surfboat, brought launch and passengers safely to shore.
Aug. 15	Jerrys Point, New Hampshire.	Br. str. Amethyst..	This vessel arrived off the river and the master desiring to enter, the keeper boarded her and piloted her to a safe anchorage inside.
Aug. 15	Watch Hill, Rhode Island.	Am. sc. Maggie Todd.	Missed stays and was swept to leeward, where she stranded on the rocks at Watch Hill Point, ¼ mile S. of the station, at 9 a. m. Upon boarding her the lifesavers found her full of water. They summoned a wrecking company, who sent 2 powerful tugs and a lighter. After her cargo was removed the surfmen ran hawsers with a power boat, and she was floated after 3½ hours hard work.
Aug. 15	Blue Point, New York....	Slp. Troubadour...	This vessel with 2 persons on board capsized ¾ mile E. of the station and 11 miles E. of Fire Island. The occupants were picked up by a power boat. The surfmen righted the sloop and brought it into the harbor. A surfman recovered a coat containing $200, by diving, and returned it to the owner.
Aug. 15	Bois Blanc, Michigan, Lake Huron.	Am. str. Sea Fox...	Broke down during smoky weather 6 miles from the station at 3.30 p. m. Hearing her signals of distress the life-savers put out to her, and towed her to Cheboygan with the power boat.
Aug. 15	Duluth, Minnesota, Lake Superior.	Slp. yt., no name...	Parted her moorings and went adrift. A surfman recovered the sloop and towed it back to the yacht club landing.
Aug. 15	Point Adams, Oregon....	Am. str. Francis H. Leggett.	Storm bound with a large raft in tow. Was assisted by the life-savers to secure her raft until the storm abated.
Aug. 16	City Point, Massachusetts.	Gas. lch., no name..	At 9.50 p. m. engine became disabled in Dorchester Bay 1½ miles from the station. The life-savers, in power boat *Relief*, towed launch to city dock.
Aug. 16	Brant Rock, Massachusetts.	Sailboat, no name..	A boy and a girl having gone out for a sail found themselves unable to regain the shore owing to a fresh offshore wind. Several surfmen towed them in with the station dory.
Aug. 16	Monomoy Point, Massachusetts.	Am. sc. O. D. Witherell.	Stranded on Handkerchief Shoal 5 miles SW. of station during light winds and strong tides. The life-savers boarded her, and with her after sails succeeded in working her into deep water without damage, after which she continued on her way.
Aug. 16	Cuttyhunk, Massachusetts	Yawl Sibyl.....	Her anchor fouling, yawl dragged ashore on Nashawena Island, 1¾ miles ENE. of the life-saving station. She was discovered at 4.30 a. m. by a surfman who reported her condition to the keeper. The surfboat was manned, the yawl's anchor run out with a long scope of chain, and after listing her she was hove afloat at high water.
Aug. 16	Barnegat, New Jersey....	Rowboat, no name.	Capsized on the bar owing to high sea at 12.30 p. m., the occupants being rescued by some persons nearby. The life-savers pulled out to the overturned boat, and brought the man safely to shore. His

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 16	Barnegat, New Jersey....	Rowboat, no name.	boat was afterwards towed in, righted, and bailed out.
Aug. 16	Cape May, New Jersey....	Nph. lch. Senator ..	While passing out to sea through Cold Spring Inlet ran aground 1½ miles NW. of station. The surfmen found her in a leaking condition. After stopping her leaks they hove her afloat on the next high tide, and she then proceeded into Delaware Bay to a safe anchorage.
Aug. 16	Marquette, Michigan, Lake Michigan.	Gas. lch. Wasp.....	Ran short of gasoline and went adrift with 3 persons on board during a fresh SE. wind, stranding on Presque Isle, 9 miles NW. of station. Upon learning that the launch was reported missing the life-saving crew set out in search of her and upon discovering her took her in tow with power boat and brought her to Marquette.
Aug. 17	Fire Island, New York ...	Slp. yt. Treasure ...	The owner not being able to launch yacht, called on the keeper for assistance. With his crew he launched her at high water.
Aug. 17	Galveston, Texas.....	Slp. Louise.....	At 3.30 p. m. during a fresh squall capsized with 2 men on board at a point 3 miles N. of station. The lookout at once gave the alarm and 2 surfmen pulled to the rescue. Upon arriving alongside the overturned boat the occupants were discovered clinging to its bottom. They were taken out of the water and safely landed. The life-savers towed the sloop to a safe place, righted her, then bailed her out, after which she continued on her way.
Aug. 17	Galveston, Texas.....	Slp. Carrie Beeler...	At 3 p. m. capsized in harbor channel during fresh squall ¼ mile W. of station, the occupants, 4 men, clinging to her sides. The keeper and 3 surfmen picked them up, righted their boat, and towed it to shore, where the rescued party took charge of it.
Aug. 17	Marblehead, Ohio, Lake Erie.	Am. sc. William A. Young.	Ran ashore on Kelleys Island during smoky weather at 4.30 a. m. The life-savers boarded, but she was hard aground and their efforts to release her proved unavailing. The master was then taken ashore in the surfboat for the purpose of telephoning for a tug. The tug floated her without damage and the life-savers kept her clear with the pumps until she could be taken to a safe anchorage.
Aug. 17	Holland, Michigan, Lake Michigan.	Sailboat Pearl.....	About 3 p. m. while lying alongside a pier with sails hoisted was capsized by a squall. The life-savers assisted the owner to right her and bail her out.
Aug. 17	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Englewood.	This boat, with 2 men on board, became disabled, drifted to the beach and grounded at 10.30 p. m., both occupants managing to reach shore in safety. The life-savers floated the boat, and towed it to a safe anchorage in the harbor.
Aug. 18	Deal, New Jersey.....	Canoe, no name	Capsized on the bar, 1 of the occupants losing his life. (For detailed account, see page 44.)
Aug. 18	Barnegat, New Jersey....	Gas. lch. Chinchilla .	Stranded in Barnegat Inlet with 4 persons on board at 5.30 p. m. The life-savers boarded her, ran out an anchor, and hove her afloat without damage.
Aug. 18	Atlantic City, New Jersey.	Slp. yt. Zena.....	Stranded in the inlet ¼ mile N. of the station at 10 a. m. The life-savers with the aid of their power boat succeeded in floating her without damage.
Aug. 18	Erie, Pennsylvania, Lake Erie.	Gas. lch. Edith	Stranded in Lake Erie about ¼ mile NE. of station at 12.15 a. m. and was at once sighted by the life-savers, who dragged her into deeper water and took her to a place of safety. The 4 men on board were removed to the station and furnished stimulants and dry clothing from the stores of the W. N. R. A.
Aug. 18	Marquette, Michigan, Lake Superior.	Gas. lch., no name ..	This launch, with 10 persons on board, struck a rock, disabling her propeller, at a point ¼ mile E. of the station. The

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 18	Marquette, Michigan, Lake Superior.	Gas. lch., no name..	life-saving crew with power boat towed the launch and its occupants back to the harbor.
Aug. 19	Salisbury Beach, Massachusetts.	Gas. lch. Safah	Being unacquainted with the entrance to the river, this launch, containing 3 persons, stranded on jetty rocks and made signal for assistance. The patrol sighted them, burned a Coston signal, and then telephoned the keeper, who repaired to the scene, and as the boat was found undamaged she was taken to a safe place inside.
Aug. 19	Gloucester, Massachusetts	Gas. lch. May Louise	At 7.45 p. m., while endeavoring to enter the harbor through a contracted channel, struck some submerged piling, and turned over and sank 1½ miles distant from the station. The patrol took the men out of the water and landed them on a dock. The capsized boat was bailed out and hauled out on a launchway near by.
Aug. 19	Cleveland, Ohio, Lake Erie	Gas. lch. Ha Ha	Engine disabled and launch containing 6 persons in danger of stranding 12½ miles W. of station at 8.40 p. m. The keeper being notified of the mishap by telephone, at once sent for a tug which towed the life-savers in their boat to the disabled craft. Upon arriving abreast of Eagle Cliff the launch was sighted well inshore, and the surfmen cast off from the tug and pulled to her, took her in tow, and with the assistance of the tug brought the launch safely to port.
Aug. 19	Saint Joseph, Michigan, Lake Michigan.	Rowboat No. 24....	At 2 p. m. this boat containing 2 men capsized near the north pier, and upon the alarm being sounded a surfman ran to the pier, threw them a life buoy and landed them safely on the pier. The boat was righted, bailed out, and turned over to the owner.
Aug. 20	Brant Rock, Massachusetts.	Sailboat, no name..	At 2.50 p. m. the keeper sent 3 surfmen to assist a man and a boy in a sailing dory to reach shore against an increasing offshore wind.
Aug. 21	Duluth, Minnesota, Lake Superior.	Gas. lch. Swallow...	Parted her moorings during a fresh NE. wind and drifted across the harbor. She was discovered near the P. V. elevator in a sinking condition and towed to the life-saving station by 2 surfmen.
Aug. 21	Charlevoix, Michigan, Lake Michigan.	Am. str. J. N. Parmelee.	At 3.30 a. m. this vessel, with a cargo of fish, stranded on north point, 2½ miles from the station, during a dense fog. The patrol sighted her and burned a Coston signal to the lookout at the station. The keeper and crew boarded her. At the request of the master the keeper went ashore and telephoned for a tug, which upon its arrival took off a part of the cargo of fish. Lines were then run to the steamer by the life-savers, who, with the assistance of the tug, floated her without danger.
Aug. 21	Old Chicago, Illinois, Lake Michigan.	Gas. lch. H. Paulman.	Engine broke down during smoky weather and the occupant, a man, was unable to reach the harbor. The life-savers took him in tow with the surfboat and brought him to Chicago.
Aug. 22	City Point, Massachusetts	Slps. Rebel, Kittie C	These small craft while sailing in Dorchester Bay became disabled during fresh S. wind and their occupants were unable to reach the shore. The station crew, in launch Relief, took them in tow to safe moorings in the harbor.
Aug. 22	Milwaukee, Wisconsin, Lake Michigan.	Slp. Vagabond.....	Dragged her anchors during a squall and stranded 2½ miles N. of the station at 12.15 p. m. The surfmen ran a hawser to the tug Starke, which released her and towed her to a safe anchorage.
Aug. 23	City Point, Massachusetts	Am. sc. Tempest; slp. Vexer.	At 6.30 p. m. the Tempest missed stays and ran aground, and set signal of distress. The keeper and his crew boarded her, and at high water, with heavy NE. wind, succeeded in hauling her afloat with launch Relief. The Vexer broke adrift

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Aug. 23	City Point, Massachusetts	Am. sc. Tempest; slp. Vexer.	in Dorchester Bay and the station crew, in launch Relief, took her in tow to a safe mooring.
Aug. 23	Wood End, Massachusetts	Catboat Davis.....	At 6.30 p. m. during a fresh breeze from SW. this boat, containing 1 man, went adrift and collided with a fish trap, and was in danger of capsizing. The keeper went to the man's assistance and brought him safely to the station, where he was sheltered for the night. In the morning the catboat was towed to town by the station power boat.
Aug. 23	Potunk, New York.....	Catboat Iris.....	With 3 men on board, capsized during a fresh SW. wind ¾ mile from the station at 3.30 p. m., its occupants being picked up by a boat near by. The surfmen righted the boat, bailed it out, and returned it to the owner.
Aug. 23	Oak Island, New York....	Am. slp. Chip.....	Lost her tiller and went adrift with 4 persons on board, finally stranding 1½ miles NE. of the station at 7.30 p. m. The keeper discovered them ashore at 8.30 p. m: He took their boat in tow and landed them safely at the station.
Aug. 23	Oswego, New York, Lake Ontario.	Nph. lch. Elk.....	At 4.30 p. m. this boat, containing 4 persons, stranded 4 miles W. of station. The lifesavers proceeded to the place in surfboat and found the launch well up on the beach with steering gear disabled. The occupants, with their effects, were safely landed, and the launch was floated and towed out to a tug, which took it to port.
Aug. 23	Charlotte, New York, Lake Ontario.	Gas. lch. Majore...	At 8.30 p. m. the lookout reported this launch going ashore 2 miles NW. of the station. Several surfmen went up the beach and found that the launch had stranded, the occupants, 2 men, having managed to reach the shore in safety. They were brought to the station and supplied with dry clothing from the store of the W. N. R. A. The keeper recovered the keel, machinery, and other parts of the launch and brought them to the station.
Aug. 24	Straitsmouth, Massachusetts.	Slp. Margaret.....	Dragged her anchors and stranded on Back Beach at 2 a. m. The surfmen constructed launchways under her and hauled her well up onto the beach clear of the surf.
Aug. 24	Manomet Point, Massachusetts.	Slp. Modoc.....	At 7 a. m. this sloop, containing 2 persons, became disabled during a strong NE. wind and heavy sea, ½ mile from the station. Seeing her tender capsize and her bowsprit carry away, the keeper manned surfboat and went to their assistance. The men were taken to the station and furnished food and warm drinks, after which they departed for Boston. The sloop was towed to Plymouth. (See letter of acknowledgment.)
Aug. 24	Gay Head, Massachusetts.	Am. sc. Eliza Jane.	Dragged anchors in heavy NE. blow and stranded in Menemsha Bight 3 miles E. of station. The life-savers made every attempt to float her, but without avail. They then secured the tug S. C. Hart, and with her assistance hauled her afloat.
Aug. 24	.....do.....	Am. sc. Christopher Columbus.	Dragged her anchors during NE. gale and went adrift, stranding on Dog Bar in Menemsha Bight at 2.30 a. m. Her signals of distress were discovered by the patrol, who replied with 2 Coston signals, then reporting the vessel to the keeper. The station crew went to her in surfboat, ran out her anchors, and hove her off the bar into deep water, then towed her to a safe mooring with power boat.
Aug. 24	Cuttyhunk, Massachusetts.	Slp. Emma Jane....	While at anchor in Cuttyhunk Harbor dragged anchors during fresh NE. wind and stranded 300 yards from the shore at 4.20 a. m. The station crew went to her assistance in a dory, ran out her anchor, hove her afloat with the windlass, and secured her to a safe mooring.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Aug. 24	Fishers Island, New York.	Catboat Dinah.....	Dragged her anchors during heavy NE. wind and stranded near the station at 2 a. m. The life-saving crew boarded her, ran out her anchors, and hove her afloat without injury. (See letter of acknowledgment.)
Aug. 24	Rocky Point, New York..	Nph. lch. Rapture..	Stranded during fresh NE. rain squall and heavy sea. The 3 occupants were taken off by the surfboat and conveyed to the station, where they were furnished food and shelter, while their boat was hauled up clear of the surf. After the storm abated the surfmen launched the boat and the party continued on its way.
Aug. 24	Spermaceti Cove, New Jersey.	Gas. lch. Helen.....	Her supply of gasoline became exhausted when she had reached a point ⅞ mile from the station. The keeper brought the owner ashore, and later put sufficient oil on board to enable him to reach his destination.
Aug. 24	Great Egg, New Jersey....	Catboat, no name...	This boat, with 2 persons on board, capsized ¼ mile NE. of station at 10 a. m. during a heavy squall. Two surfmen, went to their assistance in a small boat, picked the 2 men up, and brought them with their boat to the station.
Aug. 24	Indian River Inlet, Delaware.	Sip. Do Do.....	Broke her centerboard and stranded at 5 p. m. The life-savers boarded her, took off the 7 occupants, and brought them to the station, where they were made comfortable until able to return to Rehoboth.
Aug. 24	White River, Wisconsin, Lake Michigan.	Am. str. Petrel.....	Parted her anchor chains during fresh E. wind and stranded near the life-saving station at 7 a. m. The surfmen towed her to a pier and made her fast.
Aug. 25	Cuttyhunk, Massachusetts.	Sip. Sophie.....	The master not being acquainted with the channel, his vessel stranded ¼ mile NW. of the station at 6 p. m. The life-savers, in station dory, boarded her and assisted the master in heaving her afloat and securing her to safe moorings.
Aug. 25	Oak Island, New York....	Am. str. Oak Island.	Parted her cables during fresh E. winds and drifted ashore on a sand bar N. of station at 2 a. m. The surfmen boarded, ran out lines to a wharf near by, and after 2 hours' heavy heaving succeeded in getting her into deep water without damage.
Aug. 25	Ocracoke, North Carolina.	Catboat, no name..	Became dismantled during blowing weather 3 miles S. of station. She was sighted flying signals of distress at 5.30 p. m. The Monomoy boat was manned, and the crew boarded her, and after weighing anchor towed her into Ocracoke.
Aug. 25	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	Found adrift on the lake by a surfman. The boat was recovered by the surfmen, and brought to the station to await a claimant.
Aug. 26	Jerrys Point, New Hampshire.	Am. sc. Neptune...	While in a water-logged condition set signal of distress when 5 miles off the life-saving station at 2 p. m. The crew quickly boarded her, assisted at the pumps to keep her from sinking, then worked her into shoal water, where her leaks were stopped.
Aug. 26	City Point, Massachusetts.	Gas. lch., no name..	Engine became disabled while launch was standing up Dorchester Bay at about 8.30 p. m., and its 3 occupants called for help. The station power boat Relief went to their assistance and towed them to the Savin Hill Yacht Club landing.
Aug. 26	Gay Head, Massachusetts.	Am. sc. Eliza Jane..	At 10.30 a. m. the keeper with his crew proceeded in surfboat to Menemsha Bight to assist tug S. C. Hart to float this schooner. The surfmen ran her lines to the tug, and hove up her anchors, after which she was hauled into deep water.
Aug. 26	Erie, Pennsylvania, Lake Erie.	Catboat, no name..	Capsized during fresh winds about 300 yards from the station at 3.30 p.m., precipitating its 3 occupants into the lake. The life-savers took 1 of the men from the water, while a boat near by rescued the other men.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 26	Cleveland, Ohio, Lake Erie.	Gas. lch. Fleur de lis.	During a fresh squall of wind and rain this launch, with 6 persons on board, became disabled and was in danger of sinking. The station crew towed her to the station with the surfboat, and after the storm subsided the party returned home.
Aug. 26	.....do.....	Sc. yt. Mazeppa.....	During a fresh squall stranded on Euclid Beach 10 miles from the life-saving station at 7.30 p. m. A tug was summoned by the keeper, and the life-savers, in tow of the tug, proceeded to the assistance of the craft. The surfmen obtained soundings near the schooner, then ran a hawser from the tug, which hauled her afloat and took her into port.
Aug. 26	.....do.....	Slp. Flying Scud....	A capsized boat was picked up while drifting in the lake. A surfman towed it to Edgewater Park, bailed it out, and turned it over to owner.
Aug. 26	Thunder Bay Island, Michigan, Lake Huron.	Am. str. Sea Wing..	Stranded on Kenosha Reef 3 miles WNW. of station at 2 a. m. The life-savers boarded her and found her in a helpless condition. They ran out her anchors, then shifted her cargo aft, and hauled her afloat without damage.
Aug. 26	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	Shell, with 1 occupant, became waterlogged and capsized in the harbor. A surfman, with power boat, picked up the man and took him and his boat to the landing.
Aug. 26	Charlevoix, Michigan, Lake Michigan.	Am. str. Illinois....	At 6.30 p.m. this vessel, while en route from Petosky to Chicago with 500 persons on board, ran ashore while entering harbor, striking the beach at a point 400 yards W. of the life-saving station and 150 yards from the shore. The station lookout sighted the steamer as soon as she struck, and the life-savers pulled to her assistance in surfboat. The master attempted to back his vessel off, but fresh winds and high seas only carried her higher up on the beach. The station crew returned to the shore, set up beach apparatus, and fired a line over the forward end of the steamer, and landed the entire ship's company, taking them to the life-saving station, where stimulants and coffee were served; also dry clothing from the stores of the W. N. R. A. to those who had become drenched. (See letters of acknowledgment.)
Aug. 26	Ludington, Michigan, Lake Michigan.	Yt. Lavita.....	The crew of this yacht finding it difficult to reach harbor, the keeper sent several surfmen on board, who hoisted her sails and took her to a wharf.
Aug. 26	White River, Michigan, Lake Michigan.	Rowboat, no name	At 3 p.m. the man on pier watch saw this boat adrift on the lake. He recovered it and brought it to the station.
Aug. 27	City Point, Massachusetts.	Am. sc. Myrtle; slp. King Philip; gas. lch., no name.	During fresh winds the Myrtle parted her mooring and collided with a pier, where she was in danger of breaking up. The life-savers, with launch Relief, took her in tow to a safe anchorage. The sloop dragged her anchors and fouled schooner Baboon about 1 mile distant from the station. The station crew hove up her anchors and took her in tow to a safe mooring. The gasoline launch became disabled while in Dorchester Bay at 10.20 p. m. Station power boat Relief, in response to signals for help, took her in tow to the South Boston Yacht Club.
Aug. 27	Brant Rock, Massachusetts.	Catboat, no name ..	Lost her anchor, and being unable to carry sail on account of heavy blow, drifted out to sea. She was sighted by the life-saving crew at a point 3 miles from the station. They boarded her, ran a line, brought her to the station, and hauled her up onto the beach above high-water mark.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 27	Manomet Point, Massachusetts.	Gas. lch. Laura	This launch, containing 9 persons, broke down 6 miles from the station during a SW. gale of wind. The keeper, sighting her signal of distress, went out to her and brought her and the passengers to shore.
Aug. 27	Hereford Inlet, New Jersey.	Slp. yt. Fitzgerald .	At 4.25 p. m. this vessel, with 3 persons on board, stranded on Hereford Bar while trying to enter the harbor. The lifesavers ran her anchor and hove her afloat. Two of the occupants were taken to the station and sheltered for the night.
Aug. 27	Grand Haven, Michigan, Lake Michigan.	Gas. lch., no name..	Broke her moorings and went adrift. A surfman recovered the launch and towed her to the harbor with the station skiff.
Aug. 28	Plum Island, Massachusetts.	Am. sc. Industry ...	At 3 p. m. word was received by the keeper that this vessel had lost her foresail, gaff, and foreboom and was drifting toward the shore. The life-savers boarded her, cleared away the wreckage, manned the pumps, and kept the water down until she could be taken into port.
Aug. 28	Oak Island, New York...	Am. str. Oak Island.	While entering the channel grounded on a mud bank ½ mile from the station. The life-saving crew boarded her and lightened her of her cargo, then ran out her anchors, hove her afloat, and brought her into the harbor.
Aug. 28	Big Sandy, New York, Lake Ontario.	Gas. lch. Take it Ezze.	Unshipped her propeller, the station crew towed her in with surfboat.
Aug. 28	Michigan City, Indiana, Lake Michigan.	Gas. lch. Senator....	At 5.30 p. m. broke down 2 miles E. of the station with 7 men on board. The station crew launched Whitehall boat and towed them into the harbor.
Aug. 29	Quonochontaug, Rhode Island.	Gas. lch. Annie L...	Became disabled owing to a broken rudder. The life-saving crew, in surfboat, towed her in to a safe place, where repairs could be made.
Aug. 29	Oswego, New York, Lake Ontario.	Sailboat, no name..	At 2 p. m. a telephone message was received at the station stating that a boat had capsized in the harbor about 1½ miles W. of the station. Surfmen pulled alongside the overturned boat and found that the 2 occupants had reached the pier in safety. The station crew righted the boat, bailed it out, and towed it into the harbor, where it was turned over to the owner.
Aug. 29	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine disabled and launch went adrift 2 miles SE. of station at 2 p. m. Two surfmen with power boat towed her in to a safe anchorage.
Aug. 29	Holland, Michigan, Lake Michigan.	Skiff, no name.....	Capsized in the surf with 2 men on board. The surfmen in station skiff crossed the channel, righted the boat, and towed it to the beach. One of the men, who had injured his ankle, was removed to the station, where the keeper applied liniment from the medicine chest, after which he was taken to his home.
Aug. 30	Point Judith, Rhode Island.	Am. sc. Clara E. Comee.	During thick fog ran ashore about 1 mile WNW. of the station at 7 p. m. The lifesavers boarded her, ran anchors, and attempted to haul her afloat, but were unsuccessful. The keeper then sent a message to a wrecking company, who floated her and towed her to New London.
Aug. 30	Potunk, New York.....	Catboat Iris.....	Two boys while out sailing in this boat were thrown into shoal water. The life-savers righted the boat, bailed it out, and as the boys were in no danger they continued on their way.
Aug. 30	Hog Island, Virginia.....	St. lch. Eva	This launch contained 18 persons, sprung a leak and was in danger of sinking when 2 miles off shore at 11 p. m. Upon sighting her distress signal, the station crew went off in the surfboat and landed the entire party. The launch was hauled out on the beach and repairs were made, after which the party continued on its way.
Aug. 30	Fort Macon, North Carolina.	Am. sc. Allison Miller.	Upon attempting to enter the harbor, stranded on Quack shoal, 7 miles E. of the station at 4 p. m. The life-savers boarded her, ran out her anchors, and hove her afloat.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 31	City Point, Massachusetts	Catboat Mollie; slp. Ruth.	The catboat, containing a boy, missed stays in a fresh breeze and stranded on Thompsons Island, 1 mile from the station at 4.35 p. m. The life-savers, in their launch, ran a line to the boat and hauled it afloat. The sloop, containing 3 boys, sailing in Dorchester Bay and unable to reach shore during a fresh breeze with rough sea, was taken in tow by the station launch Relief and towed to the boat landing.
Aug. 31	Bulow, Florida.....	Nph. lch., no name.	Arrived off the station with motor out of order. The keeper put it in working order and the boat then proceeded on her way.
Aug. 31	Holland, Michigan, Lake Michigan.	Gas. lch., no name..	This boat, having sunk in Black Lake ¾ mile from the station, the surfmen, in Whitehall boat, repaired to the place, raised the boat, and brought it to the station.
Sept. 1	Newburyport, Massachusetts.	Dory, no name.....	Adrift with 4 men on board and unable to reach the shore. The life-saving crew in Monomoy boat, brought them and their boat to the station.
Sept. 1	Sandy Point, Rhode Island.	Skiff, no name.....	Adrift and full of water and sand. The life-saving crew recovered skiff and hauled it up on the beach clear of high-water mark and notified the owner.
Sept. 1	Atlantic City, New Jersey.	Slp. Chalfonte.....	This sloop with 28 passengers on board broke steering gear and ran ashore on on Middle Ground on north side of inlet at 5 p. m. The life-saving crew landed 14 of her people, and a launch took off the others. She was then worked into deep water and taken to a wharf.
Sept. 1	Fort Macon, North Carolina.	Am. str. John F. Bell.	Ran ashore ½ mile SE. of station. The life-savers ran an anchor and hove her afloat.
Sept. 1	Oswego, New York, Lake Ontario.	Am. sc. Charles E. Wyman.	Dragged her anchors during fresh NE. blow, striking bottom at a point ½ mile W. of the station. The station crew boarded her, ran a line to a coal trestle, and with her windlass hove her afloat.
Sept. 1	Cleveland, Ohio, Lake Erie.	Gas. lch. Alberta...	While engaged in fishing ran short of gasoline and made signal for assistance. The station crew went out to her in surfboat and brought one of her crew ashore, where he secured sufficient fuel to carry the boat to her destination.
Sept. 1	Duluth, Minnestoa, Lake Superior.	Slp. Sylph.....	While sailing in a race with 2 persons on board capsized during brisk SW. wind. The life-savers took 1 of the occupants into the surfboat, while a launch near by took the other. The surfmen then righted the sloop, bailed her out, and towed her ashore.
Sept. 1	.....do.....	Slp. Scud.....	Capsized during fresh breeze ½ mile SE. of station. The occupants were picked up by a launch. The life-savers righted the boat, bailed it out, and towed it to the harbor.
Sept. 1	Milwaukee, Wisconsin, Lake Michigan.	Am. str. Wallula...	Flying signals of distress 9 miles N. of station at about 7 p. m. The life-savers, with surfboat in tow of a tug, went to her assistance and ran her hawser to the tug, which then towed her into the harbor.
Sept. 1	Kewaunee, Michigan, Lake Michigan.	Am. sc. City of Grand Haven.	Arrived in port in a water-logged and sinking condition. The station crew bailed her out.
Sept. 2	City Point, Massachusetts.	Gas. lches. Scoot, no name.	The machinery of these launches became disabled while under way in Dorchester Bay. The life-saving crew, with power boat, towed them to safe moorings where repairs could be made and where an extra supply of fuel could be obtained.
Sept. 2	.....do.....	Gas. lch., no name; slp. Foam.	The launch stranded on Tomsons Island, while the sloop lost her centerboard cruising in Dorchester Bay. The life-savers, after landing the 10 occupants from the launch, towed the sloop to the Mosquito Yacht Club landing.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Sept. 2	City Point, Massachusetts.	Yt. Thelma II.....	Capsized off Castle Island with 4 persons on board at 7 p. m. The patrol went out to her in the tender, found her 4 occupants clinging to her sides, and brought them safely ashore. The station crew then secured the yacht and towed it in to City Point pier with launch Relief. After receiving dry clothing from the stores of the W. N. R. A. they departed for their homes. (See letter of acknowledgment.)
Sept. 2	North Scituate, Massachusetts.	Gas. lch. Emma E..	Became disabled and hoisted signal of distress, when 2½ miles NE. of the station at 1.40 p. m. The station crew in Monomoy boat towed her to Cohasset.
Sept. 2	Gurnet, Massachusetts...	Small boat, no name.	This boat, with 3 children on board, could not be located by the owner owing to approaching darkness, and the keeper sent 2 surfmen in a dory in search of it. After pulling about for nearly ½ hour they discovered the boat, and brought it and the occupants safely to the beach.
Sept. 2	Rockaway Point, New York.	.....do.....	Engine became disabled and boat stranded near the station. The life-savers went out to her and assisted the occupants to land, then saved the engine, but the boat broke up, proving a total loss.
Sept. 2	Cleveland, Ohio, Lake Erie.	Catboat Zip.....	Capsized near breakwater with 4 persons on board. They were picked up by a boat near by, the life savers righting the boat, and towing it to the light-house landing.
Sept. 2	Duluth, Minnesota, Lake Superior.	Gas. lch. Ella.....	Engine became disabled in the harbor, and the surfmen took her in tow to the yacht club landing.
Sept. 3	Burnt Island, Maine.....	Gas. slp. Hattie E. Lowry.	Mast carried away and engine disabled. The occupants signaled for help. The life-savers boarded sloop and took it in tow to Friendship, Maine.
Sept. 3	City Point, Massachusetts.	Gas. lches. Victory, Flounder; catboat Tantrum.	These small craft became disabled while carrying passengers for hire in Dorchester Bay. The life-saving crew, with launch Relief, took them in tow to safe moorings.
Sept. 3	Manomet Point, Massachusetts.	Small boat, no name	Three persons in this boat not being able to reach shore, the life-savers took them in tow with station dory and landed them in the harbor.
Sept. 3	Point of Woods, New York.	Gas. lch. Echo.....	Engine broke down and launch stranded 2½ miles W. of the station at 3 p. m. during very fresh winds. The life-saving crew boarded her, ran out her anchor, set her jib, hove her afloat with the windlass, and brought her to the station, after which she proceeded to Patchogue.
Sept. 3	Long Beach, New York...	Catboat Cannot....	Capsized in the East Rockaway Channel with 1 man on board. He was picked up by a boat near by, the station crew recovered the boat, bailed it out, and returned it to the owner.
Sept. 3	Spermaceti Cove, New Jersey.	Slp. Spy.....	Stranded near mouth of Shrewsbury River with 5 persons on board, the wind blowing fresh from W. with rough sea. Her occupants reached the shore in safety, and the surfmen hove her afloat and brought her to a safe mooring without damage.
Sept. 3	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Adrift with 3 persons on board. The surfmen towed her to the yacht club landing.
Sept. 4	Cuttyhunk, Massachusetts.	Slp. Eclipse.....	Stranded 2½ miles NE. of station at 10.30 p. m. The station crew boarded her, ran out her anchor, and at high tide hove her afloat and made sail on her.
Sept. 4	Santa Rosa, Florida.....	Am. sc. James P. Collins.	Stranded on Monros Point 3 miles NNW. of station at 6 p. m. Keeper called crew and boarded her with surfboat, ran out an anchor and 100 fathoms of cable, and after forty minutes hard work hove her afloat.
Sept. 4	Muskegon, Michigan, Lake Michigan.	Gas. lch., no name..	At 6 p. m. the keeper and a surfman discovered a launch broken down 8 miles W. of station. The station crew boarded her and found that she had been drifting

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of velsse.	Nature of casualty and service rendered.
1906.			
Sept. 4	Muskegon, Michigan, Lake Michigan.	Gas. lch., no name..	helplessly all night with 1 man on board. The life-savers towed her to port with the surfboat. (See letter of acknowledgment.)
Sept. 4	Erie, Pennsylvania, Lake Erie.	Rowboat, no name.	Adrift. A surfman secured boat, brought it to the station, and the owner took charge of it.
Sept. 5	Manomet Point, Massachusetts.	Dory, no name.....	Adrift 3 miles offshore. The station crew towed it to the beach and notified the owner.
Sept. 5	Brenton Point, Rhode Island.	Slp. Sturgeon.....	Capsized in the breakers with 2 fishermen on board, 3 miles E. of station. The 2 men were picked up and brought to the station, where they were given stimulants and dry clothing from the stores of the W. N. R. A., and cared for until able to proceed to their homes. Their boat was recovered and towed to the beach and hauled out.
Sept. 5	Narragansett Pier, Rhode Island.	Skiff, no name.....	Capsized while endeavoring to unship the mast when ¼ mile NE. of station. The surfmen pulled to the man's assistance and took him to Whale Rock light-house.
Sept. 5	Point Judith, Rhode Island.	Yawl Lotta.....	Broke from her moorings and stranded 1½ miles WNW. of station at 4 a. m. The life-saving crew endeavored to float her but, being unsuccessful, hauled her higher up on the beach. Upon request of the master the surfmen floated her on the 8th instant.
Sept. 5	Quonochontaug, Rhode Island.	Nph. lch. Ninnigret.	While endeavoring to land on the beach capsized with 4 men on board. They were thrown into the water and clung to the sides of the boat. The life-savers brought them all safely ashore, and hauled their boat up onto the beach clear of the surf.
Sept. 5	Fire Island, New York..	Nph. lch. Countess.	Because of unfamiliarity with channel stranded 4 miles NE. of station at midnight. The surfmen hove her afloat at high water and made her fast to a dock.
Sept. 5	Hog Island, Virginia.....	Skiff William Brown.	Capsized with 2 people on board ¼ mile SE. of station. The life-saving crew brought them to the station, where they were properly care for. They also recovered the boat, bailed it out, and brought it to the station, where it was turned over to the 2 men.
Sept. 5	Cleveland, Ohio, Lake Erie.	Am. str. Joseph B. Dewey.	Steamer, with 2 barges in tow, stranded on Euclid Park beach 10 miles ENE. of the station at 2.20 p. m. The life-saving crew, in tow of a tug, proceeded to their assistance, and after running lines to the Dewey and the barges the tug Frank W. floated them and towed them into the harbor.
Sept. 5	Duluth, Minnesota, Lake Superior.	Slp. Whirlwind.....	Drifted ashore near boathouse during brisk winds. Several surfmen hauled her afloat and landed her at the yacht club.
Sept. 5	Grande Pointe au Sable, Michigan, Lake Michigan.	Gas. lch. Sympo....	Machinery disabled when ½ mile W. of station. The boat, with her 2 occupants, was brought in by the life-saving crew where the owner could make repairs.
Sept. 5	South Chicago, Illinois, Lake Michigan.	Slp. Neva.....	Ran aground at entrance to Calumet River with 6 persons on board at 8 p. m. The station crew boarded her, hoisted her sails, and with the assistance of a power boat got her afloat and into Calumet Harbor.
Sept. 6	Brant Rock, Massachusetts.	Dory, no name.....	Drifting out of the harbor. A surfman recovered dory, towed it to the beach, and secured it.
Sept. 6	Point of Woods, New York.	Nph. lch. Gem.....	Machinery broken down and launch adrift in trough of sea with 8 persons on board. A surfman in a power boat went out and towed the boat and its occupants safely to shore.
Sept. 6	Louisville, Kentucky.....	Skiff, no name.....	A skiff containing a man went adrift in the strong river current and was in danger of going over the falls. The station crew brought the boat and the man into safe water.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Sept. 6	Duluth, Minnesota, Lake Superior.	Gas. lches. (2), no names.	These launches became disabled owing to machinery failing to operate. Several surfmen took them in tow and made them fast to a wharf where repairs could be made.
Sept. 8	Gay Head, Massachusetts.	Catboat Maggie L...	At 3 a. m. discovered stranded in the surf ¼ mile E. of the station, having dragged her anchors during strong NNE. wind. The station crew got out lines and kept her from going adrift, until all movable articles were removed, then hauled her above high-water mark by a yoke of oxen.
Sept. 8	Durants, and Hatteras Inlet, North Carolina.	Am. sc. Margaret and F. Moore.	The master having mistaken Hatteras Inlet light for that on Gull Shoal his vessel ran ashore on Oliver Reef at 4 a. m. Both life-saving crews hastened to her assistance, ran out anchors, and succeeded in getting her out into the sound.
Sept. 8	Duluth, Minnesota, Lake Superior.	Gas. lch. Siconda...	This launch with 16 persons on board struck some wreckage, damaging her propeller, 3 miles SE. of the station. A surfman with a power boat took launch in tow to the yacht club landing.
Sept. 8	White River, Michigan, Lake Michigan.	Rowboat, no name.	Drifting out of the harbor with no one on board. A surfman on patrol secured boat and restored it to owner.
Sept. 9	City Point, Massachusetts.	Gas. lch. High Ball.	While sailing for pleasure in Dorchester Bay with 8 persons on board, engine became disabled and rudder broken. The station crew in power boat took them in tow to the South Boston Yacht Club.
Sept. 9	Seabright, New Jersey....	Gas. lch. Mabel.....	Ran short of fuel while off station. A surfman manned a boat and furnished them sufficient gasoline to reach their destination.
Sept. 9	Duluth, Minnesota, Lake Superior.	Rowboat, no name.	Adrift with 2 boys on board who were unable to get their boat clear of a boom of logs against which they had drifted. A surfman helped them out of their difficulty.
Sept. 9	.....do	Gas. laches. (2), no names.	While sailing for pleasure both boats went adrift and were in danger of stranding when a surfman took them in tow to a safe place.
Sept. 9	Plum Island, Wisconsin. Lake Michigan.	Am. sc. Madonna...	This vessel having lost her centerboard chain, the master requested the life-saving crew to help them recover it. The surfmen responded and swept for the chain, and after bringing it to the surface placed it on board the schooner.
Sept. 10	Charlotte, New York, Lake Ontario.	Scow, no name.....	A man and a woman out rowing were unable to reach the shore. Life-savers took them into the surfboat and landed them.
Sept. 10	Charlevoix, Michigan, Lake Michigan.	Am. str. Falcon....	Stranded during smoky weather 6 miles N. of the station. The station crew boarded her, and after jettisoning a part of her cargo the tug J. V. Taylor hauled her afloat.
Sept. 10	Holland, Michigan, Lake Michigan.	Am. sc. Oak Leaf...	Sprung a leak when off Ludington, and her crew was unable to keep the water down. The life-savers boarded with a force pump, and kept her clear until she was repaired by a diver.
Sept. 10	Jackson Park, Illinois, Lake Michigan.	Sailboat, no name..	At 1 p. m. lookout reported this boat with 5 persons on board ashore on bar near station. The station power boat pulled her into deep water without damage.
Sept. 11	City Point, Massachusetts	Yt. Hypatia.....	Stolen and left on the beach 12 miles from the station. The life-savers in power boat hauled her afloat, and towed her to City Point, where she was turned over to owner.
Sept. 11	Race Point, Massachusetts.	Am. sc. Minnie Slauson.	Stranded during thick fog, but floated before the arrival of the life-saving crew. At the request of the master the surfmen assisted in heaving up her anchor and making sail, after which they towed her around the cape with the surfboat.
Sept. 11	Duluth, Minnesota, Lake Superior.	Gas. lches. (2) A. H. B., Lemonseira.	Engines became disabled and both boats went adrift. The station crew towed them back to the harbor and secured them to a wharf.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Sept. 11	Duluth, Minnesota, Lake Superior.	Yt. Scud.....	Parted her moorings and went adrift. Several surfmen in power boat towed her back to the yacht club.
Sept. 12	Newburyport, Massachusetts.	Dory, no name.....	At 6 p. m. lookout reported this boat adrift in mouth of river. A surfman in a dory recovered it and turned it over to owner.
Sept. 12	Duluth, Minnesota, Lake Superior.	Gas. lches. (2) Cassette, Zenita.	Machinery of launches became disabled and both went adrift during NE. gale. A surfman towed them to the boat club wharf with power boat.
Sept. 13	City Point, Massachusetts	Gas. lch. Silver Heels.	Engine disabled and launch went adrift with 6 men on board. The station crew took them in tow to the Columbia Yacht Club landing.
Sept. 13	Island Beach, New Jersey	Sailboat Oakmont.	Capsized with 1 man on board ¾ of a mile from the station. Several surfmen righted the boat and bailed it out. The upset occurred in shoal water.
Sept. 13	Cleveland, Ohio, Lake Erie.	Skiff, no name.....	Capsized while crossing the river 1 mile S. of station with 2 persons on board, both of whom were drowned. The station crew recovered the bodies and turned them over to an undertaker. The skiff was towed in and bailed out.
Sept. 13	Grand Marais, Michigan, Lake Superior.	Gas. lch., no name..	Collided with a dock during a gale and in danger of breaking up. The surfmen moved the boat to a place of safety until the storm subsided.
Sept. 14	Muskeget, Massachusetts.	Catboat, no name ..	This boat becoming unmanageable in shoal water the station crew went to her assistance in Race Point boat and after reefing the sail piloted her into smooth water.
Sept. 14	Great Egg, New Jersey...	Bateau, no name...	Capsized with 1 man on board 300 yards NW. of the station. A surfman rescued the occupant, righted the boat, bailed it out, and towed it ashore.
Sept. 15	City Point, Massachusetts	Slps. Sea Bright, Fanchon, Sally IV.	These small craft dragged their anchors and went adrift during a fresh NE. wind. The surfmen in station power boat took them in to safe moorings.
Sept. 15	Oak Island, North Carolina.	Gas. lch., no name..	At 11.30 a. m. made signals of distress when 4 miles SW. of the station. The life-savers manned surfboat and upon boarding her found that she had exhausted her supply of gasoline, and that her owner wished to be towed to Southport. The keeper secured a power boat, which took the disabled launch to that place.
Sept. 15	Charlotte, New York, Lake Ontario.	Am. str. Windsor ...	Broke her chain and drifted on a yacht. The life-saving crew ran lines to her, hauled her to a dock and moored her.
Sept. 15	Cleveland, Ohio, Lake Erie	Yt. News.....	Parted her moorings during fresh NE. wind and went adrift, stranding on the beach ¼ mile W. of the station. The life-savers ran a line to her, hauled her afloat, and towed her to the station.
Sept. 15	Marblehead, Ohio, Lake Erie.	Am. str. H. B. Tuttle.	This vessel sprung a leak and the master beached her ½ mile E. of the station. The life-savers after pulling through the high-running surf boarded her and brought ashore 6 of the crew, the rest, 7 in number, remaining on board. Those taken to the station were furnished dry clothing from the stores of the W. N. R. A. and given shelter until the following day. The steamer was finally floated by a tug and taken to Sandusky, where she sank and proved a total loss.
Sept. 15	Ludington, Michigan, Lake Michigan.	Yt. Zetta.....	Dragged her anchors and in danger of stranding. Two surfmen took charge of her and secured her to safe moorings.
Sept. 15	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Idle Hour; yt. Diamond.	Parted their moorings and went adrift during SE. gale, the launch colliding with another yacht, while the Diamond brought up against a sea wall. The station crew with power boat Dauntless towed them both to safe moorings.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Sept. 16	Cuttyhunk, Massachusetts.	Yt. Jennie L.....	The master wishing to enter Cuttyhunk Pond for a harbor, the keeper piloted him to a safe place inside.
Sept. 16	Potunk and Moriches, New York.	Catboat Ark.....	Capsized in South Bay 2½ miles W. of station during a heavy E. wind. The crews from the 2 stations repaired to the scene and found that the 5 occupants had been rescued by a boat near by. The surfmen righted the boat, bailed it out, brought it ashore and delivered it to the sailing master.
Sept. 17	Pentwater, Michigan, Lake Michigan.	Rowboat, no name	Adrift. Picked up by surfmen and turned over to owner.
Sept. 18	Grand Haven, Michigan, Lake Michigan.	Small boat, no name	Unshipped her rudder and became unmanageable when 2½ miles S. of the station. The surfmen went to her assistance, hauled her up on the beach and shipped the rudder, after which she proceeded on her way.
Sept. 19	Sullivans Island, South Carolina.	Skiff, no name.....	Capsized in breakers with 1 man on board 3 miles E. of station at 11 a. m. The station crew pulled out and found him clinging to the overturned boat. He was taken to the station and supplied with stimulants and dry clothing from the stores of the W. N. R. A. His boat was righted, bailed out, and towed ashore.
Sept. 19	Harbor Beach, Michigan, Lake Huron.	Am. str. Atlantic...	Lost her wheel when 8 miles N. of the station. At the master s request the keeper notified the tug Bob Teed, which went out and brought her into port.
Sept. 19	Duluth, Minnesota, Lake Superior.	Lighter, no name...	Adrift and being carried out into the lake by a strong current. A surfman with power boat towed her to city dock.
Sept. 21	Wood End, Massachusetts.	Gas. lch., no name..	Engine broke down and boat went adrift with 3 men in it. Station crew with power boat towed them into the harbor.
Sept. 21	Ocracoke and Portsmouth, North Carolina.	Am. sc. Eva D. Rose.	The master being unacquainted with the locality, vessel stranded on SW. Point Shoal 7 miles NW. of station at 1.40 p. m. Both life-saving crews went to her assistance, ran out her anchors, and hove her afloat, then took her in lee of Royal Shoal and anchored her. After the life-savers had repaired her centerboard she proceeded to Ocracoke.
Sept. 21	Old Chicago, Illinois, Lake Michigan.	Sailboat, no name..	Capsized in heavy squall with 2 men on board ¼ mile SW. of station at 6 p. m. The men took refuge on a yacht near by, and the overturned boat was righted by the life-savers, bailed out, and towed to the Columbia Yacht Club.
Sept. 22	Santa Rosa, Florida.....	Rowboat, no name.	Adrift 2 miles NW. of station with no one on board. The station crew in surfboat took her in tow to the station to await a claimant.
Sept. 22	Saluria, Texas.....	Am. sc. Carrie Bell..	Missed stays and stranded on Middle Ground at entrance of Pass Cavallo ¾ mile from station at 9 a. m. The life-savers boarded her, ran out anchors, and hove her afloat after working on ner for two hours.
Sept. 23	Cranberry Islands, Maine.	Gas. lch. Hattie May.	Stranded 1½ miles from station at low tide. The life-savers boarded her, ran out her anchors, and at high tide hove her afloat without damage.
Sept. 23	City Point, Massachusetts.	Am. str. Brunette..	Blew out 2 of her boiler tubes while en route to Castle Island and set flag for assistance. The station crew with launch Relief took her in tow to Winthrop, where repairs could be made.
Sept. 23	Wood End, Massachusetts.	Gas. lch. Freddie...	Engine out of order and the occupant made signal for assistance. The life-savers took her in tow to a wharf.
Sept. 23	Atlantic City, New Jersey.	Sharpie Carrie.....	Adrift in the surf with 3 persons on board and in danger of capsizing. The surfmen manned a boat and took them in tow to a landing.
Sept. 23	Great Egg, New Jersey...	Catboat Snapper...	Stranded on the beach 1 mile from station with 3 persons on board at 6 p. m. The

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Sept. 23	Great Egg, New Jersey...	Catboat Snapper...	station crew with surfboat took them in tow to Ocean City.
Sept. 23	Oswego, New York, Lake Ontario.	Am. sc. Denver.....	Stranded alongside the pier and began striking heavily on the bottom, when the life-saving crew, assisted by some of the men from the revenue cutter Dallas, cast her off and worked her into deep water.
Sept. 23	Duluth, Minnesota, Lake Superior.	Gas. lches. (3) Happy Day, Lorlie, Zenita.	Engines of these launches became disabled in the harbor. The station crew took them in tow to yacht landing with a power boat.
Sept. 23	White River, Michigan, Lake Michigan.	Yt. Foam.....	Ran on a sandbar during fresh NE. wind and could not get afloat. The surfmen boarded yacht and in a short time had her released.
Sept. 23	Racine, Wisconsin, Lake Michigan.	Gas. lch., no name..	While entering the harbor with 3 men on board, engine failed to work and launch drifted against the pier. The surfmen, in surfboat, took them in tow to the harbor.
Sept. 24	Manomet Point, Massachusetts.	Dory, no name.....	Adrift. A surfman recovered dory and returned it to the owner.
Sept. 25	Great Wass Island, Maine.	Am. sc. Christie A. Cox.	The master being unacquainted with the locality, his vessel stranded 4 miles NW. of the station at 6.30 a. m. The life-savers manned surfboat and pulled to the scene of disaster. They ran out her large anchor, and 45 fathoms of chain, listed her with tackles from the mast-head, pumped her dry, and at high water hove her afloat and took her to a safe mooring.
Sept. 25	Newburyport, Massachusetts.	Am. sc. Newell B. Hawes.	Sprung a leak when about to sail with a cargo of sand. The life-saving crew threw about 60 tons of sand overboard then by constant pumping managed to keep her afloat until daylight, when they beached her on the flats.
Sept. 25	Brant Rock, Massachusetts.	Gas. lch., no name.	Engine disabled and the occupant, a fisherman, being unable to reach shore, 2 surfmen went out to him and towed him to an anchorage in Brant Rock Cove.
Sept. 25	Popes Island, and Assateague Beach, Virginia.	Am. sc. Marion Grimes.	At daylight sighted on the beach at a point 7 miles N. of the Assateague station. The ship's crew landed in their own boats and came to the station. The keeper took them in and gave them dry clothing from the stores of the W. N. R. A. The Pope Island crew assisted in caring for the shipwrecked men. When ready to depart for their homes they were conveyed to Chincoteague. The schooner proved a total loss.
Sept. 25	Duluth, Minnesota, Lake Superior.	Yt. Sea Gull.....	Broke away from her moorings and went adrift in the harbor. The keeper and a surfman took yacht in tow to the yacht club landing.
Sept. 26	White Head, Maine.....	Nph. lch., no name.	While being towed by a larger boat, towline parted, and launch drifted on the beach ½ mile WSW. of the station. The life-saving crew hauled her afloat, towed her into a cove, where they delivered her to the owner.
Sept. 26	Hunniwells Beach, Maine.	Gas. lch. Minnie . .	Sprung a leak and in a sinking condition, the owner succeeding in getting in the lee of an island, where launch was discovered by the keeper at 11 a. m. The life-savers boarded her and took her in tow to a safe place in the river.
Sept. 26	Point Allerton, Massachusetts.	Slp., no name.....	Stranded on SE. bar 1 mile from the station at 7 p. m. At high tide the life-savers hauled her afloat and took her to Hull, where they secured her to safe moorings.
Sept. 26	Louisville, Kentucky	Shanty boat, No. 50.	This boat, with a number of people on board, was discovered by the lookout in danger above the cross dam of the falls. The keeper and his crew, in 2 boats, pulled to the rescue and towed the boat and its occupants to the life-saving station.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Sept. 27	Straitsmouth, Massachusetts.	Slp., no name.....	The keeper discovered this boat moored in an unsafe place during fresh SW. winds, and warned the occupants of the dangerous situation. Upon request of the owner the keeper took them and the sloop into Rockport Harbor.
Sept. 27	Galveston, Texas.....	Bge. C. W. Bein....	Water-logged at pier while loading cargo of cotton. Upward of 400 bales were discharged, and the life-savers assisted to secure cargo on the pier.
Sept. 27	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. Melitta....	Sprung a leak and became water-logged in the harbor. Upon the request of the master, surfmen assisted to pump her out.
Sept. 28	North Scituate, Massachusetts.	Gas. lch. Emma K..	Engine failed to operate and launch with 2 persons on board went adrift 8 miles NE. of the station. Upon sighting her signals for assistance the keeper manned surfboat, pulled out to them, and towed them into the harbor.
Sept. 28	Cape Fear, North Carolina	Yawl, no name.....	Drifted to the beach. The life-saving crew hauled the boat well up clear of the surf to await a claimant.
Sept. 28	Cleveland, Ohio, Lake Erie.	Catboat Mary M...	Capsized with 2 men on board ¼ mile SE. of station at 3.30 p. m. The life-saving crew, in a dingey, picked them up and brought them with their boat to the station landing, where the boat was righted and bailed out.
Sept. 28	Sheboygan, Wisconsin, Lake Michigan.	Am. sc. Rosebud...	Water-logged and sinking at her wharf in the harbor. Upon request of master surfmen boarded with pumps and freed her of water.
Sept. 29	Hunniwells Beach, Maine.	Bge. Valentine.....	This barge while being towed out of the harbor struck on south end of North Sugar Loaf shoal, parting the towline and springing a leak. The surfmen ran another line to the tug, which succeeded in floating her and bringing her in to a safe anchorage.
Sept. 29	Gloucester, Massachusetts.	Gas. yt. Carrie B ...	Missed stays and came to anchor during fresh SSW. wind, her cables failing to hold, and stranded on Dollivers Neck ¼ mile NE. of station at 2.30 p. m. A tug was notified, which, together with the life-savers, went to her assistance. Lines were run and after considerable effort she was floated and towed to Gloucester by the tug Eveleth.
Sept. 29	City Point, Massachusetts	Gas. lch., no name..	Engine became disabled and boat went adrift with 2 persons on board. The station crew in power boat towed them to Squantum in the lee of the land. The life-savers then landed the 2 occupants of the launch.
Sept. 29	Oak Island and Gilgo, New York.	Sailboat, no name..	Went adrift from Fire Island lightship. The crews from both life-saving stations took charge of boat and hauled it well up on the beach clear of the surf.
Sept. 29	Louisville, Kentucky.....	Flatboat, no name..	This boat, with 5 boys on board, went adrift in the Ohio River and was in imminent danger of going over the middle chute. A boat manned by the life-savers pulled to the rescue and brought the boat with its 5 occupants to the station.
Sept. 29	Old Chicago, Illinois, Lake Michigan.	Bge. No. 2.....	During a NE. gale this barge containing 28 loaded cars in tow of the tug J. C. Ames, capsized ¾ of a mile from the station at 8 p. m. (For detailed account see p. 45.)
Sept. 29	Milwaukee, Wisconsin, Lake Michigan.	Slps. (2), no names.	These small craft (1, containing 3 boys, unable to reach the harbor, and the other having parted her cable and gone adrift), were taken in tow by the keeper and several surfmen, who brought them into the harbor.
Sept. 30	City Point, Massachusetts.	Gas. lch. Annie Laurie; rowboat, no name.	The launch, with 2 ladies on board, became disabled near Thomsons Island, and the rowboat, with 3 boys, went adrift. The station crew, in power boat, went to the relief of both boats and towed them to safe moorings.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Sept. 30	Forked River, New Jersey.	Gas. lch., no name..	Two men, in this boat, were making passage from Atlantic City to New York. At a point 8 miles N. of Barnegat they were overtaken by a fresh gale and heavy sea, which forced them to run for shelter. The life-saving crew assisted them to land through the surf, and hauled their boat up on the beach well clear of the undertow. They were then taken to the station and given food and dry clothing from the stores of the W. N. R. A. On resuming their journey their engine broke down and they drifted to sea. Surfmen launched surfboat and brought them into Barnegat Inlet.
Sept. 30	Cape May, New Jersey....	Gas. slp. Fannie E. Moffat.	Main boom carried away and engine disabled when 10 miles offshore. The 11 occupants headed her off before the fresh NE. wind prevailing and anchored abreast of the life-saving station at 8.40 p. m., where they signaled for help. The keeper boarded her with his crew, bringing the passengers and crew safely to the station, where they were furnished food and shelter, also dry clothing from the stores of the W. N. R. A. On the following morning they departed for their homes in Philadelphia.
Sept. 30	Harbor Beach, Michigan, Lake Huron.	Gas. lch., no name..	Sank at her moorings during a fresh NE. gale. The station crew hauled launch up on the wharf and notified owner.
Sept. 30	Port Austin, Michigan, Lake Huron.	Am. sc. Pathfinder..	Parted her moorings during fresh NE. gale and capsized 2½ miles W. of station at 4 a. m. The life-savers with heavy tackles repaired to the place, righted her, hauled her in on a sand bank, bailed her out, and secured her to safe moorings, where her owner took charge of her.
Sept. 30	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Surf.....	Engine disabled and launch containing 6 persons anchored in surf and in danger of colliding with retaining wall during fresh NE. gale. The life-savers pulled out to them in surfboat and took them in tow to the station, where they were given dry clothing from the W. N. R. A.
Oct. 1	Wood End, Massachusetts.	Am. str. Elsie.....	Engine failed to operate when steamer had reached a point 1 mile NW. of station. The keeper went out to her in power boat and towed her into the harbor.
Oct. 1	Pentwater, Michigan, Lake Michigan.	Am. str. Crescent...	While this vessel was standing down the channel her keel struck a sunken obstruction, bending her shoe. The life-savers went to her assistance in a skiff and straightened her shoe, after which she proceeded on her way.
Oct. 1	South Haven, Michigan, Lake Michigan.	Lighter, no name...	At 2 a. m. the lookout discovered a lighter drifting out into the lake before a fresh E. wind. Two surfmen went to her in a skiff and towed her to the pier.
Oct. 2	Oak Island, New York....	Sharpie, no name...	At 3 p. m. the lookout saw a large sharpie break adrift from a sloop and drift to the beach, where it stranded. The station crew hauled it up clear of the surf, and on the following morning launched it for the owner.
Oct. 2	Point Lookout, New York.	Gas. lch. Addie.....	At 5.30 p. m. launch with 5 men on board was sighted making signal for assistance. The surfmen launched surfboat, and upon going alongside found that they desired to enter the harbor for the night. The life-savers took then in tow and brought them in over the bar and to a safe anchorage in the inlet.
Oct. 2	Two Rivers, Wisconsin, Lake Michigan.	Gas. lch., no name..	At 1.50 p. m. the lookout reported this launch with 2 occupants adrift ½ mile S. of the station making signal for assistance. The surfboat was manned and the crew got a line to the drifting boat in time to save her going upon the beach, after which she was towed into the harbor, where her machinery was again put in running order.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 2	Plum Island, Wisconsin, Lake Michigan.	Am. str. Daniel L. Hebard.	Ran ashore and stranded on the rocks, 13 miles W. of station at 7 p. m. Upon learning that a steamer was blowing distress signals in the vicinity of Whales Back reef, the keeper manned Mackinaw boat and set out to her assistance. The surfmen ran her lines to some obstructions near by and, aided by her own motive power, attempted to float her, but without avail. They then pulled to Ellison Bay for a tug and returned to the wreck at 6 a. m. The sea was now making, and after considerable heavy heaving she was hauled afloat without damage.
Oct. 2	Plum Island, Wisconsin, Lake Michigan.	Am. str. Silver King.	Stranded on Fish Island, 16 miles NE. of the station, at 8 p. m. The station crew at once manned Mackinaw boat and went to her. Lines were run to the tug Stewart Edwards, which, with the assistance of the surfmen, hauled her afloat and took her in to Sturgeon Bay.
Oct. 3	Point Allerton, Massachusetts.	Rowboat, no name.	At 3.30 p. m. the keeper learned that a rowboat had gone adrift with 6 young girls in it. He at once went to their assistance and returned with 2 of the occupants. The others took passage for home on a steamer.
Oct. 3	Watch Hill, Rhode Island.	Gas. lch. Lizzie A...	Engine became disabled 1½ miles W. of station at 12.30 p. m. The life-savers boarded launch, repaired her engine, and tied her up to a dock at Stonington.
Oct. 3	Plum Island, Wisconsin, Lake Michigan.	Am. sc. Elva.....	Stranded on the rocks about ½ mile from the station at 2.30 p. m., after the lookout had warned her off. The life-savers ran a large anchor out into deep water and with the aid of the tug Sylvia managed to haul her afloat without material damage.
Oct. 5	Wood End, Massachusetts.	Gas. lch., no name..	Her machinery failing to work, the keeper and a surfman took her in tow with a power boat and secured her to her moorings.
Oct. 5	Old Harbor, Massachusetts.	Catboat Auk.....	During calms and strong current drifted onto Chatham Bars ½ mile offshore at 4.40 p. m. Upon observing her signal for assistance the surfmen boarded her and carried out anchors, and at flood tide hove her afloat without damage.
Oct. 5	Racine, Wisconsin, Lake Michigan.	Am. str. Peerless...	At 7 a. m. this vessel became disabled 5 miles N. of station and hoisted signal for a tug. The keeper procured the tug S. O. Dixon, which took her to port.
Oct. 6	Brenton Point, Rhode Island.	Gas. lch., no name..	At 9.20 p. m. a surfman discovered this launch stranded on some rocks ½ mile from station. The keeper, with his crew, hauled her up on the beach clear of the undertow, where the owner took charge of her.
Oct. 6	Fort Macon, North Carolina	Skiff, no name.....	At 3.45 p. m. was discovered adrift, and later grounded on a shoal ½ mile N of station. The keeper, with crew in a skiff, went out to her, bailed her out and brought her to the station to await a claimant.
Oct. 6	Charlotte, New York, Lake Ontario.	Bge. Walter A. Sherman.	While in tow of the tug Proctor the towline parted when attempting to enter Sodus Bay during fresh W. gale and thick rain storm, and barge struck the bottom and started to fill. The keeper being notified of the disaster set out with his crew and appliances by special train from Windsor Beach station for Sodus Point, arriving at the latter place at 11.30 p. m. They found the barge lying bow in close to the pier, her stern outside in the lake. The life-savers boarded her, put life preservers on 4 of her crew, then placed them all in surfboat and brought them ashore. There were 7 all told, a woman and 2 small children being among the number. They were removed to a hotel near by where all were made comfortable.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 6	Buffalo, New York, Lake Erie.	Am. sc. Ada Madora.	This vessel failing to mind her helm struck bottom ¼ mile WNW. of the station at 8.20 p. m. She lay about 1 mile offshore, her crew, 5 in all, managing to reach the breakwater wall unassisted. The keeper sent tug R. H. Hebard to her assistance and then brought the wrecked crew to the station in surfboat. The vessel proved a total loss, although about one-half of her cargo was saved.
Oct. 6	Harbor Beach, Michigan, Lake Huron.	Skiff, no name.....	Washed off the beach and went adrift. Was picked up by station crew in motor boat 2 miles from the station. It was held for a claimant.
Oct. 6	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Lark; yt. Wave.	The launch became disabled, owing to her engine failing to operate, and the yacht lost her mast while sailing in a yacht race. Both were taken in tow by the life-savers in power boat and brought to safe moorings.
Oct. 7	Quoddy Head, Maine.....	Br. sc. Bessie Parker.	During heavy wind and high sea vessel missed stays and drifted on the beach 1½ miles SW. of the station at 2.30 a. m. and later proved a total loss. The keeper, upon learning of the disaster from the patrol, manned surfboat and went alongside, taking off 2 of her crew and landing them. The master decided to abandon her, and the life-savers succeeded in saving the personal effects of the crew and the ship's sails, rigging, and blocks. Her entire crew of 6 men was succored at the station for four days.
Oct. 7	White Head, Maine.....	Slp., no name.....	Adrift with no one on board, ½ mile W. of the station. The life-savers with surfboat took sloop in tow and brought it into the harbor of White Head.
Oct. 7	City Point, Massachusetts.	Slps. Commodore, Bo Peep, Dream..	Broke adrift from their moorings in the night during heavy W. blow. The station crew in launch Relief towed them in to safe moorings.
Oct. 7	.....do.....	Slps. Magic, Vexer, Audux.	The Magic broke her rudder, the Vexer lost her sails in fresh W. wind, and the Audux carried away her steering gear while sailing in Dorchester Bay. The life-saving crew towed them all to safe moorings with launch Relief.
Oct. 7	.....do.....	Slps. Mistral and Paloma.	Broke from moorings in fresh W. wind and went adrift, stranding on the beach in Dorchester Bay. The station crew, with launch Relief, hauled them afloat and towed them to the yacht club landing.
Oct. 7	.....do.....	Slp. Reliance.....	Missed stays and in danger of stranding; set signal for assistance. The keeper and crew towed her to the lee side of Thomsons Island, where 2 surfmen went aboard and took her to the station.
Oct. 7	Point Allerton, Massachusetts.	Slp. Jessie A. Pope.	Dragged her anchors and stranded, 1 mile SSE. of station. At 1.15 launched surfboat and floated sloop without damage.
Oct. 7	Wood End, Massachusetts.	Rowboat, no name.	Ashore 1 mile S. of station. The keeper and a surfman returned boat to the owner.
Oct. 7	Eatons Neck, New York..	Gas. lch., no name..	Machinery became disabled while crossing the sound, and boat stranded on the beach ¼ mile W. of the station at 5 p. m., the occupants landing without assistance. The life-savers hauled the boat up on the shore with heavy purchases and took the 2 persons to the station, where they were cared for until the following morning. After the life-savers had repaired the machinery the party continued on its way.
Oct. 7	Rocky Point, New York..	Br. sc. Keewaydin..	The wind shifting to a westerly gale schooner dragged her anchors and struck the beach 6 miles W. of the station at 6 a. m. The life-saving crew at once proceeded to the wreck with surfboat and beach cart. A line was successfully sent out to the vessel and the breeches buoy run off, and

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 7	Rocky Point, New York..	Br. sc. Keewaydin..	4 of her crew were hauled ashore. The fifth man, a cripple, not being able to get into the buoy was landed in the schooner's yawl, which was hauled through the breakers by means of a whipline from shore.
Oct. 7	Spermaceti Cove, New Jersey.	Gas. lch. Skate.....	Sighted 1½ miles from the station flying a signal for help. The life-savers found her disabled from collision with another yacht during the night. Her steering gear was damaged and the surfboat took her in tow and anchored her in a cove, where she was sheltered from the gale prevailing.
Oct. 7	Forked River, New Jersey.	Gas. lch., no name..	Lost rudder, and, engine becoming disabled, launch, with its 1 occupant, went drifting to sea. The surfmen went to man's assistance in surfboat and brought him and his launch into the inlet.
Oct. 7	Louisville, Kentucky.....	Catboat Marie.....	Owing to bad management became waterlogged and capsized with 2 men on board at 1.30 p. m. The station crew at once launched 2 boats and started to the rescue. The first boat picked up the 2 men, and both boats took the catboat in tow and brought all to the station.
Oct. 7	Duluth, Minnesota, Lake Superior.	Skiff, no name.....	Coal laden with 1 man on board; sank at her dock, the man succeeding in getting out of her without assistance. The life-savers raised the coal, hauled the boat out, bailed her, and turned her over to owner.
Oct. 7	South Haven, Michigan, Lake Michigan.	Rowboat, no name.	At 6.50 a. m. the keeper and surfmen, in the station skiff, picked up a rowboat adrift and landed it at the boathouse.
Oct. 8	Point Allerton, Massachusetts.	Am. sc. Mary A. Whalen.	Stranded on Georgies Island, 2 miles NW. of station at 4 p. m. The station crew in surfboat assisted to haul her afloat at high tide.
Oct. 8	Wood End, Massachusetts.	Yawl, no name.....	A schooner's yawl, containing a man, became disabled by losing her sprit 6 miles from the station. The crew went out in power boat and took the man on board bringing him and his boat to land. The occupant was nearly exhausted when the life-savers picked him up.
Oct. 8	Muskeget, Massachusetts.	Am. sc. Harry Knowlton.	Stranded on the rips close to Skiffs Island 6 miles W. of the station at 4 a. m. A fresh breeze was blowing at the time, making a very choppy sea, but the life-savers, learning of the disaster, set out with surfboat under sail and boarded her. They jettisoned some of her cargo of coal, after which, with the aid of her sail and force of the current, they worked her over the shoal into deep water. Two power boats towed her up under Cape Poge.
Oct. 8	Fire Island, New York....	Slp. Nina A. Rowland.	The master not being acquainted with the channel, vessel stranded on Light-House Shoal at 11 a. m. The surfmen boarded sloop, ran out an anchor, and attempted to heave her afloat, but as the tide was falling they were obliged to await the next flood tide, when the schooner was floated without danger.
Oct. 8	Portage, Michigan, Lake Superior.	Am. sc. Pasadena...	During a NNW. gale, while in tow of steamer Gladstone, this vessel was swept to leeward of harbor entrance, parting towline, and standing about 1 mile NE. of the station at 6 p. m., losing 3 of her crew. (For detailed account see page 47.)
Oct. 9	City Point, Massachusetts.	Yts. Kittie, Eugenie.	These yachts parted their moorings in Dorchester Bay during a fresh southerly wind and were in danger of drifting ashore. The station crew in launch Relief towed them to safe moorings.
Oct. 9	Wood End, Massachusetts.	Am. sc. Eugene Borda.	Anchored in a dangerous locality with heavy storm approaching. The master, feeling apprehensive for the safety of his vessel, set his colors for help, and the life-savers went out in Monomoy boat and towed schooner into the harbor to a safe anchorage.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 9	Duluth, Minnesota, Lake Superior.	Gas. lch. Rambler..	Got a painter in her propeller, and went adrift with 1 man on board. A surfman in motor boat took the disabled launch in tow to the yacht club.
Oct. 9	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. Lilly E.....	Sprung a leak off Kewaunee, 90 miles N. of station. She managed to reach the harbor of Milwaukee, where the master requested the life-saving crew to assist in keeping his vessel afloat. The surfmen boarded her and manned her pumps, keeping her from sinking until she could be docked.
Oct. 10	Burnt Island, Maine.....	Am. sc. J. S. Lamprey.	Steering gear disabled and vessel requiring assistance, the life-savers boarded her, and found her crew somewhat exhausted from overwork. The keeper reported her to her owners at Port Clyde, and also engaged a tug at Rockland. The surfmen manned the pumps, rigged a tiller to her rudder head, and with the aid of a tackle 4 men managed to steer her. The tug Smith arrived and towed them safely to Rockland.
Oct. 10	Damiscove Island, Maine.	Am. sc. Josie.....	Discovered by a patrolman at 3 a. m. anchored in a dangerous place near the surf. The master requiring assistance, the station crew boarded schooner and got her under way, and with the aid of a power boat worked her into Booth Bay Harbor.
Oct. 10	Fletchers Neck, Maine....	Am. sc. William Booth.	Struck the bar while entering Saco Harbor at 3 p. m. The life-savers boarded her and ran out her anchors with 150 fathoms of chain, then ran lines to 3 tugs, which, with the aid of the surfmen heaving on the windlass, hauled her afloat.
Oct. 10	Port Austin, Michigan, Lake Huron.	Gas. lch. Venture...	During heavy northerly wind and high sea launch was in danger of pounding to pieces against a wharf. She was hauled near the shore by the life-savers and anchored behind the breakwater.
Oct. 10	Baileys Harbor, Wisconsin, Lake Michigan.	Gas. lch. Lena	Machinery broke down and launch with 2 persons on board, went adrift in the lake before a fresh NW. wind. Three surfmen boarded her and after much effort managed to get her engine in working order. She then steamed back to the harbor.
Oct. 11	White Head, Maine.....	Am. sc. Helen B. Crosby.	During fresh SW. wind and heavy rain squalls, vessel got out of her course and stranded on Bay Ledge 14 miles ENE. of station at 8 p. m., she at the time being hidden from the station by intervening land. Upon being notified of the disaster by telephone the keeper and his crew boarded schooner and found her hull stove in and full of water and the crew, with the exception of the master and mate, having gone ashore in a small boat. The master decided to abandon ship, and the life-savers landed him and the mate and transferred them to a tug bound for Rockland. The vessel afterwards proved a total loss.
Oct. 11	Hunniwells Beach, Maine.	Slp. Dewet	At 2.45 p. m. the station crew launched surfboat, pulled out to sea for a distance of 2 miles, and picked up a dory adrift containing a valuable fish net. The boat and seine were held for a claimant.
Oct. 11	City Point, Massachusetts.	Gas. lch. Helen M.; catboat, no name.	Broke from their moorings in Dorchester Bay during fresh westerly winds and went adrift, stranding on Head House beach. The life-savers went to them in power boat, hauled them afloat, and towed them to the public landing, where they were secured.
Oct. 11	Charlotte, New York, Lake Ontario.	Am. sc. Bertie Calkins.	At 6 a. m. a red light was observed on the pier. Going out to investigate the station crew found a schooner blown some distance off the pier, and her master endeavoring to board her. A brisk NE. wind was blowing at the time, creating a high sea. The master was taken into the surfboat and put on board his vessel.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 11	Duluth, Minnesota, Lake Superior.	Gas. lches. Lennox, no name.	The motor of these launches failed to operate while under way in the harbor. A surfman in a power boat took them in tow to a yacht club landing.
Oct. 11	Racine, Wisconsin, Lake Michigan.	Am. str. Emma Bloecker.	At 7 a. m. became disabled 3 miles SE. of the station and hoisted her colors for assistance. The keeper, in gasoline launch, went out to her and found that her engine had broken down. She was taken in tow and brought into the harbor.
Oct. 11	Coos Bay, Oregon.....	Sailboat, no name..	Capsized with 1 man on board. The station supply boat picked up the man and bailed the boat out, after which he continued on his way.
Oct. 12	Straitsmouth, Massachusetts.	Yt. Thistle.....	While attempting to pass between Gaphead and Straitsmouth Island at low tide grounded on the bar and was in danger of rolling over. The surfmen raised her stern, and after heavy heaving worked her afloat.
Oct. 12	Duluth, Minnesota, Lake Superior.	Gas. lch. Mascot....	Engine became disabled and launch went adrift ½ mile from station. The keeper went to her assistance with launch and towed her back to a wharf for repairs.
Oct. 13	Brant Rock, Massachusetts.	Gas. lch. W. and W.	Engine broke down and launch went adrift ½ mile E. of station. The surfmen manned Monomoy boat and took the disabled launch in tow to Green Harbor.
Oct. 14	Humboldt Bay, California.	Am. strs. Roanoke, Scotia.	These steamers grounded on south spit at the entrance to the bay during dense fog at 6 p. m. The tug Ranger went to their assistance with the life-saving crew, and after the surfmen had run her line to both stranded vessels they were hauled afloat. They proceeded to Eureka under their own steam.
Oct. 15	Cobb Island, Virginia.....	Small boat Annie D.	Sails blown away in heavy NE. gale, and boat adrift with 1 man on board. She was sighted 2 miles S. of the station, and about to enter a line of treacherous breakers. Life-savers, in surfboat under sail, reached boat and brought it and the occupant to the station. The man was cared for by the keeper until able to return to his home.
Oct. 15	Creeds Hill, North Carolina.	Am. sc. Chelton Brothers.	Five surfmen were sent by the keeper to assist in floating this vessel, which had stranded during a gale.
Oct. 16	City Point, Massachusetts.	Gas. lch., no name..	Engine became disabled and boat with 5 persons on board went adrift and stranded on Thomsons Island, 1½ miles SE. of the station. The life-savers, with launch Relief and a 16-foot rowboat, went to their assistance, took the passengers off with rowboat and placed them in station launch, then hauled the stranded boat afloat, and towed it to yacht-club float, where it was made fast and the 5 people landed in safety.
Oct. 16	Wood End, Massachusetts	Dories (6), no names.	During a severe easterly gale of this date these dories, bound from the fishing banks to Provincetown, were caught out and could not make any progress to windward. The station crew, in power boat, towed them to safe moorings. The life-savers made 3 trips to this little fleet before all were rescued and saved from foundering.
Oct. 16	Duluth, Minnesota, Lake Superior.	Gas. lch. No. 73.....	Broke down in the harbor with 2 persons on board, and were unable to return to their moorings. A surfman in power boat went to their assistance and towed them to the boat club.
Oct. 16	Holland, Michigan, Lake Michigan.	Gas. lch., no name..	Engine broke down while on a pleasure cruise. The station crew brought the launch and its 2 occupants back into the harbor.
Oct. 16	Coquille River, Oregon....	Fish boat, no name.	Broke from her moorings and drifting toward a heavy line of breakers ¼ mile SW. of station at 5 a. m. Picked up by station crew before it entered breakers, towed to Bandon and turned over to owner.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 18	Cross Island, Maine.....	Am. sc. Horace G. Morse.	Missed stays while attempting to sail out of the harbor and stranded on SW. ledge off Hog Island, 6 miles N. of station. The life-savers, upon boarding her, found her in the hands of a wrecking company. They landed the personal effects of the crew, and carried the master, who was nearly exhausted, to the station, where he was cared for until able to resume his duties on board. The life-saving crew remained by the schooner until she was floated on the 21st instant.
Oct. 18	Duluth, Minnesota, Lake Superior.	Catboat Stroller....	Carried away her halliards and drifting helplessly in the harbor with 1 man on board. A surfman in power boat towed the boat to a wharf.
Oct. 19	Cape Lookout, North Carolina.	Am. sc. William H. Skinner.	At 9 a. m. this schooner, lying at anchor 3 miles W. of the station, set her flag for help. The life-saving crew boarded her and found her in a leaky condition. The master wanted to get his vessel into Beaufort, but owing to dense fog he found this impracticable, so the surfmen got her under way and sailed her into Lookout Bight to a safe anchorage.
Oct. 19	Harbor Beach, Michigan, Lake Huron.	Fish boat, no name.	Carried away her mast and unable to return to the harbor. The surfmen manned motor boat, and towed her to her destination.
Oct. 19	South Manitou Island, Michigan, Lake Michigan.	Sailboat, Bessie.....	At 5.40 a. m. a surfman on watch at station reported the mail boat sunk at her moorings. The keeper quickly aroused his crew and ran a strong line from the dock to the sunken boat and succeeded in hauling her into shoal water, where she was bailed out. The cabin of the boat having washed off and gone adrift, the station crew picked it up and turned it over to owner.
Oct. 20	Great Egg, New Jersey...	Am. str. Wildwood.	Became jammed in a jetty ½ mile SW. of station. The surfmen, in small boat, went to her assistance and ran a line, and at high tide hauled her clear without damage.
Oct. 20	Cape Henry, Virginia.....	Am. str. George Farwell.	During dense fog, NE. gale, and high sea struck on Cape Henry ¼ of a mile SE. of the life-saving station at about 7.15 p. m. The lookout reported her to the keeper, who burned a Coston signal to let those on board know that help was at hand. The beach apparatus was run out, and the adjoining station notified of the wreck by telephone, after which the crew hastened down the beach with all possible dispatch. When abreast of the vessel the Lyle gun was placed in position and 2 shots fired to her. The first fell over her stern, but could not be reached by the men on board. The second, however, fell over the fore rigging and was readily secured by the sailors. The breeches buoy was run off, the life-savers from the Virginia Beach station assisting, until the entire crew of 16 men was landed on the beach. The vessel proved a total loss, but a part of her cargo was saved. (See letter of acknowledgment.)
Oct. 20	Sturgeon Point, Michigan, Lake Huron.	Fish boat, no name.	Stranded on the beach with 2 fishermen on board. The station crew aided them in hauling their boat up on the beach clear of the surf.
Oct. 20	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. sc. Mishicott...	Caught in a heavy sea and drifting toward some rocks, where she would have been wrecked. The station crew ran a line to her and hauled her to a safe place in the canal.
Oct. 21	Hereford Inlet, New Jersey.	Am. sc. Atlantic....	At 6.15 p. m., while getting underway near the station, dragged ashore. The life-savers in a dory ran a line to her and hove her off and took her to a safe place in the harbor.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Oct. 21	Metomkin Inlet, Virginia.	Bge., no name.....	While being towed by launch Accomac towline parted and barge went adrift, stranding on Flounder Point ½ mile W. of station. The surfmen ran a line from the barge to the towing launch, but as the tide had fallen and the sea and wind were increasing the task of floating her was abandoned until the following day, when at flood tide she came off without apparent damage.
Oct. 21	Charlevoix, Michigan, Lake Michigan.	Catboat, no name..	Capsized off North Point with 2 boys on board. The life-saving crew picked them up and brought them to the station, a fish tug bringing their boat. After the surfman had righted and bailed the boat the boys took charge of it.
Oct. 21	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Albion.....	Upon the request of the master of this vessel the life-savers assisted her crew in heaving up her anchor and getting underway.
Oct. 21	Muskegon, Michigan, Lake Michigan.	Slp. Angler.....	The occupants of this boat not being acquainted with the locality, set a signal for assistance. As they wished to be taken into the harbor the keeper sent a surfman on board, who piloted them to a safe place inside.
Oct. 22	City Point, Massachusetts.	Yt. Kittie.....	This yacht having been stolen during the night, was abandoned and left at Houghs Neck. Upon the request of the owner the station crew went and took her in tow with launch Relief and returned her to her moorings.
Oct. 22	Green Run Inlet, Maryland.	Gas. lch. Lilian.....	Lost in dense fog and stranded with 3 persons on board at about 6 p. m. A strong NE. breeze was blowing and the occupants found themselves without food or water. The keeper furnished them food and offered them shelter at the station, then went to the stranded boat with his crew and hove her afloat. (See letter of acknowledgment.)
Oct. 22	Wallops Beach, Virginia..	Gas. lch. Gracy.....	At 2 p. m. this boat, containing a man, broke down and went adrift, grounding on a marsh near the harbor entrance. Her signal for assistance was observed by the patrol, and the keeper with 2 surfmen went out to her with shovels. After digging a passageway for her they hove her out into deep water.
Oct. 22	Louisville, Kentucky.....	Flatboat, no name.	Adrift near the middle chute of the falls with 1 man on board. The life-savers pulled to the man's assistance as he was being set down by the strong current, and towed him with his boat to the station.
Oct. 22	Sturgeon Point, Michigan, Lake Huron.	Fish boat, no name.	The occupant of this boat being unacquainted with the locality and wishing to place his boat in a safe place for the night, the keeper took charge of it, secured it for the night, and brought the owner to the station, where he was afforded shelter until the following morning
Oct. 22	Duluth, Minnesota, Lake Superior.	Dredge Togo.....	While lying at a wharf alongside the tug Corona, dredge caught fire and was threatened with total destruction. The life-saving crew boarded her, and assisted in extinguishing the flames.
Oct. 23	Manomet Point, Massachusetts.	Rowboat, no name.	Picked up and brought in by the keeper who assisted 2 fishermen to right and bail it, and haul it up on the shore.
Oct. 23	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Vera.....	Towline to tender parted and boat went adrift and capsized during fresh NE. wind and high sea ½ mile E. of station. The station crew pulled out to the drifting tender, righted it, towed it into the harbor, and turned it over to the owner.
Oct. 23	Milwaukee, Wisconsin, Lake Michigan.	Slp., no name	Parted her anchor cable during fresh NE. wind and drifted against the breakwater, where she was in danger of breaking up. She was sighted by the N. patrol, who reported her to the keeper. She was towed in by the station crew in surfboat.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 24	Shinnecock, New York....	Catboat, no name..	Capsized with 1 occupant during heavy NE. squall, ½ mile NW. of station. The keeper and a surfman took the man out of the water, and righted and bailed the boat.
Oct. 24	Bethel Creek, Florida.....	Gas. lch., no name..	This launch requiring repairs, the owner came to the station and requested aid from the keeper. He responded, and in a short time the launch was overhauled and rendered seaworthy.
Oct. 24	Harbor Beach, Michigan, Lake Huron.	Fish boats (2), no names.	During a heavy SE. gale and high sea dragged anchors and went adrift; 1 boat becoming water-logged, and sinking. The other was picked up by the station crew and towed to a safe mooring. The sunken craft was hauled into shoal water by the surfmen, and when the gale abated they succeeded in getting it well up on the shore.
Oct. 24	Sturgeon Point, Michigan, Lake Huron.	Gas. lch., Venture...	During a SE. gale and high sea filled and sank at her dock. The station crew dragged her into shoal water, and on the following morning discharged her cargo and took out her machinery, and propeller, after which the master abandoned her.
Oct. 24	Middle Island, Michigan, Lake Huron.	Am. sc. Emma L. Nielson.	During SE. gale dragged anchors and stranded on a sandbar 6 miles NW. of the station. The station crew, with their surfboat under sail, beat down to schooner and boarded her, and after jettisoning her cargo, floated her without damage.
Oct. 24	Milwaukee, Wisconsin, Lake Michigan.	Slp. Viola.....	Parted her anchor chain 3 miles N. of station at 4 a. m., a fresh gale prevailing. The owner, thinking his vessel greatly damaged, decided to abandon her, but the life-savers engaged a tug and went to her assistance. A line was passed around the sloop below the water line, and the tug then floated her and brought her into the harbor, where the owner took charge of her.
Oct. 24	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. L. M. Mason	While bound to Milwaukee with a load of railroad ties lost her sails in fresh E. gale and high sea, and when in the vicinity of the life-saving station set her colors union down. The keeper sighted her at 9 a. m., and inferring that the master desired a tug called up the towboat office by telephone, but was informed that they did not consider it safe to send a tug to her. She struck the pierhead and damaged her bulwarks and cabin, at the same time losing some of her deck load. The life-savers boarded her, ran her lines to the pier, and hauled her in to a safe place. They also manned the pumps and pumped her dry. The keeper then recovered 150 ties, which had been washed overboard, and returned them to the schooner.
Oct. 25	Quoddy Head, Maine.....	Am. sc. Little David	Grounded in Quoddy Bay 2½ miles NE. of the station at 1 a. m. She failed to rise with the incoming tide, and her deck load of laths washed overboard. The lookout reported her to the keeper, who manned a boat, and went to her assistance. The surfmen jettisoned her cargo, pumped her out, and with the aid of some sail worked her over the reef, then took her to safe moorings in Quoddy Bay. She sustained no damage.
Oct. 25	Manomet Point, Massachusetts.	Gas. lch., no name..	Broke from her moorings. Recovered by a surfman and turned over to owner.
Oct. 25	Beaver Island, Michigan, Lake Michigan.	Am. str. Venezuela..	The master being unacquainted with channel and wishing to enter the harbor, the keeper piloted his vessel in to a safe berth.
Oct. 25	Point Adams, Oregon.....	Br. shp. Peter Iredale.	Ran out of her course during thick rainy weather and struck on Clatsop Spit 3 miles SW. of the station at 7.30 a. m. The patrol reported her to the keeper.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Oct. 25	Point Adams, Oregon.....	Br. shp. Peter Iredale.	The surfboat was hauled to the wreck by 2 double teams, a third team bringing up the beach apparatus cart. The surfboat went alongside and brought the entire crew of 27 men ashore. Four of them, being entirely destitute, were furnished dry clothing from the stores of the W.N.R.A. Assistance was rendered the master and crew during the days which followed. All of the personal effects of the sailors were brought ashore, and 5 of the shipwrecked men were quartered at the life-saving station for five days.
Oct. 26	Manomet Point, Massachusetts.	Dory, no name.....	Adrift. Picked up by a surfman and landed on the beach.
Oct. 26	Race Point, Massachusetts.	Am. sc. E. C. Hussey.	At about 2.30 a. m. surfman on watch reported a schooner on the bar 1½ miles W. of the station. The life-savers went aboard and found schooner heading directly on the beach, with anchor under foot and in danger of overriding it. The life-savers hove up the anchor, transported it aft, crotched the main boom, and hauled the anchor out to the end of it, when it was let go with cable hove taut. This stopped schooner from going on the beach. When the tide rose the vessel swung to her anchor and floated. She was then warped out to a safe offing, where sails were set, and she proceeded on her voyage undamaged.
Oct. 26	Monomoy Point, Massachusetts.	Gas. lch., no name..	Engine broke down and launch adrift with 2 men on board near Shovelful lightship at 10 a. m. The life-saving crew with power boat towed them into Chatham Harbor.
Oct. 26	Louisville, Kentucky.....	Gas. lch. Harry.....	Adrift in the river above the falls with 4 men on board. The station crew manned a boat and caught them in time to avert disaster, and towed their boat to a safe place in the river, the 4 occupants being brought to the station landing. (See letter of acknowledgment.)
Oct. 26	South Haven, Michigan, Lake Michigan.	Am. sc. Augustus..	Vessel desiring to enter the harbor, the keeper sent 2 surfmen on board, who helped bring her in to safe anchorage.
Oct. 27	Point of Woods, New York.	Am. sc. Alida Hearn.	Stranded on SW. point of middle ground ½ mile NW. of the station at 6 a. m. The life-savers boarded her, ran out an anchor, and after heavy heaving on the windlass got her off without damage.
Oct. 27	Cleveland, Ohio, Lake Erie.	Yt. Lucy B.....	Parted her moorings and went adrift 1 mile N. of the life-saving station at 4 p. m. The surfmen manned a boat, and after securing a towline to her foremast towed the yacht clear of the breakwater and to a safe anchorage.
Oct. 27	.....do.....	Am. sc. Maurice B. Grover.	At 8.15 p. m. the lookout reported vessel at anchor near the breakwater on fire. The keeper, after reporting her to the fire department, boarded her, ran out a line of hose, and in a brief time had the flames under control.
Oct. 27	.....do.....	Am. str. Lackawanna.	At 2.20 p. m. the lookout reported a steamer that, in trying to enter the harbor, had drifted to leeward and struck the concrete pier about ¾ mile N. of the station. The keeper with his crew went alongside of the vessel, which had stranded on the riprap stone of the new breakwater, but master stated that assistance was not required. The surfmen returned to shore and notified owners and agents. At 5 p. m. the seas began to break over the vessel, and her crew signaled for help. The keeper procured tug Frank W. to tow surfboat and crew out to her. The vessel had broken open and filled. The entire crew of 22 men were taken off and landed at the life-saving station. They were cared for, and then left for the city. The vessel proved a total loss.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 27	Louisville, Kentucky.....	Sailboat Swallow...	Capsized in the strong current of the river with 3 persons on board. The endangered people were picked up above the falls and brought to the station in safety. Their boat was righted, bailed out, taken in tow by 2 of the station boats, and secured in the canal.
Oct. 27	Duluth, Minnesota, Lake Superior.	Slps. Margrete, Spray.	Both these vessels broke from their moorings during a fresh NW. gale, went adrift, and stranded 3 miles SE. of station. When the gale moderated the surfmen went out and towed them back to moorings with power boat.
Oct. 27	Jackson Park, Illinois, Lake Michigan.	Fish boat, no name.	Swamped and went adrift in the lake with 1 man on board. The wind was fresh from NW. with high sea. The station crew picked him up and brought him and his boat to the station. After furnishing him stimulants the keeper sent him to his home.
Oct. 27	Old Chicago, Illinois, Lake Michigan.	Skiff, no name.....	Adrift; picked up by a surfman, and held at the station for a claimant.
Oct. 28	City Point, Massachusetts.	Catboat Fleet Wing.	Carried away her sails during strong W. wind and unable to reach shore. The station crew in launch Relief towed her back to the Savin Hill Yacht Club.
Oct. 28	Short Beach, New York..	Sharpie, no name...	Capsized and sank ½ mile NE. of station with 1 man on board. Two surfmen brought him and his boat to the station, where he was supplied with dry clothing from the stores of the W. N. R. A. The keeper afforded him shelter until the following day.
Oct. 28	Harbor Beach, Michigan, Lake Huron.	Am. str. Pathfinder.	Her course carrying her too close to shore, this vessel stranded during a NW. gale and high sea at 3.30 a. m. The life-savers went to her, a distance of 9 miles, and brought the master to Harbor Beach for the purpose of engaging a wrecking outfit. Later the wind increased and the master, after scuttling the ship, abandoned her, and the entire crew of 22 men was brought ashore by the life-savers and conveyed to the station, where they were furnished stimulants and dry clothing from the stores of the W. N. R. A. The life-savers continued to help float this vessel when the gale subsided, and after aiding in stopping her leaks and pumping her out she was released by the tugs Favorite and Jones on the 2d proximo.
Oct. 28	Port Austin, Michigan, Lake Huron.	Fish boat Pathfinder.	Parted her mooring and went adrift during NW. rain storm. The life-savers got a line to her stern and hauled her back to her wharf and secured her.
Oct. 28	Old Chicago, Illinois, Lake Michigan.	Am. sc. Ford River..	During a NNW. gale and high sea sprung her rudderpost and carried away her chain plates and sails when 4 miles off Jackson Park at 8 a. m. She was sighted at anchor flying a signal for assistance, and owing to smoky weather and the great distance offshore the life-saving crew did not discover her earlier. The keeper notified a towboat company, then manned power boat and went out to her. The surfmen boarded her and upon the arrival of the tug Spencer worked her into port, the life-savers from the South Chicago station aiding with a power boat.
Oct. 29	Frankfort, Michigan.....	Am. sc. Carrier.....	Schooner had difficulty in making harbor in strong gale and snowstorm. Life-savers took her line and towed her to a safe berth.
Oct. 29	Muskegon, Michigan, Lake Michigan.	Am. sc. Emily and Eliza.	During a heavy southerly blow with high-running sea tried to enter harbor, but was swept to leeward and struck the pierhead, and was unable to get clear. The station crew boarded her, ran lines to the opposite pier, and hauled her inside into smooth water. The tug Gunderson then took her to a good anchor-

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Oct. 29	Muskegon, Michigan, Lake Michigan.	Am. sc. Emily and Eliza.	age. Had it not been for the timely hold of the life-savers this vessel would have been thrown upon the beach and lost. (See letter of acknowledgment.)
Oct. 30	Port Austin, Michigan, Lake Huron.	Am. sc. Thomas H. Cahoon.	During a fresh NE. wind and high sea was reported drifting in the lake. The life-savers upon boarding her were informed by the master that he desired a tug. The surfmen returned to the shore and sent a tug to her.
Oct. 31	Fire Island, New York....	Scow, no name.....	Anchored off station in fresh NE. wind and moderate sea. The master fearing that he would come ashore, borrowed an anchor and cable from keeper. Life-savers assisted in securing same.
Oct. 31	Rocky Point, New York..	Am. sc. Elizabeth..	Parted her anchor chains in fresh NE. gale and went adrift. The station crew manned a boat and after a hard pull against wind and sea succeeded in reaching her. Her crew was taken off and brought to the station, where they were afforded shelter for the night. The vessel drifted to the beach and struck at a point 2 miles E. of the station, where she was completely submerged by the surf.
Oct. 31	Portage, Michigan, Lake Superior.	Gas. lch. Nokomis..	Went adrift during fresh NW. wind and struck the breakwater and sank. The surfmen found her on the bottom, with the seas breaking over her. They got a stout line to her, hauled her up clear of the surf, and bailed her out, then towed her to the station and hauled her out on the launching ways. She had several holes stove in her. After the surfmen had made repairs she was taken to a mooring and turned over to the owner.
Oct. 31	Umpqua River, Oregon...	Am. str. Juno.....	Struck a sunken ledge 1½ miles above station at 3.30 p. m. The life-savers went to her in 2 skiffs and attempted to float her, but all their efforts proved futile. Two scows were then procured, and with their assistance the steamer was floated and towed to Gardiner by the tug Hunter.
Nov. 1	Cranberry Island, Maine..	Am. sc. Hattie Lorling.	Lost 1 of her anchors. Life-savers went out to her and laid out another, and afterwards swept for the lost one.
Nov. 1	Cape Elizabeth, Maine....	Slp., no name.....	Discovered by patrol adrift 4 miles SSE. of station; wind blowing heavy from NW. and sea rough. Life-savers put out in surfboat and found no one on board. Cable being chafed through, she had evidently gone adrift from her moorings. After five hours beating against head seas, she was brought to anchor off the station and was afterwards turned over to owner.
Nov. 1	Monomoy Point, Massachusetts.	Gas. lch., no name..	Parted mooring in strong N. wind and high sea and came ashore 1 mile NE. of station. Life-savers hauled boat out of surf, and she was afterwards repaired.
Nov. 1	Fire Island, New York....	Scow, no name.....	During a gale with a moderate sea, anchored off station and rolled her mast out. Life-savers went to her in surfboat, cleared away the wreckage, and hauled mast up on deck.
Nov. 1	Barnegat, New Jersey....	Slp. Lolita.....	Discovered ashore in Barnegat Inlet, 1½ miles NNE. of station. Owner declined assistance, but watch was kept on sloop until she was floated by high tide Nov. 4.
Nov. 1	Holly Beach, New Jersey.	Bge. Pacific.....	Discovered by lookout S. 4 miles from station, apparently water-logged and flying signals of distress, in company with 2 other barges being towed. Life-savers went out in surfboat, but met Two Mile Beach life-saving station's crew and were informed that the Pacific's crew had been transferred to the other barges.
Nov. 1	Thunder Bay Island, Michigan, Lake Michigan.	Slp. Dutch Girl.....	Received a telephone message that a fish boat was ashore on North Point 5 miles from station; fresh S. wind and heavy surf. Life-savers went to her in surfboat and at 10 p. m. had her hauled

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Nov. 1	Thunder Bay Island, Michigan, Lake Michigan.	Slp. Dutch Girl.....	up on the beach. She had been stove in and was leaking badly. Crew reached shore before the arrival of life-savers.
Nov. 2	Quoddy Head, Maine.....	Br. sc. Fauna.....	Entered Quoddy Bay and set a distress signal, anchoring 2 miles NE. of station. Life-savers went aboard and found her leaking badly. They left a watch on board and telephoned for a tug, but it was unable to come until weather abated. As schooner was pounding heavily by night, part of her crew were taken off and cared for at the station. The next morning tug arrived and, assisted by station crew, schooner was towed to a safe berth.
Nov. 2	Cranberry Island, Maine..	Slp. no name	Life-savers went out to a small sloop that had nearly filled and was in danger of sinking and bailed it out and secured it.
Nov. 2	Shark River, New Jersey..	Gas. lch. Harold....	Struck on bar off Shark River in trying to enter; discovered immediately by lookout. Fresh NW. breeze and moderate surf. Surfboat was launched and went to assistance. Life-savers took out launch's ballast, ran out anchor, and worked her into deep water, saving the boat and the lives of the 2 men composing her crew.
Nov 2	Great Egg, New Jersey....	Gas. sc. Alberta	Discovered by lookout on sandbar 1½ miles SW. of station. Life savers went to her assistance but found her fast aground. She floated off at high tide, but ran aground again. She was finally hauled off Nov. 4 by the assistance of the station crew. Vessel suffered no damage.
Nov. 2	South Manitou Island, Michigan, Lake Michigan.	Gas. lch. Sneak.....	Discovered by lookout, 4 miles SE. of station, wind blowing fresh from the SW. and a moderate sea. Machinery broke down and launch set a distress signal. Life-savers went out to her and towed her back to station.
Nov. 3	Louisville, Kentucky.....	Rowboat, no name.	Discovered by lookout, 2 boys in a boat in danger, just above cross dam of the falls. Life-savers towed them to the station. Keeper gave them proper directions for proceeding safely back to Jeffersonville, Ind.
Nov. 3	Michigan City, Indiana, Lake Michigan.	Gas. lch. Bradwell..	Left for fishing grounds Nov. 3, not having returned the 5th, fishermen notified keeper. A tug was hired and life-savers went to fishing grounds 10 miles NNW. ¼ W. of station, found nets but no boat. Searched for six hours and then returned to station. Received telephone message 3 a. m., morning of 6th, that the steamer Glen of Chicago had picked up launch, her crew unconscious from hunger and cold. The Bradwell had neither sail nor anchor.
Nov. 4	Nauset, Massachusetts...	Br. sc. G. M. Cochrane.	Vessel discovered by patrol at 5.25 a. m. 3 miles south of station. He burned Coston signal and notified station by telephone. It was blowing strong NE. and a high surf running. In the darkness she had mistaken the back land for the beach. The seas breaking over the schooner were too heavy for any boat to withstand, so the beach apparatus from Nauset Station was hauled 3 miles to abreast of the stranded schooner. The life-savers from the Orleans Station arrived soon after and assisted in all operations, having driven 2½ miles along the beach, launched their boat and crossed the inlet. The wreck was lying 125 yards offshore and was reached by the first shot, the line falling across the fore topmast stay. The whip and hawser were hauled off in turn and set up at the masthead. The crew of 6 men were hauled ashore in the breeches buoy, the last man being landed

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Nov. 4	Nauset, Massachusetts...	Br. se. G. M. Cochrane.	at 7.30 a. m., twenty-five minutes after the buoy was first sent off. The crew were furnished dry clothes from the W. N. R. A. supplies, and were housed and fed for two days at the station. (See letter of acknowledgement.)
Nov. 4	South Chicago, Illinois, Lake Michigan.	Gas. ich. Chester ...	Engine broke down 1 mile NE. of station, and drifting ashore. Discovered by pier lookout. There were 6 persons on board. Life-savers went to their assistance in surfboat and towed them into Calumet River, where repairs could be made.
Nov. 5	Frankfort, Michigan, Lake Michigan.	Small boats, no names.	Life-savers picked up 2 rowboats that were adrift and afterwards turned them over to their owners.
Nov. 6	White Head, Maine.....	Am. sc. Forest Belle.	Discovered by lookout at anchor in dangerous position ¼ mile offshore, 2½ miles ENE. of station. Strong NNW. breeze and moderate sea. She had missed stays and let go both anchors, but they failed to hold. When station crew in surfboat reached her she had dragged down until the rocks were only a ship's length under her stern. Her sails were hoisted, her anchors hove up, and she was worked into Seal Harbor to a safe anchorage. Without the assistance of the life-savers she would have gone on the rocks.
Nov. 6	Coquille River, Oregon....	Fish boat, no name.	Discovered by lookout ½ mile SW. of station. Two fishermen had hauled in their net and were standing back, but strong SE. wind and ebb tide carried them into the breakers on the North Spit near the bar. Life-savers in surfboat went to their assistance and found boat half full of water. During the smooth spell managed to get a line to the fishermen and towed them clear of the breakers.
Nov. 7	Gay Head, Massachusetts.	Am. sc. Mopang....	The master applied at the station for assistance in getting the schooner underway from an anchorage dangerously near the rocks, ¼ mile east of station. Life-savers launched surfboat and went to his assistance. Anchors were hove up, windlass working badly. With 5 fathoms of chain out schooner missed stays, so both anchors were again let go, fetching up still closer to the rocks. The master made a second attempt and again missed stays. Both anchors were let go, but too late to keep her off the rocks. Owing to the rough sea she began to fill. Took the crew of 3 men ashore in surfboat, housed and fed them three days. Boarded schooner the next day to obtain personal effects of her crew. She was a total loss, and the underwriters began to strip her the next day.
Nov. 9	Quoddy Head, Maine.....	Br. sc. Ethel.....	Patrol saw schooner strike on ledge in Quoddy Bay 1½ miles NNE. of station, her master having mistaken the channel. He notified station and life-savers went to her assistance. She had gone ashore at high water, so it was necessary to await the following flood. Planks were placed under bilge to fend her off and barrels slung to help lift her. The master was taken ashore in station boat to telephone for tug. The life-savers returned to the Ethel at 4 the next morning, discharged her deck load and boated two-thirds of her cargo to the tug, this being necessary to float her. She came off without damage to her hull.
Nov. 10	Atlantic City, New Jersey.	Gas. lch. Naiad.....	Discovered by patrol east ½ mile from station. Boat had lost its bearings in the dark and was standing into danger. She was warned off by patrol burning Coston signal; he then reported to station. Surfboat put out and placed 1 of life-savers on launch, who piloted her safely into inlet.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Nov. 11	Charlotte, New York.....	Br. Bge. Quebec....	Discovered by lookout at 8.30 p. m. stranded ¼ mile NE. of station, ¾ mile offshore; NE. gale, rain, and heavy sea. Barge was in tow of the tug Proctor. They had left Charlotte early in the afternoon, but weather had become such that they were obliged to turn back for port. Proctor blew distress signal for life-saving station, and 34-foot power boat started to assistance, meeting the Proctor coming in, the towline having parted and the barge having stranded. A heavy sea boarded the lifeboat in the jaw of the piers and signal lights were put out. Barge's crew of 8 were taken off. A line fouled the boat's propeller and surfmen had to take to their oars. Were unable to make the life-saving station, so dropped down to last pier, anchored boat off, got 2 surfmen ashore with lines, and barge's crew were hauled ashore on pier. The lifeboat itself afterwards dragged its anchor and went ashore. On the 13th, the sea having subsided, she was hauled off by the harbor tug.
Nov. 11	Old Chicago, Illinois.....	Gas. lch. Surf.....	Manned by 3 men. Stood out into the lake, contrary to warning given by keeper. Blowing a gale from the north, high sea. A mile out their engine broke down. Keeper and surfmen who were watching them immediately launched station power boat and went to their assistance; towed launch back to harbor.
Nov. 11	Old Chicago, Illinois.....	Gas. lch. Lucki.....	Keeper noticed launch steering for the open lake. Wind blowing a gale from the north and a high sea. When ¾ mile off shore engine became disabled and she was in danger of swamping. Life-savers went to her in surfboat and towed her to safety.
Nov. 11	Racine, Wisconsin.....	Am. sc. Ottawa....	Sea increased so that schooner could not lay in safety at her berth. No crew on board. At master's request keeper sent 2 surfmen to assist in bringing vessel to a safe berth.
Nov. 12	Cross Island, Maine.....	Slp. Edalith.....	Parted her moorings in strong east gale and stranded 100 yds offshore, ¼ mile west of station in Northeast harbor. Life-savers proceeded to the scene by land and found sloop well up on the rocks. Placed heavy lifting bars under her bilge and got her far enough up to place a crab under her bottom, saving her from further damage. Ran out anchor and at high tide hauled her off. Took her around to head of harbor and hauled her up on the beach. The station crew were engaged in this work from 8 a. m. to 7 p. m.
Nov. 12	City Point, Massachusetts	Gas. lch. Queen.....	Engine disabled, boat unmanageable, crew made distress signals which were answered by lookout. Life-savers went out in launch and towed her to the nearest shipyard, where repairs could be made.
Nov. 12	Old Chicago, Illinois.....	Scow, no name.....	Scow was overcrowded and swamped 850 feet north of station. There were 10 men on board, 2 of whom were lost. (For detailed account see page 49.)
Nov. 13	Fletchers Neck, Maine....	Am. sc. John I. Snow.	Dragged anchors in strong WNW. wind and stranded 1½ miles from station, 500 yards offshore. Life-savers went to her in surfboat and ran out anchor and 100 fathoms of hawser. At high tide set all sail and hove her off. Stowed anchor and hawser and piloted her out of harbor. She was very shorthanded.
Nov. 13	South Hampton, New York.	Small boat, no name	Keeper assists a fisherman to save his dory bottom up in the surf.
Nov. 13	Shinnecock, New York....	Am. sc. bge. M. P. Grace.	Discovered by patrol dangerously near shore. He burned Coston signal to warn her off. Vessel stranded 400 yards off-

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Nov. 13	Shinnecock, New York ...	Am. sc. bge. M. P. Grace.	shore, ¾ mile ESE. from station. The Grace with 2 other barges, all coal laden, had been in tow of the tug Edward Luckenbach, and had been lost the night of the 12th. Life-savers went out in surfboat and assisted in running lines, the crew having already been taken off by the tug. Vessel and cargo were a total loss.
Nov. 13	Oswego, New York.....	Am. sc. Menominee.	Discovered by lookout at 1 p. m. at time of outbreak of fire. She was lying at dock ½ mile west of station; surfmen arrived at fire in surfboat ten minutes after it had broken out. Her forecastle was burning and smoke pouring up through her deck and around stem. Two tugs arrived at the same time. The life-savers cut away the deck and the tugs played three streams of water inside. The fire was soon extinguished.
Nov. 13	Point Adams, Oregon	Br. bk. Galena.....	Went ashore 11 miles south of station at 6.30 p. m.; strong SW. wind, rain, fog, and high sea. Owing to thick weather and no telephone connection it was not reported until 1.30 p. m. Galena's crew had landed with much difficulty in their own boats. Keeper detailed a watch to be kept on her.
Nov. 14	Santa Rosa, Florida.....	Yawl, no name.....	Discovered by lookout, capsized 2 miles north of station. Moderate SW. gale, rough sea, and raining. Life-savers went to her assistance in surfboat, rescuing 3 men clinging to her bottom. Righted, bailed out, and towed yawl to safe berth.
Nov. 15	Point Allerton, Massachusetts.	Am. sc. Mary L. Newton.	Stranded at 8 p. m. on False Spit, 1¾ miles NNE. of station, ¼ mile off shore. Blowing strong ESE., high surf, raining and very thick. Discovered from lookout at daybreak. Her crew had gotten ashore on Great Brewster Island in their own boat. Life-savers took them off, transferred them to tug, and gave them transportation to Boston.
Nov. 15	Hampton Beach, New Hampshire.	Small boats, no names.	Life-savers hauled up on the beach 5 fishing boats in danger of being smashed in the surf.
Nov. 15	Brant Rock, Massachusetts.	Eight small boats, no names.	Blowing fresh and a high sea. Life-savers hauled out 8 gunning dories that were in a dangerous position below the breakwater.
Nov. 15	Wood End, Massachusetts.	Gas. lch., no name..	In getting underway, engine became disabled and launch drifted into the surf, ½ mile SE. from station. Wind blowing strong SE. Life-savers laid out anchor, ran out 100 fathoms of line and hauled her out into deep water.
Nov. 15	Chatham, Massachusetts..	Catboat Comfort...	Discovered by lookout towing a small boat. She carried away her sail and stranded ¼ mile west of station on bar entering Stage Harbor. Strong east gale and choppy sea. Life-savers launched surfboat and went to her assistance. At high tide boat was hauled off and anchored in safe berth. As master and mate were wet and cold they were taken to their homes.
Nov. 15	Chatham, Massachusetts..	Catboat, no name...	This boat, in tow of the Comfort, had stranded and was picked up by the life-savers at the same time. While trying to beat out her sail had been blown away and her main boom broken.
Nov. 15	Monomoy, Massachusetts.	Catboat Sylvia	Discovered by lookout, ashore 1 mile from station. Strong east wind and rough sea. Surfmen went to her assistance in dory. Her engine had been disabled and she had no sail. Laid out 2 anchors and hauled her into deep water. Took her crew (2 fishermen) to the station; housed them for the night and fed them; furnished dry clothing for themselves and a new sail for the boat.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Nov. 15	Point Judith, Rhode Island.	Am. Sc. Lugano....	At 3.30 p. m. vessel was discovered by lookout ½ mile off shore, water-logged and unmanageable, and heading for the beach. Wind was blowing a strong gale from the NE., rain and hail, and a high sea. She struck 200 yards north of station and 300 yards offshore. Three of her crew were lost. (For detailed account see p. 50.)
Nov. 15	Fire Island, New York....	Catboat, no name...	Capsized ¾ mile offshore, 1 mile north of station, blowing a gale from NE. and a high sea running. Reported by lookout. Life-savers went out in surfboat, picked up owner, righted and bailed out boat.
Nov. 15	Fire Island, New York....	Lighter, no name...	Reported adrift by one of the surfmen. Blowing strong from the NE. Life-savers ran a line to her and made her fast. Notified owners at wireless station.
Nov. 15	Long Branch, New Jersey.	Am. sc. James M. Hall.	Blowing fresh NE., raining, and high sea. Lookout reported schooner 3 miles SE. of station in distress, flag in rigging union down. She had been heading south, but now stood in for the beach. She stranded 100 yards out ½ mile south of station. Life-savers proceeded with beach apparatus to scene of wreck. The first shot from Lyle gun was successful, and her crew of master and 3 seamen were safely landed. They were cared for at the station for three days. The Life-Saving Service crew from Deal station had been called, but the distance to come was such that the last man had been landed by the time of their arrival. The distress signal had been sighted at 10.45 a. m. At 12 m. the life-savers had completed the rescue, and apparatus was ready for a second schooner heading for the beach to the southward.
Nov. 15	Long Branch and Deal, New Jersey.	Am. sc. Sam. C. Holmes.	Stranded 1,500 yards south of the James M. Hall at 12 m. Fresh NE. wind, raining, and high seas. She was water-logged and was stranded to save crew. The life-savers from Long Branch and Deal used the same apparatus employed at the wreck of the Hall. The first shot from the Lyle gun was successful, and the crew of 4 men were safely landed in the breeches buoy. The life-savers returned their apparatus to the station at 1.20 p. m., having rescued the crews of 2 schooners in two hours. Some of the crew were kept at the station for three days, and were outfitted with clothing from the W. N. R. A. supplies.
Nov. 15	Cape Lookout, North Carolina.	Sc. yt. Iris.....	Mistook the color of Beacon Light and stranded 1½ miles NW. of station at 9 p. m. Moderate NW. gale and rough sea. Those on board fired guns and showed a light, which was seen by patrol and answered with a Coston. Station was notified and surfboat went to assistance. She was well up on the beach. The personal effects of the crew were boated ashore. The sailors were taken to the station and supplied with food and dry clothes from the supplies of the W. N. R. A. On the 16th the life-savers visited the yacht and found her chime opened up for a length of 12 feet. Repaired same with canvas and planking, and removed ballast. She was floated at high water the 17th and towed by gasoline launch to Morehead City.
Nov. 15	Milwaukee, Wisconsin....	Slp. Viola.....	Life-savers went to stranded sloop and after a half day's work released her and brought her into harbor.
Nov. 15	Duluth, Minnesota.....	Lighter, no name...	Lighter in tow of steamer New York was water-logged 1½ miles from the station. Discovered by lookout. Life-savers started immediately with launch and surfboat. Upon arrival found that her 2 men had been taken off by ferryboat. Surfmen towed lighter to dock.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Nov. 16	White Head, Maine.....	Rowboat, no name.	Sunk at moorings at 1.30 a. m., 3 miles NE. of station. ENE. gale, raining, and heavy sea. The next morning when gale had abated, life-savers went to her in surfboat, and swept her with grapnels. She was raised, taken ashore, bailed out, and delivered to her owner.
Nov. 16	Fletchers Neck, Maine....	Am. sc. Marshall Perrin.	Parted her chains and came ashore at 1 a. m. in NE. gale of snow, hail, and rain. High sea. Could not be seen from station as she lay on other side of island 1½ miles distant. Notification received by signal from light keeper on Wood Island, that she had gone to pieces in five minutes after she had struck. After a long search the body of her master was recovered. One of her 2 seamen was washed ashore unhurt. He was cared for at the station for two days and given an outfit of clothing. The body of the other seaman was never found.
Nov. 16	Jerrys Point, New Hampshire.	Slp. Gracie.....	The keeper being informed that a sloop was in distress 6 miles to the ENE., a point not visible from station, went to her assistance in surfboat. The wind was blowing strong ESE. and there was a heavy sea to pull against. The Gracie was picked up flying distress signal. Her sails had been blown away. Surfmen repaired sails, set storm sail, got in her anchor, and headed her back to port.
Nov. 16	Spermaceti Cove, New Jersey.	Dredge.....	Sunk in channel of Shrewsberry River 1 mile SW. from station; the upper story of her house above water and her crew safely therein. All hands on dredge had been asleep throughout night, wind had shifted, making up a rough sea, and she had filled. Life-savers went out to her in surfboat, but found that she was in need of no assistance.
Nov. 16	South Manitou Island, Michigan.	Am. sc. Margaret Dall.	Discovered by lookout. Dragged anchor and stranded 1 mile north of station. SE. gale; raining and rough sea. She went ashore at 11.30 p. m. and was boarded thirty minutes later by life-savers in surfboat. She was well up on the beach, and her crew had gotten ashore.
Nov. 16	Milwaukee, Wisconsin....	Am. str. Orion.....	Stranded on North Point 5 miles north of station; atmosphere smoky. Station notified by telephone. Life-savers in surfboat in tow of tug Welcome proceeded to the wreck, and were joined by 2 other tugs. Life-savers assisted in running hawsers. After working three hours steamer was released.
Nov. 18	Salisbury Beach, Massachusetts.	Am. sc. Wm. F. Green.	Lost rudder, having struck a derelict; leaking; anchored in a dangerous place. She was sighted by the lookout when she anchored at 5 a. m. ¾ mile NE. of station and 300 yards offshore. Set a signal of distress and at 5.15 the surfboat put out to her. Keeper came ashore and telephoned for a tug, then returned. Assisted in getting anchor up, getting underway, and working her into deep water. She was soon picked up by the tug and towed to Portsmouth, New Hampshire, life-savers staying by her at master's request to help at the pumps. Tug towed station crew back at 4 p. m.
Nov. 20	Straitsmouth, New Hampshire.	Br. sc. Effie May ...	At 1 a. m., in trying to pass between Sandy Bay breakwater and Little Salvages, struck on the latter and knocked off her rudder. She came off and let go both anchors, 1¾ miles from station. Her master came in and reported to keeper of station. Surfboat was launched, and life-savers went to assistance. Engaged a power boat to tow her; got up her anchors, hoisted her rudder on deck, and turned her over to power boat, which towed her into Rockport Harbor.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Nov. 20	Race Point, Massachusetts.	Am. sc. Francis W. Whalen.	At 10 p. m. discovered by lookout and reported immediately after stranding, 1¼ miles west of station, 450 yards offshore. Launched surfboat, carried out anchor and helped heave her off. Helped make sail. Keeper gave master directions as to steering out, then went ashore. When schooner passed out abreast of station, being dangerously near the bar, she was warned off by Coston signal. As the sea made up very choppy immediately after getting off, schooner would probably have filled, except for the warning.
Nov. 20	Lone Hill, New York.....	Small boat, no name	Discovered adrift by surfman 4 miles SE. of station, half full of water. He bailed it out, towed it ashore and hauled it up on the beach.
Nov. 20	Louisville, Kentucky.....	Gas. lch., no name, and shanty boat.	Shanty boat in tow of gasoline launch discovered by lookout dangerously near the Kentucky chute of the falls. Life-savers went out in boat and towed them in to station. The gasoline launch had broken down and the 2 boats with their 2 occupants were drifting into the strong current of the falls. They were allowed to proceed after they had been instructed how to get through the canal.
Nov. 21	.....do.....	Flatboat Harry....	Discovered adrift by lookout, 5 men on board, 100 yards north of station. In two minutes the lifeboat was alongside and a line fast to the flatboat. She was towed in to the steamer City of Cincinnati, which she was trying to make, when she went adrift.
Nov. 21	Harbor Beach, Michigan..	Am. sc. Jennie Weaver.	Blowing south gale, high sea; breast line parted and allowed schooner to pound on windward side of dock. Her master requested assistance of life-savers, who in surfboat ran out a line and hauled schooner clear of the dock.
Nov. 21	Tawas, Michigan.....	Barge No. 1.....	At 10.45 p. m. lookout reported a light 2 miles to the westward and keeper made out a torch flare up. The surfboat was launched at 11 p. m. There was a heavy gale from the SW. and a high sea. Reached barge after a desperate pull of two hours. It was the lumber-laden barge No. 1 in tow of the steamer John McKerchey. Barge had a heavy list and had just lost her deck load; had 6 feet of water in her hold. Life-savers stood by her until 3 a. m. when wind and sea had gone down. On the 23d life-savers pulled ashore 50,000 feet of lumber and turned it over to the underwriters.
Nov. 21	Frankfort, Michigan.....	Am. sc. Wanderer..	Schooner made port in fresh east breeze. Life-savers took her line and towed her to a safe berth.
Nov. 21	Ludington, Michigan.....	Small boat no name.	Wind took a sudden shift and blew a strong gale from the south. A skiff belonging to the Point Au Sable light-house and a scow were pounding against the dock. The life-savers towed them to a safe berth and secured them for the night.
Nov. 21	Holland, Michigan, Lake Michigan.	Gas. lch., no name, scow, no name.	Five men took these vessels out to breakwater under construction. While the men were at work a cyclone came up, and 4 of them were drowned. (For detailed account see page 52.)
Nov. 21	Old Chicago, Illinois, Lake Michigan.	Small boat, no name	Assistant light-house keeper was returning from attending lights when high sea and heavy gale drove him against the weather side of the pier. His distress was witnessed at the station, and life-savers in surfboat went to his assistance. The weather was such that the life-savers had to secure a tug to tow them back to the station. (See letter of acknowledgment.)
Nov. 21	Willapa Bay, Washington.	Am. sc. Bangor.....	Discovered by lookout, dismasted, anchored, and helpless near breakers, 7½

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Nov. 21	Willapa Bay, Washington.	Am. sc. Bangor.....	miles WSW. of station and 5 miles offshore. Distress signal showing. A high sea was running. Lifeboat was launched and surfmen went out to her assistance. Tug arrived at the same time and towed schooner into the bay.
Nov. 22	Erie, Pennsylvania.....	Rowboat, no name.	Discovered by lookout adrift ½ mile south of station. Launched surfboat, towed boat in to station, and cared for it until the 23d, when it was claimed by owner. As it was blowing strong with a rough sea at the time, the boat would certainly have been smashed against the breakwater but for the timely assistance of the life-savers.
Nov. 22	Fairport, Ohio.....	Am. str. Chas. B. Hill.	At 9.50 a. m. keeper received a telegram that a vessel was ashore 12 miles ENE. of station. Lifeboat was launched and taken in tow by the harbor tug Annie. She had sprung a bad leak and had to be beached. Her 21 men were taken off and transferred to the tug. Owing to a moderate gale and high sea this was accomplished with considerable difficulty, it being necessary to make 3 trips between the tug and wreck. The lifeboat was considerably damaged.
Nov. 22	Cleveland, Ohio.....	Am. sc. Penobscot..	Lookout sighted a torch on a vessel 1½ miles west of station. Life savers went to her in surfboat. She wanted a tow into port. Returned to station and telephoned for a tug.
Nov. 23	Ashtabula, Ohio.....	Am. sc. bge. Commodore.	The morning of the 23d the keeper of the station was notified by telephone that the harbor tug company were sending a steamer to the wreck of the Chas. B. Hill, 15 miles west ½ south from the station. Tug Fabian took life-savers in surfboat in tow and proceeded to wreck. Soon after arrival a party signaled from ashore. Surfboat went in and picked them up. They were members of the Chas. B. Hill's crew. They informed keeper that the vessel just in sight about 5 miles NNE. was the barge Commodore, and that they had cast her adrift the night before when she was laboring in the heavy seas. Tug towed surfboat out to Commodore, found her flying signal of distress, her foresail and staysail carried away, her hawsepipe pulled out, and her bow in danger of being cut down by the 90 fathoms of chain out. Life-savers boarded barge, assisted to heave in chain and an anchor, and clear up wreckage. Barge was towed into harbor for repairs.
Nov. 23	White Head, Maine.....	Am. sc. Penobscot..	Loaded with lumber, bound from Bangor for New York, anchored in Seal Harbor in strong west gale, dragged anchors and stranded on rocks 1½ miles NE. of station. Life-savers went to her assistance in surfboat, ran out a kedge, hove her clear of the rocks, and landed her captain at Sprucehead to telephone for a tug. When tug arrived life-savers ran a hawser, assisted in heaving up anchor, hoisting sails, and working her out past White Head.
Nov. 23	Cape May, New Jersey....	Gas. lch. Thelma ...	Machinery disabled, anchored off Priscilla Beach 4 miles NNW. of station. Wind came out strong NW. and boat had to be beached. Her crew applied at station for assistance. Keeper and 1 surfman went to her and found her full of water and sand. Procured a team of 4 horses and the next morning the life-savers assisted in hauling boat up on the beach, loaded it on a wagon, and hauled it to Schellingers Landing, a distance of 6 miles.
Nov. 23	Marblehead, Ohio.....	Am. sc. Guido.....	Anchored 3 miles NE. of station, and discovered flying distress signal. Life-

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Nov. 23	Marblehead, Ohio.....	Am. sc. Guido.....	savers responded in surfboat and found her unable to heave her anchors. They assisted in raising them, and then ran lines to a tug, which towed schooner to a safe berth in lee of Kellys Island.
Nov. 23	Portage, Michigan.....	Sc. bge. Matanzas..	Patrol burnt Coston in answer to distress signal of vessel at entrance of breakwater. Surfmen launched surfboat and pulled out to barge in tow of the fish tug Tramp. Owing to fresh west wind and high sea the tug was unable to handle the barge, as she had swung around onto the breakwater and stranded. At master's request life-savers got another tug, and were employed three hours running lines to tugs. The barge had been in tow of the steamer Panama, which had lost her rudder and dropped the tow. (See letter of acknowledgment.)
Nov. 24	Chatham, Massachusetts.	Am. sc. L. A. Plummer.	At 6.45 a. m. set signal of distress, having been in collision with unknown schooner. She was badly cut in on her starboard quarter and her mainsail and spanker badly torn. Surfmen assisted in patching hole, and then came ashore and sent for tug, which towed vessel into port.
Nov. 25	Wood End, Massachusetts	Gas. lch., no name..	Discovered by lookout ¼ mile from station and 75 yards offshore; blowing fresh from NW. and a high sea. Surfmen went out to her and found her stranded in the surf, laid out her anchor and hauled her into deep water; bailed her out; left 1 surfman aboard, and took the 2 men belonging to her to station; supplied them with dry clothing from W. N. R. A. stores. Surfmen went out in power boat and towed launch to Provincetown.
Nov. 25	Charlotte, New York.....	Canoe Sprite.....	Capsized 1 mile N. by W. of station and discovered by lookout. Station power boat put out to the rescue, and picked up canoe, but the 2 men had sunk. (For detailed account see page 58.)
Nov. 26	Muskeget, Massachusetts.	Am. sc. Thos. A. Cromwell.	Stranded 5½ miles NW. of station. Discovered by lookout as she went ashore at 7 a. m. Life-savers went immediately to her in surfboat and stayed by her until arrival of tug.
Nov. 26	New Shoreham, Rhode Island.	Am. sc. John Feeney	Stranded on sandbar ¼ mile east of station; discovered by lookout. Life-savers launched surfboat and went to her assistance; carried out her anchor, and at high tide assisted in heaving her into deep water.
Nov. 26	Duluth, Minnesota.....	Gas. lch. Lennox...	Went adrift in heavy NE. gale ¼ mile south of station; reported by lookout. Life-savers went to her assistance in surfboat and towed her into dock. There was a man in the launch, but he was unable to handle it.
Nov. 26	Duluth, Minnesota.....	Scow, No. 36.....	Broke moorings in NE. gale; drifted away from dredge and stranded 1 mile SW. of station. Application for assistance was made at station. Life-savers went out in surfboat and ran line from scow to dredge and she was pulled off when wind moderated.
Nov. 27	Marblehead, Maine.....	Am. sc. Jennie G. Pillsbury.	Discovered at 6 a. m. flying distress signal; stranded 4 miles east of station; fresh NE. wind; moderate sea. She had missed stays and went ashore 400 yards off Twobush Island. Life-savers went out in surfboat, but just before arrival schooner floated off and dropped her anchor and crew took to their boat. Life-savers boarded her and found her hold half full of water and filling fast. They got out and landed on the island her spare sails, spars, and rigging. Vessel soon rolled over on her beam ends. Took crew ashore and got them transportation to Rockland. Vessel parted chains and drifted out to sea. She was

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Nov. 27	Marblehead, Maine.....	Am. sc. Jennie G. Pillsbury.	discovered 1¾ miles SE. of the Burnt Island station and was boarded by life-savers from latter station at 7 a. m. There being no service that they could render the derelict they went ashore and notified the collector of customs and the revenue cutter at Portland. They also notified her owner and underwriters.
Nov. 27	Marblehead, Ohio.....	Br. str. Tecumseh..	Struck and sunk on Mouse Island Reef 11 p. m. in strong west wind and high sea, 8 miles NW. of station. Discovered by lookout, flying distress signal next morning. Keeper telephoned for a tug. Life-savers went out to her in surfboat and brought master and purser ashore to arrange for wrecking outfit. The next day wind had freshened and sea had increased. Keeper hired tug to tow life-savers, ship's officers, and supplies back to wreck. Station crew assisted in running lines and placing pumps; vessel was leaking badly. Stood by the 28th and 29th until wind and sea had gone down. Their attendance being no longer required they returned to the station.
Nov. 27	Grand Marais, Michigan..	Br. str. Turret Crown.	Went ashore west of harbor piers in NW. gale of snow and a high sea, at 8.45 p. m. and was reported immediately by lookout. Keeper burnt Coston, and went to her in surfboat. The master informed the keeper that his vessel was resting easy and that they would not leave her. Surfboat was beached abreast of steamer, and watch was kept during night. Boarded steamer the next morning and brought messages ashore for owners. On the 29th the surfmen sounded and located best water for hauling off and ran lines to two wrecking tugs.
Nov. 27	Point Adams, Oregon.....	Am. str. Aurelia....	Discovered by patrol at daybreak, stranded 2 miles north of station. It was blowing strong from the eastward and there was a choppy sea. She had touched on the bar two hours before and her deck load of lumber had shifted; this starting her to leak badly; she had been headed in for Astoria. The water was soon knee deep in the engine room, so the master ran her aground to save her. As she was showing no lights, she was not seen until half an hour later. The life-savers launched their surfboat and went aboard. The master was landed to communicate with owners and the life-savers returned to the steamer to stand by her during the night, the seas washing over her constantly. Later a tug took all except 3 of the crew off. Surfmen arranged with those left on board to signal if assistance was needed; returned to station. The next morning the vessel was hauled off and towed to Astoria.
Nov. 28	Newburyport, Massachusetts.	Gas. lch., no name..	Discovered by lookout, 1 mile NNE. of station. While fishing off north jetty she got a rope in her propeller and drifted into the surf before she let go her anchor. Another fish boat took off her crew. Life-savers went to her in surfboat and towed her into smooth water, cleared her wheel, and turned her over to her owner.
Nov. 28	Atlantic City, New Jersey.	Slp. Commander...	Stranded on North Bar half a mile east of station. Discovered by lookout. Surfmen went out to her, ran out anchor, hoisted sail, and worked her into deep water, then anchored her to wait until the wind served, and returned to station. At flood tide she entered the inlet without further help.
Nov. 29	Louisville, Kentucky	Flatboat Tom.....	Discovered adrift above the falls. Life-savers towed boat and her crew of 7 men safe in to shore.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Nov. 30	Quoddy Head, Maine.....	Br. sc. Alice Maud..	While beating into Quoddy Bay the night of the 29th, against strong NNE. breeze, missed stays and had to anchor in shallow water. At 3 a. m., in trying to get out, she lost 1 anchor and dragged the other, causing her to strand and pound heavily, which started her leaking badly. Schooner made no distress signal, but was discovered by the patrol at daylight, lying 1½ miles from the station. Life-savers boarded her and found leak such that pumps were unable to free her. At flood tide she came off and was anchored in channel. Brought master ashore to telegraph for a tug; returned to vessel in afternoon, finding her full of water; brought crew in to station for the night, giving them shelter and meals. Returned to schooner the next morning, and the tug arriving soon after, the life-savers assisted in heaving up her anchor and secured the 1 that had been lost the day before. The master having sprained his ankle, was treated at the station and supplied with liniment from medicine chest.
Nov. 30	Oregon Inlet, North Carolina.	Yacht Ritta.....	Came into Inlet and asked to be piloted through the inside passage. Keeper sent surfman on board who gave desired aid.
Nov. 30	Grand Marais, Michigan..	Gas. sc. Mary.....	While crew from station were exercising in surfboat, a power launch was observed drifting across bay. Her owner stated that engine was broken down. He was given a line and launch was towed to dock.
Nov. 30	Portage, Michigan.....	Am. str. A. E. Stewart.	In a westerly gale and high sea, this steamer, bound from Duluth for Cleveland with iron ore, stranded ¼ mile NW. of station. Life-savers in surfboat went immediately to her assistance, but before any aid could be given the seas lifted steamer clear.
Nov. 30	Fort Point, California....	Fish boat, no name.	Three fishermen trying to weather a north gale were driven broadside on the beach. Life-savers hauled boat up on beach out of danger.
Dec. 2	Bogue Inlet, North Carolina.	Am. sc. Benj. Russell.	Set ensign union down. Life-savers went out and master asked to be shown the way into the inlet, the pilot being absent The keeper showed him the way in over the bar.
Dec. 2	White River, Michigan...	Am. str. Petrel.....	At 9.50 p. m. the keeper was notified by telephone that this steamer was afire. The season having closed, he was alone at the station. He launched the skiff and went to the assistance of the vessel's master, who was also alone. Together they made every effort to save her, but she was totally destroyed, and sunk in 40 feet of water.
Dec. 3	Damiscove Island, Maine.	Small boat, no name.	At 8 p. m. a surfman discovered a small boat adrift on the west side of the island. Life-savers hauled it up and notified the owner.
Dec. 3	Blue Point, New York ...	.....do.....	Discovered adrift in the bay. Life-savers brought boat ashore and hauled it up on the beach.
Dec. 4	Fletchers Neck, Maine....	Am. sc. J. W. Bradley.	Blowing fresh from the north; schoone parted chains and stranded 1 mile north of station. Life-savers went to her, and as it was low tide 2 men were placed on board as a watch, the others returning to the station to await high water. At 6 p. m. hawser was run ashore and tackles led to masthead, and she was righted. Tug arriving soon after, she was towed off and into the wharf. Life-savers pumped schooner out.
Dec. 4	Manomet Point, Massachusetts.	Gas lch., no name ..	Hauled launch out of surf to safety on the beach to await a claimant.
Dec. 4	Core Bank, North Carolina.	Am. str. Albemarle.	Ran aground 14 miles NE. of station, 4 miles offshore. Reported to keeper by signals from mail boat. Life-savers

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Dec. 4	Core Bank, North Carolina.	Am. str. Albemarle.	went to her assistance in surfboat. There were 13 passengers on board, she was resting easy, but fearing that it might blow strong from the north the surfmen remained by her. At midnight the steamer Nuse and a tug arrived. Life-savers then ran hawsers and the steamer was released without damage. (See letter of acknowledgment.)
Dec. 4	Sullivans Island, South Carolina.	Small boat, no name.	Owner of small boat applied at station for assistance in hauling it out of surf where it had been since the preceding day. Surfmen assisted owner in securing the boat.
Dec. 4	Fort Lauderdale, Florida.	Two launches, 2 lighters; no names.	Launches (low power) and lighters (heavily laden with stone) in danger of being carried out to sea by strong ebb. They had dropped their anchors but were dragging. Keeper got a line to them, making shore end fast to tree.
Dec. 4	Tawas, Michigan.....	Fish boat, no name.	Keeper was notified by telephone that boat had sunk off Tawas City 4 miles NW. of station. Proceeded to scene of accident in surfboat, and hauled nets ashore, then got a purchase to boat and hauled it up on beach. Bailed it out and towed it into slip.
Dec. 5	Assateague Beach and Wallops Beach, Virginia.	Am. sc. Wm. H. Bailey.	Stranded on Turners Lump 4½ miles S. by E. of Assateague and 7 miles SE. by E. of Wallops Beach stations. The life-savers from both stations went immediately to her assistance, sounded out deepest water, and succeeded in floating her. They then instructed the master how to clear the shoal.
Dec. 6	Assateague Beach and Wallops Beach, Virginia.	Am. sc. Florence I. Lockwood.	Stranded and sunk on Williams Shoal 2½ miles SW. by W. of Assateague station and 1½ miles offshore, while running for harbor before a strong wind. No distress signals were made and vessel was not discovered till daybreak. The crew from Assateague reached schooner first and took off her crew of 6—a difficult task, as she was lying in the breakers and much lumber was floating about. The Wallops Beach station crew came up and took the Assateague crew and the rescued persons in tow for the shore. The schooner's crew were succored at the station four days and given clothing from the supply of the W. N. R. A. (See letter of acknowledgment.)
Dec. 6	Ocracoke, North Carolina.	Am. sc. C. R. Bennett.	Discovered by lookout ashore on 9-foot shoal 3 miles NW. of station with signal of distress flying. Surfboat was launched and life-savers went to her assistance. Carried out anchor and laid out cable; worked for three hours. She came off at high water. She dragged her anchors and went ashore a second time the 8th; life-savers assisted in lightering her cargo and she was floated off the 9th.
Dec. 6	Buffalo, New York.....	Scow, no name.....	A scow broke adrift in creek full of running ice. Life-savers got a line to her, but she parted it. Launched surfboat and towed her into deep water, where tug picked her up.
Dec. 6	Erie, Pennsylvania.....	.....do.....	Broke adrift from moorings in strong gale and rough sea. Was sighted by lookout ¾ mile SE. from station. She would have gone to pieces shortly on the rocks had not the life-savers in surfboat picked her up. They towed her to a sandy beach and hauled her out and secured her.
Dec. 6	Tawas and Sturgeon Point, Michigan.	Br. sc. Wawanosh..	In tow of steamer Lake Michigan, broke her tow line in SE. gale and heavy sea and stranded 17 miles NE. of Tawas and 19 miles S. of the Sturgeon Point stations at 2 a. m. The 2 stations were notified of the disaster by telephone. The Sturgeon Point life-savers went to schooner

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Dec. 6	Tawas and Sturgeon Point, Michigan.	Br. sc. Wawanosh.	in surfboat under sail, and found that the crew had been taken off by the fish tug J. H. Spencer. The tng towed the surfboat back to its station. The keeper of the Tawas station hauled his surfboat and beach gear 2 miles over rough roads and chartered a train, which took the outfit and crew to Au Sable. They arrived at that place, however, after the tug mentioned had set out to the scene of the stranding. Both life-saving crews had traveled long distances to assist this vessel, the Sturgeon Point crew 20 miles and the Tawas crew 28 miles, without having been able to take a hand in the rescue, the tug having rendered that service.
Dec. 6	Portage, Michigan.....	Am. str. John Harper.	Keeper received message from steamer's master asking aid. She had been stove in by ice in two places while steaming through the canal 1 mile south of station. Life-savers went to her in surfboat, shifted cargo to port, and patched hole in starboard bow. The next day cargo was again shifted and the hole in the port bow patched.
Dec. 7	White Head, Maine.....	Am. sc. Ellan M. Mitchell and Br. sc. Prudent.	These vessels collided while beating into Seal Harbor. The Mitchell carried away her jib boom and head gear. The Prudent had her head sails badly torn and a hole stove in on her water line. Life-savers went out in surfboat, cleared the wreckage, and made temporary repairs on the Mitchell and then boarded the Prudent. They assisted the crew in listing over, guying out booms, and removing everything movable about decks. Got hole well above water and repaired rigging.
Dec. 7	Point Allerton, Massachusetts.	Dredge, no name...	Blowing strong and rough sea; sighted by surfman, drifting out to sea. Keeper was notified and surfboat was launched. It was thought that a crew might be on board. When life-savers were 2 miles ESE. of station they spoke pilot boat and learned that there was no one on board. They then returned to station.
Dec. 7	Forge River, New York...	Gas. lch., no name..	Discovered by lookout, broken down, and drifting before gale; high sea running. Launch was then 1 mile offshore and 1½ miles NE. of station. Surfmen went out to her. There was a big sea and the ice was making, so it was impossible to get her anchor. The owner was brought ashore, and the next day the surfmen helped in breaking the launch out from the ice and taking her into the mainland.
Dec. 7	Atlantic City, New Jersey.	Am. str. Seven Brothers.	Stranded 1 mile north of station. She had come out to tow fishing smack into creek but had been unable to hold up against the strong wind. A line was run to the smack anchored near by and the tug was soon released.
Dec. 8	White Head, Maine.....	Am. sc. Lulu W. Eppes.	In strong NW. gale, heavy vapor over the water, zero temperature. Having lost reckoning, anchored in Musselridge channel. When vapor cleared was sighted by patrol, flying signal of distress. Life-savers went to her in surfboat and found her anchored in dangerous position near a sunken ledge. Was so badly iced up that pumps and windlass could not be worked; 3 feet of water in hold. Crew too exhausted to work. Life-savers thawed out pumps and pumped out hold; cut ice away from windlass; hove up anchors; hoisted sail and worked her in to a safe anchorage in Seal harbor.
Dec. 8	Plum Island and Gloucester, Massachusetts.	Am. sch. Bessie C. Beach.	Stranded 7½ miles SSE. from Plum Island station and 7 miles overland from Gloucester station. There was a heavy vapor over the water and wreck was not visible

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Dec. 8	Plum Island and Gloucester, Massachusetts.	Am. sch. Bessie C. Beach.	from either. Keepers were notified by telegram and telephone. The keeper of Gloucester station obtained a team of horses and their surfboat was hauled 7 miles overland. On arrival at the wreck, sails, rigging, and some of the spars were found carried away, and the crew frostbitten. A telephone message was sent for a tug and the crew were treated for frostbite. The crew from Plum Island arrived soon after, and the life-savers cleared up the wreckage. The Plum Island crew stayed by the schooner that night, working the pumps. The next day tug arrived with lighter; life-savers lightered cargo and ran hawser. They stayed by schooner, working the pumps, until she was safely docked in harbor.
Dec. 8	Fire Island, New York ...	Gas. sc. A. M. Low.	Keeper was called up by master of the Low and was asked for aid. The boat had anchored near the shore and was in great danger of running ice. Keeper instructed 1 of surfmen as to precautions to be observed in keeping boat off shoals. Surfman piloted boat safely up the channel to her destination.
Dec. 8	North Beach, Maryland...	Gas. lch. S. I. Kimball.	Discovered aground 2½ miles W. by N. from station. Life-savers went out to her having to break the ice nearly all the way. After hauling her off, they returned to the station.
Dec. 8	Biscayne Bay, Florida....	Gas. lch. Asbury Park.	Owner came to station for assistance, his boat having broken down and driven ashore. It was lying in the surf in danger of being pounded to pieces on the beach. Keeper accompanied owner to scene of disaster 10 miles north of station With tackles and rollers succeeded in. getting boat up on beach where the machinery was repaired. When weather moderated boat was launched and she proceeded on her way.
Dec. 8	Louisville, Kentucky.....	Barge, no name ...	Lookout gave alarm that empty coal barge was adrift about ¼ of a mile west of station. Two station boats were launched and went to its assistance. They were unable to handle it on account of the strong wind so it was landed on the rocks. This was necessary to keep it from going over the falls. The harbor boat Transit soon after took barge in to the wharf.
Dec. 8	Coos Bay, Oregon	Am. sc. Esther Buhne.	Stranded on Middle Ground just inside outer end of jetty. The keeper had the life-savers standing by the surfboat before the schooner struck; there was a rough sea and breaking on the bar. A sudden shift of wind, coming out ahead forced her to anchor to avoid being wrecked on the jetty. She immediately hoisted her flag union down. Life-savers boarded her in surfboat. Keeper proceeded to Empire City and procured a tug, returning in tow of the same. Life-savers ran lines and assisted in getting up anchor. She was towed into deep water undamaged.
Dec. 9	Fletchers Neck, Maine	Am. sc. Herman F. Kimball.	Discovered by patrol when she set signal for assistance. Life-savers went out to her in dory. The weather was threatening and vessel was anchored on lee shore. Surfmen assisted in getting underway and piloted her into the harbor. A week later they assisted in getting vessel under way and piloted her out.
Dec. 9	Fire Island, New York....	Slp. Minion.....	Frozen in at her moorings. Crew broke sloop out and hauled her ashore and up on the beach out of danger.
Dec. 9	Point of Woods, New York.	Gas. lch. no name..	A watchman asked keeper for aid in getting his power boat out of the ice, where it had been frozen in about a quarter of a mile from the station. Life-savers went out to her in small boats, broke away

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Dec. 9	Point of Woods, New York.	Gas. lch. no name..	the ice around it; towed it in and hauled it up on the beach. As heavy ice was moving the boat would surely have been crushed.
Dec. 9	Fire Island, New York....	Gas. lch. no name ..	Sunk during the night at her moorings in a NW. gale. Weather turning colder she was frozen under. Life-savers broke ice out to her, made a hawser fast to her, led it ashore and hauled her up on the beach.
Dec. 10	Long Beach, New Jersey..	Ger. str. Peruvia....	Grounded ¾ mile south of station, ¾ mile offshore. She was discovered by the patrol who burned a Coston and hurried back to the station. The life-savers went out to her in surfboat. As the weather was fine no aid was needed, and steamer floated off at high water.
Dec. 10	Sullivans Island, South Carolina.	Small boat, no name	Unable to launch boat owner came to station for aid. Life-savers placed boat in water for him.
Dec. 10	Louisville, Kentucky.....	Small boat, no name	Two boys in a small boat tried to cross ahead of tug towing mud scows. Lookout heard tug's signal and station crew went out to them. The boy's boat had been run under, and they had been hauled up on tug, from which they were taken by life-savers. The boys were landed and the boat was recovered and turned over to owner.
Dec. 11	Highland, Massachusetts.	Am. sc. William Marshall.	Patrol sighted her coming ashore at daybreak, blowing strong from the NE. Sea rough. Life-savers recognized her as the derelict William Marshall, which had been abandoned the 8th instant in a water-logged condition. She stranded 75 yards offshore near the station. As her cargo was from Saint Johns, the keeper took charge of all that could be saved and notified the collector of customs at Provincetown. The vessel went to pieces in a storm later in the month.
Dec. 11	Little Island and False Cape, Virginia.	Am. sc. Ralph M. Hayward.	Discovered when she stranded by patrol ½ mile SE. of station. It was blowing fresh, rough sea, and a thick haze. The Little Island life-savers arrived at the scene at 8.45 p. m., those from False Cape an hour later, having been called over by telephone. A line was shot aboard and the master was landed in the breeches buoy. He telegraphed for a tug. The next evening the tug pulled schooner off the beach and took her to Norfolk.
Dec. 11	Chicamacomico, North Carolina.	Gas. sc. Mabel Horton.	Mail boat grounded 3 miles west of station. Life-savers went out and took off mail and passengers. Later delivered mail and passengers to her.
Dec. 11	Fort Macon, North Carolina.	Small boats, no name.	Two sharpies driven in on lee shore 1 mile NW. of station. Life-savers got them off, carrying out anchor and hauling them into deep water.
Dec. 12	Erie, Pennsylvania.....	Catboat, no name ..	Running before the wind she got so far into the ice, could not get out. Life-savers went out in surfboat and towed her clear of ice and to the station.
Dec. 13	Fire Island, New York ...	Sharpie, no name...	Found adrift by life-savers; hauled up on the beach and later turned it over to owner.
Dec. 13	Assateague Beach, Virginia.	Sip. Three Sisters..	Loaded with lumber; no one on board; dragged her anchor and sank. Life-savers boarded her and unloaded lumber; freed the sloop of water; turned vessel and cargo over to owner.
Dec. 14	Mantoloking and Chadwick, New Jersey.	Austrian str. Clara.	Stranded 1 mile south of station at 5 a. m.; high sea at the time. Owing to the darkness it was necessary to fire 4 shots from the Lyle gun before reaching the vessel. Life-savers from Chadwick station arrived in time to assist in setting up the beach apparatus. As the weather improved it was not necessary to land any of the crew, but a close watch was kept on vessel until floated.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Dec. 15	Point of Woods, New York.	Gas. lch., no name..	Adrift in ice 2½ miles NW. of station. Life-savers went to her and towed her clear of heavy running ice, which would surely have crushed her. Started engine and turned boat over to owner.
Dec. 15	Fort Point, California....	Naval tug Unadilla.	Unable to get line to scow on account of its having drifted into shallow water. Life-savers ran a line for them.
Dec. 16	Fire Island, New York....	Sharpie, no name...	Adrift in ice; picked up by life-savers and turned over to Western Union Telegraph Co.
Dec. 16	Cape Henry, Virginia.....	Am. sc. Edgar C. Ross.	Stranded ½ mile ESE. of station, 3.30 a. m.; discovered by patrol. Weather hazy. Keeper notified the Virginia Beach station and then proceeded to the scene. Life-savers carried out a kedge and led a line to the windlass, but could not move her. At sunrise a tug arrived with the Virginia Beach surfmen and they ran a hawser to her. The tug pulled until ebb tide and then postponed operations. At high water 4 tugs had lines to the schooner and she was floated, having suffered no damage.
Dec. 16	Beaver Island, Michigan, Lake Michigan.	Am. str. L. C. Waldo.	Thick weather, heavy sea, blowing fresh; steamer stranded 10½ miles NW. of station. There was much ice in large fields, and the surfmen had considerable difficulty in getting out to her. Keeper came ashore and telegraphed for assistance. Vessel was released the 18th, but slightly damaged.
Dec. 17	Hunniwells Beach, Maine.	Am. sc. Clare E. Comes.	Anchored in dangerous berth 1½ miles S. by E. of station, in mouth of river, not having wind enough to get into the harbor. Signs of an approaching gale led the crew to abandon the schooner and come ashore to the station seeking shelter. They had made no distress signals. Life-savers secured tug, got up anchor, ran lines and remained by schooner until towed to safe berth.
Dec. 17	Race Point, Massachusetts.	Am. sc. Jos. W. Lufkins.	Stranded at 8.45 p. m., 1 mile west of station. Discovered by lookout. Life-savers went to her in surfboat, laid out an anchor and warp and at high water warped her off; assisted in making sail. Schooner left apparently undamaged.
Dec. 18	Fire Island, New York....	Gas. lch., no name..	Broke down and stranded ½ mile NE. of station. Blowing strong from the north and a moderate sea. Life-savers went to her in surfboat and laid out an anchor and warp. Took her supplies ashore and stored them. It being low water it was necessary to await flood tide, when she came off without damage.
Dec. 18	South Manitou Island, Michigan.	Am. str. Pottawattomie.	Stranded near station, blowing strong from the SW. Life-savers went to her in surfboat. Carried out anchor and warp to hold her head offshore. Keeper went ashore and telegraphed for tug. Came back and located best water by soundings. The tug soon after worked herself off and the life-savers returned to the station.
Dec. 19	Galveston, Texas.....	Am. sc. Susie.....	Grounded 1 mile NNE. of station. Keeper and crew pulled to scene in surfboat, ran out an anchor and hauled her into deep water.
Dec. 21	Squan Beach, New Jersey.	Small boat, no name.	Patrol found a clinker-built yawl, white painted, in the undertow. Life-savers hauled it out on the beach; it looked like a pilot's boat. Reported find to Maritime Exchange, New York.
Dec. 21	Durants, North Carolina..	Am. sc. Chelton Brothers.	Stranded 3 miles NW. of station, 2½ miles offshore. Life-savers went to her in skiff, carried out an anchor, and ran a warp; took out some of her cargo and soon floated her off.
Dec. 22	Avalon, New Jersey.....	Am. sc. Eugene H. Cathrell.	Grounded on the bar at half tide, ½ mile SE. from station. Life-savers assisted in floating her and piloted her into safe anchorage.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Dec. 24	Point Allerton, Massachusetts.	Am. sc. Manhassett.	Lookout reported vessel ashore on Rain Head Bar 2¾ miles NNW. from station. Life-savers went to her in surfboat and assisted in pumping, as she was leaking badly, and running hawsers to tugboats. Remained by schooner until floated.
Dec. 24	High Head, Massachusetts.	Am. sc. Fortuna....	At 5 a. m. patrol reported at station that a schooner apparently abandoned was drifting ashore 1¼ miles SE. from station. Upon the arrival of the life-savers at the scene it was identified as the derelict Fortuna. She was a total wreck.
Dec. 26	Shark River, New Jersey.	Gas. lch., no name..	While off shore 3½ miles, fishing, engine broke down. Boat 3½ miles east of station. Their signal of distress was seen by lookout. It was blowing strong from the NW. and they were being carried out to sea, the waves breaking over them at times. Two of the life-savers went out in a power boat and towed disabled boat to landing.
Dec. 26	Little Island, Virginia....	Barge John Haggerty.	Anchored 6 miles SE. of station; made signal. Life-savers went out to her in surfboat and found that they wished to be reported and wanted a tug. Keeper did as desired.
Dec. 26	False Cape, Virginia.....	Barge, no name.....	Lookout reported flag flying in rigging; could not make it out. Life-savers hitched up team and hauled boat abreast of barge and went out and found that she wanted to be reported to owners. Keeper did as desired.
Dec. 27	Cross Island, Maine.....	Br. sc. Wandrian...	Missed stays and stranded on Little River Island 6 miles NE. of station. Discovered by 1 of the surfmen. Life-savers proceeded to scene in surfboat. As she was high on the rocks and it was low water, it was necessary to await high water. The keeper telegraphed to the U. S. R. C. Woodbury for assistance. Returned and ran out an anchor to heave her off. At high water an attempt was made, but was unsuccessful. Schooner was leaking badly, so deck load was discharged. The Woodbury arrived the 29th and worked on schooner the 29th and 30th, the life-savers running lines between the cutter and the schooner. The Wandrian was floated the latter day and was taken to a safe berth at the head of the harbor. (See letter of acknowledgement.)
Dec. 27	Fourth Cliff, Massachusetts	Gas. lch. Pearl.....	Shipped a sea, capsized and sunk ¾ mile NNE. of station. Discovered by lookout. Surfboat immediately went to rescue. Found owner clinging to the bow, only part of boat above water. He was in an exhausted condition and could have held on only for a short time; was taken to the station, given stimulants and an outfit of clothing from the W. N. R. A. supplies. Life-savers returned and an attempt was made to raise boat, but unsuccessful. The next day keeper secured a power boat and with it and the efforts of the surfmen she was gotten inshore and beached, the surfboat keeping the stern clear of the bottom while the power boat towed her in.
Dec. 27	Wood End, Massachusetts	Gas. lch., no name..	Engine broke down and stranded 100 yards off station. It was so rough that she came ashore before her anchor could fetch her up. Life-savers took out her fish and laid out an anchor to windward. Hauled launch out into deep water and placed fish on board. Furnished fisherman supplies from the W. N. R. A.
Dec. 29	Point Adams, Cape Disappointment, Oregon.	Am. sc. Alice McDonald.	Stranded on Jetty Sands 4 miles WNW. of station. She had been observed before, but as the weather was thick and squally, it was not thought that she would cross

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Dec. 29	Point Adams, Cape Disappointment, Oregon.	Am. sc. Alice McDonald.	in over the bar until the next morning. The captain headed in at 6 p. m. and struck on Clatsop spit, came off and drifted farther inshore. At 10.30 p. m. she showed a distress signal, burning a tar barrel. Keeper telephoned to the Cape Disappointment life-saving station and was informed that she was ashore on the Jetty Sands and that he was launching the power lifeboat to go to her assistance. The Point Adams life-savers placed the beach apparatus in their lifeboat and, in tow of the tug Wallula, proceeded to the scene of the wreck. The Cape Disappointment crew were met, and from them it was learned that the crew of the schooner were in no danger. The tide being low and the sea rough the master of the tug decided to postpone operations, and the life-savers returned to their stations. Weather was unfavorable the next two weeks, though efforts were made Dec. 31; life-savers tried running line to the tug Tatoosh, but the tides were found too strong. On Jan. 10, the life-savers assisted in laying out mushroom anchor and ran hawsers to shore and to a scow anchored near, placing blocks and other gear where needed. On the 14th they ran lines to the tugs, and at high water the schooner was floated and taken to Astoria. Owing to the severe cold the life-savers' boat, oars, and gear were incased in ice. (See letter of acknowledgment.)
1907. Jan. 3	Great Wass Island, Maine.	Slp. Maggie Beal....	Stranded on Hat Cove Ledges, 3 miles N. from the station, at 3 p. m. The life-savers immediately went on board, assisted the crew to throw over her ballast and made all preparations for hauling her off at the next high water. The wind was freshening, with rain and snow and the sea making up fast. At 11 p. m. the sea lifted her off the ledge and she swung to her anchor. The life-savers then hauled her clear, made sail and took her to a safe anchorage.
Jan. 3	Cape Henry, Virginia.....	Am. sc. R. W. Hopkins.	At 9 p. m. the station watch heard distress signals about 1 mile N. of the station and, not being able to tell whether the vessel was ashore or not, he was sent up abreast of her to burn a Coston signal, which was answered by distress signals from the schooner. The surfboat was launched and the life-savers went aboard. They found her to be ashore about 1,200 yards from the beach and pounding considerably. She had no hawser on board and for that reason her kedge could not be used, so all her headsails were set, and with a fresh SW. breeze she soon began to swing head offshore and about 12.20 a. m. floated without any apparent damage, and proceeded on her voyage.
Jan. 3	Nome, Alaska.....	Am. sc. Mabel A....	At 8.30 p. m. the keeper and 3 surfmen hauled the schooner Mabel A. clear of the Snake River bridge, where she had drifted during the high water.
Jan. 4	Monomoy Point, Massachusetts.	Am. sc. Alice T. Boardman.	Stranded on Handkerchief Shoal 2½ miles SW. of station, losing 1 man of her crew. (For detailed account see page 59.)
Jan. 4	Cobb Island, Virginia.....	Bateau, G.P. Moore.	About 3 p. m., while 1 of the surfmen was out gunning in a small boat, the wind having increased to a gale from the west, he observed a bateau capsized about 1½ miles N. of the station and 1½ miles offshore, with one man clinging to her bottom. He immediately went to his rescue, took him to the station and the keeper and a crew went in the launch, righted the bateau and towed it into the station.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Jan. 4	Oak Island, North Carolina.	Gas. lch., no name..	Stranded at 2 p.m., 2½ miles SE. of the station, on Cape Fear bar. The surfboat was launched and went to her assistance. Found that she was hard aground, and as the tide was ebbing, her anchors were planted and when the tide turned, she was hauled afloat and taken to a safe place by the life-savers.
Jan. 5	Smith Island, Virginia....	Am. sc. Harry C. Brown.	9 a. m., this vessel while standing out through Fishermans Inlet grounded 4½ miles SW. by W. from the station. The life-savers went to her assistance in the small boat, lightered part of her cargo, and worked on her until high water, without success, when they returned to the station. At 6 p. m. they went back to the schooner and remained all night, trying to float her on the flood tide but failing. On the morning of the 6th they lightered more cargo and at 1 p.m. floated her, returned her cargo, and piloted her out through the inlet.
Jan. 5	South Haven, Michigan, Lake Michigan.	Lighter, no name...	10.30 a. m. a water logged lighter adrift in the harbor was recovered and made fast to the dock by the keeper.
Jan. 6 Jan. 7 Jan. 9	Barnegat and Forked River, New Jersey.	Gas. sc. Sheila.....	While attempting to enter Barnegat Inlet, the Sheila went aground 1½ miles NE. of the Barnegat station at 3 p. m. The crews from both stations boarded her in their surfboats, but the master declined assistance at the time, saying that he would signal if they were needed. At 11 p.m. he set signals and was again boarded by both crews. He had floated off the shoal at high water but had slipped his anchor. The life-savers took him in to a safe place, anchored him, and in the morning recovered his anchor and cable and delivered them to him. At 10 a. m. of the 7th, while attempting to leave the harbor, he ran ashore again. The crews from both stations succeeded in kedging him afloat and anchored him in a safe berth. Going out on the morning of the 9th he ran ashore the third time. Again the life-savers from the 2 stations boarded him and succeeded in hauling him afloat and placed him in a safe anchorage. He succeeded in getting out on the morning of the 10th without further mishap and apparently undamaged.
Jan. 7	Santa Rosa, Florida.....	Nph. lch. Privateer.	3 p. m. this launch broke her eccentric rod ¼ mile N E. of station and signaled for assistance. The surfboat was launched and the life-savers went to her aid, towing her in to a safe anchorage near the station. One of the station boats was loaned to the owner to take his passengers to Pensacola and obtain necessary parts to repair his broken machinery.
Jan. 9	Quoddy Head, Maine.....	Am. sc. C. W. Dexter.	Anchored 4 miles ENE. of station; set distress signals at 6 p.m. The surfboat was launched and went to her assistance. In beating into Quoddy Bay against a strong NW. wind the schooner's jibs had carried away and she had come to anchor. Fearing she would drag her anchors, her captain set signals for assistance. The surfboat arrived alongside at 8 p.m. On account of the gale and the iced-up condition of the boat, the keeper decided it best not to return to shore until morning. At 8 a. m. of the 10th they started back and reached the station at 11.15. The keeper telephoned for a tug, which came that evening and towed the schooner into Calais.
Jan. 9	Newburyport, Massachusetts.	Fishing dory, no name.	At 10.45 a. m. the lookout discovered a fishing dory 2 miles NNE. of station with a coat on an oar. The surfboat was launched, but before they reached the dory it was picked up by a gasoline

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Jan. 9	Newburyport, Massachusetts.	Fishing dory, no name.	launch. Returning another dory with an old man and boy in it requested to be towed in. As it was blowing a gale with snow squalls they were brought ashore.
Jan. 9	Peaked Hill Bars, Massachusetts.	Gas. lch., no name..	12.15 p. m. this dory landed on the beach near the station. The heavy sea and spray had saturated the clothing of the 2 men of her crew. The boat was hauled upon the beach to safety and the men furnished with a warm drink of whisky and one suit of dry clothing each, from the stores of the W. N. R. A.
Jan. 9	Cuttyhunk, Massachusetts.	Sc. bge. Woodbury.	At 4 p. m. the keeper received a telephone message that a barge was ashore on the western end of Pasque Island. At 4.10 the surfboat got away under reefed sail and arrived off the stranded barge at 4.45. A strong NW. gale was blowing and it was impracticable to hold the boat alongside during the night. The captain and crew refused to leave the barge. It was impossible to get back to the station that night, and after two and one-half hours of hard pulling they arrived at the nearest practicable landing on Nashawena Island. The revenue-cutter Dexter was telephoned for at Wood's Hole and the boat's crew were given supper and night's lodging at a Mr. Manley's. Early on the morning of the 10th the surfboat returned to the wreck and sounded out the best water around. The tug arrived at 8 a. m. but had no running line to run her hawser, and the surfboat was taken back to the station in tow of the tug and an old spare whip procured. Arriving back at the wreck, the tug's hawser was run by the life savers and at 3.30 p. m. the revenue cutter Dexter and the tug floated the barge. The Dexter then towed the surfboat back to the station.
Jan. 9	Fishers Island, New York.	Am. sc. Ellen M. Mitchell.	Went ashore in a fog at 8 a. m. ½ mile SE. of station. The life-savers arrived alongside in the surfboat at 8.20. The master requested the keeper to telephone for a revenue cutter and tugs, which was done. In the afternoon a tug arrived from New London and the surfboat again went to the stranded vessel. She was floated at 2.30 p. m.
Jan. 9	.....do	Br. sc. Emily Anderson.	Keeper received a telephone message from Fort H. G. Wright at 8.15 a. m., informing him there was a vessel ashore on Race Rock Point, Fishers Island, 7½ miles W. from the station. At 10.45 the life-savers arrived alongside the stranded vessel in the surfboat. Her master declined assistance. Arrangements were made for notifying the station through the commanding officer of Fort Wright if help of any kind was needed.
Jan. 10	Wood End, Massachusetts.	Gas. lch. Charles A. Foster.	This boat ran out of gasoline and came to anchor at 7 p. m. of the 9th, 4 miles SE. of the station and 2 miles offshore. They had nothing with which to make a night distress signal but at daylight, 7 a. m., an oilskin coat was hoisted on an oar. This was seen as soon as hoisted and the keeper and a crew went to their assistance in the power boat. A strong NW. gale had been blowing all night and the sea was rough. When the life-savers reached them they were wet and cold, helpless, and about used up. They were towed into the nearest harbor.
Jan. 10	.....do	Gas. lch., no name..	While in the harbor, after towing in the launch Charles A. Foster, the keeper was informed that 3 boats were missing. He immediately went out in the power boat to look for them, going first to Barnstaple and then to Billingsgate Island where

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Jan. 10	Wood End, Massachusetts.	Gas. lch., no name..	one of the missing boats was found, out of gasoline and unable to get any. Offered to tow him home, but he was afraid to risk his boat out in the heavy sea, so the keeper went to Wellfleet, procured 10 gallons of gasoline, brought it back to him and left him there until the weather should moderate. Another of the missing boats was found at Wellfleet all right and the third one was lost. The power boat was away from the station over fourteen hours on very arduous duty.
Jan. 10	Watch Hill, Rhode Island.	Bges. Marvin, Honesdale, and Delaware.	While the tug Constance was going through Watch Hill Race in the afternoon in a SW. gale with 6 barges in tow, the tug was unable to keep the barges far enough up to windward and at 4.30 p. m. the last 3 stranded on Napatree Point, 1½ miles WNW. from the station. The small boat was launched immediately and went to the assistance of the barges, which were pounding heavily and leaking. The crews of the Honesdale and Marvin—4 in all—were taken off by the life-savers, but when the Delaware was reached her crew had already abandoned her in the barge's dory. Upon arrival at the station at 6.45 the 2 men from the Delaware were there. The 6 were given food and shelter for the night and the following morning were put aboard a wrecking tug and taken to New London.
Jan. 10	Point Adams, Oregon....	Am. sc. Alice McDonald.	The surfboat assisted in laying out a heavy mushroom anchor, ran lines, and assisted generally in making preparations to float this vessel. Employed from 11.30 a. m. until 4.30 p. m.
Jan. 11	White Head, Maine.....	Am. sc. Mansfield...	At 3 a. m. anchored in a dangerous berth, blowing strong from the SW., snowing and a rough sea. Discovered by lookout at daybreak. She hoisted a signal of distress, the life-savers went out in surfboat, found her riding heavily to both anchors. The wind had become fair so life-savers assisted crew in getting up anchors and making sail.
Jan. 11	Oak Island and Cape Fear, North Carolina.	Am. sc. John J. Hanson.	Stranded 3 miles SSE. of station, blowing fresh, weather smoky. She was discovered by lookout and life-savers went out to her in surfboat and found her grounded near the outer bar, Cape Fear River. The life-savers from the Cape Fear station came off, but as there was nothing more for them to do, they returned to their station. With a rising tide the life-savers secured a tug and ran the schooner's lines to her. At high water she floated off without damage.
Jan. 11	Sabine Pass, Texas.....	Yawl, no name.....	Lookout discovered a small boat capsized about 2 miles NNW. of station. Life-savers proceeded to scene in dingey and found that occupant had been rescued by light-house keeper. They righted boat, bailed it out, cleared sails and gear, and gave boatman a tow back to Sabine Pass.
Jan. 13	Point Allerton, Massachusetts.	Am. sc. Margaret Dillon.	Stranded in snow squall 2 miles NW. of station. Life-savers went to her in surfboat and ran line from schooner to tug. Assisted in handling same until schooner was floated.
Jan. 13	Old Harbor, Massachusetts.	Am. str. Onondaga .	Stranded at 1.30 a. m. 1½ miles NNE. of station. Thick, misty weather, a high sea running. Warning was given immediately by lookout and life-savers proceeded to a point abreast of vessel. The The first shot from the Lyle gun landed the line on her deck and the breeches buoy was sent out to her. As she was in no immediate danger none of her crew were landed. The weather moderated and life-savers carried out underwriter

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Jan. 13	Old Harbor, Massachusetts.	Am. str. Onondaga.	and brought dispatches ashore. With the assistance of towboats, the steamer was floated March 14.
Jan. 14	Portsmouth, North Carolina.	Am. sc. John I. Snow.	Foggy weather, could not see light, went ashore 3 miles S. of station at 3 a. m. She was sighted at sunrise and the life-savers went to her in surfboat. Furled her sails, got up anchor, took crew in to the station and the keeper telegraphed for the revenue cutters Seminole and Boutwell. Before they arrived the schooner had filled and sunk. Later the underwriters discharged the cargo and stripped her. (See letter of acknowledgment.)
Jan. 14	Point Adams, Oregon....	Am. sc. Alice McDonald.	At request of master, life-savers went in tow of tug to stranded vessel, ran a hawser to her from tug. At high water she was hauled off. As schooner was leaking badly and steam pump in poor order, life-savers accompanied her to Astoria. Owing to the extreme cold weather the boat, oars, and all other gear were covered with ice upon return to station.
Jan. 14	Humbolt Bay, California.	Am. str. Sequoia...	Tiller rope broke and she stranded on N. side of North Jetty, 1 mile west of station, 6.15 p. m. There was a moderate sea and, in answer to her distress signal, the life-savers hastened to the beach and set up beach apparatus. Owing to extreme distance offshore it took 6 shots before reaching the steamer. The strong tide swept the line down on the rocks and it was impossible to send the whip off. The beach cart from the station was brought up at daylight and 3 more shots were fired, none of which reached the steamer. The surfboat was now launched and in 2 trips 15 men were brought into the station. Vessel was abandoned and was later stripped by wrecking company.
Jan. 16	Quoddy Head, Maine.....	Am. sc. Emily F. Northam, and Br. sc. Ida May.	NNE. gale and a rough sea. The first-named trying to beat into Quoddy Bay had to anchor to keep off the rocks, her headsails having been blown away. Lying in a dangerous berth, she set distress signals. Crew badly frostbitten and in an exhausted condition. Keeper telephoned for a tug and the life-savers went out to her in surfboat. Found her windlass broken down; surfmen worked on it all night and at 6 p. m. the next day got up the anchors, when schooner was taken in tow by tug and taken into harbor. While working on the windlass a British schooner anchored near by, set distress signals and part of the life-saving crew went to her and assisted in getting up her anchors. Tug towed her also in to Quoddy Bay. The extreme temperature of 17° below zero made this work especially trying. All the surfmen were frostbitten, one so badly that he had to be laid off duty.
Jan. 16	Lewes, Delaware.....	Am. sc. Joel Cook..	Anchored near the bar 500 yds. ESE. of station, blowing fresh from the NE. and a moderate sea. Life-savers saw distress signal when vessel dragged down on the bar and took bottom. Went out and spoke her, and at master's request secured a tug, which hauled vessel into deep water, undamaged.
Jan. 16	Point Adams, Oregon.....	Catboat, no name..	Catboat belonging to the U. S. Light-House Service sailed into the ice 500 yds. NW. of station and stuck there. Strong E. wind and a choppy sea. The life-savers went out in a surfboat and after a hard pull found the asst. keeper of the Desdemona Light Station stuck fast. The life-savers took the catboat in tow and worked their way to the Quarter-

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Jan. 16	Point Adams, Oregon....	Catboat, no name..	master's wharf, where the boats were hauled up and secured until the next day, it being impossible on account of the ice to row back to the station. The lightkeeper was kept at the station until the next day.
Jan. 19	Galveston, Texas.....	Br. str. Industry...	Hazy weather, moderate sea, mistook harbor lights and stranded 2 miles E. of station. To reach steamer it was necessary to row 14 miles against wind and tide or to transport boat across jetty and over a low flat for half a mile; the latter was undertaken. Upon arrival vessel was found in no danger and after discharging water ballast vessel backed off into deep water.
Jan. 19	Grays Harbor, Washington.	Am. sc. Endeavor..	Blowing fresh, raining, and moderate sea. In tow of tug, struck on bar 7 miles W. of station. She let go both anchors but showed no signals of distress. The next day the master of the tug Printer requested assistance of the life-savers. They went out in surfboat and found that schooner was waterlogged; succeeded in slipping chains and ran hawsers to tugs. She was towed back to harbor.
Jan. 20	Bodie Island, and Oregon Inlet, North Carolina.	Am. sc. Dewey.....	Mistook light and run ashore 5 miles S. by W. from station, on Oregon Inlet shoals. At 1.30 a. m. master applied at the station for assistance. Life-savers proceeded to the scene in power boat and, assisted by life-savers from Oregon Inlet station, soon got her into deep water.
Jan. 21	Block Island, Rhode Island.	Am. sc. Montana...	Reported to keeper that she was dragging ashore 3 miles N. of station. Life-savers proceeded to scene with surfboat and beach apparatus. She was 1½ miles offshore, a heavy sea running, and wind blowing a NW. gale. No signs of life were seen upon her; nevertheless the keeper decided to try to reach her. After a futile attempt he only gave up after the vessel had sunk and his crew were exhausted. Watch was kept on the beach until all chance of anyone coming ashore from the wreck was hopeless. It was afterwards learned that schooner's crew had been taken off by the towing tug.
Jan. 23	Core Bank, North Carolina.	Am. sc. Coaster....	Discovered by lookout at daybreak, dragging ashore in Core Sound, 3 miles SW. from station. Blowing fresh NW. gale and a high sea. Life-savers went to her in power boat; vessel had fouled her anchor and had stranded before arrival of surfmen. They ran out a line and soon hauled her into deep water. Schooner's crew arrived soon after and she was turned over to them.
Jan. 24	Point Allerton, Massachusetts.	Am. sc. Catherine G. Howard.	Discovered by lookout, stranded 2 miles NW. of station. A thick vapor hanging over the water. Life-savers found her in an easy position. Returned to station and telephoned for a tug. Schooner was floated undamaged same evening.
Jan. 24	Durants, North Carolina..	Slp. Silver Spray...	Stranded at high water on Oyster Point, 3 miles N. of station. She made a distress signal and the life-savers went out to her and laid out an anchor and line, but could not float her. Took the 2 men sailing her to the station and cared for them until the next day when the tide had risen. The surfmen then hauled her off and she went on her way undamaged.
Jan. 25	Cape May, New Jersey....	Am. sc. Samuel H. Sharp.	Struck on Cape May Spit, blowing fresh and sea breaking heavily on shoals, 2½ miles from station. Discovered at the time by the lookout, and the surfmen in surfboat set out immediately for her, arriving after a hard pull of two hours.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Jan. 25	Cape May, New Jersey....	Am. sc. Samuel H. Sharp.	She was breaking up and her crew had launched their boat, but owing to the high sea had not dared to leave her. They were taken to the station and cared for until the 28th, when, through the courtesy of the Pennsylvania Railroad, they were given transportation to Philadelphia.
Jan. 26	Holly Beach and Two-Mile Beach, New Jersey.	Dredge Big Four...	While steaming to Atlantic City, stranded on Turtle Gut Bar, 2 miles S. of Holly Beach and 1 mile N. of Two-Mile Beach stations. She was reported immediately by 1 of the surfmen at Holly Beach and the surfboat was carted across to Turtle Gut Inlet, boarding the dredge one hour after it had struck. The Two-Mile Beach crew arrived soon afterwards. The sea was at the time too high for any efforts at floating the dredge. The next morning the station crews carried out their hawsers and laid out 3 anchors. The sea during the night had torn away 6 of dredge's windows and had bilged her. The dredge's steam pumps cleared her and the life-savers boarded up the windows and hove her 200 yards nearer to deep water, postponing work with the ebbing tide until the next day. On the 28th the dredge was floated, but in trying to cross the bar she again grounded. During the preceding operations the work was performed under the most unfavorable conditions; 1 surfboat was badly damaged by being smashed by the sea against the side of the dredge, 1 of the surfmen severely injured, and 1 of their large hawsers parted. A tug arrived the early morning of the 29th and the surfmen ran lines to the dredge which was floated at high water and was taken safely over the bar.
Jan. 27	Saluria, Texas.....	Sip., no name.....	Three gentlemen came to the station from a small sloop, which was weather-bound in the stiff norther, for shelter for the night, as their boat had no sleeping quarters. They put up for the night at the station and left at daybreak next morning on their boat.
Jan. 28	Durants, North Carolina..	Gas. lch. Dutcher...	Engine disabled, drifted on reef 3 miles N. of station. Discovered by lookout, and life-savers went immediately to her assistance. She had stranded on Oyster Point at flood tide and was in no danger. The life-savers took off her passengers and landed them at Frisco. The launch floated off the next day at high water.
Jan. 28	Core Bank, North Carolina.	Am. sc. Francis.....	At midnight the 27th, anchored back of Harbor Island bar to await high water to cross over. At 3 a. m. the wind suddenly shifted from west to north, parted both chains, and vessel was driven ashore 10 miles NNE. of station. She was there discovered by the keeper while out in a power boat. With the N. and W. winds that had prevailed the tides were so low no effort was made to float her. On Feb. 2 the wind came out from the NE. Life-savers planted anchors and ran lines, assisted by power boat and vessel's power, she was floated. Life-savers directed her safely out of the sound.
Jan. 28	Fort Macon, North Carolina.	Naph. lch., no name.	At 5 p. m. a naphtha launch broke down 1 mile NW. from the station and set signals for assistance. A skiff and 3 men were sent to her and 2 of the party on board taken off and transported to Morehead City.
Jan. 28	Brazos, Texas.....	Catboat, no name...	Parted cable and drifting to sea before NW. gale. Discovered by patrol at 4.50 a. m. He secured the boat and notified keeper. The life-savers proceeded to her and hauled her up on the beach.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Jan. 29	Portsmouth, North Carolina.	Am. sc. J. I. Snow..	The keeper and crew went to the wreck of the J. I. Snow this date in the surfboat and recovered a case of goods which was turned over to the underwriter's agent.
Jan. 30	Fort Point, California....	Gas. ich. Sprig.....	Machinery disabled, drifting out to sea with ebb tide. Discovered by lookout at 5.15 p. m. when about 1 mile NW. of station. There were 2 men on board. Life-savers went out and towed her in to station. As there was a rough sea on outside and darkness fast coming on they were undoubtedly saved from destruction.
Jan. 31	Two Rivers, Wisconsin, Lake Michigan.	Gas. ich. Hugo.....	At 7.45 p. m. keeper sighted a torch on 1 of fishing fleet, out in the ice 7 miles E. of station. As it was during the inactive season he was alone at the station. He burned a Coston in answer and summoned the fishing tug Julia Hammel, which went out and brought the launch to safety in the harbor.
Feb. 1	Cape Lookout, North Carolina.	Br. str. Sheppy Allison.	Stranded on Lookout Shoals in thick weather. First discovered by the S. patrol at 2.30 a. m. as the fog lifted. The life-savers went alongside in the surfboat and offered assistance, which was declined. Upon their return one of the surfmen was sent to Beaufort to telephone for the revenue cutter which arrived on the 3d and floated the Allison.
Feb. 2	Race Point, Massachusetts.	Am. sc. Alice M. Guthrie.	Stranded on the inner bar, 650 yards N. of the station, in a thick fog, at 7.55 p. m. The life-savers went on board in the surfboat, kedged her around head offshore and set all sail. As the wind was blowing stiff and sea rough, she would go ahead a little each time she lifted on a sea, and at 9.30 she floated clear.
Feb. 3	New Inlet, North Carolina.	Small boat, no name.	Capsized in a squall, 4 miles W. of the station, with 1 man, a surfman from Chicamacomico, clinging to her keel. The station crew went to his assistance in 2 sailing skiffs. His boat was righted and bailed out, and he was furnished with dry clothing and sent back to his station in charge of 1 of the surfmen.
Feb. 3	Cape Fear and Oak Island, North Carolina.	Am. sc. Sallie I'On.	Stranded 6 miles S. by E. from Cape Fear station. Oak Island was notified. The Cape Fear crew arrived in their surfboat at 4.30 and Oak Island in the lifeboat at 5.30. The life-savers assisted to run lines, with her sails, and at the pumps. When she was floated at 9.15 p. m. she was leaking so badly her master requested them to remain on board and help with the pumps until she was anchored off Southport, which they did.
Feb. 4	Ocean City, Maryland....	Am. sc. Tena A. Cotton.	Stranded 4 miles S. of the station at 1 a. m. The station crew went to her assistance in the surfboat. No immediate assistance being required, the keeper returned to the station, telephoned for a tug, and informed the owners of the mishap. In the afternoon the sea making up, the schooner's crew and their baggage were landed by the life-savers in the surfboat. They were given dry clothing from the stores of the W. N. R. A. and succor at the station from the afternoon of the 4th until the morning of the 6th. (See letter of acknowledgment.)
Feb. 4	Umpqua River, Oregon...	Am. sc. Alpha.....	Stranded 9 miles N. by W. of station. Crew got ashore at low tide. Upon receiving notification, life-savers proceeded to scene in surfboat, cleared up the deck and furled sails. The vessel was high and dry, having taken the beach at high water. During May and June the life-savers, together with the wrecking tugs, made many attempts to get schooner afloat. The underwriters finally decided the vessel would not be worth the expenditure necessary to save her.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Feb. 5	Pamet River, Massachusetts.	Bge. Woodbury...	In tow of the tug Paoli, bound from Boston to South Amboy, parted her hawser in a NE. gale and snowstorm while off Highland Light in the afternoon of this date. Both anchors were let go, but in the heavy sea 1 chain parted and the other anchor dragged. The life-savers saw her, and when she struck ¾ mile S. of the station the beach apparatus was in place and ready for use. As soon as she struck a line was shot over her and the whip run out and made fast, but as she continued to drag a little, the whip parted before the crew could be landed. The keeper then directed the men on board to float a heaving line in through the surf, which they finally succeeded in doing. The life-savers bent on a larger line, which was hauled on board, and the 4 men of her crew slid down this line to safety, bringing some of their baggage. Her master and 1 man remained on the scene of the stranding until she broke up on the 19th, being cared for at the station.
Feb. 5	Santa Rosa, Florida.....	Skiff, no name.....	Washed up on the beach ¾ mile W. from the station. Launched and brought to the station by the surfmen, where it was held for a claimant.
Feb. 5	Ilwaco Beach, Washington.	Am. sc. Solano.....	Ashore 6½ miles N. of station, crew safe. Arrrangements were made for rendering assistance if needed, and the owner was notified by the keeper.
Feb. 6	Cape Hatteras and Creeds Hill, North Carolina.	Am. sc. Hilda.....	Grounded on Inner Diamond Shoals 5 miles offshore in a heavy gale about 4 a. m. A heroic effort was made by the crews from both stations to save those on board, but all perished.
Feb. 6	Ocracoke, North Carolina.	Gas. lch. Georgia...	Stranded 2½ miles SW. from the station. The life-savers went to her in the surfboat, planted kedges, and worked four hours trying to haul her off. She was floated the following high water.
Feb. 6	Ludington, Michigan, Lake Michigan.	Skiff, no name.....	Drifting out with the ice and current. The keeper worked his way to this skiff through the ice in the small boat, took it in tow, and brought it to the pier, where it was turned over to owner.
Feb. 6	Point Bonita and Fort Point, California.	Am. sc. Wm. F. Witzemann.	Stranded 3 miles up the coast from Duxbury Point and 10½ miles W. by N. from Point Bonita station. The Point Bonita crew in their surfboat and the Fort Point crew in their lifeboat set out for the scene of the stranding in tow of the tug Dauntless. While they were on their way the weather shut in thick, and when off Duxbury Reef whistling buoy the life-savers landed through the surf and ascertained from persons on shore the location of the vessel. Then they returned to the Dauntless, and together the tug and the station boats felt their way up to the schooner. They ran the tug's hawser, and rigged up a whip and breeches buoy from the vessel to the beach for the use of the master and mates, who proposed to remain on board. As nothing further could be done by the life-savers they then returned to their stations under oars, taking with them the 5 men composing the ship's crew.
Feb. 7	Fletchers Neck, Maine....	Br. sc. Maple Leaf..	Struck on Sharps Rocks, 2 miles NNW. from the station at 6.20 a. m. The life-savers went to her assistance in the surfboat, but it being ebb tide, after telephoning for a tug, they returned to the station, going back to the wreck at the beginning of flood. They set sails, ran hawsers for the tug, and helped at the pumps. The tug was unable to float her, and 3 of the surfmen remained on board for the night to help with the pumps. At

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Feb. 7	Fletchers Neck, Maine....	Br. sc. Maple Leaf..	high water in the morning she floated off, the life-savers set sail and piloted her to a safe anchorage. Three of them remained on board until she was taken into port, as she was leaking badly.
Feb. 7	Race Point, Massachusetts.	Dories (5), no names.	Picked up by the station crew on different patrols and hauled up on the beach.
Feb. 7	Popes Island, Virginia....	House boat, no name.	Frozen in, 3½ miles SW. of the station, and out of wood. The keeper and 2 surfmen assisted in replenishing the supply.
Feb. 7	Mosquito Lagoon, Florida.	Aux. slp. Dolphin...	Lost their way coming through the lagoon. The keeper showed them a chart and gave them full directions as to the channel.
Feb. 8	Gurnet, Massachusetts...	Am. sc. Valentinna..	Out of coal and no convenient way to get any. Furnished with 4 bags from the station supply.
Feb. 8	Brenton Point, Rhode Island.	Str. Richmond.....	Stranded on Pine Tree Point, 3 miles WNW. from the station, about 10 p. m. The crew got ashore a few minutes later, 3 of them losing most of their clothing. They were given dry clothing belonging to the W. N. R. A. The life-savers assisted the wreckers with the pumps, lines, etc., until she was floated, Mar. 5.
Feb. 9	Ship Bottom and Long Beach, New Jersey.	Am. sc. Helen J. Seitz.	Struck 1 mile N. of Long Beach station in thick, hazy weather, at 12.40 a. m. The life-savers from both stations went to her assistance in their surfboats. The crew were in no immediate danger, and the boat's crew stood by, carrying messages to and from the shore and helping generally, until the wrecking tug arrived and took charge.
Feb. 11	Cuttyhunk, Massachusetts.	Gas slp. Louise.....	Ashore on the eastern end of Nashawena Island, 3½ miles E. from the station. The life-savers went to her assistance in the surfboat. Owing to the prevailing gale nothing could be done, and the boat could not return to the station on account of the ice. Remained on Nashawena for the night and in the morning went aboard the stranded vessel, kedged her afloat, and took her to a safe anchorage.
Feb. 12 Feb. 13 Feb. 14 Feb. 18 Feb. 19	Gay Head, Massachusetts; Sandy Point, New Shoreham, and Block Island, Rhode Island.	Am. str. Larchmont.	In collision with the schooner Harry Knowlton and sunk NW. of Block Island about 11 p. m. A NW. gale was blowing and it was very cold. Twenty survivors were assisted in landing, given medical attention and dry clothing from the stores of the W. N. R. A. 76 bodies were recovered and cared for at the stations until claimed. (For detailed account see p. 25.) (See also letter of acknowledgment, p. 275.)
Feb. 12	Quonochontaug, Rhode Island.	Am. sc. Harry Knowlton.	In collision with the steamer Larchmont NW. of Block Island and abandoned in a sinking condition about 1½ miles offshore. She drifted in and sank ¾ mile W. of the station. Her crew of 7 men came ashore in their yawl boat, being assisted to land by the patrolman on the W. beat. They were brought to the station and given dry clothing from the stores of the W. N. R. A. They were given food and shelter at the station until the 14th.
Feb. 13	Gurnet, Massachusetts...	Slp. Two Sisters....	The life-savers in the Jersey boat located and recovered an anchor and cable lost by this vessel, and turned it over to her owners.
Feb. 13 Feb. 14	Race Point, Massachusetts.	Dories (3), no names.	One with 3 men and 2 with 2 men in each, disabled and drifting ashore through the surf, were landed and hauled up clear of the water by the life-savers and 4 of the rescued men given supper at the station.
Feb. 14	Monomoy Point, Massachusetts.	Br. sc. Greta.....	Struck on Shovelful Shoals, 1½ miles SSW. from the station. The life-savers went to her in the surfboat. The keeper was

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Feb. 14	Monomoy Point, Massachusetts.	Br. sc. Greta.....	given full charge by her master, hauled down her headsails, trimmed her aftersails and backed her off. The headsails were then set and she proceeded on her voyage.
Feb. 14	Point of Woods, New York.	Ice scooter (skiff), no name.	Frozen in the ice in the middle of the bay, its occupant having crawled ashore on East Island, where he had to walk all night to keep from freezing. It was reported at the station at 6.30 p. m. and a search instituted, which continued until after midnight, but was not successful. At daylight the life-savers procured some scooters, found the man—Arthur Hearn—on East Island, towed him to the station, gave him warm food and a change of clothing from the W. N. R. A. stores. In the afternoon he was taken to his destination by the station team.
Feb. 15	Assateague Beach, Virginia.	Slp. Sally.....	Missed stays 1½ miles S. by E. from the station and was in danger of fouling the boathouse and doing damage both to herself and the house. The station crew went on board in the surfboat, ran a line, and hauled her out clear.
Feb. 16	Barnegat, New Jersey....	Elec. slp. Barbara..	Being a stranger, anchored in a bad place on account of running ice. The keeper and 2 surfmen went on board in a small boat, warned him, and assisted to shift anchorage to a safer berth.
Feb. 16	Cape Disappointment, Washington.	Skiff, no name.....	Drifting out over the bar in a strong ebb tide, with 2 men in it. The power boat went out from the station and towed them in to safety.
Feb. 16	Coquille River, Oregon....	U. S. revenue cutter Thetis.	Blowing 4 long blasts on her steam whistle in a thick fog, while off the station. The life-savers went out in the surfboat to investigate. Were informed that she was searching for the missing gas. sc. Rita Newman and her commanding officer wanted the latest news concerning her. This was furnished him.
Feb. 18	Jerrys Point, New Hampshire.	Br. str. Ixia.....	Off the harbor entrance with signal set for a pilot. As no pilot went to her the keeper went out in the surfboat. Found that she barely had coal enough to reach the inner harbor. She was piloted in and her master taken to Portsmouth to make arrangements for coaling his vessel.
Feb. 18	Jerrys Point, New Hampshire.	Nph. lch., no name..	Adrift thirty-six hours in a gale of wind and snow storm, with 3 men on board. Their engine was broken down and they could make no headway with oars in the heavy sea. Finally they drifted in near the beach, but were afraid to land through the surf. Seeing the patrolman's lantern they hailed him, and he directed them where to land and assisted them through the surf. They were taken to the station, given dry clothing from the W. N. R. A. supply, and food and shelter for the night.
Feb. 18	High Head and Highland, Massachusetts.	Bges. (2) Girard and Alaska.	Broke adrift from their tow during a heavy NE. gale and snowstorm, on the early morning of the 18th. The Girard stranded 1 mile north of Highland station, about 200 yards offshore. Two of her crew were drowned and 2 saved by the life-savers. The Alaska went down ¾ mile offshore and her crew of 4 were lost. The 2 men saved were given dry clothing from the supply of the W. N. R. A. and food and shelter at the station two days. Four bodies were later recovered and turned over to the coroner. (For detailed report see page 61.)
Feb. 19	Brazos, Texas.....	Slp. Uno.....	Grounded on an uncharted shoal, 1 mile NW. from the station. The life-savers went to her assistance in the surfboat and after an hour's work succeeded in getting her afloat and anchored her in a safe berth.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Feb. 23	Mosquito Lagoon, Florida.	Houseboat Wolverine.	Ashore ½ mile NW. from the station. The keeper went to her assistance in the launch. She got afloat and he piloted her into deep water. Soon she was ashore again. He returned, helped pole her off, showed her master the chart, and gave him full directions as to the best water.
Feb. 24	Damiscove Island, Maine.	Fishing boats.....	The life-savers, with 2 dories and a skiff, broke the ice in the harbor and saved several fishermen's boats from dragging.
Feb. 24	Fort Lauderdale, Florida.	Am. sc. Anna F....	Sprung a leak and was beached 2 miles S. of Hillsboro Light. Captain Frutsche, the only one on board, came to the station, was given food and shelter twenty-six hours, furnished a week's provisions, tools to repair his boat, and the keeper took him back to his vessel and assisted in every way possible to get her repaired.
Feb. 25	Nahant, Massachusetts...	Nph. lch., no name..	Engine disabled, drifted up on Dread Ledge 2⅜ miles ENE. from the station. Her 2 occupants got out on the ledge and attracted the lookout's attention by waving handkerchiefs. The life-savers went to their aid in the surfboat, took the two men to Swampscott, returned and recovered the boat, which they towed to the station.
Feb. 25	Townsend Inlet, and Avalon, New Jersey.	St. yt. Nada	At anchor 3 miles ESE. of Avalon station at 7.40 p. m., with her shaft broken. The attention of the life-savers was attracted by a torch that she burned. The crews from both stations went out in their surfboats, her master was brought ashore and assistance telephoned for.
Feb. 25	Cape Lookout, North Carolina.	Am. sc. William Neely.	Anchored 8 miles SW. from the station with 6 feet of water in her hold and in a sinking condition. They set their colors union down and the station crew went to their assistance in the lifeboat. All preparations had been made to abandon ship, but the keeper persuaded the master to get up anchor and he then piloted her up into Lookout Bight and brought her to anchor in smooth water. On the 26th, finding that she was sinking, her master set signal for the life-savers. They came off and the keeper directed him as to the best place to beach her.
Feb. 26	Ocean City, Maryland.....	Knockabout Helen..	Grounded on a ridge near the station. Three of the surfmen went to her aid in a skiff and helped float her.
Feb. 26	Cape Lookout, North Carolina.	Am. sc. Levi S. Andrews.	About 3 miles off the station, set her ensign union down. The life-savers boarded her and found she was leaking over a foot an hour. The keeper piloted her into Lookout Bight and anchored her in smooth water.
Mar. 1	Humboldt Bay, California.	Am. str. Corona	Grounded at the outer end of north jetty 1½ miles W. from the station, while attempting to cross the bar. She had on board 95 passengers and a crew of 52. Two men of her crew were lost. (For detailed account see page 64.)
Mar. 3	Durants, North Carolina .	Am. sc. Lorena.....	Capsized in thick, squally weather, at 9.30 a. m. of the 2d, 10 miles N. of the station. The keeper was informed on the morning of the 3d and the life-savers went to her assistance in the supply skiff, righted her, bailed and pumped her out, and turned her over to her owner.
Mar. 3	Saluria, Texas.....	Gas. lch. Mabel.....	Anchored in Bayou Saluria, 3 miles from the station, set signals for assistance. The station team was taken up abreast, her master came ashore and reported that he was out of gasoline. Not having any at the station the keeper directed him to the nearest source of supply, and on the following morning set ranges on the beach to enable him to cross the bar.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Mar. 4	Durants, North Carolina.	Yawl boat, no name.	Picked up a yawl boat adrift in Pamlico Sound, towed it to the station, and held it for its owner.
Mar. 4	Bogue Inlet, North Carolina.	Am. sc. John Russell.	Grounded on a shoal 1 mile west from the station. The life-savers went to her assistance in the power boat, helped with the windlass, ran lines and helped variously from 5.30 p. m. until midnight, when she was floated and taken to a safe anchorage.
Mar. 6	Lewes, Delaware.....	Am. sc. John J. Ward.	In a heavy squall and snowstorm dragged her anchor and struck the new breakwater 3 miles NE. of the station at 1 a. m. She soon filled and sank. Her crew got out on the breakwater with their baggage and were cared for at the lighthouse. They were brought to the station by the pilot boat Philadelphia and given food and shelter for the day.
Mar. 9	Cape Fear, North Carolina.	Am. sc. Stanley H. Minor.	Stranded on Frying Pan Shoals about 12 miles S. by E. from the station at 3 a. m. of the 8th in thick weather. Her lifeboat was lost, and 2 of her crew came to the station in her small boat, arriving at 6.15 a. m. of the 9th. They were wet and cold and were given dry clothing from the stores of the W. N. R. A., and the life-savers proceeded to the scene of the wreck in the surfboat. They arrived at 10 and found her decks awash and the remainder of her crew—6 men and the master's wife—huddled up on top of the cabin, cold and wet, and none of their personal effects saved. They were taken in the surfboat, rowed to Cape Fear bar, and there the Government dredge took them in tow and towed them to Southport, where they arrived at 2.15 p. m. (See card of thanks.)
Mar. 9	Bulow, Florida.....	Gas. lch. Tude.....	Bent her propeller shaft and was poled to the station dock where, with the assistance of the keeper, she was hauled out, her shaft straightened, and put in working shape.
Mar. 10	Saluria, Texas.....	Slp. White Wing ...	Water supply had become salty. Was furnished with fresh water from the station cistern.
Mar. 11	Two Rivers, Wisconsin, Lake Michigan.	Slp. Ella.....	Stuck in the slush ice and unable to reach her pier. The keeper threw a heaving line to her, got her line, and, with a tackle, warped her in to the pier.
Mar. 13	Bellport, Blue Point, and Lone Hill, New York.	Br. str. Gowanburn.	Stranded 800 yards SW. of Blue Point station, in a dense fog at 4.30 p. m. Bellport and Lone Hill stations were notified and their crews assisted in subsequent operations. The beach apparatus was run down, and, guided solely by her whistle, it being too thick to see the steamer, a shot was fired and landed fair, the whip was run out and set up, and the breeches buoy run out with a message that the life-savers were ready to land the crew, but advising them to wait for low water if there was no danger of the vessel breaking up. At 11.45 p. m. a surfman was sent on board in the breeches buoy to arrange a system of signals. The apparatus was kept ready for instant use and the life-savers stood by all night. At 9.45 a. m. a signal was received and 1 white man and 5 Chinamen were landed in the breeches buoy. The surfboat then went out and brought ashore 2 white men and 8 Chinamen. The wrecking tug Rescue arrived and took charge in the early afternoon. The surfboat from the Rescue while running a line to the stranded vessel became unmanageable in the breakers, the man who was steering was knocked overboard, and the boat came through the breakers and up on the

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Mar. 13	Bellport, Blue Point, and Lone Hill, New York.	Br. st. Gowanburn	beach. The life-savers quickly launched the boat and made a systematic search for the man who had fallen overboard, but he had gone under and could not be found. The 13 Chinamen were put aboard the revenue-cutter Mohawk and taken to the Ellis Island Immigration station for detention and the 3 white men put back on the Gowanburn. Several trips were made back and forth to the stranded vessel in the surfboat on subsequent days, carrying messages, and the wreckers were posted as to time of high water by signals from the station. On the 23rd the Gowanburn was floated, very little damaged. The body of the drowned man was found on the 20th and turned over to the coroner. (See letter of acknowledgment.) (For account of loss of life see page 66.)
Mar. 13	Atlantic City, New Jersey.	Am. str. Queen City.	Stranded on Absecon Inlet outer bar, ¾ mile SE. from the station. The life-savers were alongside in their surfboat within twenty minutes after she struck. They planted her anchor in the channel and succeeded in kedging her afloat.
Mar. 13	Portsmouth, North Carolina.	Yawl boat, no name.	At the request of the underwriter's agent, hitched the station team to a yawl boat, belonging to the wreck of the schooner John I. Snow, and hauled it over the land to the Sound.
Mar. 14	Wood End, Massachusetts.	Slp. Albert Drummond.	Caught in the ice while trying to get into the harbor, and in danger of being carried out to sea by the ebb tide. The beach apparatus was sent down and a line shot on board. When the tide turned she was pulled into the harbor through the ice, by means of this line.
Mar. 14	Aransas, Texas.....	Slp. Lady Gay.....	Stranded on Mustang Island, ¼ mile NE. from the station. The station crew went to her assistance in the surfboat, planted an anchor, two of them got overboard on her lee side and, after heaving for a half hour, they succeeded in floating her without any apparent damage. They then assisted to get her underway.
Mar. 16	Point of Woods, New York.	Power boat, no name.	Broken down 2 miles NNW. from the station, with 3 boys in it. Two of them came to the station and told the keeper they had left 1 boy in the boat and she was in danger of being caught in the drift ice. The life-savers went in the surfboat and towed the launch back to the station, where she was made secure. The 3 boys were given food and shelter for the night and the following day, and their parents notified that they were safe.
Mar. 16	Atlantic City, New Jersey.	Slp. Commander....	Stranded on Absecon Inlet outer bar, ¾ mile SE. from the station at 3:10 p. m. The life-savers went off to her in the surfboat and by working her headsails soon succeeded in getting her afloat and into deep water.
Mar. 16	Fort Lauderdale, Florida.	U. S. coast survey steamer.	At the request of her commanding officer, the keeper piloted this vessel into Biscayne Bay.
Mar. 17	Hunniwells Beach, Maine.	Slp. James M.....	Blown ashore in Sagadahoc Bay, 2 miles ENE. from the station at 8 a. m. The keeper was notified by telephone, launched the surfboat, and arrived alongside at 9 a. m. The life-savers planted anchors, hove her off, and took her to a place of safety.
Mar. 18	Core Bank, North Carolina.	Am. sc. Carrie Grannis.	Carried away her foremast in a stiff northeaster, 2 miles NW. of the station, in Core Sound at 2 p. m. The power boat went to her assistance, towed her into smooth water, the life-savers transferred her cargo to another boat and rigged a jury mast, with which he succeeded in getting into North River, where a new mast could be obtained.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Mar. 19	Atlantic City, New Jersey.	Slp. Pittsburg.....	Stranded on the bar, ¼ mile NE. from the station at 5 a. m., and pounding. The life-savers went to her assistance in the small boat and hove her off into a deep basin, where she lay at anchor until flood tide, when she got underway and got across the bar without any further trouble.
Mar. 19	Fort Lauderdale, Florida.	Lch. GHV.....	Stranded on the inner bar at 8 a. m. The keeper went to her assistance in the small boat, took a line from her stern and succeeded in pulling her out into deep water. She was then taken to the station dock, examined, and found all right. The keeper gave her master directions concerning the channel and she proceeded on her way.
Mar. 20	Hereford Inlet, New Jersey.	Small boat, no name	Dragged her anchor and went ashore on the lee side of the channel. The life-savers went to her assistance in a small boat, ran her anchor and planted it in deep water and on the flood tide she was hauled afloat.
Mar. 20	Galveston, Texas.....	St. lch. Olivia.....	Grounded on the edge of the channel, 100 yards E. of the station. The small boat went to her assistance, planted an anchor, and helped haul her afloat.
Mar. 22	Fort Lauderdale, Florida.	Gas. lch. Lida.....	At the request of the master of this boat the keeper piloted him out of New River.
Mar. 23	Point of Woods, New York.	Am. sc. Annie E. Edwards.	Aground 1 mile NNW. from the station. The life-savers went to her in the surfboat, planted her anchor, and succeeded in heaving her afloat.
Mar. 24	Straitsmouth, Massachusetts.	Dories (2), no names	Two dories adrift at sea, picked up by the station dory and turned over to their owners.
Mar. 24	Nahant, Massachusetts...	Dory, no name.....	Picked up by the east patrol and held at the station for the owner.
Mar. 24	Gurnet, Massachusetts...	Am. sc. Tecumseh..	Stranded on Browns Island Shoal, ¾ mile SSW. from the station, strong E'ly wind and high surf. The life-savers went to her assistance in the surfboat and remained alongside until the seas began to sweep over her, when 6 of the crew were taken in the surfboat to the station, the remaining 4 coming in the Tecumseh's boat. Her master was later put on board a tug and the remaining 9 were given food and shelter for the night.
Mar. 24	Assateague Beach, Virginia.	Am. sc. J. F. Whitcomb.	Stranded in a fog at 4 a. m., 7½ miles N. and E. of the station. As she was sinking, the crew abandoned her in their own boat at daylight and arrived at the station at 9.45 a. m., where they landed. Five were furnished food and shelter one day and 1 three days. Her master was taken to town to make report and arrangements with wreckers and brought back to the station. (See letter of acknowledgment.)
Mar. 24	Galveston, Texas.....	Gas. lch. Skidoo....	Broke her rudder chain while near the station, was poled in to the landing and furnished, by the keeper, with some 12-thread manila with which to make temporary repairs.
Mar. 25	Cape Henry and Virginia Beach, Virginia.	Car float No. 68.....	Observed by the Virginia Beach lookout at 7 a. m. drifting in toward the beach. Cape Henry station was notified by telephone and, when she struck, both crews were on hand with beach apparatus ready. The sea drove her so high up on the beach it was not necessary to use the apparatus, the 1 man on board being helped to get ashore by the life-savers. No. 68 was floated by the Merritt-Chapman Co. on the 27th.
Mar. 27	Potunk, New York.....	Slp. Rambler.....	Ashore 1½ miles E. of the station, in the bay. The keeper and 5 surfmen, with lines and tackles, went to her assistance at 7.20 a. m., hauled her afloat and returned to the station at 9 a. m.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Mar. 28	Old Chicago, Illinois, Lake Michigan.	Lighter, no name...	Parted her moorings in a heavy squall at 10 p. m. The keeper and caretaker went on board and made her secure. Lines were procured from the station, with which she was securely moored to south pier.
Mar. 30	Eatons Neck, New York..	Am. sc. Hamlet	Stranded E. ⅜ mile from the station in a thick fog at 6 a. m. The small boat went to her assistance and the life-savers succeeded in kedging her afloat without damage.
Mar. 30	Louisville, Kentucky.....	Shanty boat, no name.	Adrift and in danger above the falls, with a man and woman on board, about 7.15 a. m. One of the station boats went to their assistance, took them in tow and towed them into a safe place at the head of the canal.
Mar. 31	Santa Rosa, Florida.....	Dory, no name.....	Picked up adrift in the bay by the station crew and held for a claimant.
Mar. 31	Galveston, Texas.....	Sc. Harry.....	Stranded and abandoned on Bolivar peninsula 10 miles NNE. of the station during a gale on the night of the 30th. The lookout saw her at daybreak and the surfboat went out under sail to investigate. The life-savers, after working on her nearly all day with kedges and using her sails, floated her and brought her into port, where she was turned over to her owner.
Apr. 1	Santa Rosa, Florida.....	Skiff, no name.....	Picked up on the beach, ¾ mile east of station, by the patrol and held for claimant.
Apr. 1	Plum Island, Wisconsin, Lake Michigan.	Am. str. Southern Cross.	Adrift in the slush ice, between Plum and Washington islands, ½ mile N. of station. The life-savers went to her in the ice boat and ran a line across the drift ice to another tug, which succeeded in pulling her out without damage.
Apr. 2	Poyners Hill, North Carolina.	Dory, no name.....	Found on the beach near station by patrol, hauled up clear of surf and held for claimant.
Apr. 2	Core Bank, North Carolina.	Gas. lch. Minnie....	Floated off the ways at the Carteret Club, 5 miles SW. from the station, by high water, pounding against the wharf and nearly full of water. The life-savers hauled her clear of wharf, pumped and bailed her out, and moored her in a safe berth.
Apr. 2	Fort Macon, North Carolina.	Nph. lch. Lorraine..	Stranded at the mouth of Cowpen Creek. The life-savers planted an anchor, hauled her afloat, and took her to a safe anchorage.
Apr. 2	Fort Lauderdale, Florida .	Gas. lch. Eleanor IV.	At anchor inside, with a heavy NW. wind and strong ebb tide dragging her out through the inlet. The keeper went on board in the dory, cleared the anchors, and worked the launch in to a safe berth.
Apr. 2	San Luis, Texas.....	Skiff, no name.....	Adrift in the bay; picked up by the life-savers, taken to the station, and held for claimant.
Apr. 3	Cape Lookout, North Carolina.	Am. sc. Pearl Cullen.	Broke her main boom coming out over Beaufort bar, and applied to the keeper for assistance in repairing it. The station crew furnished material, scarped the boom, shipped it and set sail, the schooner proceeding to her destination.
Apr. 3	Fort Lauderdale, Florida .	Gas. lch. Nedoline ..	Ran on the inside bar and, in getting off, disabled machinery. The keeper went out in the small boat, towed them to the station dock, and put her machinery in working shape.
Apr. 3	Coos Bay, Oregon	Gas. lch. Telephone.	Stranded on a sandbar ½ mile E. of station. The life-savers went aboard in the lifeboat and attempted to float her. Being unsuccessful, they returned to the station, bringing the 1 man on board with them. He was furnished with dry clothing belonging to the W. N. R. A. and cared for at the station for the night. On the 4th the life-savers returned in their lifeboat and floated the Telephone, which then proceeded on her way.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Apr. 4	Little Kinnakeet, North Carolina.	Sc., no name.....	Three surfmen employed five hours assisting owner to get this boat ready for launching.
Apr. 4	Sabine Pass, Texas.....	Nph. lch., no name..	Engine disabled, drifting out with the tide, with 3 men on board, about ½ mile SE. from the station. Life-savers went to their aid in the small boat, landed 1 man, and towed the launch to Sabine. She was the quarantine launch belonging to the State board of health.
Apr. 5	Core Bank, North Carolina.	Am. sc. Laura L. Sprague.	Flying distress signals 3 miles ENE. from the station. The life-savers launched the surfboat through heavy surf and went alongside. She was leaking and had 9 feet of water in her hold, and the crew were exhausted. The keeper brought her to anchor, furled sail and returned to shore to telephone for assistance. At daylight of the 6th the station crew returned and pumped her out. On the 8th the revenue cutter arrived and took her in tow. (See letter of acknowledgment, p. 277.)
Apr. 5	Humboldt Bay, California	Gas. lch. Elgin.....	Aground in the bay. The station crew went on board in the small boat, ran out anchor and hove her afloat.
Apr. 6	Point of Woods, New York.	Am. sc. Annie E. Edwards.	Aground on the north point of Tobys flats 3 miles W. from the station. The life-savers went to her assistance in the surfboat, planted her anchor and hove her afloat. They then hoisted sail and piloted her out into deep water.
Apr. 6	Point of Woods and Fire Island, New York.	Am. Sc. Sallie M. Russell.	Aground on Tobys Flats, 3 miles west of Point of Woods station. The crew from this station went to her assistance in their small boat and the Fire Island crew in the surfboat. Together by means of anchors and sails they soon had her afloat and piloted her out into the channel.
Apr. 6	Hog Island, Virginia.....	Slp. Two Brothers..	Dragged her anchors in a NE. gale, and stranded 1½ miles S. of station. The life-savers went to her assistance in the surfboat, hauled her afloat, and took her into a safe harbor.
Apr. 6	Ludington, Michigan, Lake Michigan.	Gas. lch. Hooligan..	Adrift in the lake, ½ mile WNW. of the station, engine disabled, no oars and no anchor, with a fresh E. breeze. The station crew went out in the surfboat and towed her in to the pier.
Apr. 6	South Chicago, Illinois, Lake Michigan.	Am. Str. William B. Kerr.	Hove to off the station and signaled for a boat. The power lifeboat went alongside and the master requested the keeper to land some men who were on board to witness her trial trip. Seven men were landed at the station.
Apr. 7	Plum Island, Massachusetts.	Am. sc. F. A. Smith.	Stranded in Ipswich Harbor, 3 miles S. of station. The station crew went to her assistance in the small boat, ran anchors and hove her afloat, set sail and piloted her up the harbor to a safe berth.
Apr. 7	Nags Head and Bodie Island, North Carolina.	Am. sc. Louis Bossert.	Stranded at midnight, in thick weather, 400 yards S. of the Nags Head station. Her crew of 8 men and 2 lady passengers were landed by the life-savers in the breeches buoy, the Nags Head crew being assisted by the Bodie Island crew. The 8 men were sheltered at the station three days and the two ladies five days. They were eventually put back aboard the Bossert and she was floated on the 12th.
Apr. 8	Plum Island, Wisconsin, Lake Michigan.	Gas. lch. Viking....	Ashore on the east end of Detroit Island 3 miles E. of station. The life-savers took a heavy anchor and some tackles in the surfboat and, after putting some skids under her, they pulled her afloat.
Apr. 8	Point Adams, Oregon.....	Skiff Bessie K	Found on the beach, hauled up clear of the tide and held for claimant.
Apr. 10	White Head, Maine.....	Rowboat, no name..	Sunk at its moorings in an E. gale. The life-savers swept for it with grapnels, recovered it, and turned it over to owner.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Apr. 10	Jerrys Point, New Hampshire.	Am. Sc. Alice.....	Parted her cable and stranded in a NE. gale, 1½ miles N. of station, punching a big hole in her bottom. The life-savers covered the hole with canvas and lashed cork under the bottom to keep her afloat. On the 13th the station dory assisted by naphtha launches hauled her off and she was towed to Portsmouth.
Apr. 10	Assateague Beach, Virginia.	Slp. Lizzie M. Jones.	Sighted 2½ miles SSW. from station, with distress signal flying. The life-savers boarded her in the surfboat and found her sails blown away, main boom broken and crew exhausted. The keeper worked her up in the inner harbor and anchored her in a safe place. Her master was then furnished transportation to town and back.
Apr. 10	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river. Recovered by 1 of the surfmen and restored to owner.
Apr. 11	Atlantic City, New Jersey.	Am. Sc. R. B. Leeds.	Stranded on the bar ½ mile N. of station. The life-savers went on board in the surfboat, ran out anchors, and hauled her afloat, taking her to a safe anchorage.
Apr. 11	Beaver Island, Michigan, Lake Michigan.	Am. str. John Schroeder.	Got stuck in the ice, about 400 yards off the station, and her master requested the keeper to land him, so that he could telegraph for assistance. The small boat was used and he was landed and taken aboard again.
Apr. 11	Ludington, Michigan, Lake Michigan.	Scs. (2) D. A. Wells and Minnehaha.	Towed out through the piers by the keeper and crew.
Apr. 11	South Haven, Michigan, Lake Michigan.	Gas. str. Flora V....	Adrift 200 yards SW. of end of south pier, with piston rod broken. Surfmen went to her assistance in the small boat and towed her into the harbor.
Apr. 12	Ocracoke and Portsmouth North Carolina.	Am. Sc. Benjamin Russell.	Stranded in Ocracoke Inlet, 3 miles E. of Portsmouth station. The crews from both stations went to her assistance in their surfboats, ran her anchor out into deep water, and hove her afloat on the flood tide. She was then taken up into Ocracoke harbor to a safe anchorage.
Apr. 12	Coos Bay, Oregon.....	Sc. bge. Chinook....	In tow of the tug Columbia, parted her hawser crossing the bar, about 3½ miles SSW. from the station. When the life-savers arrived alongside in the lifeboat she had drifted in among the breakers on South Spit and anchored. The 6 men of her crew were gotten into the boat with difficulty, landed at the station, provided with dry clothing belonging to the W. N. R. A. and given shelter until the 15th. On the 13th the Chinook parted her chains, drifted ashore and began to break up. On the 15th the life-savers rigged up beach apparatus and by this means saved about $1,000 worth of property. (See letter of acknowledgment, page 277.)
Apr. 13	Metomkin Inlet, Virginia.	Slp. Ethel.....	Stranded in the inlet, 1 mile SE. from station. The life-savers went to her assistance in the surfboat, succeeded in floating her on the flood tide, and she proceeded to her destination.
Apr. 13	Saluria, Texas.....	Sc., name unknown.	Standing on and off the bar under shortened sail in a NE. gale, with signal set for pilot. The keeper set ranges for the bar and she steered by them across, and made a harbor up the Pass.
Apr. 13	Baileys Harbor, Wisconsin, Lake Michigan.	Slp., no name.....	Capsized 1 mile SW. of station, with 3 men clinging to her bottom. Fifteen minutes after she capsized the life-savers reached the men, rescued them from the ice-cold water, took them to the station, gave them medical attention and dry clothing belonging to the W. N. R. A. They then picked up the sloop and towed it in. The surfboat was used.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Apr. 14	Fletchers Neck, Maine.....	Sc. bge. Pocopson..	In tow of tug, parted her hawser and stranded at the mouth of Saco River, 3 miles NNE. from station, at midnight. The life-savers went to her assistance in surfboat, helped tug to plant her anchor, ran the tug's hawser, assisted with lines and at the windlass. At high water she was floated and the surfmen accompanied her to a safe anchorage. (See letter of acknowledgment, p. 277.)
Apr. 14	Point of Woods, New York.	Am. sc. P. E. Wharton.	Stranded 2 miles north of station. Surfmen went to her assistance in the surfboat, planted her anchor, and with help of sails got her afloat and took her into deep water.
Apr. 15	Hunniwells Beach, Maine.	Am. str. Seguin.....	Ashore on the edge of the bank, on Parkers Head Flats, 1 mile north of station, and lying over on her side. Life-savers went to her in surfboat and assisted a tug to right her, by running hawsers under bow and stern and heaving them taught on a vessel which was lying alongside. She righted and floated off when the tide rose.
Apr. 15	Wachapreague, Virginia..	Am. sc. John Russell	Stranded on Dawson shoals, 2½ miles ESE. of station, at 4 a. m. The life-savers went alongside in the lifeboat, set all sail and, it being quite rough, anchored their boat near by to await the high tide. With sail set and the wind blowing a gale she soon went off and proceeded, undamaged.
Apr. 15	Cobb Island, Virginia.....	Slp. Jordan.....	Ashore on Hog Island bar, 5 miles NE. of station, with rudder broken. The life-savers went to her assistance in the surfboat, worked her afloat, and anchored her in Loon Channel until high water, when they worked her up the channel, beached her, repaired the rudder and floated her again, when she proceeded to her destination.
Apr. 15	Buffalo, New York, Lake Erie.	Gas. lch., no name..	At anchor near Bird Island pier, out of gasoline. The power surfboat went to her assistance and towed her in to the station, where gasoline was procured and she proceeded on her way.
Apr. 15	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. Louis Pahlow and sc. Delta.	Stranded on Clay Banks, 9 miles S. of station, in a SE. gale and snowstorm. The keeper procured a tug and lighter and transported the beach apparatus, boat wagon, and surfboat to Sawyer, where 6 teams were procured to take them on to the scene of the wreck. The surfboat was manned by the life-savers and the 13 members of the Pahlow's crew landed in 2 trips. An attempt was then made to shoot a line over the Delta, but it was not successful, and the surfboat was again launched and went alongside, but her crew would not come ashore. The life-saving crew remained on the scene of the wreck until the 18th, taking soundings, assisting tugboats, running lines, and transporting crews of the wrecks to and from the beach. The Delta was floated on the 16th and the Pahlow on the 18th.
Apr. 16	Monomoy Point, Massachusetts.	Am. sc. William Rice	Anchored on Stone Horse shoal, 3 miles SE. from station, with ensign union down. The life-savers went alongside in the power lifeboat, and found her leaking badly, with crew exhausted from continuous pumping. Surfmen manned the pumps, got the vessel under way, and took her to Gloucester, arriving at midnight. They remained on board, keeping pumps going until 6 a. m., when help was procured from shore.
Apr. 16	Coskata, Massachusetts..	Catboat Ramona...	Stranded 4 miles S. of station, at 1 a. m. The station crew went to her assistance in the surfboat, dug a channel in the sand and hauled her afloat through this canal. Employed from 9 a. m. to 4.30 p. m.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Apr. 16	Saluria, Texas.....	Sc., name unknown.	The keeper set bar ranges for an unknown schooner that wanted to leave the bay. She crossed the bar safely and proceeded on her voyage.
Apr. 16 Apr. 17	Harbor Beach, Pointe aux Barques, and Port Austin, Michigan, Lake Huron.	Am. str. Ogdensburg.	Stranded on the reefs, 1½ miles NNE. from Pointe aux Barques station. Crews from the 3 stations mentioned, going to her assistance, using, in the order named, the power lifeboat, the English model lifeboat, and the surfboat. The life-savers took soundings, threw overboard part of the cargo, and carried messages between the beach and the wreck. The Harbor Beach crew returned to their station on the 16th. A wrecking tug arrived at 7 a. m. of the 17th and the life-savers assisted by running lines, throwing over cargo, carrying messages, and, variously. At 11 a. m. she was floated by the tug and proceeded down the lake.
Apr. 17	Charlevoix, Michigan, Lake Michigan.	Gas. ich. Prince Olaf.	Caught in the ice 200 yards from the end of the pier, and unable to move. The life-savers shot a line to her with the beach appartaus and, with the line, hauled her through the ice and into the harbor.
Apr. 17 Apr. 19 Apr. 20	Sleeping Bear Point, Michigan, Lake Michigan.	Am. sc. Eliza Day..	Filled with water and capsized 5 miles NE. of station, at 3 a. m., afterwards drifted in and stranded on Pyramid Point. Discovered by lookout at daylight and the life-savers started at once in surfboat. When 2 miles from the station the schooner's crew of 4 were met coming along the beach. They were taken to the station and given shelter for one day. On the 19th the life-savers went to the wreck in the surfboat and succeeded, after nine hours' work, in righting her. On the 20th, after ten hours' work, she was pumped out and taken out to a safe anchorage. (See letter of acknowledgment, p. 277.)
Apr. 18	Great Wass Island, Maine.	Slp. Infanta.....	Ashore on Brownies Island Ledge, 1 mile W. of station. The life-savers went to her in the small boat, run out an anchor, hauled her off the ledges, made sail, and took her to a place of safety.
Apr. 18	White Head and Burnt Island, Maine.	Am. sc. Sardinian...	Stranded on the S. end of Metinic Island, 6½ miles S. of White Head station, sprung a leak and sunk, the crew making shore in their own boat. The life-savers from both stations went to her assistance in their surfboats, but as nothing could be done, they returned to their stations and notified the owner of the wreck.
Apr. 18	Chadwick, New Jersey....	Am. sc. William Booth.	Stranded 1 mile N. of station, at 4 a. m. The life-savers arrived alongside in surfboat at 4.30. Her master requested keeper to notify owners. She got off in about two hours and proceeded on her voyage.
Apr. 18	Louisville, Kentucky.....	Flat Harry.....	Loaded with coal and adrift in the river above the falls, with 2 men on board. The life-savers went to their assistance in the river boat and towed them in to the dock.
Apr. 18	Harbor Beach, Michigan, Lake Huron.	Am. sc. J. L. Green.	Entered the harbor at 4.10 a. m., leaking badly and crew exhausted. Life-savers boarded her in the small boat at 4.30 a. m. and kept her pumped out until 4.30 p. m., while her crew rested.
Apr. 19	Hunniwells Beach, Maine.	Motor boat, no name.	Engine disabled, outside the harbor, with 2 men on board. Life-savers went out in the small boat and towed them into the harbor.
Apr. 19	Racine, Wisconsin, Lake Michigan.	Yawl, no name.....	Adrift in the lake, picked up by the surfboat, towed in, and delivered to owner.
Apr. 20	Point of Woods, New York.	Slp. Nettie.....	Ashore on W. side of East Island Flats, 2 miles NW. from station, with 1 man and 3 children on board. The life-savers went to their assistance in the power boat. Her anchor was planted and an effort made to haul her afloat, but it was not

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Apr. 20	Point of Woods, New York.	Slp. Nettie.....	successful. The man and children were then brought ashore. She floated at high water the 21st and was recovered by her owner.
Apr. 20	South Haven, Michigan, Lake Michigan.	Str. John Schroeder.	Ashore in the harbor, at 3 a. m. Two surfmen ran lines for her, using the station skiff, and she soon worked herself afloat.
Apr. 20	Old Chicago, Illinois, Lake Michigan.	Am. str. Empire State.	Parted her moorings and went adrift in the inner harbor, with no one on board. The life-savers boarded her in the surfboat before any damage had been done, and let go her anchor. The owners were then notified.
Apr. 21	Damiscove Island and Hunniwells Beach, Maine.	Am. sc. Catherine G. Howard.	Struck on Bantam Rocks, 1½ miles SSW. from Damiscove Island station, at 2:30 a. m. The life-savers from that station went aboard in the surfboat and brought 5 of vessel's crew ashore, the other 15 landing in a private boat. They were all cared for at the station until 2 p. m. of the 22d. Numerous trips were made between the wreck and shore and her sails, running rigging, masts, gaffs, booms, compass, clock, anchors and chains, 10 dories and 100 fathoms of hawser were saved by the Damiscove Island crew and 2 dories by the Hunniwells Beach crew, who went to the scene in their surfboat.
Apr. 21	Harbor Beach, Michigan, Lake Huron.	Gas. lch. Fannie A..	Moored to the dock near the station, and discovered by the lookout to be afire about 11 p. m. He went aboard and put it out before much damage had been done. Two men were asleep in the hold.
Apr. 21	Frankfort, Michigan, Lake Michigan.	Sc. Petrel.....	Becalmed just outside the piers, and drifting in on the beach. The life-savers procured a tug and towed her well out into the lake.
Apr. 22	Barnegat, New Jersey	Slp. Rajah.....	Stranded in Barnegat Inlet, 1 mile N. of station. The life-savers went to help her in 2 small boats, planted her anchor in deep water and hauled her afloat.
Apr. 23 Apr. 24	Atlantic City, New Jersey.	Am. sc. Charles W. Parker.	nk on Absecon Inlet bar, ½ mile SE. of station. The life-savers went to her assistance in the surfboat on the 23d, but could not find her on account of the dense fog. Her crew landed at the station in their own boat and were given dry clothing belonging to the W. N. R. A. On the 24th the station crew went out and picked up a dory loaded with the schooner's rigging, which had sunk the day before, and towed it ashore. The Parker was stripped by her owners and abandoned.
Apr. 23	Buffalo, New York, Lake Erie.	Str. Frank L. Bapst.	Caught in heavy flow of ice and stranded on Horseshoe Reef. The life-savers went to the scene in the power surfboat and ran lines for the tugs, which finally succeeded in hauling her afloat.
Apr. 23	Harbor Beach, Michigan, Lake Huron.	Str. Search Light...	Last seen about ENE. 2 miles from the station, headed in for the harbor. When sufficient time for her to reach port had elapsed and she had not arrived, the life-savers went out to search for her in the surfboat. The search was kept up from 7.50 p. m. until 1.45 a. m., but nothing was found. On subsequent days the power lifeboat made 15 trips, the surfboat 1 other trip, and the small boat 4 trips, searching for the tug, for wreckage, and for bodies, and dragging the bottom. There were 6 men in the crew of the Search Light, all lost. (See letter of acknowledgment, p. 279.)
Apr. 24	Hunniwells Beach, Maine .	Rowboat, no name.	Drifting out to sea, picked up by surfboat, taken to station, and held for claimant.
Apr. 24	High Head, Massachusetts.	Br. sc. Stanley.....	Stranded on Peaked Hill bar, ¾ mile N. of station, at 12.30 a. m. The life-savers at once went to her assistance in the surfboat, planted her kedge in deep water and, about high tide, set sail and hove her off, after jettisoning about one-fifth of her cargo.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Apr. 24 Apr. 25	Assateague Beach, Virginia.	Slps. (2) Edith Louise and Lizzie M. Jones.	Dragged ashore 1½ miles S. of station, in strong NW. wind, the Jones parting her cable and losing an anchor. The life-savers went to their assistance in surfboat but, owing to strong wind and high sea, could accomplish nothing. In the afternoon at high water, the wind and sea having gone down, the surfboat returned and hauled the Edith Louise afloat. At 3 a. m. of the 25th, the life-savers went aboard the Jones and with the help of sails and anchor floated her at 5.45 a. m. The keeper borrowed an anchor for her, in place of the one lost, and she proceeded on her way.
Apr. 24	Erie, Pennsylvania, Lake Erie.	Gas. lch. Ida.....	Engine broken down, 1½ miles NE. of station, in Lake Erie. The station crew went out in the power lifeboat and towed her in to the dock at Erie. (See letter of acknowledgment, p. 277.)
Apr. 24	Harbor Beach, Michigan, Lake Huron.	Gas. yt., no name...	At anchor inside the breakers, at Forest Bay reef, 5 miles NNW. from the station, with rudder disabled. The power lifeboat went to her assistance, but found her crew landed and, as it was too rough to take her in tow, returned to station. When the weather moderated, returned, and towed her to station, hauled her out on lifeboat car and repaired the disabled steering gear.
Apr. 24	Port Austin, Michigan, Lake Huron.	Gas. lch. Wanderer.	Engine and steering gear disabled, 1 mile N. of station. The life-savers towed her in with their surfboat, and furnished 1 of the crew shelter at the station for one day.
Apr. 24	Frankfort, Michigan Lake Michigan.	Scs. (2) Joses and John Mee.	The life-savers took their lines on the pier and hauled them to a place of safety. It was blowing a gale with blinding snowstorm.
Apr. 25	North Scituate, Massachusetts.	Gas. lch., no name..	Engine broken down 1½ miles E. of station. The life-savers towed her in with the surfboat and landed the 3 men of her crew. The morning following they towed her to Scituate and turned her over to the owners.
Apr. 26	Ashtabula, Ohio, Lake Erie.	Gas. lch. Hiram....	Engine disabled and drifting toward a rocky beach west of harbor entrance. The life-savers went to her in surfboat and towed her into the harbor.
Apr. 26	Marblehead, Ohio, Lake Erie.	Scow, no name.....	Stranded and sunk 5 miles S. of Cedar Point light-house and about 12 miles from the station. The keeper was notified by telephone at midnight and went to the wreck in the power surfboat. Not being able to locate the scow in the dark, the life-savers landed at Cedar Point dock and walked down the beach. At daylight the wreck was located with 3 men in the fore peak. A fisherman's skiff was procured and, although the sea was high, the skiff was successfully launched and the 3 men landed. They were then taken to Sandusky in the power boat where dry clothing was procured for them. On the 27th the life-savers returned to the wreck in the power boat and assisted the wreckers by running lines, throwing over cargo, and variously. The scow was floated about noon.
Apr. 27	Burnt Island, Maine.....	Br. sc. Frances A. Rice.	Anchored in a dangerous and exposed place at the SE. end of Allens Island, but on account of set of tide and light breeze, unable to shift. The life-savers went on board in the power boat, assisted to get anchor, and towed her to a safe anchorage.
Apr. 27	.....do.....	Gas. lch., no name..	Engine disabled ½ mile SW. of station. The power boat went to her assistance, towed her into the station, the life-savers overhauled the engine and got it working again, and she proceeded to her destination.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Apr. 27	Louisville, Kentucky	Flat, no name.....	Adrift above the falls, with 2 men on board. The life-savers went alongside, took them in tow, and brought them to shore.
Apr. 27	Two Rivers, Wisconsin, Lake Michigan.	Am. str. R. J. Gordon.	Adrift 3 miles S. of station, with machinery disabled and blowing distress signals. The keeper telephoned for a tug and the life-savers went alongside in the surfboat, remaining by her until the tug arrived, when a line was run for the tug and she proceeded down the lake with the steamer in tow.
Apr. 27	Humboldt Bay, California.	Gas. lch., no name..	Life-savers go out in surfboat and grapple for sunken launch. Brought it to the surface, but lost it again upon change of tide. At slack water it was raised and towed ashore.
Apr. 28	White Head, Maine.....	Am. sc. Lena White.	Stranded on a sunken ledge near Sleepers Point, 7 miles NE. of station in a thick fog. The life-savers boarded her in the surfboat and manned the pumps until the arrival of a tug. They ran lines for the tug and, in a short time, she was hauled afloat.
Apr. 28	Poyners Hill and Caffeys Inlet, North Carolina.	Port. Bk. Oriente..	Stranded 2 miles SE. of Poyners Hill station, and discovered at 3.15 a. m. The life-savers from both stations went to the wreck with their beach gear and fired 4 shots from the Lyle gun, the last one landing on her deck, but there was no sign of life on board. It was afterwards learned that her crew had abandoned her and were picked up by a fishing schooner and landed in Norfolk. A wrecking tug arrived and took charge at 3 p. m.
Apr. 29	Quoddy Head, Maine.....	Am. sc. Anna.....	Stranded on Nancy Ledge, Quoddy Bay, 3½ miles E. of station, in thick fog. When the tide rose she began to break up and her crew of 7 came to the station, where they were cared for two days. The life-savers made 2 trips to the wreck in the surfboat, and saved all the sails and rigging they could get. These were turned over to the owner. The vessel became a total wreck
Apr. 29	Lake View Beach, Michigan, Lake Huron.	Am. Str. Pilgrim...	Sprung a leak and beached 4 miles S. of station, strong NE. wind and high sea. The life-savers were notified by telephone and transported their surfboat to the scene on a wagon. Three trips were made to the stranded vessel and 31 people—all on board—were safely landed. On subsequent days 2 other trips were made in the surfboat, assisting the wreckers. (See letter of acknowledgement, p. 278.)
Apr. 29	Monomoy, Massachusetts.	Catboat Fardyce...	Stranded on a bar, ½ mile W. of station. Keeper and surfmen went to her in dory but, owing to falling tide, failed to float her. Took occupant ashore and supplied him with provisions. At high water the life-savers took him off and floated his boat.
Apr. 30	Jerrys Point, and Wallis Sands, New Hampshire.	Dory, no name.....	This boat with 1 occupant capsized in the surf 1½ miles NE. of Wallis Sands station. They were called by messenger and proceeded immediately to the scene, calling up the Jerrys Point station by telephone. The latter crew went in their surfboat; upon their arrival they found that the life-savers from Wallis Sands had recovered the body from the water and had hauled the dory up on the beach. The victim had died of heart failure and had slipped off the boat's bottom when the life-savers were within 40 feet of him.
Apr. 30	Gay Head, Massachusetts.	Bge. Lewis Thompson.	In tow of a tug, stranded near Gay Head Light, ¾ mile S. of station, in a thick fog. The life-savers went on board in the surfboat and transported her crew of 3 to the tug. On May 1, took the crew back to the barge. On the 2d, assisted the tug by running hawser to barge, at high wa-

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Apr. 30	Gay Head, Massachusetts.	Bge. Lewis Thompson.	ter in the morning and again in the afternoon, using the surfboat on both occasions. The barge was floated on the afternoon high water.
Apr. 30	Smith Island, Virginia....	Am. sc. Sterling Sisters.	Dragged her anchors and stranded on Cape Charles Point, 4½ miles WSW. from station, at 9 p. m. of the 29th. Being thick weather, was not discovered until the 30th. At high water of the 30th, the station crew went on board in the small boat and tried to float her, but were not successful. May 1 they returned, took out part of her cargo, ran an anchor and hove her afloat. The cargo was then put back on board and she proceeded.
May 1	Salisbury Beach, Massachusetts.	Dory, no name.....	Surfman finds a fisherman's dory adrift, secures it, and returns it to owner.
May 1	Point of Woods, New York.	Am. sc. Cozy.....	Lookout reported a schooner stranded 1½ miles N. of station. Life-savers proceeded to the scene in power boat and laid out an anchor and hawser. Vessel was hauled off at high water, May 2, and proceeded up the bay.
May 1	Two Rivers, Wisconsin, Lake Michigan.	Bge. Alex Anderson.	Stranded at the outer end of the harbor piers. Life-savers assisted in running lines on the pier and in warping barge into harbor.
May 2	Cape Henry, Virginia.....	Am. sc. Glendy Stewart.	Keeper was notified by master that his schooner had sunk during the night in Lynnhaven Bay. Life-savers took trolley to boathouse, launched surfboat, boarded schooner, and proceeded to work pumps, lay out anchors, and lighten her cargo. At high water they hauled schooner into deep water and dropped anchor in a good berth. The surfmen were absent from the station from 7 a. m. until 8 p. m.
May 2	Marblehead, Ohio, Lake Erie.	Am. str. Chas. A. Street; Am. sc. Jeremiah Godfrey.	Lookout reported a steamer and schooner stranded on Mouse Island reef. Life-savers proceeded to the scene in the power surfboat and assisted steamer in releasing schooner.
May 3	Charlevoix, Michigan, Lake Michigan.	Am. sc. Louise A. Benton.	Head rigging had been carried away in collision with steamer, which towed her to a point off the port and left her at anchor. Life-savers went to her in surfboat, returned ashore and secured tug, and later went out and assisted in heaving up anchor.
May 3	Frankfort, Michigan, Lake Michigan.	Gas. lch., no name..	At 4 a. m. surfman discovered the Culver gasoline ferryboat drifting out in the lake. He secured it and turned it over to owner.
May 3	Grand Haven, Michigan, Lake Michigan.	Gas. lch., no name..	Broke down 1½ miles W. of station. Life-savers went out in surfboat and towed launch in to pier.
May 3	Michigan City, Indiana, Lake Michigan.	Gas. lch. Fox.....	Broke down and anchored 5 miles E. of station. Life-savers secured a tug, went out to disabled craft, and ran lines between her and tug.
May 3	Evanston, Illinois, Lake Michigan.	Am. str. Jas. H. Reed.	At 9 p. m. lookout reported steamer's lights nearer shore than usual course. Surfboat was hauled abreast of steamer; owing to high surf it took an hour for life-savers to reach her It was blowing NE gale and vessel had stranded in snow squall Life-savers telephoned for tug and took soundings the 4th and 5th to determine nature of bottom and locate best water. The steamer was released the forenoon of the 5th, after throwing overboard one-third of her cargo of iron ore.
May 3	Holland, Michigan, Lake Michigan.	Small boat, no name.	Surfmen went out in skiff and picked up small boat adrift. Restored it to owners.
May 3	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	Capsized in surf 1 mile S. of station while trying to land; crew of 2 men got safely ashore. Accident was immediately reported by lookout. Life-savers proceeded to scene in surfboat, righted and bailed out skiff, hauled it up on beach and recovered fishing gear.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 3	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Surfmen went out in small boat and picked up a skiff adrift in the river. Restored it to its owner.
May 4	Burnt Island, Maine.....	Am. sc. Illinois.....	Stranded on S. side of Martins Point. Life-savers took master ashore to telephone for tug. Returned to schooner and then went to Franklin Light to pilot tug. Owing to dense fog tug did not find schooner. Life-savers assisted crew in setting sail to list schooner, and at high tide she came off.
May 4	False Cape, Virginia; Wash Woods, North Carolina.	Br. str. Doar.....	Stranded 2½ miles SE. of station, hazy weather, and a moderate sea. Discovered by lookout at 1.15 a.m. Vessel was discovered at the same time by the patrol of the Wash Woods station. He burned a red light to let them know that help was at hand. The False Cape crew, assisted by the keeper and 2 life-savers from the Wash Woods crew, launched the surfboat and boarded the steamer. Returned ashore and telephoned for tug, which arrived at 10 a, m., pulled vessel off, and took her in tow.
May 4	Thunder Bay Island, Michigan, Lake Huron.	Gas. lch. Fannie A.	Engine broke down 1 mile SE. of station. Life-savers went out to her in surfboat and gave her a tow to North Point.
May 4	White River, Michigan, Lake Michigan.	Scs. Tillie E and Kate Howard.	Life-savers towed them clear of the pier heads so they could stand out.
May 5	Plum Island, Massachusetts.	Am. sc. James and Ella.	Discovered by patrol when she stranded at 5.15 a. m., 7 miles SSE. of station. Life-savers proceeded to scene in surfboat, found vessel leaking badly. Assisted at pumps and threw overboard 100 tons of sand. Tug arrived at 3.30 p. m., and life-savers ran hawser from tug to schooner. She was floated at high tide, crew returning to station at 6.50 p. m.
May 5	City Point, Massachusetts.	Slp. Cypress.....	Stranded ½ mile N. of station. Discovered by patrol. Life-savers went to her, but, on account of falling tide, had to wait for high water. Laid out an anchor and ran line to her masthead to right her and keep her from filling at high water. Sloop was hauled off at 2 a. m.
May 5	.....do.....	Dory, no name.....	Three men, under the influence of liquor, capsized dory ¼ mile SE of station. Life-savers went to their assistance in launch. Rescued the men, righted and bailed out boat, and took them in to station.
May 5	Gurnet, Massachusetts....	Slp., no name.....	Carried away mast; life-savers went out in dory and towed boat in to station. Supplied owner with rigging and mast, and assisted him in setting up same. He proceeded to Plymouth.
May 5	Short Beach, New York...	Am. str. Reliance...	Went ashore in entering Jones Inlet. Life-savers went to her assistance and after tug was floated at high water piloted her into inlet.
May 5	Durants, North Carolina.	Am. sc. Marblehead.	Dragged her anchor and stranded 1 mile N. of station. Fresh NE. wind and rough sea. Life-savers assisted in getting vessel into deep water.
May 5	Sullivans Island, South Carolina.	Small boat, no name	Surfman discovered small boat capsized 3 miles from station. Life-savers proceeded to scene in surfboat. The occupants, 3 soldiers, had already righted their boat. They were towed to their destination.
May 5	Lake View Beach, Michigan, Lake Huron.	Am. str. Pilgrim...	Life-savers assist in getting lighter off to steamer and to load heavy machinery.
May 5	Grand Marais, Michigan, Lake Superior.	Am. str. Sanilac....	With barge in tow, fouled tow line while entering harbor. Life-savers went to her in surfboat and, at master's request, sent a tug out to her. She was towed in to dock and line was cleared from wheel.
May 6	Jackson Park, Illinois, Lake Michigan.	Gas. lch. D. E. Coye.	At 7.30 p. m. lookout reported a launch disabled ½ mile NE. of station. Life-savers went to her in surfboat and towed her into harbor. A party of 5 were on board.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 7	Fenwick Island, Delaware.	Fish boat, no name.	Lookout discovered a boat with several fishermen capsized in the surf. Life-savers went to their assistance. Fishermen had gotten ashore. Life-savers assisted in hauling boat up on the beach.
May 7	Smith Island, Virginia....	Am. sc. Wm. Griffith.	Stranded 3 miles WSW. of station on entering channel. Life-savers went out in small boat, ran out an anchor and, at high water, hove schooner into deep water.
May 7	Southside, California.....	Gas. lch., no name..	Lookout reported a launch broken down, ¼ mile N. of station, and drifting into the breakers. Life-savers proceeded to scene in surfboat, gave her a line and towed launch to safety.
May 9	Saluria, Texas.....	Skiff, no name.....	Surfman found a skiff that had gone adrift from the sloop Bessie in a norther. Hauled boat up on beach and later delivered it to owner.
May 9	Harbor Beach, Michigan, Lake Huron.	Yawl, no name.....	On weather side of breakwater, 2 occupants could not keep it clear, in perilous position. Life-savers in surfboat got grapnel to yawl and towed it to lee side of breakwater.
May 9	Grand Marais, Michigan, Lake Superior.	.....do.....	Blowing fresh and choppy, cook of the tug Meyer got adrift in yawl. Life-savers in surfboat pulled out in harbor and towed the yawl back to the dock.
May 9	Holland, Michigan, Lake Michigan.	Gas. lch., no name..	At 5a. m. surfman launched skiff and towed launch to the shore. It was adrift on Black Lake.
May 10	Hunniwells Beach, Maine.	Two lighters.....	At 2 a. m. the watch discovered 2 lighters drifting out to sea. He got a line to them and secured them at wharf.
May 10	Fletchers Neck, Maine ...	Am. sc. Maggie Miller.	Stranded 1½ miles N. of station. Immediately reported by lookout. Life-savers went out in surfboat, pumped out schooner and hove up anchor. Floated at high tide and was piloted by life-saver out of harbor.
May 10	Newburyport, Massachusetts.	Sailboat, no name..	Boat anchored in shoal place. Had been trying to beat against a head tide, blowing a gale, Helpless and in a dangerous position. Life-savers went out in surfboat, towed the boat ashore and hauled it up on the beach. Attended to the occupant who was suffering from seasickness.
May 10	Nahant, Massachusetts....	Slp. Maud.....	Dragged her anchor and was picked up by station dory 1¾ miles from station. She was towed to safe anchorage and later turned over to owner.
May 10	City Point, Massachusetts.	Rowboat, no name.	Tender of the sloop Gulinear had parted her painter and gone adrift in strong breeze. It was picked up by life-savers and returned to sloop.
May 10	Block Island, Rhode Island.	Gas. lch., no name..	Owner applied at station at 7.50 p. m. for assistance to save his boat, which had broken down and drifted ashore in fresh W. wind. Life-savers hauled boat up out of danger.
May 11	Jerrys Point, New Hampshire.	.....do.....	Lookout discovered a boat in distress drifting to sea, 1 mile SE. of station. Station dory went out and towed launch to Little Harbor and there anchored her.
May 11	Point Allerton, Massachusetts.	Dory, no name.....	Discovered by surfman drifting toward bar, which was breaking. Life-savers went out in station dory and towed the boat to the station. The occupant, a soldier, had been unable to manage it under sail.
May 11	Blue Point, New York....	Slp. Tidal Wave....	Discovered by lookout dragging her anchor and drifting before fresh north wind toward the beach. Surfmen went out to her, cleared her anchor, and let go another, fetching sloop up.
May 11	Oregon Inlet, North Carolina.	Gas lch., no name...	Left inlet for Manteo. When 2 miles from station, dropped anchor. Life-savers went to her, found engine broken down, towed launch back to station.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 11	Durants, North Carolina..	Am. sc. Georgia A. Gaskins.	Reported by lookout at anchor, 4 miles W. of station, with signal of distress flying. Surfmen boarded her and found windlass broken down. They got her underway, anchoring in a safe berth.
May 11	Charlotte, New York, Lake Ontario.	Gas. lch., no name..	Keeper was notified by telephone that launch was ashore, at 9.30 p. m., 4 miles SE. of station. Life-savers in power boat, with surfboat in tow, proceeded to the scene. The next day she was hauled off, towed to station, hauled out on incline and put in good condition.
May 12	Hunniwells Beach, Maine.	Am. sc. Alma.....	Stranded 2 miles S. by W., of station. Life-savers launched surfboat and proceeded to scene; vessel leaking badly, manned pumps and set sail to list her over. Life-savers had nearly floated schooner when tug came up and hauled her off. Surfmen accompanying them to Bath, manning the pumps.
May 12	City Point, Massachusetts.	Gas. lch. Edith.....	Disabled, master called out to station for assistance. Life-savers went out in launch and towed boat in to yacht club landing.
May 12	Race Point, Massachusetts.	Gas. lch. A. Brown.	Engine disabled and launch drifted ashore 2 miles SSW. of station. Life-savers removed ballast and got boat up on beach; the next day they returned to the scene and boat was safely launched.
May 12	Potunk, New York.....	Gas. lch. Oyster Transport.	Ran aground ¼ mile NE. of station. Life-savers went out to her, succeeded in heaving her off and anchored her in deep water.
May 12	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Broke down in harbor channel and was drifting ashore. Keeper went out and towed it in to landing.
May 12	Holland Michigan, Lake Michigan.	Slp. Budweiser.....	Capsized ½ mile E. of station. Lookout reported it and life-savers immediately went to the assistance of the 2 men thrown into the water. They were rescued, and the boat righted, bailed out and turned over to owner.
May 12	Old Chicago, Illinois, Lake Michigan.	Yawl, no name.....	Two occupants intoxicated, collided with submerged pier. Wind blowing a S. gale and the sea rough. Accident was reported by lookout and life-savers immediately went to the rescue in surfboat, saving the inebriates from a watery grave.
May 12	.....do.....	Gas. lch., no name..	Blowing a SW. gale, sea rough, engine became disabled 4 miles E. of station. Discovered by lookout. Surfmen in power lifeboat proceeded to the scene and towed disabled boat to Jackson Park.
May 13	City Point, Massachusetts	Slp. yt. Thelma 11..	At 1.20 a. m. surfman on patrol discovered the yacht pounding against the iron pier, where she had fetched up after dragging her anchor. Alarm was given and life-savers in power launch soon arrived on scene. The yacht was towed out to a safe anchorage and given a long scope of chain.
May 13	Spermaceti Cove, New Jersey.	Sc. yt. Mayflower..	Reported by lookout when she grounded on Hogs Back Shoal. Station crew went out in surfboat, carried out anchor and hove her into deeper water. Yacht was floated at high tide.
May 13	Saluria, Texas.....	Am. sc. Cazadero...	In distress, wished to seek shelter from stormy weather. Schooner set signal and the surfmen put up ranges. She crossed in over the bar in safety.
May 13	Thunder Bay Island, Michigan, Lake Huron.	Gas. lch. Fannie A..	Engine broke down 12 miles E. of station. Discovered by patrol at 7 p. m. Life-savers went to her in surfboat and, after a long pull, brought her in to North Point. After repairing, the launch again broke down the 17th, and the life-savers again towed her in with the surfboat.
May 13	Jackson Park and Old Chicago, Illinois, Lake Michigan.	Slp. yt. Huntress...	Keepers of both stations received notification that a gasoline launch, towing a sloop showing distress signal, had been seen off 50th street. The Jackson Park

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 13	Jackson Park and Old Chicago, Illinois, Lake Michigan.	Slp. yt. Huntress ..	surfboat proceeded to scene with all speed, the launch was able to take care of herself so the surfboat took the sloop in tow. The Old Chicago power lifeboat soon came up and assisted in taking the Huntress in to a safe berth.
May 13	Point Adams, Oregon	Am. shp. Emily Reed.	Stranded on Desdemona Sands, 1 mile N. of station. Was reported by lookout and surfboat put out to her assistance, life-savers laying out a kedge anchor and wire cable and running a line to the tug Wallula, which arrived soon after. Efforts at floating the ship were unsuccessful. On May 14, the life-savers assisted in carrying out 1 of the ship's anchors and 80 fathoms of chain. At 12.45 a. m. May 15 the life-savers went off and assisted in heaving vessel into deep water. She was undamaged and the tug towed her to Astoria.
May 13	Cape Disappointment, Washington.	Fish boat, no name.	While life-savers were patrolling off Peacock Spit in power lifeboat, a fish boat with 2 occupants capsized 400 yards inshore, both men losing their lives. (For detailed account see page —.)
May 14	Gurnet, Massachusetts....	Slp. yt. Penelope....	The master having lost his tender and not knowing the channel signaled for assistance. Life-savers went out in dory, recovered tender and piloted the sloop into port.
May 14	Milwaukee, Wisconsin, Lake Michigan.	Small boat, no name	Surfman discovered a skiff adrift in the river, towed it to the station and later restored it to owner.
May 15	Monomoy Point, Massachusetts.	Am. sc. W. H. Moody.	Discovered by lookout at 5.15 a. m., stranded 4¼ miles W. by S. of station. Life-savers went to her in power lifeboat. Sail was set and, at high water, the schooner was driven over the shoal.
May 15	Manistee, Michigan, Lake Michigan.	Gas. bge. Night Hawk.	Heavily laden with gravel, broke down off harbor entrance. Sea choppy, she would have filled and sunk if life-savers had not gotten a line to scow and towed her inside.
May 15	Two Rivers, Wisconsin, Lake Michigan.	Am. str. David Rust	Grounded off pierhead and blew signal for assistance. Life-savers boarded the steamer and the keeper directed the master where to work vessel into channel and piloted her in.
May 16	Great Wass Island, Maine.	Am. sc. Ellen M. Mitchell.	At 3.45 a. m. discovered ashore by patrol, 3 miles W. of station. Life-savers in surfboat immediately boarded her and found vessel fast on the rocks, badly strained and nearly full of water. No chance of saving her. Keeper telegraphed to owners and life-savers landed crew and baggage.
May 16	Old Harbor, Massachusetts.	St. yt. Verona.....	Stranded 1 mile SSW. of station, on Roaring Bull shoal, while trying to enter Chatham. In dangerous position. Wind blowing fresh and choppy sea. Life-savers went out to her in surfboat. Carried out anchor and cable and, at midnight, she was hauled off into deep water.
May 16	Lewes and Cape Henlopen, Delaware.	Slp. yt. Wabun.....	At 5.45 light-house keeper notified the Lewes station the sloop was aground, 19 miles N. of station. Keeper notified the station at Cape Henlopen. Both crews proceeded to the scene, buried sand anchor, clapped on tackles and hauled yacht out on the beach.
May 16	Little Kinnakeet, North Carolina.	Am. scs. Hobson and Little Bettie.	Surfmen are called upon to assist in blocking up vessels for repairs. Request complied with.
May 18	Gurnet, Massachusetts ...	Small boat, no name	Surfmen in power boat discover 2 men in small boat making ineffectual effort to head up against strong tide and wind. They were taken in tow to the wharf.
May 18	Short Beach, New York...	Small boat, no name	Surfman in small boat tows a broken-down launch, with 1 occupant, to the shore.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 18	Durants, North Carolina.	Am. sc. Tennyson.	Discovered by lookout at 5.30 a. m., stranded 3 miles N. of station. Surfmen went to her, ran out an anchor, and discharged part of cargo. Gas. lch. Dutcher came along and with her assistance the schooner was hove off into deep water.
May 19	Burnt Island, Maine.....	Am. sc. Temperance Belle.	At 12.30 a. m. is warned off from coming ashore by patrol. Is so close to the shore that he directs her how to steer into safe anchorage.
May 19	Erie, Pennsylvania, Lake Erie.	Small boat, no name	Two men fishing from small boat outside of piers. Wind freshened, boat was driven against pier and capsized. Lifesavers went out, righted and bailed out boat and picked up boat and fishing gear. The occupants had climbed up on pier.
May 19	Ludington, Michigan, Lake Michigan.	Small boat, no name	Lookout discovered a skiff, drifting out through the channel; he went out in station boat and towed skiff to the dock.
May 19	South Haven, Michigan, Lake Michigan.	Am. sc. Maryette...	Discovered by lookout at 10 p. m., heading onto pier; he warned her in time to prevent striking head on. Surfmen take vessel's lines, and haul her to a safe berth abreast of station.
May 19	Evanston, Illinois, Lake Michigan. (Service by Rogers Park Boat Club.)	Rowboat, no name.	Volunteer life-savers go out in surfboat to 3 occupants of sinking boat and tow them ashore.
May 19	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Bon Ami and sail boat Eta.	Reported by lookout as in distress. Lifesavers went out in surfboat and found their engine broken down. They were towed in to their moorings.
May 20	White Head, Maine.....	Am. sc. Jonathan Cone.	Swept out of her course by strong current, in thick fog. Anchored in dangerous position among sunken ledges, 400 yards S. of station. Life-savers boarded her in surfboat, hoisted sails, hove up anchor and piloted her out clear of ledge. The schooner proceeded on her way.
May 20	Gurnet, Massachusetts....	Gas. lch., no name..	Night patrol discovers a launch disabled 3 miles N. of station. Notifies station by burning coston. Life-savers come out in power boat and pilot launch in to the station.
May 20	Fire Island, New York ...	Slp., no name.....	With a crew of 3 men, caught out in a fresh blow, sail blown away and boat driven ashore, discovered by lookout. Surfmen went to their assistance, got boat off the beach, and anchored it in a safe harbor. Took the 3 men to the station, gave them supper and shelter for the night, and supplied them with dry clothes from the W. N. R. A. supplies.
May 20	Two Mile Beach, New Jersey.	Gas. lch. Fannie E. Moffatt.	Owner needed launch after it had left port. He telephoned station to recall it. Lifesavers rowed 1½ miles offshore and delivered message.
May 20	Erie, Pennsylvania, Lake Erie.	Am. str. Bertha Wallace.	Keeper notified by telephone that she had broken down 18 miles WSW. of station. Blowing fresh and a high sea. Surfmen proceeded to the scene in power lifeboat and found her anchored on lee shore. One man, 2 women, and a child, without provisions on board, the man ill. The owner had landed in tender to call for aid, but owing to the stormy weather, had been unable to return. Surfmen got up her anchor and towed her back to Erie.
May 20	Marblehead, Ohio, Lake Erie.	Gas. lch. Gest.....	Broke down 7 miles SE. of station. Discovered by life-savers while out cruising in power lifeboat, they were towed to a place of shelter.
May 21	Damiscove Island, Maine.	Slp. Vigilant.....	Caught out in squall, mast carried away, 2 miles W. of station. Discovered by lookout. Life-savers went to their assistance in surfboat, but found that they had secured their mast and sail and were safely anchored. Surfmen returned to the station.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 21	Narragansett Pier, Rhode Island.	Sailboat, no name..	Capsized in a fresh breeze, 1 mile NE. of station. Discovered by lookout. The occupant would have drowned had it not been for the timely assistance of the surfmen. They righted and bailed out boat and took occupant, who proved to be the assistant keeper of the Whale Rock light, to his station.
May 21	Oak Island, New York....	Am. sc. Anna Brown.	Stranded 1½ miles S. of station, while entering Fire Island inlet. Discovered by lookout. Life-savers boarded her in surfboat. Assisted in working schooner off and piloted her into inlet.
May 21	Grand Haven, Michigan, Lake Michigan.	Small boats of str. Naomi.	The steamer Kansas, with the survivors of the burned steamer Naomi on board, hailed the station and asked the keeper to look out for the Naomi's lifeboats, which she had in tow. Surfboat went out and picked them up and towed them to the Crosby dock.
May 21	Holland, Michigan, Lake Michigan.	Gas. lchs. Pinta and Florence.	At 12.54 a. m. the lookout gave alarm, having discovered 2 boats afire on the beach, ¼ mile SE. of station. Life-savers proceeded immediately to the scene; in a few minutes the Florence was saved. She was only slightly damaged. The Pinta was a total loss.
May 21	Sheboygan, Wisconsin, Lake Michigan.	Am. sc. Carrier.....	Master, in yawl, applied at station for tow out to his vessel, hove to out in the Lake; it was too rough for him to pull out. The surfboat took him in tow. As he wished to enter harbor, the surfmen went on board and helped handle sails and run lines.
May 22	Erie, Pennsylvania, Lake Erie.	Small boat, no name.	When assistant light keeper was pulling out to his station he lost his oars. He signaled to the lookout and a surfman went out and towed him to the station.
May 22	Marblehead, Ohio, Lake Erie.	Gas. lch. Beatrice...	When 2 miles N. of station broke down and made distress signals. The power surfboat went to their assistance and towed them to a dock.
May 24	City Point, Massachusetts.	Slp. yt. Totem.....	Weather unfavorable. Had anchored off Tompkins Island. Two occupants, fearing that she would drag ashore, came to station for assistance. Life-savers went out in launch and towed her to a safe anchorage.
May 24	City Point, Massachusetts.	Raft, no name.....	Wind freshened and the 2 men in charge found raft unmanageable. They came to the station at 10.20 p. m. for assistance. Life-savers got up steam in the Relief, and towed raft to public landing, thus preventing damage to the many yachts anchored in the neighborhood.
May 25	Little Kinnakeet, North Carolina.	Am. sc. N. J. Mercedes.	Surfmen assisted in launching vessel from ways after repairing.
May 25	Niagara, New York, Lake Ontario.	Rowboat, no name.	Three soldiers from Fort Niagara tried to cross the river, were carried out in the lake, where a high sea was running. The alarm was given by the lookout and the life-savers went to their rescue in surfboat. The rowboat was fast filling and but for the timely arrival of the surfmen the 3 soldiers would have been probably lost. The rowboat was taken in tow to the station. (See letter of acknowledgment, p. 278.)
May 25	Ludington, Michigan, Lake Michigan.	Am. sc. Minnie Johnston.	The vessel, unable to beat in against head wind, life-savers towed her into harbor.
May 25	Old Chicago, Illinois, Lake Michigan. (Service by Farragut Yacht Club).	Canoe Restless	With 2 occupants capsized near the clubhouse. Volunteer life-savers went out to them in surfboat and brought them ashore.
May 25	Ilwaco Beach, Washington.	Am. sc. Solano.....	At request of underwriters, the life-savers launched surfboat and started out for stranded schooner. After pulling about 5 miles the steamer Acme took them in tow. The surfmen ran a line to the Solano, and brought ashore a dispatch from the master.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 26	Point Allerton, Massachusetts.	Slp. Evelyn.....	Discovered by lookout ashore 2 miles NNW. of station. Life-savers boarded the sloop and hauled her off undamaged.
May 26	Cleveland, Ohio, Lake Erie.	Rowboat No. 33 ...	Capsized 4 miles ENE. of station. Keeper received notification by telephone at 1.10 p. m. Life-savers proceeded to the scene in power lifeboat. The occupants had been picked up by another boat. The surfmen recovered the boat equipments and articles of clothing, which were returned to the owners.
May 26	.....do.....	Catboat, no name..	Capsized ¾ mile W. of station. Discovered by lookout. Life-savers proceeded to the scene in the power lifeboat. Rescued man from the water, righted the boat, and took them to the station.
May 26	Bois Blanc, Michigan, Lake Huron.	Am. sc. Mary Gregory.	Stranded 3 miles W. of station. Life-savers go to Sheboygan and secure pumps and try to pump her out, but find her so badly stove in that the attempt is given up.
May 26	Duluth, Minnesota, Lake Superior.	Small boat, no name.	Discovered by surfman, adrift 1 mile W. of station, 3 small boys in her. Wind blowing strong. Life-savers went out in launch and towed them to dock.
May 26	Old Chicago, Illinois, Lake Michigan.	Slp. Alice Hartman.	Left the harbor in the forenoon, manned by 3 inexperienced men. Life-savers kept close watch on her and in the evening she was sighted trying to beat back, but making little headway. The weather was threatening, so power lifeboat was launched, and surfmen went out and towed them back to harbor. Just missing a heavy squall that developed into a gale.
May 26	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Sacajawea.	Blowing a N. gale, raining, and a high sea. Parted moorings and was drifting out in the lake when surfman, at 9.20 p. m., discovered it. He burned a Coston signal and the surfboat went out and secured the launch.
May 26	Evanston, Illinois, Lake Michigan.	Gas. lch., no name..	Life-savers hauled out a small launch lying on the beach. Otherwise it would have been dashed to pieces.
May 27	Port Austin, Michigan, Lake Huron.	Am. str. C. F. Bielman and tow sc. Mary E. McLachlan.	Stranded in fog 1 mile N. of station. Discovered by lookout at 2 a. m. Life-savers boarded her in surfboat. Keeper landed master and took him in buggy to Port Austin, where he telephoned for a tug. It was now blowing strong, so the surfmen returned the master in the lifeboat. Took off 3 men and 1 woman, went over to the schooner, which was also ashore, and took off her entire crew of 8 men. These people were sheltered and fed at the station until the 28th, when the wind had abated; also 14 other men that were taken from the steamer later in the day, when the wind had increased to a strong gale. The tug Favorite arrived from Duluth at 5 a. m. the next morning. The surfmen put the diver and owner of steamer on board, assisted in placing pumps, throwing out cargo of iron ore and worked the small pumps on the barge. The steamer was hauled off the 29th and the schooner the night of the 30th, the life-savers standing by and assisting at all times.
May 27	Two Rivers, Wisconsin, Lake Michigan.	Rowboat, no name.	Patrol discovers a small skiff drifting out of harbor. He secures boat to the dock and later turned it over to owner.
May 27	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine disabled, adrift ½ mile SW. of station. Life-savers towed launch to boathouse, where repairs were made.
May 27	Hammond, Michigan, Lake Huron.	St. yt. Cela S.....	Sinks at moorings, 6 miles NW. of station, NW. gale and heavy sea. Life-savers notified by telephone at 9 p. m. The next morning, the wind and sea having abated, the life-savers proceeded to the wreck in surfboat. Found her with decks awash. They succeeded in floating her in an undamaged condition.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 27	North Manitou Island, Michigan, Lake Michigan.	Am. sc. Oneida.....	Strong NW. wind, snow and high sea. Trying to find shelter under the island, is stranded 2¾ miles S. of station. Discovered and reported by lookout. Life-savers boarded her in surfboat. Manned pumps and tried to free her, but were unable to gain on leak. On the 29th a tug attempted to haul her off, but was unsuccessful. On the 31st another attempt was made and she was floated. Schooner was leaking so badly that surfmen assisted at the pumps until she was docked.
May 28	Damiscove Island, Maine.	Small boat, no name.	At 6 a. m. discovered a skiff adrift, 1½ miles NW. of station. Life-savers towed it to the station.
May 28	City Point, Massachusetts.	Gas. lch. Onaway...	Dragging her anchor. Surfmen went out and hauled launch in to good berth and safely anchored it.
May 28	Cape May, New Jersey....	Gas. lch. Louie S. Allen.	A party of 6 men bound for the Jamestown Exposition head out into Delaware Bay, strong NW. wind and heavy sea. Wrecks machinery and carries away gasoline tank. They fire distress signals and the life-savers go to her assistance in surfboat. Keeper boarded her and found a man apparently dead from gasoline fumes. He resuscitated him by means of artificial respiration. The sufferer was hurried ashore and put under the care of a physician. The surfmen towed the launch to Cold Springs, where it was repaired.
May 29	White Head, Maine.....	Am. sc. Rosa E.....	Stranded on Southern Island, 3 miles W. of station. Trying to beat into harbor, strong NW. wind and moderate sea. Discovered at the time by life-savers who went to her in surfboat. They ran out an anchor, but were unable to haul her off, as the tide was falling; discharged the cargo of lumber, pumped her out, and at the flood schooner was floated. Life-savers working at pumps until the vessel reached Tennants Harbor.
May 29	Quogue, New York.....	Catboat, no name..	Strong NW. wind, capsized 1½ miles ENE. of station. Life-savers went to her, righted and bailed out boat, and assisted occupant in getting up sail.
May 29	Lewes and Cape Henlopen, Delaware.	Gas. yt. Geisha.....	Mistook range and stranded 2 miles E. of Lewes and 2 miles N. of Cape Henlopen, at 9 p. m. Life-savers were notified over telephone and they boarded the yacht in their surfboats. They ran out a line and anchor, hove it taut, and ran another line to the United States engineer's steamer Zizania. Tide was falling, so vessel did not come off at first attempt. At high water a hawser was run to the light-house tender Sunflower, and the yacht was floated. Surfmen cleared hawser which had fouled yacht's propeller. The Sunflower towed her into the harbor.
May 29	Hog Island, Virginia.....	Gas. lch. Snail.....	Stranded 5 miles S. of station. Word was brought to station and life-savers immediately proceeded to the scene. After eight hours spent in digging a ditch, the life-savers succeeded in floating the launch, and at 11 p. m. they arrived with her at the station.
May 29	Galveston, Texas.....	Gas. lch. Ella.....	In heavy squall, parted chain and stranded on jetty rocks, near the station. Life-savers proceeded to her assistance, carrying out anchor and hawser, and hove launch off the rocks.
May 29	Duluth, Minnesota, Lake Superior.	Rowboat, no name.	Parted mooring and went adrift in fresh NE. wind, discovered by lookout. Surfmen towed it back to the yacht club.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
May 29	Coos Bay, Oregon.....	Gas. lch. Mayflower and raft.	Stranded at 5.30 a. m., 3 miles SSW. of station. Discovered by lookout, and the life-savers immediately proceeded to the scene in surfboat. The raft that the launch had been towing was drifting out over the bar when the life-savers got a line to it and warped it in to the beach. After six hours continual work the Mayflower was floated undamaged and the crew returned to their station.
May 30	Hunniwells Beach, Maine.	Gas. lch., no name..	Assistant light keeper coming ashore, his launch engine became disabled and boat started drifting to sea. Wind blowing fresh offshore. Discovered and reported by lookout, launch 2½ miles SSW. of station. Keeper secured a power boat and towed the launch to the station.
May 30	City Point, Massachusetts.	Sailboat Dorothea..	Capsized while rounding turning buoy in race. Life-savers in tug Relief went out and picked up occupants and towed the boat to Dorchester.
May 30	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	At 9 a. m., when ¾ mile SW. of station, engine broke down and the launch went adrift. Life-savers went out and towed her to repair shop.
May 30	.....do.....	.....do.....	At 4 p. m. broke down near the station, life-savers towed it to the yacht club dock.
May 30	Old Chicago, Illinois, Lake Michigan.	Slp. yt., no name...	Capsized 1½ miles S. of station. Discovered by lookout, who sounded the alarm; life-savers proceeded to the scene in surfboat. Yacht's crew had been picked up by another boat. Life-savers bailed out and righted the yacht.
May 31	Fishers Island, New York.	Gas. lch., no name..	Keeper discovered a power boat broken down about 3 miles W. of station. Went out in power lifeboat and towed it to the station.
June 2	Harbor Beach, Michigan, Lake Huron.	Am str. Searchlight.	Life-savers in power lifeboat assist tugs in sweeping for the sunken steamer. They renew their efforts the 8th, but are unsuccessful.
June 2	Cape Disappointment, Washington.	Am. str. Daisy Freeman.	Struck on the bar 5 miles SSW. of station. Strong NW. wind and a moderate sea. Started leaking badly; set a distress signal. Was discovered by keeper, and life-savers proceeded to her in power lifeboat. They found steamer in a water-logged condition, took off her crew and stood by her until arrival of tug. The life-savers then transferred crew to tug, which towed steamer back to Astoria.
June 3	Salisbury Beach, Massachusetts.	Fish dory, no name.	Keeper found a fisherman's dory adrift in the surf. He hitched station horse to it and hauled it up on the beach.
June 3	City Point, Massachusetts	Gas. yt. Tidy Adly.	Strong NE. wind and rough sea, dragged anchor and fouled the yacht Oriole. Life-savers laid out a large anchor and hauled the Tidy Adly out to it and clear of the yacht.
June 3	.....do.....	Sailboat, no name..	Parted her moorings during the night and stranded on Tompsons Island, 1 mile SE. of station. Life-savers floated and towed boat to the station, turning it over the next day to the owner.
June 3	.....do.....	Slp. Varuna.....	Strong NE. wind and rough sea, dragged anchor and stranded 1 mile NE. of station. Discovered by the life-savers out in the launch Relief, which was anchored to windward. A line was run to her and the boat was hauled off and taken to a safe mooring.
June 3	.....do.....	Sc. yt. Christine....	Was discovered dragging anchor and in danger of going on the rocks. The surfmen in the launch Relief anchored to windward, put a line on board, hove up yacht's anchors, and towed her to a safe berth.
June 3	.....do.....	Catboat Angora....	Parted moorings and stranded 1 mile NE. of station. Blowing strong and a rough sea. She was hauled afloat by the surfmen in the launch Relief and towed over to Castle Island wharf, there making her fast, as she had no anchors on board.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
June 3	City Point, Massachusetts	Slp. Sintram.....	Parted her moorings during the night and went adrift. Owner applied to keeper for aid. When weather cleared, the sloop was discovered 3 miles SW. of station. Surfmen hauled her off and towed her to the Columbia Yacht Club.
June 3	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. N. Ransom.	While being towed out of the harbor by gasoline launch, drifted against pier and launch could not get her clear. Life-savers ran lines to her, and the schooner was warped to a dock and there made fast.
June 3	Plum Island, Wisconsin, Lake Michigan.	Am. str. Veronica...	While towing barge Tessett in dense fog, towline fouled steamer's wheel and she drifted ashore, 13 miles S. by W. of station. Word was brought to keeper by passing schooner. Life-savers went to her in Mackinaw boat, arriving at the scene at 12.45 a. m. After working five hours on the towline, the life-savers succeeded in clearing it, they then landed the master so he might telephone for a tug. The tug hauled the steamer off and she and her consort proceeded to Escanaba.
June 3	Cape Disappointment, Washington.	Fish boat, no name.	Life-savers while patrolling in power lifeboat near Peacock spit, found 2 fishermen in danger. They were towed out to safety.
June 4	Cape May, New Jersey	Gas. lch., no name ..	Badly leaking, life-savers beach launch to prevent her sinking, and assist the owner to repair leak.
June 4	Louisville, Kentucky.....	Gas. yt. Omega Taylor.	Lookout discovers yacht broken down and drifting in river. Three men on board. Life-savers go out and tow them in to landing.
June 4	North Manitou Island, Michigan, Lake Michigan.	Am. sc. Oneida.....	Surfmen pump out schooner, which had stranded May 27.
June 4	Grand Haven, Michigan, Lake Michigan.	Gas. lch. Hellen Temple.	Machinery disabled 2 miles NW. of station, her distress signal discovered by lookout. Life-savers proceeded to the scene and towed launch to its dock.
June 4	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Olga.....	Exhausted supply of gasoline, when out in lake 3 miles N. of station. Made distress signals which were discovered by the lookout. Life-savers in power boat towed it back to port.
June 4	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Gas. lch. Sea Gull II.	Broke down 5 miles SE. of station, foggy weather prevented its being seen from station. Keeper was notified by telephone, he telephoned for Government tug and then proceeded in surfboat to disabled launch. The tug soon came out and took launch in to the dock.
June 5	Gurnet, Massachusetts ...	Dory, no name.....	Two fishermen, trying to row out to their vessel, were cut off by strong head tide. Life-savers picked them up in power boat and towed them out to their vessel.
June 5	Fairport, Ohio, Lake Erie.	Scow, no name.....	Cast off from tug and anchored 2 miles NE. of station. During the night parted her anchor chain and drifted down the lake. Life-savers in surfboat notified tug, were taken in tow and started for scow. It was overtaken 12 miles from Fairport, and but for the timely arrival of the rescuers would have soon been on the beach.
June 6	Niagara, New York, Lake Ontario.	Rowboat, no name.	At 11 p. m. lookout heard cries for help, ¼ mile SW. of station. He turned in alarm and surfboat was launched. Life-savers picked up soldier in small boat; it had nearly swamped in the rough water, and but for the timely assistance would have been lost.
June 6	Sabine Pass, Texas.....	Skiff, no name.....	Keeper went out and recovered a skiff drifting down the river. It was turned over to the harbor master, who proved to be the owner of it.
June 8	Atlantic City, New Jersey.	Gas. lch. Harriet...	Stranded on sand bar, 1½ miles N. of station. Life-savers proceeded to the scene, carried out an anchor and succeeded in hauling launch into deep water.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
June 8	Cape May, New Jersey....	Gas. lch. Katherine.	Broke down and anchored on Pressy Weeks Shoal. Life-savers went out to her and towed boat into bay, where it was hauled out on the beach and repaired.
June 8	Tawas, Michigan, Lake Huron.	Gas. lch. Edith G...	Engine became disabled 3 miles SW. of station; was discovered by lookout and life-savers proceeded to scene in surfboat. They towed the launch back to East Tawas.
June 8	Duluth, Minnesota, Lake Superior.	Gas. lchs., (2) no names; skiff, no name.	Two launches with pleasure parties aboard broke down. They were discovered by the surfmen, who went out in station launch and towed disabled boats to the dock. A skiff drifting in the harbor channel was picked up by the keeper and towed to the dock.
June 8	Frankfort, Michigan, Lake Michigan.	Gas. lch. Grace W..	Went adrift from dock about ¼ mile from station. Surfman went out in small boat and towed it back and delivered it to owner.
June 8	Old Chicago, Illinois, Lake Michigan. (Service by Farragut Yacht Club.)	Slp. Soubrette.....	With 3 yachtsmen on board, capsized 4 miles S. of station. Blowing fresh, sea rough. Discovered by lookout. Surfmen proceeded to the scene in the power lifeboat. Upon arrival it was found that the volunteer life-saving crew of the Farragut Yacht Club had already rescued the 3 men from the water. The life-savers joined with the volunteer crew in towing the sloop in to the wharf.
June 9	Great Wass Island, Maine.	Am. sc. John S. Presson.	Stranded 8 miles NE. of station. Discovered by keeper while on trip in power boat. It being inactive season, he mustered a volunteer crew and proceeded to scene of disaster. Found schooner in a dangerous position. Life-savers carried anchors ahead, astern, and off weather quarter, to prevent her from driving farther up on ledge at flood tide. Lightered cargo and at high water the vessel was hauled off. It being dark and stormy she was anchored for the night. The next morning in trying to get out, the anchor dragged and schooner fetched up in dangerous position between two ledges. She showed distress signal and life-savers again proceeded to her assistance. They carried out a kedge anchor and a long line, and by smart handling of the sails worked her clear of the ledges into the channel. (See letter of acknowledgment.)
June 9	Salisbury Beach, Massachusetts.	Gas. lch., no name..	Made distress signals off station. Keeper went out in dory and found that they were out of gasoline. He took a supply out to them, the surf being too high for the launch to effect a landing.
June 9	Hereford Inlet, New Jersey.	Gas. lch. Fannie E. Moffat.	While bound out on a fishing trip, engine became disabled and launch stranded. Keeper went out in small boat and transported her 4 passengers to the shore. He then carried out a small anchor and assisted the owner in hauling the launch into deep water.
June 9	Biscayne Bay, Florida....	Gas. lch., no name..	Ran out of gasoline, keeper gave owner supply to carry him to Miami.
June 9	Duluth, Minnesota, Lake Superior.	.....do.....	Engine disabled, went adrift near station. Life-savers in launch towed her to yacht club dock.
June 9	Holland, Michigan, Lake Michigan.	.....do.....	Engine disabled and with 3 men on board was drifting offshore; no oars on board. Surfmen went out and towed them back to the harbor.
June 9	Michigan City, Indiana, Lake Michigan.	Rowboat No. 12.....	With 2 drunken men on board, capsized near the station. The boat was a metal one, incapable of giving support; and had the life-savers not promptly gone out to their assistance they would have probably drowned.
June 10	Oswego, New York, Lake Ontario.	Small boat, no name.	Adrift in the lake, 3 miles NE. of station. Life-savers towed it back to station, where it was later claimed by owner.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
June 10	Michigan City, Indiana, Lake Michigan.	Gas. lch., no name..	Engine broke down 2 miles NW. of station, blowing strong offshore and boat had no anchor. They were being carried out in the lake when they made a distress signal which was seen by lookout. Life-savers went out in surfboat and towed launch in to safety.
June 10	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Dragoon....	Noticing that she seemed to be handled by an inexperienced crew, life-savers went out in power lifeboat and offered assistance. The occupants were very much exhausted from hunger and cold. The sloop was given a line and was towed in to port.
June 10	Milwaukee, Wisconsin, Lake Michigan.	Small boats (5), no names.	Found by surfman, adrift and pounding against breakwater. They were recovered and restored to owner.
June 11	Point of Woods, New York.	Gas. lch. Mildred...	Broke down 1 mile NE. of station, 12 lady passengers on board. Keeper assisted in making repairs.
June 11	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Vim.....	Engine disabled, and drifting offshore when discovered by patrol, shortly after midnight. Life-savers proceeded to the scene, 1 mile SE. of station, and towed the launch with its 2 occupants back to its moorings.
June 11	.....do.....	Slp. yt. Thetis.....	While assisting the Vim, a yacht lying to the eastward made distress signal, her bowsprit was broken, and rigging damaged. She was taken in to Jackson Park harbor.
June 11	Milwaukee, Wisconsin, Lake Michigan.	Small boat, noname.	Surfman recovered a skiff adrift in the river. It was restored to its owner.
June 11	Plum Island, Wisconsin, Lake Michigan.	Gas. lch. The H. W.	At 2.30 a. m. keeper was notified that launch was missing. Surfmen went out and found her anchored 8 miles WNW. of station; as the wind was ahead for the return trip, a tug was secured to tow the launch back to port.
June 12	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	With 2 men on board, became water-logged. Life-savers towed them back to clubhouse.
June 12	Cape Disappointment, Washington.	Fish boat, no name.	Was drifting out over the bar, when life-savers went out and towed it back to station.
June 12	Nome, Alaska.....	Small boat, noname.	Drifting offshore with 2 boys in it. Picked up by the station launch and towed in to the beach.
June 13	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine disabled 1 mile S. of station, discovered by lookout. Keeper assisted with launch and towed her back to boathouse.
June 13	.....do.....	.....do.....	Engine disabled, and adrift 1 mile W. of station. Surfman assisted with launch and towed boat in to the dock.
June 14	Two Rivers, Wisconsin, Lake Michigan.	....do.....	Unable to get back to harbor, having run out of gasoline. Surfmen go out and tow it in.
June 15	Niagara, New York, Lake Ontario.	Br. str. Turbinia...	Ran aground ½ mile SE. of station, life-savers pulled off to her in surfboat. They carried out the station kedge anchor and tried to pull steamer off; anchor was too light. They then went to Niagara and secured a heavy anchor. This time the life-savers were successful and the steamer was hove into deep water.
June 15	Duluth, Minnesota, Lake Michigan.	Gas. lch. Molly.....	While out on trip, lost her propeller and went adrift ½ mile SW. of station. Surfmen towed her back to yacht club dock.
June 15	Michigan City, Indiana, Lake Michigan.	Columbia Yacht Club yachts.	Surfmen in small boats run lines and assist racing yachts to their berths.
June 16	City Point, Massachusetts	Rowboat, no name.	Two men out rowing in a choppy sea lost their oarlocks. They were drifting rapidly away when their distress was discovered by lookout. Life-savers went out in launch and towed them to landing.
June 16	Michigan City, Indiana, Lake Michigan.	Columbia Yacht Club Yachts.	Surfmen engaged during the day in handling and running lines of racing yachts from Chicago.
June 17	Duluth, Minnesota, Lake Superior.	Gas. lch. Arrowanna	Broke down near the station. Surfman went out in launch and towed her to her dock.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
June 17	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine disabled ½ mile W. of station. Keeper went out in launch and towed it to the dock.
June 17	Old Chicago, Illinois, Lake Michigan.	Slp. Naniwa.....	Steering gear disabled, tied up 12 p. m. at breakwater, discovered by patrol. Keeper was notified and life-savers pulled to scene in surfboat; found sloop too large for surfboat to tow, so keeper landed the 3 women passengers. Returned with power lifeboat and towed sloop to Columbia Yacht Club dock.
June 17	Milwaukee, Wisconsin, Lake Michigan.	Small boat, no name	Adrift in river, recovered by life-saver and restored to owner.
June 18	Duluth, Minnesota, Lake Superior.	Canoe, no name....	Caught in wind squall, occupant in great danger of capsizing. Keeper went out in launch, took man aboard, and towed the canoe in to the yacht club.
June 18	.....do.....	Catboat Oneota....	Carrying too much sail, caught in squall, becomes unmanageable. Life-savers went out in launch and towed boat back to yacht club.
June 18	Hither Plain, New York..	Fish boat, no name.	Fishermen go out to their nets in dense fog After their departure heavy surf makes up. Upon their return keeper warns them against landing, directing them to the shelter behind Montauk Point. Keeper went out in gasoline launch from Fort Pond Bay and brought them in.
June 19	Charlotte, New York, Lake Ontario.	Gas. lch., no name..	At the request of owner, life-savers go in surfboat and float launch.
June 19	Louisville, Kentucky.....	Gas. lch. Lorelei	Lookout gave alarm that this boat, loaded with passengers, was in danger above the falls. Life-savers proceeded to the scene in one of the station boats and found launch's engine disabled. They towed it back to the station, where repairs were made.
June 19	Yaquina Bay, Oregon....	Sailboat, no name..	Life-savers receive notice by telephone that a sailboat was in distress off Alsea Bay, 21 miles S. of station. The wind was blowing strong from the NW., and it was too rough on the bar for the sailboat to enter the bay. Life-savers proceeded to the scene in surfboat, and found the sailboat and her crew of 3 men in a dangerous position. They had also run short of provisions and water. Surfboat was unable to beat back on account of head wind and current. The 3 men were taken aboard, their boat left at anchor, and the surfmen took to their oars. They were afterwards picked up by a tug and towed to the station. Sailboat was towed in by gasoline launch two days later.
June 19	Point Bonita and Fort Point, California.	Am. sc. Louis.....	Stranded at 2.30 a. m. in dense fog, about 30 miles WSW. of stations. Moderately rough sea. Reported by Merchants' Exchange and by Weather Bureau. Both crews were immediately mustered for service, and upon the arrival of the tug Sea Queen they were taken in tow for the Farralone Islands, where the wreck had occurred. The schooner was found fast ashore, full of water, and in danger of going to pieces at any moment. The master refused to leave her, so the life-savers rigged up a breeches buoy between her and the island. By evening the sea had made up so that the master was pursuaded to leave; 5 were taken ashore in the breeches buoy and 5 in the ship's boat. The surfboat crews were then towed back to port. The schooner went to pieces that night.
June 20	Squan Beach, New Jersey.	Fishboat, no name.	Capsized in shallow water near the beach, 2 of its 7 occupants being caught under the gunwale. Keeper hurried to the scene, and assisted in righting boat and in extricating the 2 fishermen. They were very badly bruised. Keeper applied liniment and hot-water bags, and did all that was possible to add to their comfort.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
June 20	Aransas, Texas.....	U. S. R. C. Windom.	Wishing to cross in over the bar, hoisted a signal for a pilot. Keeper went out and piloted her in.
June 20	White River, Michigan, Lake Michigan.	Gas. lch., no name, towing wood scow.	Engine disabled 4½ miles S. of station. Life-savers notified by telephone. They proceeded to the scene and towed wood scow to a safe anchorage. The launch was brought back to the station for repairs.
June 20	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Vanadis...	Engine disabled 1 mile NE. of station, signal of distress was discovered by lookout. Life-savers towed her into the harbor back of the station, where repairs might be made.
June 20	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river, recovered by surfman and returned to owner.
June 21	City Point, Massachusetts.	Rowboat, no name.	Three men, fishing from small boat, capsize it. Surfmen hasten to the scene in launch, rescue men from the water, right and bail out boat and take them ashore.
June 21	Grand Marais, Michigan, Lake Michigan.	Bge. Galatea.....	At the request of the tugs' masters, life-savers took soundings around the barge and ran lines to her. They laid out buoys marking the deepest water for the tugs.
June 21	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	With 4 inexperienced occupants, collided with a submerged pier. The sea threw 3 of them on top of the pier, from which they were rescued by the life-savers. The fourth drifted off in the boat and was rescued by a gasoline launch.
June 22	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Ran out of gasoline and went adrift near station. Blew distress signals, and life-savers went out in launch and towed it back to boat club.
June 22	Jackson Park, Illinois, Lake Michigan.	Slp. Sporting Extra.	Capsized in a sudden squall, ¼ mile SE. of station. Accident was witnessed by lookout, who immediately rang the alarm. Life-savers proceeded to the scene, but found that a gasoline launch cruising near by had picked up the crew. Life-savers righted and bailed out sloop and towed it to its moorings.
June 22	Old Chicago, Illinois, Lake Michigan. (Service by Farragut Yacht Club.)	Gas. lch. Iris.....	Engine disabled and boat drifting out into the lake, when discovered by one of the crew. Surfboat, manned by volunteer crew, went out and took it in tow. After the engine was repaired, the launch's crew were warned to go to their dock, as a storm was making up.
June 22	.....do.....	Gas. lch., no name..	On their way back from the Iris, volunteer life-savers sight another launch broken down, heavy squall struck them and the launch was in danger of going ashore. Life-savers get a line to them and tow them back to the harbor.
June 23	Cleveland, Ohio, Lake Erie.	.....do.....	Engine became disabled when 5½ miles WNW. of station. Choppy sea and launch drifting out into the lake. Lookout discovered the predicament of the 3 occupants and gave the alarm. Surfmen in power lifeboat hastened to their rescue and towed them back to port. They were in danger of sinking.
June 23	South Haven, Michigan, Lake Michigan.	Canoe, no name....	Containing 2 young men, capsized at a point in the river not visible from the station. One of the occupants was drowned; word was brought to the station and life-savers started immediately to the scene. They recovered the body, and for over an hour attempted resuscitation. Efforts unsuccessful.
June 23	Golden Gate and Southside, California.	Am. sc. Sausalito...	Missed stays and anchored near the beach at a point 3 miles south of station. Southside life-savers went out to her in surfboat and advised master to call for a tug, the schooner tailing almost in on the beach. A message was signaled to the station and from there a tug was called. Tug's demands were exorbitant, so the master declined its services. At 11 p. m. schooner dragged her anchors and stranded, she burned a flare-up. Keeper

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
June 23	Golden Gate and Southside, California.	Am. sc. Sausalito...	called up a tug and the Golden Gate station, and then went off to the schooner. The two crews assisted in running the hawser and stood by the schooner until she was floated.
June 24	Newburyport, Massachusetts.	Catboat Strideway.	Stranded on sunken wreck, 1 mile N. by W. of station. Keeper and son hastened to the scene, finding numerous holes punched in her bottom by wreckage. At low water they bailed out the boat, stuffed the holes with oakum, and patched them over with canvas. Laid out an anchor and at high water hauled her off; set sail and took her into Newburyport.
June 24	Oak Island, New York...	Am. str. Oak Island.	Stranded in thick fog, ¾ mile NE. of station. Master applied at station for assistance. Keeper employed crew, carried out steamer's anchors, and towed 2 scows out to the wreck. The cargo was loaded on the scows, and they were then placed one under each quarter. At high water they floated the steamer off. Life-savers restowed cargo and towed scows back to dock.
June 24	Holland, Michigan, Lake Michigan.	Canoe, no name....	At 7.30 p. m., a canoe containing 2 young men, capsized ½ mile E. of station. Life-savers started to their assistance, but the men had gotten ashore. The canoe was righted, bailed out, and the keeper restored it to the owner.
June 25	Aransas, Texas.....	U. S. R. C. str. Windom.	Anchored 2 miles N. of station. At 4.30 a. m. Keeper went on board and piloted her out.
June 25	Duluth, Minnesota, Lake Superior.	Catboat Oneota....	Two inexperienced occupants, caught out in squall, becomes unmanageable. Life-savers hasten to her in launch and tow the Oneota to yacht club.
June 25	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Anthon...	With party of 4 on board, broke down near the station. Life-savers went out in launch and towed them back to port.
June 25	Point Bonita, California..	Gas. lch. John A. Britton.	At 6 a. m. stranded near the station, thick fog. Patrol discovered her predicament and gave alarm at station. Life-savers went out in surfboat, towed launch off the rocks, and to the station wharf.
June 26	Jerrys Point, New Hampshire.	Am. sc. Smith Tuttle.	Stranded on point near the station, thick fog. Keeper went off and assisted master in working her off at high tide.
June 26	Muskeget, Massachusetts.	Dory, no name.....	While keeper was making trip for mail, he sighted a small boy, in drifting dory, crying for help. Keeper gave him a line and towed dory to the wharf.
June 26	Blue Point, New York....	Sharpie, no name...	Picked up adrift near the station. It was secured to the dock and keeper advertised the find. It was afterwards claimed by owner.
June 26	Hereford Inlet, New Jersey.	Gas. lch. Barbara...	With 13 passengers on board, stranded near the station. Keeper employed boatmen (inactive season) and went out and brought in some of the passengers. The Barbara, thus lightened, was towed off by another launch.
June 26	Sullivans Island, South Carolina.	Catboat, no name..	Capsized ¾ mile off shore; occupants, 2 soldiers, thrown into the water. Keeper and surfman hastened to their assistance, arriving just as their boat sunk.
June 27	City Point, Massachusetts.	Gas. lch. Independence.	Strong W. wind and rough sea, lookout discovered launch dragging her anchor down toward iron pier. Surfmen went to her, hove up and cleared anchor, and towed her to a safe berth, where anchor was let go again. But for such timely assistance the launch would have been broken up against the pier.
June 27	.....do.....	Slp. Ada.....	Dragged her anchor in the blow mentioned above. Was discovered by lookout drifting down on other yachts. Surfmen boarded her, hove up and cleared anchor, and let go again after towing her to a safe berth.

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
June 27	Louisville, Kentucky.....	Skiff, no name.....	Lookout discovered a man in a skiff in danger of going over the falls, he gave the alarm and life-savers hastened to the rescue. The skiff was caught in time and towed back to the station.
June 27	Duluth, Minnesota, Lake Superior.	Gas. lch. Jane M....	Got an anchor chain fouled in her wheel. Word was sent to keeper, who went out in launch and towed disabled boat to the dock, where her wheel was cleared.
June 27	Cape Disappointment, Washington.	Fishboat, no name..	With 2 fishermen in her, capsized 3 miles WSW. of station. Surfmen in power lifeboat proceeded to the scene. The occupants had been picked up by other fishermen close by. The life-savers took them into the power boat, righted and bailed out their boat, and took them to the station. They were furnished with dry clothing from the supplies of the W. N. R. A.
June 28	Grand Marais, Michigan, Lake Michigan.	Rowboat, no name..	Discovered drifting out in the lake. Lookout sounds alarm and life-savers go out and tow it in. The occupants were 3 young women, inexperienced in handling a boat, and were unable to make headway against the fresh off shore wind.
June 28	Duluth, Minnesota, Lake Superior.	Gas. lch., no name; gas. lch. Zurich.	These launches were out for pleasure and became disabled near the station. Wind blowing fresh SW. Life-savers went out in station boats and towed them to their docks.
June 28	Michigan City, Indiana, Lake Michigan.	Small boats (21), no names.	Loaded with small children of excursion party, rowing inside of breakwater. As they were very careless, the station boat was manned and patroled among them.
June 29	City Point, Massachusetts.	Small boat, no name.	Had capsized with owner, who was picked up by life-savers in launch. They bailed out and righted boat, and took it and its owner to the station.
June 29	Hatteras Inlet, North Carolina.	Am. sc. Georgia Gaskins.	Thick and raining, strong SSE. wind, stranded at 4 a. m., 5 miles WNW. of station. Keeper discovered her at daybreak, with distress signal flying. It being inactive season, he had difficulty in mustering a crew. With those that he could get, he went off and assisted in heaving schooner into deep water.
June 29	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	With 2 occupants, collides with a boat at anchor. Life-savers proceed to the scene in launch, and find shell leaking and in a water-logged condition. The 2 men with their shell were landed at boathouse.
June 29	Racine, Wisconsin, Lake Michigan.	Small boat, no name	Got adrift from breakwater and was being blown out in the lake, when it was discovered by a surfman, who went out and secured it. It was restored to its owner.
June 29	Milwaukee, Wisconsin, Lake Michigan.	Gas. lch. Ideal.....	Capsized in Milwaukee River, in swell of steamer. Ten occupants, most of whom were women and children. Only by the quick action of the life-savers were their lives saved; only one of the men could swim. The life-saving crew hastened to the scene in the surfboat and took the unfortunates from the water. Some were going down for the second time. They were taken to the station, given stimulants and were outfitted from the W. N. R. A. stores.
June 29	Point Adams, Oregon....	Catboat, no name..	Sailing too close to the breakers, stranded 4 miles W. of the station. Surfman reported to station by telephone and the surfboat proceeded to the scene. Upon arriving, the surfmen found that the crew of fishermen had gotten ashore, and that the boat was too old and too badly broken up to attempt saving. The surfmen secured 100 fathoms of fish net.
June 30	Fletchers Neck, Maine....	Am. sc. Game Cock.	SE. gale, high sea, and raining; schooner with deck load of lumber, sprung a leak and came into harbor to anchorage. Life-savers boarded her, hove her down, drained her through holes bored in bilge,

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Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
June 30	Fletchers Neck, Maine....	Am. sc. Game Cock.	and calked hull. They were employed a week at this work, assisting in discharging and restowing deck load of lumber.
June 30	City Point, Massachusetts	Gas. lch. Beatrice..	Engine became disabled and launch stranded near the station. Surfmen went to her in power boat, floated and towed launch to station.
June 30	.....do.....	Gas. lch., no name..	Engine became disabled and launch stranded 4 miles SE. of station. The life-savers in the launch Relief floated and towed her to the station.
June 30	.....do.....	Slp. Marion.....	Fresh wind and rough sea, broke her boom when 1½ miles NE. of station. Her signal of distress was seen by keeper, who sent the launch to tow sloop to mooring. After it was secured, the life-savers landed the occupants ashore.
June 30	Saluria, Texas.....	Am. sc. Kate M....	Life-savers set up ranges to mark channel over the shifting bar and enable this schooner to cross in safety.
June 30	Charlotte, New York, Lake Ontario.	Gas. lch. Bay View.	Machinery disabled, stranded 8 miles E. of station. Keeper notified by telephone message, proceeded to the scene in power lifeboat, towing surfboat. By the time of arrival at the wreck, the wind had shifted to NW. and kicked up a heavy sea. Life-savers hauled launch up on the beach clear of the surf. When the sea had gone down, they made another trip to the Bay View, jacked it up, and launched it.
June 30	Louisville, Kentucky.....	Skiff, no name.....	Lookout discovered 2 boys in skiff, in danger of going over the Indiana chute of the falls. Life-savers go out in boat and tow them back to the station.
June 30	.....do.....	Shanty boat, no name.	Lookout discovered this boat with man on board, in danger at the head of the middle chute of the falls. Life-savers towed him in to safe water and gave directions for proceeding through the canal.
June 30	Erie, Pennsylvania, Lake Erie.	Gas. lch., no name..	Keeper was notified by telephone that a launch, with a pleasure party of 7 on board, had broken down, at 6.45 p. m., at a point 9 miles WSW. of station. Life-savers in power lifeboat proceeded to the scene and towed the disabled boat back to Erie.
June 30	Duluth, Minnesota, Lake Superior.	Catboat Pokeginia.	Blowing fresh, stranded ¼ mile SE. of station. Surfman in launch hastened to her assistance and, after hauling the boat afloat, towed it, with the 3 occupants, to the yacht club.
June 30	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river, is recovered by surfman and restored to its owner.
June 30	Nome, Alaska.....	Am. sc. Mabel A	Stranded on bar, while trying to get out of Snake River. Life-savers ran line from schooner to tug and boated her cargo ashore. After repeated attempts, tug gave it up for the day. The next morning the life-savers laid out a kedge and hauled the schooner into deep water.

MISCELLANEOUS SERVICES OF LIFE-SAVING CREWS.

Under this caption are briefly set forth the services performed by life-saving crews in casualties not relating to vessels, such as rescues of persons who had fallen from docks, floats, etc., recovery of the bodies of the drowned, aid in extinguishing neighborhood fires, succor to persons in distress in the vicinity of stations, resuscitation of the apparently drowned, saving property exposed to loss in various ways, etc. In many of these cases the rescued persons owe their lives to the promptness and intelligent action of the surfmen.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
July 1	White River, Michigan, Lake Michigan.	Rescue from drowning.	John Mahoney, a cook, fell from a dredge into the lake, and was rescued by the life-saving crew and put safely on board the dredge.
July 1	Old. Chicago, Illinois, Lake Michigan.	Clothing furnished..	Frank Sahaskey fell from a pier and was rescued by several fishermen. The keeper supplied the man with dry clothing from the stores of the W. N. R. A.
July 2	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	The body of an unknown man was brought to the surface in the Kinnickinnic River by the surfmen with grapnels, and was sent to the morgue.
July 4	Quonochontaug, Rhode Island, Fishers Island, New York, and Sandy Point, Rhode Island.	Resuscitation.....	A catboat containing Robert Mooney and 2 other men, while following the boat races in upper Point Judith Pond, capsized, and Mooney was thrown out and caught under the sail. From the time Mooney was thrown into the water until efforts to resuscitate him were begun more than thirty minutes elapsed. (For detailed account see page 23.)
July 4	Ludington, Michigan, Lake Michigan.	Rescue from danger.	An aeronaut in a parachute fell into the lake and the life-saving crew, in surfboat, picked him up and landed him and his balloon safely at Pere Marquette pier.
July 5	Narragansett Pier, Rhode Island.	Assistance at fire...	At 3.30 p. m. an automobile caught fire while passing the station. The life-saving crew put out the flames with fire-extinguishers and saved the car.
July 5	Charlotte, New York, Lake Ontario.	Recovery of body...	The life-savers recovered the body of a man who had fallen from a bridge and drowned.
July 5	Harbor Beach, Michigan, Lake Erie.	Assistance at fire...	Fire being discovered in a dwelling, the occupants were notified by the patrol, who, with a fire hose, succeeded in extinguishing the flames before they had gained much headway.
July 7	Cleveland, Ohio, Lake Erie.	Recovery of body...	At 10 a. m. a message was received by the keeper that a boy had drowned in the river 4 miles from the station. Two surfmen recovered the body by dragging, and turned it over to the undertaker.
July 7	Louisville, Kentucky	Rescue from drowning.	A boy while swimming in the river was caught in the strong current and swept down near the falls. The life-saving crew, seeing his predicament, manned a boat, picked the drowning boy up, and brought him safely to the river's bank.
July 7	Ludington, Michigan, Lake Michigan.	Recovery of body..	A boy having fallen into the lake 2 miles from the life-saving station, a surfman proceeded to the place and after dragging the bottom with grappling irons brought the remains to the surface. The Service method of resuscitation was applied for one hour without success.
July 7	Saint Joseph, Michigan, Lake Michigan.	Body found.....	The life-savers recovered the body of an unknown man floating on the lake, and notified the police authorities, who turned it over to an undertaker.
July 8	Pecks Beach, New Jersey.	Succor.....	Six young men who had been searching for a lost companion came to the station late in the night and were sheltered until morning.
July 8	Sheboygan, Wisconsin, Lake Michigan.	Aid to injured.....	A boy having run a large sliver of wood into his foot, was carried to the station, where the keeper gave him stimulants, after which he was sent to his home for medical treatment.
July 9	Ship Bottom, New Jersey.	Body found.....	Keeper recovered the body of an unknown man floating in the water, and turned it over to the coroner.
July 9	Thunder Bay Island, Michigan, Lake Huron.	Transportation....	Upon hearing the emergency signal sounded on a steamer whistle, the station crew pulled out into the lake and brought ashore a fireman who had refused duty on board his vessel.
July 11	Galveston, Texas.....	Rescue from drowning.	Viola Nelson, a young girl, finding herself adrift in a small boat, jumped overboard, but as she was unable to wade ashore clung to the side of the boat to keep from sinking. The keeper, seeing her perilous

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
July 11	Galveston, Texas.....	Rescue from drowning.	situation, shouted to her to hold on, then ran to the pier, jumped into the water, swam to her rescue, and brought her and the boat to the shore.
July 11	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	John Hyrcyek, 13 years old, was drowned at the foot of Indiana street, 1 mile distant from the station. Two surfmen with grappling irons recovered the body and turned it over to the city authorities.
July 12	Buffalo, New York, Lake Erie.	Rescue from drowning.	At 1.45 p. m. a small boy while wading in shallow water walked into a hole where the water was 12 feet deep, and was sinking for the last time when a surfman, who was on the pier at the time, plunged in and by diving brought the boy to the surface. The Service method of resuscitation was applied until the boy showed signs of reviving, when he was removed to the station and furnished with stimulants and food, also dry clothing from the stores of the W. N. R. A.
July 12	Cleveland, Ohio, Lake Erie.	Body found.....	A body of a man was found floating on the lake by the life-saving crew, who turned it over to the undertaker. It was identified as the remains of Captain M. Elven, who was drowned when the schooner Algeria, foundered off the harbor on May 9 last.
July 12	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	Charles Little while attempting to swim across the harbor became exhausted and called loudly for help. The lookout, hearing the cries, threw him a life-preserver and hauled him safely to the shore.
July 12	Evanston, Illinois, Lake Michigan.	Aid to injured.	A young boy having cut his leg while in bathing, the keeper stopped the flow of blood, dressed the wound, and sent him to his home.
July 13	Michigan City, Indiana, Lake Michigan.	Recovery of body..	William Mulligan, a boy 7 years of age, fell into the lake and was drowned. The life-savers, with grapnels, repaired to the place, and after dragging the bottom for one hour succeeded in bringing the remains to the surface.
July 14	Galveston, Texas.....	Recovery of property.	A runaway horse plunged into the harbor channel, and the keeper manned a skiff, pulled out to the animal, brought it back to the shore, and turned it over to the owner.
July 14	Saint Joseph, Michigan, Lake Michigan.	Recovery of body..	The body of Aubrey Sutherland, who was drowned several days previous, was recovered 1½ miles SW. of the station by the life-saving crew. The remains were turned over to the undertaker.
July 14	.....do.....	Rescue from danger.	James Greenwald got beyond his depth while in bathing and called loudly for help. The station crew reached him in time to prevent drowning.
July 15	Milwaukee, Wisconsin, Lake Michigan.	Clothing furnished .	John Wilky fell into the river from south pier while fishing, and after being taken from the water was conveyed to the life-saving station, where he was furnished dry clothing from the stores of the W. N. R. A.
July 16	Michigan City, Indiana, Lake Michigan.	Recovery of body..	The body of Arthur Dalton, who was drowned, was brought to the surface by several surfmen with grappling irons and turned over to the city authorities.
July 17	Cleveland, Ohio, Lake Erie.	.....do.....	Michael Chinchilla, a boy 11 years of age, fell into the river and was drowned. Two surfmen repaired to the scene and after grappling for the body for some time succeeded in bringing it to the surface, when the undertaker took charge of it.
July 17	South Chicago, Illinois, Lake Michigan.	.....do.....	A boy having fallen into the lake was brought to the surface by the station crew, and after attempting to revive him without success, his remains were sent to his home.
July 17	Milwaukee, Wisconsin, Lake Michigan.	.....do.....	The body of Frank Glish, who had been missing from his home for several days, was recovered from the bottom of the Kinnickinnick River by several surfmen with grappling irons.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
July 18	Evanston, Illinois, Lake Michigan.	Recovery of body...	The body of Conrad Maplewood, who was drowned in Lake Michigan, was recovered by several surfmen and turned over to the city authorities. Attempts were made at resuscitation, but as the man had been in the water for nearly an hour all efforts proved futile.
July 21	Cape May, New Jersey....	Rescue from drowning.	Darthy Stokely while bathing became exhausted and was unable to reach the shore. The life-saving crew went to his rescue and brought him safely to the beach.
July 21	Ashtabula, Ohio, Lake Erie.	Transportation.....	The body of a man having been recovered from the bottom of the lake, the surfmen transported the remains in surfboat to an undertaker.
July 22	Erie, Pennsylvania, Lake Erie.	.....do.....	Mr. E. Dagget and family while attempting to cross the bay at night were in danger of capsizing, and were landed on the opposite shore by a surfman in a power boat.
July 22	Point Adams, Oregon.....	Recovery of property.	Two large fishing nets having fouled a buoy on Clatsop Spit the life-savers recovered them without damage and restored them to the owners.
July 26	Gurnet, Massachusetts...	Succor; clothing furnished.	Running out of gasoline and storm bound, the occupant of a launch came to the station and requested shelter. The keeper took him in and furnished him food and lodging, also dry clothing from the stores of the W. N. R. A.
July 28	Manistee, Michigan, Lake Michigan.	Recovery of body...	The station crew upon learning that a boy had drowned while swimming, manned the surfboat, and with grappling irons recovered his body. After practicing the Service methods of resuscitation without signs of returning animation the remains were turned over to his parents. (See letter of acknowledgment.)
July 29	Louisville, Kentucky.....	.....do.....	Conrad Reisser having fallen into the Ohio River and drowned, the station crew repaired to the place with grappling irons and in a short time brought the remains to the surface and turned them over to the city authorities.
July 29	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	While William Gee and A. A. Luch, both of Chicago, were in bathing, the former became exhausted in his efforts to swim to south pier. The life-savers went to his rescue, and with the assistance of his companion succeeded in getting him out of the water to a safe place. He was then removed to the station, given stimulants and restoratives from the medicine chest, and put to bed until he recovered his normal conditions. (See letter of acknowledgment.)
July 29	Michigan City, Indiana, Lake Michigan.	Recovery of body...	Upon learning that a man had drowned while in bathing, the life-saving crew launched surfboat, and after dragging the bottom for about one hour succeeded in bringing the remains to the surface.
July 30	Erie, Pennsylvania, Lake Erie.	.....do.....	Clarence Calvert fell into the lake from the Anchor Line dock and was drowned. The keeper and 2 surfmen pulled to the spot in a dinghy, and after dragging the bottom for two hours brought the body to the surface and turned it over to an undertaker.
July 30	Marblehead, Ohio, Lake Erie.	.....do.....	John Bence, of Oak Harbor, having fallen from a dock into the lake and drowned, the keeper and a surfman with grappling irons went to the place, and after dragging the bottom brought the remains to the surface.
July 30	Nome, Alaska.....	Rescue from drowning.	A man under the influence of liquor made a bet with some companions that he could swim off to a vessel at anchor about 2 miles offshore. After swimming about a mile and a half he started back. About this time his companions notified the keeper, who immediately went to his assistance in a gasoline launch. He was

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. July 30	Nome, Alaska.....	Rescue from drowning.	found face down in the water holding on to a piece of driftwood. He was taken in the boat and artificial respiration practiced on him for about a half hour. Landing him on the beach, he was taken to the life-saving station, given treatment, and a physician sent for. Later he was removed to the hospital and a few days later was fully recovered.
July 30	Point Adams, Oregon.....	Recovery of property.	The life-saving crew recovered two nets valued at $200, which had gone adrift, and restored them to the owners.
July 31	Golden Gate, California...	Rescue from drowning.	At 6 p. m. a demented woman threw herself into the water opposite the life-saving station and was rescued from drowning by the timely arrival of a surfman, who took her out of the water and brought her to the station, where she was furnished with dry clothing from the stores of the W. N. R. A.
Aug. 1	Michigan City, Indiana, Lake Michigan.	Recovery of body...	The body of Wesley Martin, who was drowned on the day previous, was recovered by several surfmen, who turned it over to the city authorities.
Aug. 2	Manomet Point, Massachusetts.	Resuscitation	Miss Bessie Sanger, while in bathing, got beyond her depth and sank, but a man nearby brought her to the surface and to shore, where the life-savers at once practiced the Service method of resuscitation until she revived. She was then taken to her home, given dry clothing and stimulants, after which she was put to bed.
Aug. 2	Ship Bottom, New Jersey.	Body found.....	The keeper found the mutilated body of an unknown man on the beach, and turned it over to an undertaker.
Aug. 2	Michigan City, Indiana, Lake Michigan.	Resuscitation.....	William Peters, a boy 6 years old, having been rescued from drowning, was resuscitated by the life-saving crew and sent to his home.
Aug. 3	Sandy Hook, New Jersey..	Body found.....	The life-savers found the body of an unknown man on the beach and turned it over to the coroner.
Aug. 3	Cleveland, Ohio, Lake Erie.	Recovery of bodies (2).	Russell Hurd and James Butler having fallen into the river and drowned, several surfmen with grappling irons proceeded to the place, and after dragging the bottom for some time recovered the bodies and delivered them to the undertaker.
Aug. 4	Charlevoix, Michigan, Lake Michigan.	Aid to injured.....	At 4.30 p. m. Lawrence McKinnon, 14 years of age, while in bathing fell on a nail on the pier and received two cuts in the leg. Two surfmen dressed the wound and took the boy to a physician.
Aug. 5	Point Judith, Rhode Island.	Recovery of body...	Miss Blanche Colston, while in bathing, got beyond her depth and was drowned. Her body was recovered and brought to the shore, where the Service method of resuscitation was practiced for some time by the district superintendent and assistant, but without avail.
Aug. 4	Muskegon, Michigan, Lake Michigan.	Rescue from drowning.	At 7.30 a. m. Mrs. B. Plant fell into the river about 200 feet W. of the station, and a surfman ran to her assistance, took her to shore, and brought her to the station, where she was furnished dry clothing from the stores of the W. N. R. A.
Aug. 5	Rocky Point, New York..	.....do.....	A bather being discovered ½ mile from shore clinging to a log was picked up out of the water by the life-saving crew and brought to the station in an exhausted condition. The keeper furnished him stimulant and dry clothing, and, after he had recovered, sent him to his home.
Aug. 5	Erie, Pennsylvania, Lake Erie.	Recovery of bodies (2).	Two boys while attending a picnic fell into the water and were drowned. The station crew upon learning of the casualty pulled to the place, and with grappling irons soon brought the bodies to the surface. The coroner arrived upon the scene and took charge of the remains.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
Aug. 5	Louisville, Kentucky.....	Recovery of body..	At 6 p. m. the keeper was informed by telephone of the drowning of Herman Schell, a resident of Louisville. The keeper with boat crew went to the place, and after dragging the river's bottom brought the remains to the surface, transferred them to shore, and turned them over to the city authorities.
Aug. 5	Pointe aux Barques, Michigan, Lake Huron.	Transportation.....	Two men from the tug Bob Teed, who were desirous of reaching their yacht, were landed on shore and conveyed to Pointe aux Barques by a team provided by the keeper.
Aug. 5	Saint Joseph, Michigan, Lake Michigan.	Recovery of body..	At 5.50 p. m. a man fell into the river while attempting to board a steamer and was drowned. The life-savers hearing distress signals from the vessel, at once repaired to the place, and after dragging the bottom for forty minutes managed to bring the body of the unfortunate man to the surface. After applying the Service method of resuscitation for one hour without avail a physician pronounced the man dead and the coroner took charge of the remains.
Aug. 5	Racine, Wisconsin, Lake Michigan.	Assistance at fire...	At 4 p. m. the surfmen were notified that the Government pier on the opposite side of the river was on fire. They crossed in a skiff and with fire buckets extinguished the flames before much damage had been done.
Aug. 5	Cape Disappointment, Washington.	Recovery of property.	A gill net valued at $300 went adrift, but was picked up by the life-saving crew and restored to the owner.
Aug. 7	Monmouth Beach, New Jersey.	Recovery of body..	At 4.15 a. m. word reached the keeper that William McGrath had fallen into the water at a point ¼ mile N. of the station and was drowned. The keeper with several surfmen proceeded to the place in a skiff and after fifteen minutes search recovered the body. Attempts were made to resuscitate him, but without avail.
Aug. 7	Paul Gamiels Hills, North Carolina.	Aid to injured.....	A man having been injured in a sawmill, surfman No. 1 transported him to the mainland, where he received medical attention.
Aug. 7	Saluria, Texas.....	Fresh water furnished.	The fishing sloop Dunbar having run short of fresh water, her master came to the station and requested assistance. An ample supply of water was put on board the sloop from the station cistern.
Aug. 8	Point Allerton, Massachusetts.	Body found.....	The body of an unknown man was found on the beach 1½ miles from the station by a surfman, who turned it over to the medical examiner.
Aug. 8	Fairport, Ohio, Lake Erie.	Rescue from drowning.	A woman walking on a pier accidently slipped and fell into the river. Her husband plunged in and succeeded in dragging her to a pile, where both were rescued by the life-savers, who had pulled out to them in a boat. (See letter of acknowledgment.)
Aug. 8	Racine, Wisconsin, Lake Michigan.	Recovery of body. .	Matthew Hansen, aged 44 years, fell from a pier into the lake and was drowned. The keeper learning of the accident repaired to the place and endeavored to secure the body by diving, but owing to great depth of water his efforts were unavailing. Surfmen finally brought it to the surface with an extension pole.
Aug. 9	.....do.....	.....do.....	Benjamin Albright, a boy 14 years of age, fell into the Root River and was drowned. Two surfmen in a station skiff went to the place and brought the body to the surface. It had been in the water one-half hour and all efforts at resuscitation proved futile.
Aug. 10	Holland, Michigan, Lake Michigan.	Rescue from drowning.	At 11.45 a. m. a boy capsized in a canoe and clung to some piling until the arrival of a surfman in a skiff, who rescued him from his perilous situation and landed him safely on shore.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
Aug. 10	Saint Joseph, Michigan, Lake Michigan.	Rescue from drowning.	At 3 p. m., while in bathing, a young boy got beyond his depth and called loudly for help. A surfman, who was crossing the river in a skiff, located the boy and hastily pulled to the rescue. He was taken out of the water and landed safely on shore.
Aug. 11	Rye Beach, New Hampshire.	.....do.....	Mr. Charles Trafton, while in bathing got out beyond his depth, became exhausted, and called loudly for help. A surfman near by plunged in and brought the drowning man to a floating stage. He was then taken to shore in a dinghy and sent to his home.
Aug. 11	Kewaunee, Wisconsin, Lake Michigan.	Recovery of body...	At 8 a. m. the keeper and his crew dragged the river's bottom in search of the body of a boy who was drowned on the preceding day. His remains were brought to the surface and sent to his parents.
Aug. 12	Point Lookout, New York.	.....do.....	The body of R. Heilman, a bather, was picked up in the surf and brought to the shore by the life-saving crew, who immediately practiced the Service method of resuscitation without signs of returning animation. A physician pronouncing life extinct, the remains were turned over to the coroner.
Aug. 13	Harvey Cedars, New Jersey.	Rescue from drowning.	At 11.30 a. m. a small boat containing a boy capsized 100 yards offshore. The station crew pulled out to the rescue, took the boy out of the water, righted the skiff, and returned to the shore, where the occupant was landed.
Aug. 13	Sturgeon Point, Michigan, Lake Huron.	Clothing furnished.	A woman in landing from a boat became drenched, and the keeper furnished her with dry clothing from the stores of the W. N. R. A.
Aug. 14	Monomoy Point, Massachusetts.	Rescue from danger.	A sailing party from Harwick called at the station with a seasick companion in an unconscious condition, and the keeper applied restoratives from the medicine chest, and in a short time restored her to normal conditions.
Aug. 14	Pecks Beach, New Jersey..	Clothing furnished .	An unknown man in a destitute condition came to the station and requested assistance. The keeper took him in and furnished him clothing from the stores of the W. N. R. A.
Aug. 14	South Haven, Michigan, Lake Michigan.	Body found.....	At 3.30 p. m. word was sent to the keeper that Stephen Kostka, of Chicago, was drowned near Virginia Beach, 1½ miles from the station. The body was discovered on the bar, taken into the surfboat, and landed on the beach, where the Service methods of resuscitation were applied without any signs of returning animation. The remains were turned over to an undertaker.
Aug. 14	Saint Joseph, Michigan, Lake Michigan.	Rescue from drowning.	At 7.15 p. m. a young man while in bathing got beyond his depth and called loudly for help. A surfman in the station skiff picked him up out of the water and landed him safely on shore.
Aug. 14	Racine, Wisconsin, Lake Michigan.	.....do.....	At 3 p. m. an unknown man while attempting to swim to the N. pier became exhausted and called for help. Two surfmen who were on the pier plunged into the water, swam to his rescue, and brought the man safely to shore.
Aug. 16	Salisbury Beach, Massachusetts.	Assistance to the sick.	A woman having become seriously ill in a cottage on the beach the keeper and several surfmen carried her to an ambulance, which removed her to her home.
Aug. 16	Manomet Point, Massachusetts.	Recovery of property.	An automobile having run down an embankment near the station, several surfmen assisted the owner in getting it back on the road.
Aug. 17	Michigan City, Indiana, Lake Michigan.	Assistance at fire...	At 6.30 a. m. a fire broke out in a livery stable and the life-savers at once repaired to the scene. After assisting to rescue 65 horses and save 110 vehicles they set to

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Aug. 17	Michigan City, Indiana, Lake Michigan.	Assistance at fire...	work with a fire hose and apparatus, and in a short time the flames were under control. The fire department then arrived and, with the assistance of the surfmen, succeeded in extinguishing the flames at a late hour.
Aug. 18	Ocean City, Maryland....	Rescue from drowning.	Cries for help being heard over the water a surfman set out to the place and found two bathers out beyond their depths and unable to reach the beach. They were brought to the shore in safety.
Aug. 19	Gay Head, Massachusetts.	Aid to injured.....	A man having fallen down a steep embankment near the station the keeper and crew went to his assistance and found that he had broken his right leg. A horse and wagon were hastily procured by which the man was conveyed to a physician, who set the leg and sent the man to his home.
Aug. 19	Fort Macon, North Carolina.	Rescue from drowning.	A man while bathing in the surf got out beyond his depth and was in danger of drowning, when a surfman plunged in, grasped the man, and swam with him to shore.
Aug. 19	Sheboygan, Wisconsin, Lake Michigan.	.....do.....	At 2.10 p. m. a boat containing a man capsized in the harbor. Upon hearing the alarm the surfmen launched a boat and pulled out to the overturned boat. The occupant who was found clinging to the sides of the boat was taken out of the water and brought to the station. The capsized boat was also landed, righted, and balled out, after which it was returned to the owner.
Aug. 20	Isle of Wight, Maryland..	Succor.....	A man while fishing, having become storm bound, came to the station for shelter. The keeper took him in and cared for him until the following morning.
Aug. 20	Saluria, Florida.....	Fresh water furnished.	The fishing sloop Hilda having run short of fresh water her supply was replenished from the station cistern.
Aug. 20	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	Paul Vitze while bathing in the surf became exhausted and was in danger of drowning. A companion near by held him up until the arrival of the life-saving crew from the station ¼ mile distant, when he was taken to the pier and furnished stimulants. A physician was summoned who sent the man to his home.
Aug. 20	Michigan City, Indiana, Lake Michigan.	.....do.....	Miss Gertrude Price jumped off a dock and the company's agent plunged in after her, but failed to reach her. Surfman Marshall who was returning from liberty ran to the place, dived down through 24 feet of water, recovered the woman and brought her to the surface. Marshall at once set to work, applying the Service methods of resuscitation until she showed signs of reviving. She was then conveyed to a hospital, where she was restored to her normal condition.
Aug. 20	Jackson Park, Illinois, Lake Michigan.	.....do.....	At 4 p. m. the lookout hearing cries for help, gave the alarm, whereupon the surfboat was launched and the crew pulled out to a man and a boy struggling in the water. The boy had fallen into the water, and the man having gone to his assistance became exhausted, and both would have drowned had it not been for the timely arrival of the life-saving crew, who removed both to a near by pier. The man quickly recovered, but it was necessary to convey the boy to the station, where he was restored. After the keeper had furnished him dry clothing from the stores of the W. N. R. A. he was taken to his home.
Aug. 20	Evanston, Illinois, Lake Michigan.	Recovery of body..	About 4 p. m. the police department telephoned the station, informing the keeper that a boy had drowned in a pond near Gross Point. The keeper with grappling irons recovered the body and sent it to his parents.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Aug. 21	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	Mr. C. D. Wilson while walking near the edge of a pier accidentally fell into the water, and after struggling to reach the shore managed to gain some spiling, by which he kept his head above water. The life-saving crew seeing the man fall, at once launched surfboat and pulled to the rescue. Upon approaching the man he let go his hold and fell back into the water, but was rescued by the surfmen, who conveyed him to the station, where he was furnished stimulants and dry clothing from the supply of the W. N. R. A.
Aug. 22	Chatham, Massachusetts.	Recovery of property.	A horse having strayed away was found by several surfmen, who brought the animal to the station and turned it over to the owner on the following morning.
Aug. 22	Cuttyhunk, Massachusetts.	Aid to sick.....	Sumner Irish, while on a fishing trip, was taken suddenly ill, and the keeper in his dory carried him to the village for medical assistance, after which he was put on board a steamer and sent to his home in New Bedford.
Aug. 22	Holland, Michigan, Lake Michigan.	Recovery of body..	At 10.20 p. m. the keeper was notified by telephone that a young man had jumped off of Macatawa dock and was drowned. The station crew at once pulled to the place and, after grappling for the body for 1½ hours, succeeded in bringing it to the surface. The remains were turned over to the coroner.
Aug. 22	Kewaunee, Wisconsin, Lake Michigan.	.....do.....	At 10.30 p. m. the life-saving crew learning that a man had fallen overboard hastened to the spot and recovered the body. The Service methods of resuscitation were practiced for 2 hours without avail.
Aug. 23	Manistee, Michigan, Lake Michigan.	Rescue from drowning.	While a number of the crew of the tug Mann were in swimming two of the men became somewhat exhausted in the strong undertow and were in danger of being swept into the lake. The alarm was at once given at the station, the crew hurried to the place, threw them a line, and hauled them safely to the beach.
Aug. 24	New Shoreham, Rhode Island.	Aid to injured.....	At 2.20 p. m. the S. patrol discovered a woman lying on the beach in an unconscious condition. She had fallen on the rocks and sprained her ankle. A carriage was procured and she was sent to her home.
Aug. 24	Atlantic City, New Jersey.	Body found.....	At 9.20 a. m. the station was informed of the drowning of Louis Simkins near Rum Point. The crew launched a small surfboat and pulled to the place, practiced the Service methods of resuscitation, but without avail. The remains were turned over to the coroner.
Aug. 24	Holland, Michigan, Lake Michigan.	.....do.....	The body of a man having been discovered on the beach the keeper brought it to the station and turned it over to an undertaker.
Aug. 24	Michigan City, Indiana, Lake Michigan.	Rescue from drowning.	The life-savers manned a boat and pulled out to a man who was being swept out over the bar by the strong undertow. A surfman jumped overboard from the bow and landed him in the surfboat, after which he was conveyed to the shore and turned over to his friends.
Aug. 25	Hampton Beach, New Hampshire.	Rescue from danger.	A man and a woman while in bathing were unable to reach shore owing to heavy seaweed. A surfman went out to their assistance and brought them both safely to the land.
Aug. 25	Erie, Pennsylvania, Lake Erie.	Assistance at fire...	At 9 p. m. fire was discovered on the peninsula by the patrol. As it was rapidly spreading, owing to strong winds, the keeper sent 4 surfmen to the place and in three-fourths of an hour they had the flames under subjection.
Aug. 26	Michigan City, Indiana, Lake Michigan.	Body found.....	At 2.30 p. m. word having reached the station that a body was floating on the lake, keeper sent one of his crew to the

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Aug. 26	Michigan City, Indiana, Lake Michigan.	Body found.....	place and the body was secured and turned over to the city authorities. It was identified as that of Paul Vetter, who was drowned on the 24th instant.
Aug. 26	Fort Point, California.....	Rescue from danger.	At 3.45 p. m. the lookout discovered 2 men on a rock ¼ mile S. of the station making signals for assistance. The surfboat was launched and the crew pulled out and brought the 2 men to the station. They had gone out to fish, but were later cut off from the shore by the rising tide.
Aug. 27	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	A man having fallen from a dock and drowned, the station crew proceeded to the place in a skiff, and after grappling for the body for fifteen minutes succeeded in bringing it to the surface. It was identified as that of Rudolph Shaw, and it was turned over to the city authorities.
Aug. 28	Island Beach, New Jersey.	Transportation.....	At 8.30 a. m. in response to a signal of distress on board the schooner Benjamin M. Wallace the life-saving crew pulled out to her and brought ashore a member of her crew in order to enable him to obtain medical assistance.
Aug. 28	Santa Rosa, Florida.....	Assistance to sick..	A man having been taken seriously ill the keeper transported him to Fort Barrancas for medical attention.
Aug. 28	Pointe Aux Barques, Michigan, Lake Michigan.	Recovery of property.	A large boom of logs belonging to the Ried Wrecking Company, of Sarnia, having gone adrift the keeper with a gasoline launch took them in charge to await the arrival of the owners.
Aug. 29	Sullivans Island, South Carolina.	Resuscitation.....	A woman having been seized with cramps while in bathing was brought ashore in an unconscious condition. The surfmen practiced the Service method of resuscitation until she revived. She was furnished stimulants from the station medicine chest and sent to her home.
Aug. 30	Buffalo, New York, Lake Erie.	Recovery of body..	At 7.15 p. m. the keeper received word over the telephone that a man had drowned ¼ mile from the station, and immediately sent several surfmen to the place in a dinghy, and after grappling for the body for fifteen minutes managed to bring it to the surface.
Aug. 31	Michigan City, Indiana, Lake Michigan.	.....do.....	A bather named Clarence Hicks drowned 1¼ miles W. of the station. The lifesavers dragged for his body in surfboat, recovered it, and attempted resuscitation, but without success.
Sept. 1	Chatham, Massachusetts..	Recovery of property.	At 4 p. m. a horse attached to a cart dashed into the water near the station, and the keeper and day watch waded in and brought the animal and cart safely to the beach.
Sept. 2	Thunder Bay Island, Michigan, Lake Huron.	Succor.....	A party of 6 persons having lost their way during dense fog came to the station and the keeper gave them shelter and food. They departed on the following day.
Sept. 3	Wood End, Massachusetts	Transportation....	Two persons wishing to reach Boston and there being no means of conveyance the keeper with a power boat took them to the steamboat landing.
Sept. 4	Harbor Beach, Michigan, Lake Huron.	Recovery of property.	A large chain belonging to the Dunbar Dredge Company was recovered by several surfmen while in bathing. The owners were notified, and the chain was forwarded to them by the keeper.
Sept. 4	Cape Disappointment, Washington.	Transportation....	The keeper in a power boat took the lighthouse inspector ashore from tender Heather, and later put him on board prior to her sailing.
Sept. 5	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	At 3.30 a. m. the keeper received word that a man had fallen from a dock and was drowned 1 mile NW. of station. The keeper sent several surfmen to the place, who, after one hour's search, succeeded in bringing the remains to the surface with grappling irons.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
Sept. 6	Gurnet, Massachusetts...	Succor.....	Three persons finding their boat hard aground were unable to return to their homes, and the keeper gave them shelter for the night.
Sept. 6	Frankfort, Michigan, Lake Michigan.	Assistance at fire...	At 11 a. m. word was received by the keeper that a large quantity of coal belonging to the Ann Arbor Railroad Company was on fire, and the keeper with his crew equipped with fire pump and hose quickly repaired to the scene and in a short time extinguished the flames before much of the coal had been destroyed.
Sept. 7	Atlantic City, New Jersey.	Rescue from drowning.	A surfman while in bathing heard cries for help, and upon seeing a small boy out beyond his depth swam to him and brought him safely to the beach.
Sept. 9	Pentwater, Michigan, Lake Michigan.	Recovery of body...	Florence Depeel, 16 years old, fell into the lake from the pier at about 9 p. m. The station crew hastened to the scene of disaster, recovered the body, and practiced the Service method of resuscitation, but without success, as life was extinct.
Sept. 9	Plum Island, Wisconsin, Lake Michigan.	Transportation.....	The distress signal being observed flying on Pilot Island, the keeper manned surfboat and responded to the signal. Upon arrival he found that the light keeper's wife wished to be conveyed to Detroit Harbor, in order to obtain medical attendance for her sick child. The keeper complied with the request.
Sept. 12	Ditch Plain, New York....	Assistance at fire...	A cottage having caught on fire, the station crew repaired to the scene with fire apparatus and extinguished the flames before much damage had been wrought.
Sept. 12	Louisville, Kentucky.....	Recovery of body...	An aged colored man was taken from the water by life-savers; after two hours of fruitless efforts at resuscitation, the body was turned over to the coroner.
Sept. 13	Brenton Point, Rhode Island.	Assistance at fire...	At 3.30 a. m. a barn having been struck by lightning and in danger of being destroyed by fire the station crew, after notifying the fire department, hastened to the place and assisted in rescuing a number of horses and getting the flames under control.
Sept. 13	Louisville, Kentucky.....	Recovery of body...	Word having reached the station informing the keeper that a man had fallen into the river and drowned, surfmen manned a boat and pulled to the place, grappled for the body, and in a short time succeeded in bringing it to the surface. Attempts were then made to revive it, but without avail, as the man was dead. The coroner took charge of the remains.
Sept. 14	Point Judith, Rhode Island.	Body found.....	At 2.30 a. m. a body was found floating on the water and a surfman hauled it out to high-water mark, where the coroner took charge of it.
Sept. 15	Brenton Point, Rhode Island.	Assistance to sick..	At 1 p. m. a sick man was discovered lying in the road, and the patrol removed him to the station, where the keeper furnished him with stimulants and cared for him until he was able to return to his home.
Sept. 16	City Point, Massachusetts.	Recovery of body...	At 1.50 p. m. the keeper was notified that a man had fallen from a boat and was drowned off Sculpin Ledge. The station crew manned a boat and pulled to the place, and after grappling for the body for a short time brought it to the surface and turned it over to an undertaker. (See letter of acknowledgment.)
Sept. 17	Long Branch, New Jersey.	Body found.....	A body having washed ashore ¾ mile S. of the station was turned over to an undertaker for interment.
Sept. 18	Gloucester, Massachusetts.	Clothing furnished..	Edward Munroe fell off the dock near the station and the keeper furnished him dry clothing from the stores of the W. N. R. A.
Sept. 13	Cleveland, Ohio, Lake Erie.	Recovery of body...	Joseph Johnson while in swimming in the lake got beyond his depth and was drowned. The keeper sent 2 surfmen, who brought the remains to the surface with grappling irons.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Sept. 19	Core Bank, North Carolina.	Recovery of property.	The life-saving crew picked up 2 air-tight copper tanks which had washed up onto the beach and held them until the arrival of a claimant
Sept. 19	South Chicago, Illinois, Lake Michigan.	Assistance at fire...	At 10.30 p. m. the lookout reported to keeper that the breakwater at Calumet River was on fire, and the station crew immediately pulled to the scene and found the pier, with a freight car belonging to the Illinois Steel Company, threatened with destruction. The alarm having been sent in to the fire department the surfmen set to work and succeeded in getting the fire under control by the time the fire department arrived.
Sept. 20	Gloucester, Massachusetts	Assistance to sick..	A workman employed on the launchway of the station was taken ill with hemorrhage of the stomach, and the keeper procured a conveyance and took him to his home. After supplying him with some clothing from the stores of the W. N. R. A. he was removed to a hospital for medical attendance.
Sept. 21	Oak Island, New York...	Recovery of property.	A large quantity of lumber having been washed up onto the beach, several surfmen recovered it and held the same until the arrival of a claimant.
Sept. 21	Evanston, Illinois, Lake Michigan.	Body found.....	A body which had evidently been in the water for a long time was taken out of the water by the keeper and turned over to the police authorities.
Sept. 21	Two Rivers, Wisconsin, Lake Michigan.	Assistance at fire...	At 3.40 a. m. the dredge Martin having caught on fire, the station crew with fire apparatus repaired to the place and, after running a line of hose, extinguished the flames before much damage had been wrought.
Sept. 22	Metomkin Inlet, Virginia.	Recovery of property.	A bar buoy having gone adrift, the same was recoverd by the life-saving crew and the inspector notified.
Sept. 23	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	William Herzog having fallen from a steamer and drowned, the life-saving crew repaired to the place, recovered the body, and turned it over to the city authorities.
Sept. 25	Saluria, Texas.....	Assistance to sick..	The master of the schooner Kate M. having been taken ill on board his vessel, the keeper furnished him stimulants and medicine from the station medicine chest.
Sept. 26 Sept. 27	Santa Rosa, Florida.....	Rescue from danger.	On the night of the 26th the wind increased to a hurricane and by 10 p. m. the seas were breaking entirely across the island. By 1 a. m. the life-savers had gotten everybody on the island, including 4 women and 5 children, in the surfboat which they had previously anchored near the station. At daylight the anchor was tripped and with a drogue astern the bay was safely crossed and a landing made near Woolsey. The station and all buildings on the island were demolished by the sea.
Sept. 26	Michigan City, Indiana, Lake Michigan.	Recovery of body...	George Winters having committed suicide by jumping into the river, surfmen recovered his body with a grapnel after one hour's work and sent it to his home.
Sept. 27	Cleveland, Ohio, Lake Erie.	.....do.....	At 9.30 p. m. a telephone message was sent to the keeper notifying him that William Monkmon, a fireman, had fallen overboard from tug Peerless, 400 feet E. of station and was drowned. Two surfmen pulled to the tug, and, after grappling for the body, brought it to the surface and turned it over to an undertaker.
Sept. 29	Saluria, Texas.....	Aid to sick.....	A young man having been taken ill while working on a ranch was brought to the station, cared for by the keeper, who afterwards took him in a dinghy to a physician.
Sept. 29	Grande Pointe au Sable, Michigan, Lake Michigan.	Recovery of property.	At 11.30 a. m. a boom of logs having broken adrift, the station crew assisted to repair the break and recover the logs, which had washed away.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Oct. 1	Lewes, Delaware.....	Assistance at fire...	At 8.15 p. m. the keeper was notified by telephone that a fire had broken out on a pier, and with his crew hastened to the place and extinguished the flames before any material damage had been done.
Oct. 3	Saluria, Texas.....	Fresh water furnished.	The master of the sloop Hilda came to the station and reported to the keeper that his supply of fresh water was exhausted. His vessel was furnished with water from the station cistern.
Oct. 4	Cleveland, Ohio, Lake Erie.	Recovery of body...	At 6.30 a. m. the keeper received word that a sailor had fallen overboard from the steamer Western Star and was drowned. He, with a surfman, at once went to the place, and after dragging the river for some time succeeded in recovering the body, which proved to be that of Patrick Sheehan. It was turned over to an undertaker.
Oct. 5	New Shoreham, Rhode Island.	Recovery of property.	The keeper recovered a barrel of New England rum, which had washed up in the surf, and held it at the station until the arrival of a claimant.
Oct. 5	Niagara, New York, Lake Ontario.	Assistance at fire...	A fire having been reported in Youngstown, 1 mile distant, the keeper and his crew, equipped with fire apparatus, hastened to the place and aided in extinguishing the flames and saving the adjoining buildings from total destruction.
Oct. 7	Old Chicago, Illinois, Lake Michigan.	Recovery of body..	At 8 a. m. the keeper was notified by a boatman that a sailor from the U. S. S. Tuscarora had drowned a short distance below the life-saving station the night previous. The keeper and his crew with grapnels recovered the body which proved to be that of John B. Halste. It was turned over to the commanding officer of his vessel.
Oct. 8	Jackson Park, Illinois, Lake Michigan.	Body found.....	The body of an unknown man was found lying on a park bench, and the keeper turned it over to the city authorities.
Oct. 9	Southampton, New York.	Rescue from drowning.	A fisherman who was assisting to launch was carried out into the high-running surf and was in danger of drowning. A surfman near by rushed in, grasped the the man, and brought him safely to shore.
Oct. 10	Sandy Point, Rhode Island.	.....do.....	George Payne, a fisherman, while attempting to land through the surf in a dory suffered a capsize and was in danger of drowning in the strong undertow. The keeper and his crew rushed into the water and brought the man safely to the shore.
Oct. 10	Michigan City, Indiana, Lake Michigan.	Assistance to light keeper.	The elevated walk leading to the lighthouse having been carried away for a distance of 400 feet by a heavy storm, the keeper went out in surfboat and conveyed the light keeper to shore.
Oct. 17	Hereford Inlet, New Jersey.	Succor.....	At 11 p. m. John Foster, a sailor, came to the station and requested shelter for the night, a storm which was prevailing at the time making it impossible for him to get on board his vessel. The keeper afforded him the necessary shelter and in the morning put him on board with the station boat.
Oct. 18	.....do.....	.....do.....	At 8 p. m. Richard Sonder came to the station and informed the keeper that it was impossible for him to reach his vessel, owing to heavy winds and high sea. The keeper took him in and afforded him succor until the following day.
Oct. 21	Green Run Inlet, Maryland.	Clothing furnished..	About 3 p. m. a man drenched and suffering from exposure came to the station and requested aid. The keeper supplied him with dry clothing from the stores of the W. N. R. A.
Oct. 24	Marblehead, Ohio, Lake Erie.	Rescue from danger.	At 5 p. m., as the steamer Lakeside was making her landing, Jay Lynch, a passenger, fell overboard and was in danger of drowning. Several surfmen who wit-

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
Oct. 24	Marblehead, Ohio, Lake Erie.	Rescue from danger.	nessed the affair launched a boat and in 1½ minutes had the man in the boat. He was taken ashore and sent to his home.
Oct. 25	Sturgeon Bay Canal, Wisconsin.	Recovery of property.	The master of the schooner Katie E. Howard came to the station and notified the keeper that he had lost one of his anchors. The keeper sent 2 surfmen with grappling irons to the spot and after dragging for some time succeeded in raising it.
Oct. 27	Michigan City, Indiana, Lake Michigan.	Assistance to Light-House Establishment.	During a heavy gale and a high running sea launched surfboat and assisted light keeper to light his lamps.
Oct. 27	Racine, Wisconsin, Lake Michigan.	Recovery of property.	A fish net valued at $800 went adrift and the surfmen recovered it and turned it over to its owner.
Oct. 28	Cape Henry, Virginia.....	Transportation.....	While supervising the wrecking operations on the Geo. Farrwell, the agent of the Merritt & Chapman Wrecking Co. fell dead. Upon request the life-savers removed the body to the station.
Oct. 28	Two Rivers, Wisconsin, Lake Michigan.	Recovery of property.	Delivered to the schooner S. M. Mason a log which she had lost in gale while making harbor. Also assisted her in loading.
Oct. 29	Saluria, Texas.....	Medical assistance..	While loading schooner Lille Bird, 1 of the deck hands fell from the deck into the hold injuring his back. Keeper assisted in getting man to his home, applied liniment and hot applications, to the great relief of the sufferer.
Oct. 29	Point Bonita, California..	Rescue from drowning.	A laborer while repairing Government wharf was knocked into the water by falling timbers, when Surfman Harrison M. Averill leaped into the water and swam him to safety. Only a powerful swimmer could have rescued him.
Oct. 31	Brant Rock, Massachusetts.	Recovery of property.	NNE. breeze increasing to a gale toward sunset, high sea, 10 gunning dories lying at the breakwater threatened with destruction. Life-savers haul them up on breakwater and secure them.
Oct. 31	Old Harbor, Massachusetts.	.....do.....	A dory moored ½ mile SW. from station capsized in high sea, strong NNE. breeze. Life-savers went to boat in surfboat, righted it and bailed it out, and took it to a safe anchorage.
Oct. 31	Lake View Beach, Michigan, Lake Huron.	Assistance at fire...	Cottage occupied by one of the surfmen caught fire. Life-savers responded to call, but too late to save the building. Saved household effects. It broke out at 1 a. m. and only the most strenuous efforts prevented its spreading to the other station buildings.
Nov. 1	Pointeaux Barques, Michigan, Lake Michigan.	Recovery of property.	Surfman discovered a newly broken ship's spar, 42 feet long, towed it to station to await claim of owner.
Nov. 1	Point Adams, Washington.	Assistance to Immigration Service.	Went out in surfboat and landed watchmen from outgoing steamers the 1st and 2d inst.
Nov. 2	Monomoy Point, Massachusetts.	Aid to disabled tug .	Tug International with 3 barges in tow anchored in the slue of Pollock Rip. She signaled "steering gear disabled." Life-savers telephoned to her owners and they sent back word that another tug would come to her assistance.
Nov. 2	Lone Hill, New York.....	Succor.....	Three small boys blown across the bay in a small boat the day before with nothing to eat. Keeper furnished them with food and shelter. The next day sent them to Patchogue in a sloop and furnished them with money to pay their way back to Layville.
Nov. 5	Thunder Bay Island, Michigan, Lake Michigan.	Succor and transportation.	Keeper received a telephone message that Surfman Brown, hunting on North Point, 4 miles distant from the station, had been shot. Keeper manned surfboat, taking mattress, blankets, whisky, and medicine chest. The 4 miles were rowed in twenty-five minutes. Brown was found nearly dead from loss of blood and exposure. First aid and stimulants were given to him and he was taken to the hospital at Alpena.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Nov. 6	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	Keeper sent 3 surfmen in station dinghy to grapple for the body of a sailor who had fallen overboard from the steamer Amazonas. Body was found and keeper turned it over to the coroner.
Nov. 7	Fort Lauderdale, Florida.	Water and transportation.	Master of La Gloria complained to keeper of mutinous crew. Keeper went on board to protect master and persuaded ringleader to take his discharge. Keeper took him ashore and brought off another man to fill vacancy. Supplied vessel with fresh water.
Nov. 8	Nome, Alaska.....	Transportation.....	Keeper was notified that the gasoline schooner Hazel was returning to Nome with the engineer badly burned. When schooner was sighted, life-savers went out in surfboat and transferred victim of gasoline explosion to Marine Hospital.
Nov. 10	.....do.....	Rescue from danger.	Keeper noticed distress signal on lighter of two men adrift 2 miles south of station. Blowing strong north gale. Life-savers went out in surfboat and took them ashore.
Nov. 11	Michigan City, Indiana, Lake Michigan.	Transportation.....	Sea washing around fog-signal station so high that light keeper could not get ashore. Life-savers went out in surfboat and brought him in.
Nov. 11	Nome, Alaska.....	Assistance at fire...	Life-savers went to assistance of fire department in extinguishing fire in small dwelling.
Nov. 15	Ilwaco Beach, Washington.	Recovery of property.	A white and black striped whistling buoy found on the beach by life-savers. Light-House inspector at Portland was notified
Nov. 16	Point Judith, Rhode Island.	Recovery of bodies (3).	Surfmen found the bodies of James Smith, mate, Seaman Bousher, and Cook Lewis Black. These men had been lost in the wreck of the schooner Lugano.
Nov. 16	Cold Spring, New Jersey..	Aid to schooner.....	Three-masted schooner flying signal of distress. Keeper telegraphed to revenue-cutter at Lewes, Delaware.
Nov. 16	Nags Head, North Carolina.	Provisions furnished.	Two men in a gasoline launch towing a small sloop landed at station. Life-savers hauled up boats and furnished men with meals and lodgings.
Nov. 16	Racine, Wisconsin, Lake Michigan.	Assistance at fire...	Lookout discovered that a fire had broken out among the tar barrels at the Racine Gas Co.'s plant across the river. He telephoned to the fire department and the blaze was soon extinguished.
Nov. 17	Milwaukee, Wisconsin, Lake Michigan.	Recovery of property.	Surfman picked up a skiff adrift in the river and turned it over to its owner.
Nov. 17	Two Rivers, Wisconsin, Lake Michigan.	.....do.....	Strong east gale with a high sea, a pile of lumber belonging to the Nelson Lumber Co. in danger of washing away. Life-savers assisted in taking care of it.
Nov. 18	Forked River, New Jersey.	Medical assistance..	Man living in houseboat near by was taken seriously ill with cramps. His brother applied at the station for aid. Medicine was furnished and he was instructed how to use it. Keeper visited sick man at 10 p. m. and found him much improved. The next night at midnight the keeper was again called upon for aid. Sufferer was in such condition that keeper assisted in getting him to the railroad, where he could be taken to his home.
Nov. 21	Kewanee, Wisconsin, Lake Michigan.	Assistance to Light-House Establishment.	Life-savers were called out to fog-signal station to assist in securing a coal shed that was being carried off the pier. Seas breaking over continually, the light keeper was taken ashore in surfboat.
Nov. 22	Louisville, Kentucky.....	Search for body....	Man fell from flatboat 3½ miles west of station. Two surfmen went with drags to scene of drowning; after working all night were unable to locate body.
Nov. 24	Mosquito Lagoon, Florida.	Fresh water furnished.	Two men in sloop visit station; at their request they were furnished with fresh water.
Nov. 24	Louisville, Kentucky.....	Search for body	Night watchman gave the alarm that man had gone overboard from wharf-boat. Life-savers went in boat and dragged for body. Search unsuccessful. Recovered body Nov. 25.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
Nov. 25	Two Rivers, Wisconsin, Lake Michigan.	Assistance at fire...	Patrol discovered a barn on fire. With the assistance of some boys he extinguished the fire, saving the barn and in all probability the adjoining farm buildings.
Nov. 25	Point Adams, Oregon.....	Assistance to Immigration Service.	Life-savers went out in surfboat and landed a watchman of the Immigration Service. Made trips in the performance of the same service the 29th and 30th.
Nov. 26	Frankfort, Michigan, Lake Michigan.	Recovery of property.	Life-savers hauled 100,000 feet of saw-logs from water, drifting out into lake.
Nov. 28	Oak Island, North Carolina.	Succor; medical assistance and clothing.	Surfmen in a small boat took a destitute sailor from a rock in salt meadows 3 miles from station. He had been on the rock twenty hours; took him to the station, gave him shelter, food, medical treatment, and an outfit of clothing from the W. N. R. A.
Nov. 30	Kewaunee, Wisconsin, Lake Michigan.	Assistance at fire...	Fire broke out in a pile of cord wood, started by sparks from steam engine which was sawing near by. Life-savers proceeded to fire with buckets and soon put it out.
Dec. 5	Chadwick, New Jersey....	Transportation and succor.	While out gunning about 1 mile NW. of station, man shot himself. Life-savers carried him to station and later to train. Did all that was possible to relieve his sufferings.
Dec. 7	Straitsmouth, New Jersey.	Transportation.....	Two fishermen in sloop could not make Rockport against strong NW. wind. Anchored near station but started dragging out to sea. Life-savers went out and secured boat and took men ashore.
Dec. 7	Nauset, Massachusetts...	.....do.....	Blowing fresh with a high sea, life-savers assisted wreckers in going to and from the wreck of the schooner G. M. Cochrane. Sea was so high that this was the only means of communicating with the beach.
Dec. 9	Nome, Alaska	Assistance at fire....	Rendered aid to the city fire department in extinguishing blaze in small dwelling.
Dec. 10	Brenton Point, Rhode Island.	.....do.....	Discovered close by, fire extinguished by life-savers, who, after calling up fire department, proceeded to the scene with fire extinguishers.
Dec. 13	Maddequet, Massachusetts.	Transportation.....	Two overseers of the Humane Society requested, and were given passage to Tuckernuck Island. Life-savers took them over in dory.
Dec. 15	Old Harbor, Massachusetts.	.....do.....	Boatman in skiff capsized in squall and lost his oars; towed him to his home in North Chatham.
Dec. 16	Point of Woods, New York.	Recovery of property.	Life-savers picked up 2 spiles drifting in bay 2 miles NW. of station. Notified owner of recovery of same.
Dec. 16	Wallops Beach, Virginia...	Succor; clothing furnished.	Patrol met 2 men from weather-bound sloop. They were drenched and suffering from exposure. They were taken to station and supplied with food and dry clothing from the supplies of the W. N. R. A.
Dec. 17	Southside, California.....	Aid to automobile..	A large automobile with 2 women passengers got stuck in quicksand 2 miles south of the station. In danger of destruction by the rising tide. Life-savers were called and succeeded in extricating the machine.
Dec. 26	Jackson Park, Illinois, Lake Michigan.	Rescue from danger.	Keeper hearing man crying for help ran out in direction of cries. Found man standing with feet in mouth of sewer, supporting himself by clinging to the edge of the ice. His clothes were frozen and he was unable to move. Keeper lowered himself down and passed a line around the unfortunate man and assisted by another hauled him up on the dock. Supplied him with hot food and dry clothing and accompanied him to his house.
Dec. 27	Charlevoix and Sleeping Bear Point, Michigan, Lake Michigan.	Rescue from drowning.	Surfmen Ward W. Bennett, of Charlevoix, and Frank C. Bennett, of Sleeping Bear Point life-saving stations, brothers, spending Christmas at Glen Lake, Mich, (inactive season), effected a daring res-

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Dec. 27	Charlevoix and Sleeping Bear Point, Michigan, Lake Michigan.	Rescue from drowning.	cue of a drowning boy named Harry Tobin on Christmas day. They were watching the skaters when they heard a scream and saw a boy struggling in the water and broken ice about 50 rods away. Without hesitating a moment Surfman Ward W. Bennett, calling to his brother to follow with a pole or rope, rushed to where the boy had gone down the third time and, throwing off his coat, dived after the drowning boy. The water was about 12 feet deep and, after groping around for some time on the bottom, Surfman Bennett located him, caught him by the shoulders and brought him to the surface. His brother meanwhile, having cut a rope from a sled near by, was waiting for him and, with the assistance of bystanders, soon got the 2 out of the water. The 2 life-savers then applied the resuscitation of the apparently drowned treatment and in about ten minutes the lad had sufficiently recovered to be removed to a near-by house and a little later to his home. In three days he had completely recovered.
1907. Jan. 1	Southside, California.....	Rescue from danger.	At 7.15 p. m., when Surfman Knudsen was returning from beach patrol, he heard a woman's loud cries for assistance and hurrying up he found a young woman struggling with a man, who was trying to assault her. The man fled upon his approach and Knudsen escorted her to the nearest car.
Jan. 3	Nome, Alaska.....	.....do.....	At 9 a. m. R. H. Marshall, a teamster, reported to the keeper that his team and driver were lost on the tundra about 8 miles east of the station in the blizzard. Patrolman No. 4 and dog team was sent to search for them. He met them and piloted them back to town.
Jan. 5	Louisville, Kentucky.....	Rescue from drowning.	At 7.55 p. m. the station watchman gave the alarm that a man had fallen overboard near the station. One of the station boats was launched and manned, the man was picked up, brought to the station, his wet clothing removed, dry underwear supplied; he was put to bed wrapped in blankets and his wet clothing dried out. He left the station at 6 the next morning.
Jan. 6	Jerrys Point, New Hampshire.	Transportation.....	7.50 a. m. the steam tug Gettysburg, while trying to get a hawser to a barge, went aground on an uncharted shoal, 1 mile NNE. from the station. The small boat was launched and went to her assistance. The master requested to be taken ashore to a telephone, which was done, and the Gettysburg was afloat before he got back.
Jan. 6	Point Adams, Oregon....	.....do.....	At 7 p. m. lowered the surfboat and transported a U. S. immigration inspector to a German steamer anchored near the station.
Jan. 9	Peaked Hill Bars, Massachusetts.	Clothing furnished.	Dry clothing from the W. N. R. A. supply was furnished 2 men, who landed through the surf in a dory and got wet and chilled.
Jan. 9	Point Adams, Oregon....	Transportation.....	6 a. m. pulled out in the surfboat to an outgoing steamer and brought a U. S. immigration inspector ashore.
Jan. 10	Louisville, Kentucky.....	Recovery of property.	At 11.40 launched the boat and brought to shore a calf that had fallen overboard.
Jan. 12	Louisville, Kentucky.....	Recovery of body..	About 12.40 p. m. one of the station boats dragged for and recovered the body of a colored man named Joseph Hicks, who had fallen from a barge and was drowned about three blocks east of the station.
Jan. 13	Orleans, Massachusetts...	Transportation.....	Life-savers go out to the stranded steamer Onondaga and carry dispatch ashore for master.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907. Jan. 14	Louisville, Kentucky.....	Recovery of body..	Body of man who was drowned the night of the 14th recovered by life-savers, after dragging the greater part of the night. The place where man was drowned was not visible from station at time of accident on account of dense fog.
Jan. 14	Plum Island, Wisconsin, Lake Michigan.	Transportation, assistance to Light-House Department.	Assistant keeper at Plum Island light-house taken seriously ill. Life-saver with assistant go out in ice boat and brought sick man ashore. Owing to slush ice it took five hours to make the trip.
Jan. 16	Jerrys Point, New Hampshire.	Medical assistance..	Man in dory landed at New Castle badly frostbitten, and applied for assistance. Life-savers gave him every attention possible and afterwards removed him to hospital.
Jan. 16	Wood End, Massachusetts	Recovery of property.	A power boat broke her engine and had anchored under lee of Long Point. It came on to blow strong, endangering boat. Life-savers went out in power boat and towed it to wharf.
Jan. 19	Louisville, Kentucky.....	Rescue from drowning.	Lookout discovered and reported a man in a wagon driving 2 horses was in danger in the river opposite side. Life-savers went to their assistance in boat. Saved man, horses, wagon, and gear. The driver had been intoxicated.
Jan. 20	Santa Rosa, Florida.....	Succor; provisions furnished.	Man left ashore at station, too rough for his launch to take him off. Life-savers furnish him with provisions and shelter until the next day.
Jan. 20 to Jan. 30	Louisville, Kentucky.....	Recovery of property, transportation, rescues from drowning, etc.	Services of station crew during overflow of Ohio River January 20–30, 1907. (For detailed account see p. 19.)
Jan. 22	Sullivans Island, South Carolina.	Assistance at fire...	At 3.15 a. m. lookout discovered a building on fire ½ mile NE. of station. All life-savers not on patrol proceeded to the scene, and though unable to save the building, prevented fire from spreading to other buildings.
Jan. 25	White Head, Maine.....	Assistance to schooner.	Life-savers in surfboat notified the revenue cutter Woodbury that the Am. sc. Addie was ashore at Turtle Island.
Jan. 25	Golden Gate, California...	Succor.....	Beach patrol finds a man with gunshot wound in his head. Keeper called up police authorities, and an ambulance conveyed him to hospital.
Jan. 26	Orleans, Massachusetts...	.....do.....	Horse slipped and fell on ice, injuring hind legs. Life-savers covered it with blankets and later loaded it into farm wagon.
Jan. 27	Maddequet, Massachusetts.	.....do.....	At 9 a. m. the keeper received a telephone message from Tuckernuck Island that a Mr. Dunham had fallen and broken his shoulder blade and requested him to bring a doctor. The surfboat was launched at 9:15, the doctor taken to the island, returning at 1:30 p. m. Mr. Dunham expressed his gratitude for the service.
Jan. 27	Galveston, Texas.....	Recovery of body..	At 8:30 a. m. the quarantine tug Hygeia reported that 1 of her men had fallen overboard during the night and was drowned. The keeper at once sent 3 men in the dinghy to drag for and recover the body, which they did. It was turned over to the coroner.
Feb. 2	Sandy Hook, New York..	Body found.....	The body of an unidentified man was found on the beach by the life-savers and turned over to the coroner.
Feb. 3	Old Harbor, Massachusetts.	Transportation....	The surfboat was launched and 3 men who had come over to look at the wrecked steamer Onondaga were taken back to North Chatham. The wind having freshened they were unable to get back, and applied to the life-saving crew for assistance.
Feb. 4	Point Adams, Oregon....	Fire extinguished..	A dwelling a short distance west of the station caught on fire. The station crew put it out before any material damage had been done.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
Feb. 8	Orleans, Massachusetts...	Aid to injured.....	Surfman Shiverick assisted a lady 72 years old, who fell on the ice and broke her wrist. He procured a doctor and otherwise assisted.
Feb. 9	Point Adams, Oregon....	Transportation....	The surfboat was launched at 6:30 a. m., went to an outgoing steamer and brought a watchman of the Immigration Service ashore.
Feb. 10	Green Run Inlet, Maryland.	.....do.....	Mr. and Mrs. Follow were taken to North Beach by the station team this day, as the bay was frozen over and they had no other way of reaching there.
Feb. 23	Dam Neck Mills, Virginia.	Clothing furnished	A sick and destitute man was furnished with clothing and a number of sheets and a blanket from the station.
Feb. 25	Sandy Point, Rhode Island.	Body found.....	Surfman found the body of a dead man on the beach. It was later identified and turned over to the proper authorities.
Feb. 25	Point Adams, Oregon....	Transportation.....	At the request of the master of the Br. str. Gyneric her pilot was taken ashore in the surfboat.
Feb. 25	Golden Gate, California...	Recovery of body..	Surfmen recovered a body lying at the foot of a cliff about 1 mile east of Point Lobos and turned it over to the coroner.
Feb. 27	Point Adams, Oregon.....	Transportation.....	Landed a watchman of the U. S. Immigration Service from an outgoing steamer, in the surfboat.
Feb. 28	Burnt Island, Maine.....	.....do.....	Transported a man who had shot himself in the arm, to Port Clyde for medical attention.
Mar. 3	Atlantic City, New Jersey.	Recovery of property.	Surfmen went out in a small boat and recovered a lady's fur muff that she had lost overboard and returned it to her.
Mar. 3	Michigan City, Indiana, Lake Michigan.	Rescue from drowning.	One of the surfmen heard a man's cries for assistance and found an intoxicated man in the river about 300 yards from the station. He pulled him out.
Mar. 7	Fishers Island, New York.	Succor and transportation.	The assistant keeper of Latimer Reef lighthouse was given shelter at the station for the night and taken to the light-house in the power boat in the morning.
Mar. 9	Galveston, Texas.....	Recovery of body..	Keeper and 3 surfmen went to Texas City in the dinghy, grappled for and recovered the body of a drowned man.
Mar. 13	Sandy Hook, New Jersey.	Succor.....	Three men from the fishing smack Hattie Douglass, which sank in the ice field off Romer Beacon, were given food and shelter for the night.
Mar. 14	Wood End, Massachusetts.	Medical assistance and transportation.	The crews of 7 gasoline boats who were wet and cold from landing through the ice, were given medical attention at the station and 1 man who was hurt was transported in a dory to the nearest doctor.
Mar. 18	Short Beach, New York..	Assistance to Light-House Establishment.	At the request of the master of the buoy tender, assisted him to plant some buoys.
Mar. 18	North Beach, Maryland..	Succor and transportation.	Two gunners arrived at nightfall very much fatigued. They were given food and shelter for the night and transportation to Ocean City in the morning.
Mar. 19	Hunniwells Beach, Maine.	Transportation.....	Took a physician in the surfboat to Seguin Light station, the assistant keeper having sickness in his family.
Mar. 19	Louisville, Kentucky.....	.....do.....	The keeper and crew in 1 of the station boats ran some lines for a steamer in danger of going adrift, took 4 colored people to their home in the flooded district and moved about $250 worth of household effects out of the flooded district.
Mar. 19	Vermilion, Michigan, Lake Superior.	Medicines furnished	A man who was suffering great pain was furnished mustard plasters from the station supply.
Mar. 20	Hampton Beach, New Hampshire.	Rescue of property.	A small building on the sea wall was in danger of being blown into the sea. It was secured by the station crew.
Mar. 20	Blue Point, New York....	Body found.....	The body of a man supposed to have drowned from the wrecking tug Rescue was recovered, and by direction of the coroner turned over to the undertaker.
Mar. 20	Currituck Beach, North Carolina.	Succor.....	An itinerant peddler came to the station in a heavy rainstorm and was given shelter for the night.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
Mar. 21	Oak Island, New York...	Assistance to Light-House Establishment.	At the request of the master of the tender Gardenia, he was assisted in placing buoys in Fire Island Inlet.
Mar. 24	Core Bank, North Carolina.	Medicines furnished.	A child quite sick with a fever was furnished with medicines from the station supply, there being no doctor near.
Mar. 25	Quonochontaug, Rhode Island.	Body found.....	Two surfmen found the body of a drowned man about 2½ miles from the station and turned it over to relatives.
Mar. 25	Louisville, Kentucky.....	Rescue from drowning.	A man named James Perkins fell into the river about 150 feet west of the station. He was rescued by the life-savers, brought to the station in the station boat, rubbed down, given dry clothing, and sent to his home.
Mar. 26	Sandy Point, Rhode Island.	Body found.....	Surfman on watch discovered a human foot in a bunch of seaweed. Investigation brought to light 2 human legs. On the 28th an arm and backbone were found. Identification was impossible and they were buried by the life-savers.
Mar. 26	Louisville, Kentucky.....	Rescue from drowning.	A man who had fallen in near the foot of the levee was rescued by a boat's crew from the station and sent to his home.
Mar. 28	Fletchers Neck, Maine....	Transportation.....	The agent of the wrecked schooner Marshall Perrin was taken to the wreck in the surfboat.
Mar. 29	Manomet Point, Massachusetts.	Assistance to Light-House Establishment.	At the request of the master of the tender Mayflower, assisted him to locate Mary Ann Rocks, where he set a spar buoy.
Mar. 30	Amagansett, New York...	Fire extinguished..	Three of the surfmen put out a fire ½ mile west of the station, which threatened to destroy some buildings.
Apr. 3	Santa Rosa, Florida.....	Body found.....	Surfmen in the supply boat recovered the body of a drowned boy on the beach 3 miles east of station, took it to Pensacola and turned it over to the coroner.
Apr. 3	Fort Point, California....	Succor.....	A horse and wagon mired in the mud near the station were extricated by the station crew.
Apr. 6	Saluria, Texas.....	Assistance to Hydrographic Office.	A surfman found on the beach a bottle with a paper containing hydrographic information thrown over from some vessel at sea. It was forwarded to the Hydrographic Office.
Apr. 7	Sheboygan, Wisconsin, Lake Michigan.	Rescue from danger.	A drunken man on the end of the pier was in danger of falling overboard. A surfman brought him ashore and put him on the road to the city.
Apr. 9	Point Adams, Oregon....	Transportation.....	The station crew went out in the surfboat and brought ashore from an outgoing steamer 2 watchmen of the U. S. Immigration Service. Later the steamer having returned on account of rough bar, the watchmen were put on board again.
Apr. 10	Michigan City, Indiana, Lake Michigan.	.....do.....	The life-savers rescued the lightkeeper, using the surfboat. The seas were burying the piers, the elevated walk had been carried away, and there was no other way for him to get ashore.
Apr. 10	Point Adams, Oregon....	.....do.....	The life-savers pulled out in the surfboat and brought ashore 3 inspectors of the U. S. Immigration Service, from outgoing steamers.
Apr. 12	Sheboygan, Wisconsin, Lake Michigan.	Assistance to U. S. Army engineers.	Surfmen in the small boat assisted to take soundings outside of harbor piers. Employed all day.
Apr. 16	Sabine Pass, Texas.....	Assistance at fire...	The station crew went to Sabine in the surfboat and assisted the local fire department to fight a big fire.
Apr. 16	Big Sandy, New York, Lake Ontario.	Recovery of property.	The station crew recovered 43 bales of hay from the lake and held them for claimant.
Apr. 18	Galveston, Texas.....	Recovery of body..	The life-savers with grapnels recovered the body of Mike Mitchell, a stevedore, who had been knocked overboard and drowned.
Apr. 18	Cape Disappointment, Washington.	Recovery of property.	Life-savers in the surfboat recovered 100 fathoms of gill net, lost by a fisherman, and turned it over to owner.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
Apr. 19	Deal, New Jersey	Rescue from drowning.	Surfman No. 6 rescued a drowning boy and brought him to the station, where he was successfully given the treatment for restoring the apparently drowned.
Apr. 20	.....do	Fire extinguished	The station watch at 7.45 p. m. discovered a fire in a dwelling about 200 yards from the station. The station crew called the occupants and in a little while succeeded in putting out the fire.
Apr. 20	Michigan City, Indiana, Lake Michigan.	Assistance at fire	Surfmen assisted the local fire department at a big fire in a livery stable.
Apr. 21	Biscayne Bay, Florida	Succor	A party of 6, traveling in an open boat, were overtaken by night and were given shelter at the station until the next day.
Apr. 21	Brazos, Texas	.....do	A fisherman who was unable to get to town on account of rough weather, was furnished some groceries by the keeper.
Apr. 22	Hunniwells Beach, Maine.	Transportation	An old lady who had sustained painful injuries, was taken from Seguin light-house to shore by the life-savers in the surfboat.
Apr. 22	San Luis, Texas	Succor	Five men in a weather bound launch, short of provisions, were supplied with enough to last them several days, by the keeper.
Apr. 24	Manistee, Michigan, Lake Michigan.	Assistance to U. S. Army engineers.	Surfmen assisted engineer officer to locate a large stone in the channel of Manistee River.
Apr. 24	Ludington, Michigan, Lake Michigan.	Body found	Life-savers in the surfboat found the body of a drowned woman about 3 miles out in the lake. It was brought ashore and turned over to the coroner.
Apr. 26	Nome, Alaska	Rescue from danger; succor.	Five children who were fishing around a hole in the ice, were sent ashore by the keeper as the ice was getting rotten. A team of 4 horses that had broken through the ice was rescued by the surfmen.
Apr. 27	Grande Pointe au Sable, Michigan, Lake Michigan.	Body found	Found on the beach 8 miles north of station and brought to the station in the surfboat and turned over to the coroner.
Apr. 28	Plum Island, Massachusetts.	Recovery of property.	Eight stray cows rounded up by life-savers near station. Owner, who was notified by telephone, came and took charge of them.
Apr. 28	Charlotte, New York, Lake Ontario.	Recovery of body	Keeper received telephone message that a man's body had washed ashore 1½ miles NW. from station. Life-savers proceeded to scene in power lifeboat and dinghy. Secured body and turned it over to coroner.
Apr. 28	Michigan City, Indiana, Lake Michigan.	Assistance at fire	Crew responded to fire alarm in house on west beach.
Apr. 30	Saint Joseph Michigan, Lake Michigan.	Search for body	Steamer City of Chicago reported a floating body in the river. Life-savers went out in skiff and made diligent search for same, but were unsuccessful.
Apr. 30	Cape Disappointment, Washington.	Recovery of property.	Life-savers, patrolling outside of Peacock spit, picked up 300 fathoms of gill net, lost by fisherman. Restored it to owner.
May 1	Fairport, Ohio, Lake Erie.	Succor	Two men, crew of the beached tug L. B. Johnson, came to the station for relief. They were supplied with dry clothes from the W. N. R. A.; also with supper, lodging, and breakfast.
May 1	Racine, Wisconsin, Lake Michigan.	Assistance to U. S. Hydrographic Office.	Surfmen took soundings to ascertain extent of shoal and the depth of water on same. Forwarded results to U. S. Hydrographic Office at Chicago.
May 1	Cape Disappointment, Washington.	Recovery of property.	Life-savers patrolling outside of Peacock spit in power lifeboat. Fisherman applied for assistance in search for lost net. Life-savers discovered same and turned it over to owner.
May 2	Cape May, New Jersey	.....do	Life-savers sighted and saved a fish net, abandoned and adrift, about 1 mile offshore.
May 2	Saluria, Texas	Fresh water and provisions furnished.	Master of fishing sloop Bessie came to station and applied for assistance. He had lost his water barrel and provisions in heavy weather. Keeper supplied him with both.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
May 2	Racine, Wisconsin, Lake Michigan.	Recovery of property.	One barrel of oil and a truck lost overboard from the Goodrich Transportation Co.'s dock. Life-savers proceed to the scene, grapple for, and restore truck and oil to owner.
May 3	Holland, Michigan, Lake Michigan.	Rescue from drowning.	Surfman pulled man out of Black Lake. He had fallen off dock. The weather was very cold. He was furnished with dry clothing from the supplies of the W. N. R. A.
May 4	Point of Woods, New York.	Transportation.....	Two men on anchored sloop could not get ashore. Surfmen launched boat and landed them.
May 4	Ashtabula, Ohio, Lake Erie.	Aid to Light-House Establishment.	Light keeper and assistant unable to get out on crib to test fog signal apparatus on account of high sea. Life-savers in surfboat landed them and later went out and brought them in.
May 5	Fort Point, California....	Rescue from danger.	At 8 p. m. lookout reported seeing a light on the rocks south of the station. Life-savers went out in surfboat and found three fishermen calling for help. They were brought in to the station.
May 6	Louisville, Kentucky.....	Recovery of body...	Keeper learning that a body was in the river near one of the wharf boats, he sent a boat to pick it up. Turned body over to the coroner.
May 6	Michigan City, Indiana, Lake Michigan.	Succor.....	At 2 a. m. patrol found a man lost in the hills. Had been in the woods all night. He was taken to the station.
May 6	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	Keeper was requested to drag for body of man; police had been unable to find. After a search life-savers recovered body and turned it over to coroner.
May 7	Burnt Island, Maine.....	Succor.....	Fishing party in small sailboat was becalmed near the station. There being no accommodations on board, they were allowed to sleep in the station.
May 8	Barnegat, New Jersey....	Recovery of property.	Ring buoy marked Aloha was picked up by surfman. Reported find to New York maritime and signal towers.
May 9	Frankfort, Michigan, Lake Michigan.	Assistance at fire...	Fire broke out in Woodward's warehouse, 400 yards from station. Life-savers proceeded to scene with force pump. Found the tug E. D. Holton moored to wharf near by, no one on board. Life-savers hauled tug away from dock and then played stream on fire, until it was extinguished.
May 9	South Chicago, Illinois, Lake Michigan.	Recovery of body..	Station crew in small boat found body afloat in Calumet River. Towed it into bank and turned it over to the city authorities.
May 11	Thunder Bay Island, Michigan, Lake Michigan.	Recovery of property.	Surfman picked up a patent fish net that had washed ashore. It was returned to the owners.
May 12	Michigan City, Indiana, Lake Michigan.	Rescue from danger.	Two men fell into river near the station and were hauled from the water by one of the surfmen.
May 12	Nome, Alaska.....	Assistance at fire ..	A surfman assisted some workmen to extinguish flames in a burning tent 2¾ miles SE. of station.
May 13	City Point, Massachusetts.	Rescue from drowning.	Intoxicated man fell off landing, 11.20 p. m. The patrol heard the splash and he was taken out of the water as he was going down the last time. He was taken to the station, given a rubbing and hot stimulants. The next day he was sent to his home fully recovered.
May 13	Oregon Inlet, North Carolina.	Succor.....	A man in want was given shelter at the station. He had lost his shoes, so a pair from the W. N. R. A. supplies was given to him.
May 13	Galveston, Texas.....	Recovery of body ..	A sailor from the steamship Skipton Castle was drowned while swimming from the ship's side. Life-savers were called, body was secured, and resuscitation was attempted. The body had been under water two hours and all attempts were unsuccessful.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
May 13	Fort Point, California.....	Recovery of property.	Automobile with 2 occupants got mired near the station. Surfmen are called and succeed in extricating machine.
May 14	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body..	Life-savers took charge of body found floating in river and notified the coroner.
May 16	Kenosha, Wisconsin, Lake Michigan.	Rescue from drowning.	A small boy fell from scow and would have surely drowned had he not been picked up by surfman.
May 17	Evanston, Illinois, Lake Michigan.	.....do.....	An intoxicated man waded out in the lake, trying to drown himself. Surfmen take him out and turn him over to the police.
May 19	Nahant, Massachusetts...	Succor.....	Three men, fishing from small boat, capsized 2 miles SE. of station. Life-savers are notified by and carried to the scene by driver of automobile. Efforts to resuscitate 1 proved unsuccessful. The other 2 are taken to the station and given treatment, food, and clothing.
May 19	Erie, Pennsylvania, Lake Erie.	.....do.....	Patrol finds man, seriously ruptured, lying on floor at key post. He was removed to the station and there provided with a meal and bed for the night.
May 20	Point Adams, Washington.	Transportation.....	Life-savers went out in the surfboat and brought ashore a watchman of the Immigration Service, sea very rough on the bar. Later in the day he was returned to the steamer.
May 21	.....do.....	.....do.....	Life-savers went out to an outgoing steamer and brought ashore the immigration inspector and the master's wife.
May 23	Point Bonita, California..	Search for body.....	Three soldiers come to the station and ask aid in recovering body of drowned comrade. Life-savers place dory on station wagon and at 9 p. m. start for the scene. They dragged for it that night and several succeeding days, finally recovering it.
May 25	Charlevoix, Michigan, Lake Michigan.	Clothing furnished..	A young woman that had fallen into the water near the station was given clothes from the W. N. R. A. supplies.
May 25	Manistee, Michigan, Lake Michigan.	Recovery of property.	Steamer loading lumber at the wharf has her lines carried away by passing steamer, losing overboard 1,000 feet. It was recovered by surfmen.
May 26	North Scituate, Massachusetts.	Aid to patriotic societies.	Life-savers assist the Woman's Relief Corps, G. A. R., and the Sons of Veterans, in decorating the graves of soldiers.
May 27	Point of Woods, New York.	Transportation.....	Man with sick wife asks for transportation to doctor. Life-savers convey them to the mainland in sailboat.
May 27	Corson Inlet, New Jersey.	Recovery of property.	Patrol found sneak box and 7 decoy ducks in the surf. They were taken to the station to be held until claimed by owner.
May 27	Isle of Wight, Maryland...	Succor.....	Cripple caught in wind and rain storm, given a bed and meals at the life-saving station.
May 27	Grand Marais Michigan Lake Superior.	Assistance at fire...	Lookout discovers the roof of the lighthouse keeper's dwelling on fire. By the timely assistance rendered by the life-savers the building is saved. Wind blowing a strong gale at the time.
May 27	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	Surfmen in dinghy bring ashore the body of man floating in river; notified coroner.
May 27	Yaquina Bay, Oregon.....	Rescue from danger.	Insane man takes 5-year-old sister out in sailboat, wind blowing strong. Surfmen go out and bring them ashore.
May 28	Cape Disappointment, Washington.	Recovery of property.	Life-savers went out in surfboat and picked up a gill net that had been lost in the breakers.
May 29	South Manitou Island, Michigan, Lake Michigan.	Transportation.....	The schooner Josephine Dresden burned a Coston signal. Life-savers went out to her and brought passenger ashore.
May 29	Cape Disappointment, Washington.	Recovery of property.	Life-savers went out in surfboat and recovered a gill net that had been lost in the breakers.
May 30	Biscayne Bay, Florida....	Succor.....	Three turtle hunters afforded shelter for the night.
May 30	Erie, Pennsylvania, Lake Erie.	Clothing furnished..	An intoxicated man, who had fallen into the water, was brought to the station and furnished with dry clothing from the W. N. R. A. supplies.
May 30	Holland, Michigan, Lake Michigan.	Rescue from danger	Surfman on pier watch pulled a man from the water. He was taken to the station and furnished with a dry suit of clothing.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
May 30	Sheboygan, Michigan, Lake Michigan.	Recovery of body and rescue from drowning.	Laborer fell from coal hoist onto dock, body rolling into the water. Life-savers, while dragging for body from the surfboat, were called to a dock across the river 100 yards away, where a 5-year old boy had fallen in. Lines were dropped and surfboat proceeded to the scene, rescuing the boy. Dragging was then resumed and the body was soon recovered. But for the prompt action of the life-savers the child would have been surely lost. The laborer had been killed by the fall, his skull having been fractured.
May 30	Yaquina Bay, Oregon.....	Transportation.....	The agents of steamer Francis H. Leggett ask to be taken aboard with pilot. Steamer lying off the Bay. Surfboat was lowered and they were put on board.
June 1	Buffalo, New York, Lake Erie.	Rescue from danger.	Life-savers in dinghy take man from the bottom of an overturned scow.
June 1	Harbor Beach, Michigan, Lake Huron.	Recovery of property.	Life-savers in power lifeboat picked up 600 feet of lumber. Took it to station to await claim of owner.
June 2	Galveston, Texas.....	Recovery of body..	Two young men, who had been fishing, came to station and reported to keeper that their companion had been drowned while swimming. Surfmen proceeded to scene of casualty 3 miles away, and, after dragging one-half hour, secured the body.
June 3	Milwaukee Wisconsin, Lake Michigan.	.....do.....	Surfmen in dinghy recover body floating in Kinnickinnick River. It was delivered to the coroner.
June 3	Nome, Alaska.....	Recovery of property.	A team of mules used in transporting freight over the ice from the steamer Corwin broke through ½ mile offshore. The life-saving crew after 1½ hours' work succeeded in getting them ashore.
June 4	City Point, Massachusetts.	Assistance at fire ...	At 10.05 p. m. a fire was discovered on Governors Island. Life-savers proceeded to scene and prevented flame from spreading to other buildings.
June 4	Nome, Alaska.....	Rescue from drowning and recovery of property.	A teamster conveying 16 mail sacks from the S. S. Corwin, in the ice 3 miles out, breaks through. The man, mules and mail would have been lost had not the life-savers hastened to the scene with planks and extricated them from their perilous predicament.
June 5	Wood End, Massachusetts	Succor; clothing furnished.	Two men, from the wrecked sloop Gracie, were brought to the station in great distress. They were fed, sheltered, and clothed from the supplies of the W. N. R. A. On the 7th the keeper took them to the railway station and secured their transportation to their homes.
June 6	Manistee, Michigan, Lake Michigan.	Recovery of property.	A team of horses, used in hauling gravel from a pit, fell into a narrow ravine 18 feet deep. Life-savers after strenuous efforts succeed in extricating wagon and team.
June 6	Yaquina Bay, Oregon....	Transportation.....	Life-savers went out in surfboat to the steamer Francis H. Leggett, bound out, and brought ashore the pilot.
June 7	Thunder Bay Island, Michigan, Lake Huron.	.....do.....	Keeper was notified by telephone that 1 of repair party at the light-house had been severely injured. Keeper took him in steam yacht to surgeon in Alpena.
June 8	Gurnet, Massachusetts ...	.....do.....	Owing to serious illness, the light-house keeper required the presence of his wife, who was visiting in Duxbury. Life-saver made trip in power boat and brought wife to sick husband.
June 8	Pecks Beach, New Jersey..	Clothing furnished..	A boatman, wet, footsore and poorly clothed, called at station for aid. He was given an outfit of clothing from the supplies of the W. N. R. A.
June 8	Saluria, Texas.....	Fresh water furnished.	Agreeably to master's request, the fishing schooner Elizabeth was supplied with fresh water.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
June 10	Cape Henry, Virginia.....	Assistance at fire...	Keeper was called by telephone to assist at fire. Life-savers proceeded to the scene and found the Princess Anne Hotel and other buildings on fire. After assisting at the fire for four hours, it was finally gotten under control.
June 10	Dam Neck Mills, Virginia.	.....do.....	At 4.30 a. m. the keeper was notified that the Princess Anne Hotel was on fire. It being inactive season, he at once employed a crew and they proceeded at once to the scene on horses. With their fire extinguishers they rendered assistance in preventing the spread of the flames. (See letter of acknowledgment, p. 279.)
June 10	Racine, Wisconsin, Lake Michigan.	Recovery of property.	Life-savers in surfboat went out and secured a net that was in danger of being lost.
June 12	Point of Woods, New York.	Transportation.....	Resident of Fire Island asked keeper for aid in getting demented man to mainland. Keeper took patient in rowboat over to a fish boat that was to sail over to mainland.
June 12	Chester Shoal Florida....	Fresh water furnished.	A party of 3 men camping near the station were given a supply of fresh water.
June 12	Saluria, Texas.....	Transportation.....	Man and woman were given transportation from the sloop Estelle to Matagorda light station.
June 12	Charlotte, New York, Lake Ontario.	Rescue from drowning.	Man leaped into lake from wreck pole, breaking ankle. He was rescued by life-savers in small boat.
June 12	Racine, Wisconsin, Lake Michigan.	Aid to navigation..	Life-savers in surfboat drag and locate an obstruction, upon which the steamers of the Goodrich line had struck on several occasions.
June 12	Two Rivers, Wisconsin, Lake Michigan.	Recovery of property.	Two boys in skiff, boating a load of boxes across the river, lost their cargo overboard. Life-savers assisted them in recovering the boxes.
June 15	Michigan City, Indiana, Lake Michigan.	Rescue from drowning.	Man falls from dock into lake, is hauled out by life-saver.
June 16	Grand Haven, Michigan, Lake Michigan.	Clothing furnished..	Two men in skiff, capsized. They were taken to the station and supplied with dry clothing.
June 16	Michigan City, Indiana, Lake Michigan.	Transportation.....	At 3.30 a. m., life-savers took officer of the U. S. R. C. Tuscarora out to his ship.
June 16	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	Surfmen in station boat recover body of man floating in the river. It was delivered to the coroner.
June 17	City Point, Massachusetts	Clothing furnished..	Two men who had capsized in skiff were brought to the station in gasoline launch. They were outfitted with supplies from the W. N. R. A.
June 17	Evanston, Illinois, Lake Michigan.	Assist at Northwestern University encampment.	Life-savers assist in putting up tents for the faculty and students.
June 18	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Assistance at fire...	Fire broke out on Government derrick scow, station was notified by light-keeper. Life-savers put pump in small boat and proceeded to the scene. The deck beneath the boiler was afire and had burned through in several places. The pump was started and the fire was soon extinguished. Fires were drawn from the boiler.
June 19	Chicamacomico, North Carolina.	Recovery of property.	Keeper secured a number of railroad ties on the beach. Delivered them to the railroad wreck master.
June 19	Hammond, Michigan, Lake Huron.	Clothing supplied...	An outfit was issued to the family of J. A. Jarvis, their home and belongings having been destroyed by fire. The clothing was supplied by the W. N. R. A.
June 20	Burnt Island, Maine.....	Succor.....	Three fishermen, in small boat, were delayed in sailing by dense fog. Keeper gave them a room and beds for the night.
June 20	Saluria, Texas.....	Fresh water and provisions supplied.	Fishing sloop White Wing, having run out of fresh water and provisions, master sends 1 of crew to station, seeking relief. Keeper issues quantity sufficient to tide them over until arrival of supply boat.
June 20	Manistee, Michigan, Lake Michigan.	Aid to navigation..	Surfmen assist in taking soundings in harbor.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
June 21	Michigan City, Indiana, Lake Michigan.	Rescue from danger.	Heavy squall coming up, life-savers go out to detached breakwater and bring in a small boy, who had been left there to fish.
June 21	Cape Disappointment, Washington.	Recovery of property.	Life-savers in surfboat pick up large gill net that had been lost in the breakers on Peacock spit. It was restored to the owner.
June 22	Racine, Wisconsin, Lake Michigan.	Resuscitation; clothing furnished.	Man fell from pier into lake, several hundred yards from station. Lookout gave alarm and life-savers in surfboat immediately started for the scene. Keeper and surfman dove down to locate the body. They brought body to the surface after it had been under water for five minutes. After a half hour's resuscitation signs of life appeared. He was removed to a bed at the station, given stimulants; and, after he had fully recovered, was given, an outfit of clothing from the W. N. R. A. and was sent to his home.
June 22	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Transportation.....	Coal passer, scalded by the breaking of steam pipe on the barge I. N. Foster, was transferred from the barge into the surfboat at a point 2½ miles SE. of station. He was taken ashore and placed under a doctor's care.
June 23	Saluria, Texas.....	Assist at burial.....	Keeper assisted at burial of man, who had died on the island. Made coffin, dug grave, and read burial service.
June 23	Charlotte, New York, Lake Ontario.	Recovery of body..	Intoxicated man fell from steamer as she was backing out from dock. Accident was seen by lookout, who sounded the alarm. Surfmen proceeded to the scene and recovered the body after it had been under the water about twenty minutes. Efforts at resuscitation proved fruitless and the body was turned over to the coroner.
June 23	Ashtabula, Ohio, Lake Erie.	Aid to Light-House Establishment.	Keeper of light-house asked for assistance in repairing fog-signal engine. Surfmen complied with request and in one hour the apparatus was in working order.
June 23	Charlevoix, Michigan, Lake Michigan.	Rescue from danger.	A small lad while playing on the pier fell into one of the pockets. A surfman, who happened to be near, hauled him out.
June 23	Racine, Wisconsin, Lake Michigan.	Recovery of body...	Keeper was notified by telephone that a boy had drowned in Root River, 2½ miles from the station. Life-savers proceeded to the scene in surfboat and secured the body, after it had been under the water one hour. Attempt at resuscitation was unsuccessful and the body was delivered to the coroner.
June 23	Kewaunee Wisconsin, Lake Michigan.	Assistance at fire...	Light-keeper sounded fire signal. Life-savers placed pump in surfboat and proceeded to the scene. The fire was soon extinguished. Little damage done.
June 24	Brenton Point, Rhode Island.	Recovery of body...	Keeper received word that a body was afloat 1 mile from station. He went out in skiff and secured it, towed it ashore, and delivered it to coroner.
June 24	Short Beach, New York..	Transportation.....	Keeper hearing that a body had been washed up by the tide, he notified the coroner and conveyed that official to the scene.
June 24	Fort Lauderdale, Florida.	Fresh water furnished.	The sloop Ada called in at the station. As she was out of fresh water she was given the needed supply.
June 24	White River, Michigan, Lake Michigan.	Aid to injured.....	In answer to signal, life-savers went out to steamer and learned that a fireman had broken his leg. They sent word to the Muskegon crew to meet the steamer at the dock with doctor and ambulance.
June 25	Pamet River, Massachusetts.	Provisions furnished.	The crew of the schooner Robert and Arthur, stranded near the station, were supplied with hot coffee and lunch by the keeper.
June 26	Cleveland, Ohio, Lake Erie.	Recovery of body..	Keeper notified by telephone that a boy had drowned in the Cuyahoga River, 3 miles from the station. Life-savers proceeded to the scene and, after dragging about one hour, secured the body. It was turned over to the police authorities.

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Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1907.			
June 26	Sleeping Bear Point, Michigan, Lake Michigan.	Assistance at fire...	Fire broke out in shop near the station. Surfmen responded quickly with force pump and fire extinguishers, and it was soon put out.
June 28	Old Chicago, Michigan, Lake Michigan.	Recovery of body...	The body of a man was found by surfmen in the power lifeboat. It was turned over to the city authorities.
June 28	Muskegon, Michigan, Lake Michigan.	Rescue from drowning.	Girl fell into the river and was hauled out by one of the surfmen.
June 28	Coquille River, Oregon...	Aid to Engineers, U. S. A.	On 28th and 29th, the life-savers in surfboat ran lines of soundings for engineer's force. These were needed for Government survey.
June 29	Golden Gate, California...	Assistance at fire...	At 7.20 p. m. house ½ mile from station was observed to be on fire. Surfmen attended with axes and buckets and prevented the spread of the flames.
June 30	Milwaukee, Wisconsin, Lake Michigan.	Recovery of property.	While a teamster was washing horse and wagon on the beach, the horse rolled over and would have drowned had not the life-savers hastened to the scene in their surfboat. They rescued the outfit.
June 30	Nome, Alaska.....	Transportation.....	The engineer of the gasoline boat Eagle met with an accident while the boat was lying at the mouth of Snake River and was taken ashore, where medical attention could be procured.

VESSELS WARNED FROM DANGER.

Under the regulations of the Service the station crews are required to patrol the beach every night during the active season from sunset to sunrise, and also during the daytime in thick weather, the main purpose of the patrol being to obtain speedy knowledge of disaster and insure prompt assistance to those imperiled. An additional object of importance is the discovery of vessels standing into danger. During the year 204 vessels (96 of which were steamers) were saved from disaster by the timely warnings of the patrolmen. In 182 instances the warnings were given during the night, in 22 during the daytime. Many lives and much property were undoubtedly thus saved; but it is manifestly impossible to estimate in figures the services of the station crews in this regard. Only those instances of warning are given in the following table in which the signals were effective. The table does not include warnings that failed to prevent strandings, or those made only to let stranded vessels know that their situation had been discovered.

Services of crews (vessels warned from danger).

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1906.					
Aug. 1	Brant Rock, Mass..	.....	Schooner.....	Shout.....	Stranding.
Aug. 1	Chester Shoal, Fla..	.....	Steamer.....	International code.	Approaching shoal.
Aug. 3	Pamet River, Mass.	Launch.....	.....	Coston light..	Stranding.
Aug. 3	Point Lookout, N. Y.	Schooner.....	.....	.....do.....	Do.
Aug. 5	Nahant, Mass.....	Steamer.....	.....	.....do.....	Stranding in fog.
Aug. 7	Wood End, Mass...	Schooner.....	.....	.....do.....	Stranding.
Aug. 11	Gurnet, Mass.....	Vessel, unknown.	.....	.....do.....	Do.
Aug. 11	Peaked Hill Bars, Mass.	.....do.....	.....	.....do.....	Do.

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Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1906.					
Aug. 12	Wood End, Mass...	Schooner		Coston light..	Stranding.
Aug. 12	Cuttyhunk, Mass...	Sloop		.....do.....	Do.
Aug. 12	North Beach, Md...	Schooner		.....do.....	Do.
Aug. 14	Newburyport, Mass.	Vessel, unknown		.....do.....	Do.
Aug. 15	Wood End, Mass...	Steamer		.....do.....	Do.
Aug. 16	Crisps, Mich., Lake Superior.	.....do.....		.....do.....	Do.
Aug. 17	Fort Macon, N. C...	.....do.....		.....do.....	Do.
Aug. 18	North Beach, Md...	Schooner		.....do.....	Do.
Aug. 18	Parramore Beach, Va.	.....do.....		.....do.....	Do.
Aug. 19	Two Rivers, Wis., Lake Michigan.		Steamer with tow.	Bell on pier...	Unable to enter harbor in fog.
Aug. 20	Grand Marais, Mich., Lake Superior.	Steamer		Coston light..	Stranding in fog.
Aug. 22	Sleeping Bear Point, Mich., Lake Michigan.	Launch		.....do.....	Do.
Aug. 24	Newburyport, Mass.		Launch	International code.	Warned of dangerous bar.
Aug. 26	Harvey Cedars, N. J.		Ship	.....do.....	Stranding.
Aug. 30	Hereford Inlet, N. J.	Vessel, unknown..		Coston light..	Do.
Sept. 1	Cuttyhunk, Mass...	Sloop		.....do.....	About to anchor on rocky ledge.
Sept. 5	Little Beach, N. J..	Schooner		.....do.....	Stranding.
Sept. 6	False Cape, Va.....	Steamer		.....do.....	Do.
Sept. 12	Baileys Harbor, Wis., Lake Michigan	Launch		.....do.....	Stranding in fog.
Sept. 13	Eatons Neck, N. Y.	Steamer		.....do.....	Stranding.
Sept. 14	Pecks Beach, N. J..	Vessel, unknown		.....do.....	Do.
Sept. 16	Wood End, Mass...	Schooner		.....do.....	Warned of being anchored in dangerous position.
Sept. 16	Corson Inlet, N. J...	Vessel, unknown..		.....do.....	Stranding.
Sept. 16	Townsend Inlet, N.J.	Vessels (2), unknown.		Coston lights (2).	Do.
Sept. 17	Monomoy Point, Mass.	Steamer with barge.		.....do.....	Do.
Sept. 22	Cranberry Islands. Me.	Vessel, unknown..		Coston light..	Do.
Sept. 22	Marquette, Mich., Lake Superior.	Steamer with schooner in tow.		.....do.....	Do.
Sept. 24	Peaked Hill Bars, Mass.	Schooner		.....do.....	Do.
Sept. 28	Metomkin Inlet, Va.	Vessel, unknown..		.....do.....	Do.
Sept. 29	.....do.....	.....do.....		.....do.....	Do.
Oct. 3	Little Beach, N. J...	Steamer		.....do.....	Do.
Oct. 5	New Inlet, N. C.....	.....do.....		.....do.....	Do.
Oct. 5	Gull Shoal, N. C....	.....do.....		.....do.....	Do.
Oct. 5	Fort Macon, N. C...	.....do.....		.....do.....	Do.
Oct. 7	North Beach, Md...	Schooner		.....do.....	Do.
Oct. 9	Deer Park, Mich., Lake Superior.	Steamer		Coston lights (2).	Do.
Oct. 14	Big Kinnakeet, N. C.	Vessel, unknown		Coston light..	Do.
Oct. 14	Velasco, Tex.....		Steamer.....	International code.	Do.
Oct. 16	Bogue Inlet, N. C....	Steamer		Coston light..	Do.
Oct. 16	Chester Shoal, Fla...		Steamer.....	International code.	Do.
Oct. 17	Virginia Beach, Va..	Schooner		Coston light..	Do.
Oct. 18	Dam Neck Mills, Va.	.....do.....		.....do.....	Do.
Oct. 20	Long Beach, N. Y...	.....do.....		.....do.....	Do.
Oct. 22	Virginia Beach, Va..	.....do.....		.....do.....	Do.
Oct. 22	Dam Neck Mills, Va.	.....do.....		Coston lights (3).	Do.
Oct. 23	Virginia Beach, Va..	.....do.....		Coston lights (2).	Do.
Oct. 23	Dam Neck Mills, Va.	.....do.....		.....do.....	Do.
Oct. 24	Oak Island, N. Y....	.....do.....		Coston light..	Do.
Oct. 24	False Cape, Va.....	Steamers (2).....		.....do.....	Do.
Oct. 31	Cape Henlopen, Del.	Schooner		.....do.....	Do.
Oct. 31	Indian River Inlet, Del.	.....do.....		.....do.....	Do.
Oct. 31	Popes Island, Va...	Vessel, unknown..		.....do.....	Do.
Nov. 1	False Cape, Va.....		Vessel, sail...	International code.	Do.
Nov. 1	Core Bank, N. C....	Steamer		Coston light..	Do.

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Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1906.					
Nov. 10	Atlantic City, N. J.	Launch		Coston light	Shown way in over the bar.
Nov. 12	Cuttyhunk, Mass.	Steamer		do	Stranding.
Nov. 13	Hog Island, Va.	Vessel, sail		do	Do.
Nov. 13	Point Reyes, Cal.	Steamer		do	Stranding in fog.
Nov. 17	Surfside, Mass.	do		do	Stranding.
Nov. 17	Long Beach, N. J.	do		do	Do.
Nov. 25	South Brigantine, N. J.	do		do	Do.
Dec. 6	Biscayne Bay, Fla.		Steamer	International code.	Do.
Dec. 7	Race Point, Mass.	Schooner		Coston light	Do.
Dec. 12	Core Bank, N. C.	do		do	Do.
Dec. 16	Zachs Inlet, N. Y.	Vessel, unknown		do	Do.
Dec. 20	Core Bank, N. C.	Steamer		Coston light (4 signals).	Stranding in thick weather.
Dec. 21	Santa Rosa, Fla.	Vessel, unknown		Coston light (2 signals).	Stranding.
Dec. 22	Wood End, Mass.	Schooner		Coston light	Do.
Dec. 22	Spermaceti Cove, N. J.	Steamer		do	Do.
Dec. 23	Race Point, Mass.	Schooner		do	Do.
Dec. 24	Pecks Beach, N. J.	Steamer		do	Do.
Dec. 24	Avalon, N. J.	Schooner		Coston lights (2).	Do.
Dec. 26	Wash Woods, N. C.	do		Coston light	Do.
1907.					
Jan. 3	Newburyport, Mass.	Vessel, unknown		Waving lantern.	Do.
Jan. 4	Oak Island, N. C.	Yacht		Coston light	Do.
Jan. 12	Point Allerton, Mass	Schooner		do	Do.
Jan. 12	Isle of Wight, Md.	do		do	Do.
Jan. 14	North Scituate, Mass.	Steamer		do	Do.
Jan. 15	False Cape, Va.	do		do	Do.
Jan. 16	Oregon Inlet, N. C.	do		do	Do.
Jan. 19	Wallops Beach, Va.	Vessel, unknown		do	Do.
Jan. 23	North Beach Md.	Schooner		do	Do.
Jan. 25	Hatteras Inlet, N. C.	Steamer		do	Do.
Jan. 27	Gilgo, N. Y.		Barkentine	International code.	Do.
Jan. 27	Jones Beach, N. Y.		Bark	do	Do.
Jan. 27	Cape Henry, Va.	Steamer		Coston lights (2).	Do.
Feb. 1	Race Point, Mass.	Schooner		Coston light	Do.
Feb. 1	Cape Henry, Va.	Tug with 2 barges.		do	Do.
Feb. 1	False Cape, Va.	Steamer		Coston lights (2).	Do.
Feb. 2	Orleans, Mass.	Schooner		Coston light	Stranding in fog.
Feb. 2	Ditch Plain, N. Y.	Steamer		do	Stranding.
Feb. 3	Nauset, Mass.	Tug with 4 barges.		do	Do.
Feb. 4	Dam Neck Mills, Va.	Steamer		do	Do.
Feb. 5	Lone Hill, N. Y.	do		do	Stranding in snowstorm.
Feb. 5	Cape Henry, Va.		Steamer, German.	International code.	Stranding.
Feb. 7	Newburyport, Mass.	Vessel, unknown		Coston light	Do.
Feb. 9	Fort Macon, N. C.	Steamer		do	Do.
Feb. 9	Chester Shoal, Fla.		Steamer	International code.	Do.
Feb. 15	Race Point, Mass.	Schooner		Coston light	Do.
Feb. 16	Sandy Point, R. I.	Steamer		do	Do.
Feb 16	San Luis, Tex.	do		Fired Lyle gun (2).	Do.
Feb. 19	Southside, Cal.	do		Coston light	Do.
Feb. 21	Point Allerton, Mass.	Schooner		do	Stranding in snowstorm.
Feb. 21	Point Lookout, N. Y.	Steamer		do	Stranding.
Feb. 21	Cape Henlopen, Del.	Schooner		do	Do.
Mar. 1	Harvey Cedars, N. J.	Steamer		do	Do.
Mar. 5	False Cape, Va.	do		do	Do.
Mar. 6	Long Beach, N. Y.	do		do	Do
Mar. 10	Orleans, Mass.	Tug with 3 barges.		do	Stranding in snowstorm.
Mar. 14	Race Point, Mass.	Steamer		do	Stranding in fog.
Mar. 14	Nauset, Mass.	Tug with 2 barges.		do	Stranding.
Mar. 14	Shark River, N. J.	Steamer		do	Stranding in fog.
Mar. 14	Isle of Wight, Md.	Schooner		do	Stranding.
Mar. 14	Wallops Beach, Va.	Vessel, unknown		do	Do.

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Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1907.					
Mar. 15	Salisbury Beach, Mass.	Schooner		Coston light	Stranding.
Mar. 16	Jones Beach, N. Y.	Tug with 1 barge.		do	Do.
Mar. 17	Fire Island, N. Y.	Steamer		do	Do.
Mar. 18	Metomkin Inlet, Va.	Vessel, unknown		do	Do.
Mar. 18	Cape Henry, Va.	Steamers (2)		do	Do.
Mar. 20	High Head, Mass.	Tug with barges		do	Do.
Mar. 20	Oak Island, N. Y.	Vessels, unknown (2).		do	Do.
Mar. 21	Isle of Wight, Md.	Schooner		do	Do.
Mar. 24	Southside, Cal.		Tug with 1 barge.	International code.	Standing into danger.
Mar. 25	Wash Woods, N. C.	Steamer		Coston light	Stranding.
Mar. 27	Ocean City, Md.	do		Coston lights (2).	Do.
Mar. 28	Assateague Beach, Va.	Schooner		Coston light	Do.
Mar. 29	Cobb Island, Va.	Vessel, unknown		do	Do.
Mar. 30	Peaked Hill Bars, Mass.	Schooner		do	Too near bar for safety.
Apr. 2	Nauset, Mass.	Vessel, unknown		do	Heading for beach.
Apr. 5	South Brigantine, N. J.	Steamer		do	Stranding.
Apr. 6	Cape Henry, Va.	do		do	Do.
Apr. 7	Long Beach, N. J.	do		do	Do.
Apr. 7	Little Island, Va.	do		do	Do.
Apr. 9	Hog Island, Va.	Vessel, unknown		do	About to run on the bar.
Apr. 10	Fire Island, N. Y.	Schooner		do	Stranding.
Apr. 12	Brazos, Tex.	do		do	Do.
Apr. 14	Little Beach, N. J.		Schooner	International code.	Standing into danger.
Apr. 15	Erie, Pa., Lake Erie.	Steamer		Coston lights (2).	Too close to shore.
Apr. 18	South Manitou Island, Mich., Lake Michigan.	Schooner		Coston light	Too near the point.
Apr. 19	Wood End, Mass.	Steamer		do	Too near the bar.
Apr. 20	San Luis, Tex.	Vessel, unknown		do	Stranding.
Apr. 21	Hog Island, Va.	do		do	Do.
Apr. 22	Point Reyes, Cal.	Steamer		do	Do.
Apr. 23	Newburyport, Mass.	Vessel, unknown		Shout	Do.
Apr. 23	Dam Neck Mills, Va.	Steamer		Coston light	Do.
Apr. 28	Gurnet, Mass.	Sloop		do	Standing in near rocks.
Apr. 28	Cape Henlopen, Del.	Steamer		do	Heading in for the point.
Apr. 30	Newburyport, Mass.	Small boat, sail		do	Heading into the breakers.
May 2	Hereford Inlet, N. J.	Steamer		do	Stranding.
May 3	Point Judith, R. I.	Schooner		do	Do.
May 4	False Cape, Va.	Steamer		do	Do.
May 5	Wash Woods, N. C.	do		do	Do.
May 6	Nauset, Mass.	Schooner		do	Heading for the beach.
May 10	Fire Island, N. Y.	Steamer		do	Stranding.
May 10	South Brigantine, N. J.	Steamer		do	Heading for shoals.
May 10	Cape Disappointment, Wash.	Vessel, unknown		do	Dragged anchor.
May 18	Green Run Inlet, Md.	Sloop		do	Stranding.
May 19	Burnt Island, Me.	Schooner		do	Do.
May 21	Popes Island, Va.	Vessel, unknown		do	Do.
May 22	Cobb Island, Va.	do		do	Do.
May 22	North Manitou Island, Mich., Lake Michigan.		Steamer	Lookout bell	Stranding in fog.
May 26	Wash Woods, N. C.		do	International code.	Heading for shoals.
May 26	Charlevoix, Mich., Lake Michigan.		do	Shout	Stranding in fog.
May 27	North Beach, Md.	Schooner		Coston light	Stranding.
May 28	Point Reyes, Cal.	Steamer		do	Do.
May 30	Sleeping Bear Point Mich., Lake Michigan.	Schooner		do	Heading for shore.
June 1	Aransas, Tex.	do		do	Do.
June 3	Biscayne Bay, Fla.		Steamer	International code.	Heading for reef.

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Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1907.					
June 4	South Manitou Island, Mich., Lake Michigan.	.....	Steamer.....	Loud noise...	Stranding in fog.
June 10	Point Reyes, Cal....	Steamer.....	.....	Coston light..	Too close to breakers.
June 13	Chicamacomico, N.C.	.....do.....	.....	.....do.....	Stranding.
June 14	Portage, Mich., Lake Superior.	.....do.....	.....	.....do.....	Do.
June 24	Sleeping Bear Point, Mich., Lake Michigan.	.....do.....	.....	Coston lights (3).	Heading for shore.
June 24	Point Reyes, Cal....	.....do.....	.....	Coston light..	Too close to breakers.
June 25	Sheboygan, Wis., Lake Michigan.	.....	Schooner.....	Shout.....	Too close to beach.

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TABLE OF CASUALTIES

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

1907,

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Table of casualties,

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
July 8	One-quarter mile south-southwest of station.	Jerrys Point.....	Rowboat, no name.....	.....	.....
July 18	Four miles east of station.	Quoddy Head....	Sc. Sarah Eaton, Calais, Me.	Hodgins...	199
July 21	Two miles southeast of station.	.....do.....	Sc. Myra B., St. John, New Brunswick.	.....	.....
July 30	One-quarter mile south of station.	Jerrys Point.....	Slp. yt. Sanquoit, Boston, Mass.	.....	.....
Aug. 7	One hundred and fifty yards south of station.	Rye Beach.....	Small boat, no name....	.....	.....
Aug. 8	Two and one-half miles southwest of station.	Hampton Beach..	Gas. lch., no name, Amesbury, Mass.	.....	.....
Aug. 11	Two miles south-southwest of station.	Cross Island.....	Bge. James Daily, Yarmouth, Nova Scotia.	Comers....	170
Aug. 11	One-half mile east by south of station.	Hunniwells Beach.	Sc. William P. Hood, Fall River, Mass.	Smith.....	665
Aug. 13	One mile north of station.	.....do.....	Gas. lch., no name, Phipsburg, Me.	.....	.....
Aug. 15	Three-quarters mile south-southeast of station.	.....do.....	Nph. lch. Wherehere, Bath, Me.	.....	.....
Aug. 26	Abreast of station.....	Jerrys Point.....	Sc. Neptune, Machias, Me.	Johnson...	109
Sept. 3	One and one-quarter miles north by east of station.	Burnt Island.....	Slp. Hattie E. Lawry, Waldoboro, Me.	Lawry.....	12
Sept. 23	One and one-half miles west-northwest of station.	Cranberry Islands.	Gas. s. Hattie May, Southwest Harbor, Me.	Jarvis.....	5
Sept. 25	Four miles northwest of station.	Great Wass Island.	Sc. Christie A. Cox, Rockland, Me.	Simmons..	35
Sept. 26	One-half mile west-southwest of station.	White Head.....	Nph. lch., no name, Bristol, Me.	.....	.....
Sept. 26	Two miles south-southwest of station.	Hunniwells Beach.	Gas. lch. Minnie, Bath, Me.	.....	.....
Sept. 29	One-half mile east by south of station.	.....do.....	Bge. Valentine, New London, Conn.	Pendleton.	305
Oct. 7	One and one-half miles southwest by west of station.	Quoddy Head....	Sc. Bessie Parker, St. John, New Brunswick.	Brinton...	240
Oct. 7	One-half mile west of station.	White Head.....	Slp., no name, Tenants Harbor, Me.	.....	.....
Oct. 10	Two and one-quarter miles southeast of station.	Burnt Island.....	Sc. J. S. Lamprey, Thomaston, Me.	Thomas...	306
Oct. 10	Two miles northwest of station.	Damiscove Island	Sc. Josie, Machias, Me....	Chase.....	83
Oct. 10	One and one-half miles north-northwest of station.	Fletchers Neck...	Sc. William Booth, New London, Conn.	Emmons...	545
Oct. 18	Six miles north by west of station.	Cross Island.....	Sc. Horace G. Morse, Somers Point, N. J.	Kearney...	437
Oct. 25	Two and one-half miles northeast of station.	Quoddy Head....	Sc. Little David, Eastport, Me.	Ross.....	15
Nov. 1	Four miles south-southeast of station.	Cape Elizabeth...	Slp., no name, Portland, Me.	.....	.....
Nov. 2	Two miles northeast of station.	Quoddy Head....	Sc. Fauna, Lunenberg, Nova Scotia.	McDonald.	161
Nov. 6	Two and one-half miles east-northeast of station.	White Head.....	Sc. Forest Belle, Machias, Me.	Griffin.....	81
Nov. 9	One and one-half miles north-northeast of station.	Quoddy Head....	Sc. Ethel, Grand Manan, New Brunswick.	Wilson....	30
Nov. 12	One-quarter mile west of station.	Cross Island.....	Slp. Edalith, Machias, Me.	.....	.....
Nov. 13	One and one-quarter miles north of station.	Fletchers Neck...	Sc. John I. Snow, Rockland, Me.	Tuttle.....	196
Nov. 16	Near White Head Island..	White Head.....	Rowboat, no name.....	.....	.....
Nov. 16	Six miles east-northeast of station.	Jerrys Point.....	Slp. Grace, Gloucester, Mass.	Turner....	9
Nov. 23	One and one-half miles northeast of station.	White Head.....	Sc. Penobscot, Belfast, Me.	Pendleton.	358

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season of 1906–7.

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.
Adrift		$50		$50	$50		1	1			
New York City to Calais, Me.		4,000		4,000	4,000		6	6			
St. John, New Brunswick, to Boston, Mass.	Wood	800	$600	1,400	765	$635	3	3			
Portland, Me., to Boston, Mass.		4,000		4,000		4,000	3	3		3	3
Pleasure trip		10		10	10		2	2			
do		250		250	250		7	7			
Porto Rico, West Indies, to St. John.	Molasses	6,000	3,000	9,000	9,000		7	7			
Newport News, Va., to Gardiner, Me.	Coal	14,000	4,000	18,000	17,800	200	8	8			
Collided with a steamer.		150		150	145	5	1	1			
Adrift		2,000		2,000	2,000		3	3			
Machias, Me., to Hingham, Mass.	Lumber	700	2,500	3,200	3,200		5	5			
Georges Island to Friendship, Me.	Lobsters	1,200	600	1,800	1,785	15	2	2			
Cranberry Islands to Seal Harbor, Me.		600		600	600		1	1			
Jonesport to Rockland, Me.		3,500		3,500	3,475	25	2	2			
Tenants Harbor to Spruce Head, Me.		200		200	200						
Bath to Phippsburg, Me.		250		250	245	5	2	2		2	2
Pittston, Me., to New York City.	Ice	5,000	2,800	7,800	7,300	500	2	2			
St. John, New Brunswick, to New York City.	Laths	8,000	5,000	13,000	2,500	10,500	6	6		6	24
Adrift		75		75	75						
New York City to Rockland, Me.	Coal	5,500	2,500	8,000	7,850	150	6	6			
Providence, R. I., to Machias, Me.		2,500		2,500	2,500		3	3			
Philadelphia, Pa., to Saco, Me.	Coal	15,000	6,000	21,000	21,000		6	6			
Savannah, Ga., to Hamerest, Nova Scotia.	Lumber	14,000	8,600	22,600	18,450	4,150	7	7		1	1
Lubec to Eastport, Me.	Laths	500	200	700	550	150	2	2			
Adrift		400		400	400						
Windsor, Nova Scotia, to New York City.	Lumber	5,000	2,500	7,500	7,500		6	6		2	2
New York City to Blue Hill, Me.	Coal	700	900	1,600	1,600		3	3			
Grand Manan, New Brunswick, to Eastport, Me.	Fish	800	2,000	2,800	2,790	10	2	2			
Broke from moorings		400		400	395	5	1	1			
Dragged anchors and stranded.		6,000		6,000	6,000		3	3			
Sunk at moorings		40		40	40		1	1			
Fishing trip	Fish	500	15	515	465	50	3	3			
Bangor, Me., to New York City.	Lumber	8,000	9,020	17,020	16,920	100	5	5			

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Table of casualties, season

DISTRICT NO. 1.—EMBRACING COAST OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Nov. 27	Four miles east of station.	White Head.....	Sc. Jennie G. Pillsbury, Rockland, Me.	Gray.....	154
Nov. 30	One and one-half miles north-northeast of station.	Quoddy Head....	Sc. Alice Maud, St. John, New Brunswick.	Gale.....	136
Dec. 4	One mile north of station.	Fletchers Neck...	Sc. J. W. Bradley, Gloucester, Mass.	Foley.....	48
Dec. 7	One and one-quarter miles east-northeast of station.	White Head.....	Sc. Ellen M. Mitchell, New York City.	Wry.....	379
Dec. 7	.....do.....	.....do.....	Sc. Prudent, St. John, New Brunswick.	Priest.....	117
Dec. 8	Two and one-half miles east of station.	.....do.....	Sc. Lulu W. Eppes, Ellsworth, Me.	Ray.....	81
Dec. 27	Six miles northeast of station.	Cross Island.....	Sc. Wandrian, Parrsboro, Nova Scotia.	Card.....	349
1907.					
Jan. 3	Three miles north of station.	Great Wass Island.	Slp. Maggie Beal, Beals, Me.	.....	.....
Jan. 16	Three miles southeast of station.	Quoddy Head....	Sc. Emily F. Northam,[a] New York City.	McLean....	332
Jan. 19	Three miles north-northeast of station.	Cranberry Islands.	Sc. Maud Malloch, Calais, Me.	Forward...	116
Feb. 7	Two miles north-northwest of station.	Fletchers Neck...	Sc. Maple Leaf, Parrsboro, Nova Scotia.	Smith.....	112
Mar. 17	Two miles east-northeast of station.	Hunniwells Beach.	Slp. James M., Bath, Me..	Tibbetts...	31
Apr. 10	One-third mile northeast of station.	White Head.....	Rowboat, no name, St. George, Me.	.....	.....
Apr. 10	One and one-half miles north of station.	Jerrys Point.....	Sc. Alice, Portsmouth, N. H.	Littlefield..	5
Apr. 14	Three miles north-northeast of station.	Fletchers Neck...	Sc. bge. Pocopson. Philadelphia, Pa.	Eastvand..	721
Apr. 15	One mile north of station.	Hunniwells Beach.	Str. Seguin, Bath, Me...	Call.....	96
Apr. 18	One mile west of station.	Great Wass Island.	Slp. Infanta, Jonesport, Me.	.....	.....
Apr. 18	Metinic Reef.....	White Head and Burnt Island.	Sc. Sardinian Rockland, Me.	Hutchings.	124
Apr. 21	One and one-half miles south-southwest of station.	Damiscove Island.	Sc. Catherine G. Howard, Boston, Mass.	Decker.....	122
Apr. 27	One and three-eighths miles southwest of station.	Burnt Island.....	Sc. Frances A. Rice, Weymouth, Nova Scotia.[b]	Stuart.....	131
Apr. 27	Five-eighths mile southwest of station.	....do.....	Gas. lch., no name, Monhegan, Me.	.....	.....
Apr. 28	Seven miles northeast of station.	White Head.....	Sc. Lena White, Rockland, Me.	Patterson..	126
Apr. 29	Three and one-half miles east of station.	Quoddy Head....	Sc. Anna, Boston, Mass.	Kerrigan...	488
May 10	One and one-half miles north of station.	Fletchers Neck...	Sc. Maggie Miller, Parrsboro, Nova Scotia.	Haws.....	93
May 11	One mile southeast of station.	Jerrys Point.....	Nph. lch., no name, Boston, Mass.	.....	.....
May 12	Two miles south by west of station.	Hunniwells Beach.	Sc. Alma, Machias, Me...	Kelly.....	173
May 16	Three miles west of station.	Great Wass Island.	Sc. Ellen M. Mitchell, New York City.	Rankin....	379
May 20	Four hundred yards southwest of station.	White Head.....	Sc. Jonathan Cone, Newburyport, Mass.[b]	Walls.....	122
May 28	One and one-half miles from station.	Damiscove Island.	Skiff, no name.....	.....	.....
May 29	Three miles west of station.	White Head.....	Sc. Rosa E., Bangor, Me.	Dooly.....	40

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

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of 1906–7—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Boston, Mass., to Rockland, Me.	.....	$3,000	.....	$3,000	.....	$3,000	4	4	....	....	....
St. John, New Brunswick, to Boston, Mass.	Lumber..	3,000	$2,500	5,500	$5,500	.....	5	5	....	5	5
Parted chains and stranded.	.....	1,500	.....	1,500	1,500	.....	3	3	....	....	....
Rockland to Bath, Me..	.....	5,000	.....	5,000	4,800	200	7	7	....	....	....
New York City to St. John, New Brunswick.	Coal.....	4,500	1,500	6,000	5,650	350	5	5	....	....	....
Boston, Mass., to Ellsworth, Me.	.....	2,500	.....	2,500	2,500	.....	3	3	....	....	....
Walton, Nova Scotia, to New York City.	Lumber..	18,000	5,000	23,000	22,000	1,000	7	7	....	....	....
Fishing trip.....	.....	300	.....	300	285	15	2	2	....	....	....
New York City to Eastport, Me.	Coal.....	7,000	2,500	9,500	9,500	.....	7	7	....	....	....
Calais, Me., to Boston, Mass.	Lumber..	2,000	1,800	3,800	.....	3,800	3	3	....	....	....
New York City to St. Andrews, New Brunswick.	Coal.	4,500	2,000	6,500	5,700	800	4	4	....	....	....
From Bath, Me.....	.....	1,200	.....	1,200	1,200	.....	3	3	....	....	....
Sunk at moorings.	.....	40	.....	40	40	.....	1	1	....	....	....
Portsmouth, N. H., to Isles of Shoals.	.....	300	.....	300	275	25	2	2	....	....	....
Philadelphia, Pa., to Saco, Me.	Coal.....	3,500	5,000	8,500	8,500	.....	4	4	....	....	....
Towing a vessel.....	.....	14,000	.....	14,000	14,000	.....	7	7	....	....	....
Fishing trip.....	.....	300	.....	300	300	.....	2	2	....	....	....
New York City to Rockland, Me.	Coal.....	2,000	1,200	3,200	.....	3,200	5	5	....	....	....
Gloucester, Mass., to Boothbay Harbor, Me.	.....	12,500	.....	12,500	2,000	10,500	20	20	....	20	40
Belliveaux Cove, Nova Scotia, to Somerset, Mass.	Piling.....	2,000	1,200	3,200	3,200	.....	6	6	....	....	....
Pleasure trip.....	.....	250	.....	250	250	.....	2	2	....	....	....
South Amboy, N. J., to Rockland, Me.	Coal.....	6,500	1,500	8,000	7,925	75	5	5	....	....	....
Philadelphia, Pa., to Calais, Me.	.....do....	4,000	2,000	6,000	.....	6,000	7	7	....	7	14
Hantsport, Nova Scotia, to Boston, Mass.	Lumber..	1,200	2,000	3,200	3,200	.....	4	4	....	....	....
Adrift.....	.....	800	.....	800	800	.....	2	2	....	2	2
Jersey City, N. J., to Bangor, Me.	Cement...	3,000	4,000	7,000	6,700	300	4	4	....	....	....
St. John, New Brunswick, to New York City.	Lumber..	5,000	6,000	11,000	4,000	7,000	7	7	....	....	....
South Amboy, N. J., to Vinalhaven, Me.	Coal.....	2,500	1,000	3,500	3,500	.....	4	4	....	....	....
Adrift.....	.....	5	.....	5	5	.....	....	....	....	....	....
Bangor to Tenants Harbor. Me.	Lumber...	700	850	1,550	1,500	50	2	2	....	....	....

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Table of casualties, season

DISTRICT NO. 1.—EMBRACING COAST OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
May 30	Two and one-half miles south-southwest of station.	Hunniwells Beach.	Gas. lch., no name, Seguin Island, Me.	.....	.....
June 9	Eight miles northeast of station.	Great Wass Island.	Sc. John S. Presson, Gloucester, Mass.[a]	Ramus.....	92
June 9	.....do.....	.....do.....	Sc. John S. Presson, Gloucester, Mass.	.....do.....	92
June 26	One-quarter mile south-southwest of station.	Jerrys Point.....	Sc. Smith Tuttle, Boothbay, Me.	Barton....	89
June 30	In Biddeford Pool Harbor.	Fletchers Neck....	Sc. Game Cock, Machias, Me.	Cates.....	67
	Total.....	.....	.....	.....	.....

DISTRICT NO. 2.—EMBRACING COAST

1906.					
July 3	Pollock Rip.....	Monomoy Point..	Str. Kanawha, Marquette, Mich.	Johnson....	2,182
July 4	One and one-quarter miles southeast of station.	City Point.....	Catboat Memento, Boston, Mass.	.....	.....
July 4	One-half mile north by west of station.	.....do.....	Slp. Alva, Boston, Mass.	.....	.....
July 10	One-half mile northwest of station.	.....do.....	Slp. yt. Izeyl, Boston, Mass.	.....	.....
July 18	One mile west of station..	Race Point.....	Sc. Helen G. Wells, Gloucester, Mass.	Firth.....	95
July 22	One-quarter mile south of station.	City Point.....	Gas. lch. Emma E., Boston, Mass.	.....	.....
July 23	One-half mile north of station.	.....do.....	Slp. Hattie, Boston, Mass.	McNamara	12
July 23	One-half mile southeast of station.	.....do.....	Sailboat Edelweiss, Boston, Mass.	.....	.....
July 29	One-half mile northeast of station.	.....do.....	Catboat Nina D., Boston, Mass.	.....	.....
July 29	One mile southeast of station.	.....do.....	Slp. Jessie, Boston, Mass.	.....	.....
July 29	Two miles east of station.	.....do.....	Slp. Oregon, Boston, Mass.	.....	.....
July 29	One-half mile northwest of station.	.....do.....	Gas. lch. Inez, Boston, Mass.	.....	.....
July 31	Three and one-half miles south ½ east of station.	Orleans.....	Gas. lch., no name, Greenport, N. Y.	.....	.....
Aug. 1	Three miles north-northwest of station.	Point Allerton....	Sc. Agnes V. Gleason, Gloucester, Mass.	Forbes....	70
Aug. 1	One and three-quarters miles west of station.	Race Point.....	Sc. y. Winnebago, Boston, Mass.	Olson.....	17
Aug. 1	One and one-half miles north-northeast of station.	Old Harbor.....	Gas. lch., no name.....	.....	.....
Aug. 3	Three-quarters mile south-southwest of station.	Gurnet.....	Sc. Laura L. Sprague, Marblehead, Mass.	Wixon.....	594
Aug. 4	One and three-quarters miles south of station.	Fourth Cliff.....	Slp. H. H., Gloucester, Mass.	.....	.....
Aug. 6	Two hundred yards southwest of station.	Gurnet.....	Sc. Rena, Boston, Mass..	Lavangia..	42
Aug. 7	Four and one-half miles east-southeast of station.	Monomoy Point..	Sc. George V. Jordan, New York City.	Mitchell...	616
Aug. 7	One and one-half miles northeast of station.	Point Allerton....	Gas. lch. Pilot, Boston, Mass.	.....	.....
Aug. 9	One-quarter mile south of station.	Fourth Cliff.....	Sc. Gov. Russell, Provincetown, Mass.	Bragg.....	135
Aug. 10	Two and one-half miles northwest of station.	Point Allerton....	Sc. George E. Lane, jr., Boston, Mass.	Kendrick..	73
Aug. 10	.....do.....	.....do.....	Sc. Arbitrator, Gloucester, Mass.	Silva.....	106

[a] Vessel stranded again in same locality.

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of 1906–7—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Adrift		$200		$200	$200		2	2			
Machias to Portland, Me.	Gravel	3,000	$300	3,300	3,275	$25	4	4			
Dragged anchors	do	3,000	275	3,275	3,275		4	4			
Kennebec River, Me., to Boston, Mass.	Lumber	1,200	400	1,600	1,600		3	3			
Lying at moorings	do	500	1,800	2,300	2,250	50	3	3			
		229,120	93,060	322,180	265,290	56,890	262	262		48	93

OF MASSACHUSETTS.

Norfolk, Va., to Boston, Mass.	Coal	$200,000	$10,000	$210,000	$210,000		14	14			
Pleasure trip		400		400	395	$5	4	4			
do		250		250	250		10	10			
Parted moorings		500		500	500						
Fishing trip	Fish	7,000	500	7,500	7,500		19	19			
Pleasure trip		1,000		1,000	1,000		4	4			
Dragged anchor and stranded.		3,000		3,000	3,000		1	1			
Pleasure trip		100		100	95	5	5	5			
do		50		50	45	5	4	4			
do		300		300	290	10	6	6			
do		200		200	150	50	4	4			
do		275		275	275		3	3			
York, Me., to Gardiners Island, N. Y.		1,000		1,000		1,000	2	2		2	2
Fishing trip		10,000		10,000	10,000		18	18			
New York City to Gloucester, Mass.		3,500		3,500	3,500		5	5			
Adrift		1,000		1,000	400	600					
New York City to Plymouth, Mass.	Coal	14,000	2,400	16,400	16,400		7	7			
Gloucester, Mass., to Newport News, Va.		200		200	200		1	1			
Boston to Plymouth, Mass.		900		900	900		2	2			
New York City to Gardner, Me.	Coal	12,000	3,000	15,000		15,000	8	8		8	8
Employed in harbor		500		500	500		3	3			
Fishing trip	Fish	10,000	500	10,500	10,500		24	24			
do	do	10,000	7,000	17,000	17,000		18	18			
Boston to Provincetown, Mass.		10,000		10,000	10,000		20	20			

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Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Aug. 14	Georges Island.....	Point Allerton...	Sc. Nil Desperandum, Bangor, Me.	Randlett..	79
Aug. 16	One and one-quarter miles northeast of station.	City Point.....	Gas. lch., no name, Boston, Mass.	.....	.....
Aug. 16	Handkerchief Shoal	Monomoy Point..	Sc. O. D. Witherell, Boston, Mass.	Megathlen.	631
Aug. 16	Nashawena Island	Cuttyhunk.....	Ywl. y. Sibyl, New York City.	Hoffman...	14
Aug. 19	Three miles south of station.	Salisbury Beach..	Gas. lch. Sarah, Gloucester, Mass.	.....	.....
Aug. 19	One and one-half miles northeast of station.	Gloucester.....	Gas. lch. May Louise, Boston, Mass.	.....	.....
Aug. 22	One and one-half miles east-southeast of station.	City Point.....	Slp. Rebel, Boston, Mass	.....	.....
Aug. 22	Two miles east-southeast of station.	.....do.....	Slp. Kittie C., Boston, Mass.	.....	.....
Aug. 23	Two-thirds mile northnortheast of station.	.....do.....	Sc. yt. Tempest, Boston, Mass.	Otsen.....	35
Aug. 23	One-quarter mile north of station.	.....do.....	Slp. Vexer, Boston, Mass	.....	.....
Aug. 23	Two miles east of station.	Wood End	Catboat Doris, Provincetown, Mass.	.....	.....
Aug. 24	One and one-quarter miles west-northwest of station.	Straitsmouth....	Slp. Margaret, Rockport, Mass.	.....	.....
Aug. 24	One-half mile northeast of station.	Manomet Point ..	Slp. y. Modoc, Boston, Mass.	.....	.....
Aug. 24	Three miles east of station.	Gay Head.....	Sc. Eliza Jane, New Bedford, Mass.	Connor	29
Aug. 24	Two miles east of station.	.....do.....	Sc. Christopher Columbus, Providence, Mass.	Peck.....	7
Aug. 24	One-half mile northwest of station.	Cuttyhunk.....	Slp. y. Emily Jane, New Bedford, Mass.	Allen.....	16
Aug. 25	.....do.....	.....do.....	Slp. Sophie, Bridgeport, Conn.	.....	.....
Aug. 26	One-quarter mile southwest of station.	City Point.....	Gas. lch., no name, Boston, Mass.	.....	.....
Aug. 27	The Salvages.....	Straitsmouth....	Sc. M. H. Perkins, Gloucester, Mass.	Carrol....	76
Aug. 27	One-half mile east of station.	City Point	Gas. lch., no name, Boston, Mass.	.....	.....
Aug. 27	Two-thirds mile northnortheast of station.	.....do.....	Slp. yt. King Philip, Boston, Mass.	.....	14
Aug. 27	One-half mile north by east of station.	.....do.....	Sc. Myrtle, Boston, Mass	.....	.....
Aug. 27	Three miles northeast of station.	Brant Rock.....	Catboat, Green Harbor, Mass.	.....	.....
Aug. 27	Six miles northeast of station.	Manomet Point...	Gas. lch. Laura, Manomet, Mass.	.....	.....
Aug. 31	One mile south by west of station.	City Point.....	Catboat Mollie, Boston, Mass.	.....	.....
Sept. 1	One mile east-southeast of station.	Newburyport.....	Small boat, no name, Plum Island Point, Mass.	.....	.....
Sept. 2	One mile south-southwest of station.	City Point.....	Gas. lch., no name, Boston, Mass.	.....	.....
Sept. 2	.....do.....	.....do.....	Rowboat, no name, Boston, Mass.	.....	.....
Sept. 2	One-half mile south of station.	.....do.....	Gas. lch., no name, Boston, Mass.	.....	.....
Sept. 2	Two miles northeast of station.	.....do.....	Slp. Thelma II, Boston, Mass.	.....	.....
Sept. 2	Two and one-half miles northeast of station.	North Scituate...	Gas. lch. Emma E., Boston, Mass.	.....	.....
Sept. 3	Three miles east-southeast of station.	City Point.....	Gas. lch. Flounder, Boston. Mass.	.....	.....
Sept. 3	One-half mile north of station.	.....do.....	Gas. lch. Victory, Boston, Mass.	.....	.....
Sept. 3	One-half mile southeast of station.	.....do.....	Catboat Tantrum, Boston, Mass.	.....	.....

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of 1906–7—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.
Bangor, Me., to Boston, Mass.	Lumber	$2,200	$2[illegible]	$2,400	$2,400		3	3			
Pleasure trip		550		550	550		2	2			
Baltimore, Md., to Boston, Mass.	Coal	8,000	2,500	10,500	10,500		8	8			
Cottage City to New Bedford, Mass.		1,300		1,300	1,300		3	3			
Pleasure trip		1,000		1,000	1,000		3	3			
Portland, Me., to Boston, Mass.		450		450	440	$10	3	3			
Pleasure trip		150		150	150		5	5			
do		250		250	250		2	2			
do		2,000		2,000	2,000		7	7			
Broke from moorings		300		300	300						
Fishing trip		400		400	400		1	1		1	1
Dragged anchor and stranded.		200		200	175	25					
Boston to Manomet, Mass.		200		200	150	50	2	2		2	2
New Bedford to Gay Head, Mass.		1,000		1,000	1,000		2	2			
Dragged anchors and stranded.		1,000		1,000	1,000		2	2			
do		12,000		12,000	12,000		13	13			
Bridgeport, Conn., to Cuttyhunk, Mass.		1,500		1,500	1,500		6	6			
Pleasure trip		500		500	500		3	3			
Fishing trip	Fish	2,200	200	2,400		2,400	14	14			
Pleasure trip		800		800	800		4	4			
Dragged anchors and collided.		1,200		1,200	1,190	10					
do		450		450	450						
Adrift		25		25	25		1	1			
Fishing trip		200		200	200		9	9			
Pleasure trip		100		100	100		1	1			
Adrift		15		15	15		1	1			
Fishing trip		150		150	150		4	4			
do		15		15	15		6	6			
Pleasure trip		125		125	125		1	1			
Capsized		175		175	150	25	6	6		2	2
Pleasure trip		900		900	900		2	2			
do		1,200		1,200	1,190	10	8	8			
do		1,500		1,500	1,500		2	2			
do		1,000		1,000	965	35	5	5			

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Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Sept. 4	Two and one-quarter miles northeast of station.	Cuttyhunk.....	Slp. Eclipse, Edgartown, Mass.	Johnson...	10
Sept. 8	One-half mile east of station.	Gay Head.....	Catboat Maggie R., Hyannis, Mass.	Gocknett..	5
Sept. 9	One mile east of station..	City Point.....	Gas. lch. High Ball, Boston, Mass.	.....	.....
Sept. 11	Twelve miles south-southwest of station.	.....do.....	Slp. yt. Hypatia, Boston, Mass.	.....	12
Sept. 11	One and one-quarter miles west of station.	Race Point.....	Sc. Minnie Slauson, Bangor, Me.	Moorhouse.	317
Sept. 13	One mile east of station..	City Point.....	Gas. lch. Silver Heels, Boston, Mass.	.....	.....
Sept. 15	One and one-half miles west-southwest of station.	.....do.....	Slp. Sea Bright, Boston, Mass.	.....	.....
Sept. 15	One mile west-southwest of station.	.....do.....	Slp. Fanchon, Boston, Mass.	.....	.....
Sept. 15	One-quarter mile northwest of station.	.....do.....	Slp. Sally IV, Boston, Mass.	.....	.....
Sept. 21	Two miles southwest of station.	Wood End.....	Gas. lch., no name, Provincetown, Mass.	.....	.....
Sept. 23	One-half mile north of station.	City Point.....	Str. Brunette, Marblehead, Mass.	Fuller	10
Sept. 25	One mile northwest of station.	Newburyport.....	Sc. Newell B. Hawes, Boston, Mass.	Hassen....	89
Sept. 26	One mile east-southeast of station.	Point Allerton....	Slp., no name, South Boston, Mass.	.....	.....
Sept. 28	Eight miles northeast of station.	North Scituate...	Gas. lch. Emma K., Cohasset, Mass.	.....	.....
Sept. 29	One-third mile northeast of station.	Gloucester.....	Gas. yt. Carrie B., Boston, Mass.	Powell.....	27
Sept. 29	Two hundred yards southwest of station.	City Point.....	Gas. lch., no name, Boston, Mass.	.....	.....
Sept. 30	One-half mile southeast of station.	.....do.....	Rowboat, no name, Boston, Mass.	.....	.....
Sept. 30	.....do.....	.....do.....	Gas. lch., Annie Laurie, Boston, Mass.	.....	.....
Oct. 5	Two miles south of station.	Old Harbor.....	Catboat Auk, Hyannis, Mass.	Cahoon....	6
Oct. 7	Two-thirds mile northeast of station.	City Point.....	Slp. Commodore, Boston, Mass.	.....	.....
Oct. 7	One-quarter mile north of station.	.....do.....	Slp. Bo Peep, Boston, Mass.	.....	.....
Oct. 7	One-half mile southeast of station.	.....do.....	Slp. Magic, Boston, Mass	.....	.....
Oct. 7	.....do.....	.....do.....	Slp. Mistral, Boston, Mass.	.....	.....
Oct. 7	One-half mile north of station.	.....do.....	Slp. Paloma, Boston, Mass.	.....	.....
Oct. 7	Two miles east-southeast of station.	.....do.....	Slp. Dream, Boston, Mass.	.....	.....
Oct. 7	One mile south-southeast of station.	Point Allerton	Slp. Jessie A. Pope, Boston, Mass.	Pope.....	10
Oct. 8	Two miles northwest of station.	.....do.....	Sc. Mary A. Whalen, Boston, Mass.	Brophy....	134
Oct. 8	Six miles southeast of station.	Wood End.....	Ywl., no name, Rockland, Me.	.....	.....
Oct. 8	Six miles west of station.	Muskeget.....	Sc. Harry Knowlton, Eastport, Me.	Haley.....	317
Oct. 9	One-half mile north of station.	City Point.....	Slp. Eugenie, Boston, Mass.	.....	.....
Oct. 9	One-half mile northwest of station.	.....do.....	Sc. yt. Kittie, Boston, Mass.	.....	6
Oct. 11	One-half mile north of station.	.....do.....	Catboat, no name, Boston, Mass.	.....	.....
Oct. 11	.....do.....	.....do.....	Gas. lch. Helen M., Boston, Mass.	.....	.....
Oct. 16	One and one-quarter miles southeast of station.	.....do.....	Gas. lch., no name, Boston, Mass.	.....	.....

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of 1906–7—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	Fish	$800		$800	$800		9	9			
Dragged anchors and stranded.		300		300	100	$200	3	3			
Cruising		1,200		1,200	1,200		8	8			
Stolen from moorings		1,000		1,000	775	225					
New York City to Bangor, Me.		6,000		6,000	6,000		7	7			
Pleasure trip		1,800		1,800	1,800		6	6			
Dragged anchor		200		200	200						
Broke from moorings		500		500	500						
Dragged anchor		1,500		1,500	1,500						
Fishing trip	Fish	500	$50	550	550		3	3			
Employed in harbor		1,000		1,000	850	150	2	2			
Plum Island to Boston, Mass.	Sand	2,000	100	2,100	2,060	40	4	4			
Pleasure trip		200		200	200		2	2			
Adrift		700		700	700		2	2			
Parted chains and stranded.		6,000		6,000	5,900	100	7	7			
Pleasure trip		1,800		1,800	1,800		2	2			
do		15		15	15		3	3			
do		200		200	200		3	3			
Fishing trip	Fish	400	10	410	410		2	2			
Broke from moorings		500		500	500						
do		175		175	175						
Fishing trip		800		800	790	10	8	8			
Broke from moorings and stranded.		650		650	645	5					
do		1,000		1,000	1,000						
do		175		175	175						
Dragged anchor and stranded.		500		500	500		3	3			
Fishing trip		15,000		15,000	15,000		22	22			
Stonington, Me., to New York City.		50		50	50		1	1			
Philadelphia, Pa., to Eastport, Me.	Coal	7,000	1,395	8,395	8,365	30	6	6			
Broke from moorings and stranded.		250		250	250						
Dragged anchor		700		700	700						
Broke from moorings and stranded.		125		125	125						
do		150		150	150						
Fishing trip		250		250	250		5	5			

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Table of casualties, season

DISTRICT No. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Oct. 26	One and one-half miles west of station.	Race Point.....	Sc. E. C. Hussey, Salem, Mass.	Hopkins...	81
Oct. 26	One mile southeast of station.	Monomoy Point..	Gas. lch., no name, Chatham, Mass	.....	.....
Oct. 28	One and one-quarter miles east-southeast of station.	City Point.....	Catboat Fleet Wing, Boston, Mass.	.....	.....
Nov. 1	One mile northeast by north of station.	Monomoy Point..	Gas. lch., no name, Chatham, Mass.	.....	.....
Nov. 4	Three miles south of Nauset station.	Nauset and Orleans.	Sc. G. M. Cochrane, Parrsboro, Nova Scotia.	Tower.....	257
Nov. 7	One-quarter mile east of station.	Gay Head.....	Sc. Mopang, Boston, Mass.	Miller.....	77
Nov. 15	One and three-quarters miles north-northeast of station.	Point Allerton....	Sc. Mary L. Newton, Lubec, Me.	Aylward...	112
Nov. 15	One-half mile southeast of station.	Wood End.....	Gas. lch., no name, Provincetown, Mass.	.....	.....
Nov. 15	One mile west of station.	Chatham.....	Catboat, no name, Chatham, Mass.	.....	.....
Nov. 15	.....do.....	.....do.....	Catboat Comfort, Chatham, Mass.	.....	.....
Nov. 15	One mile northwest of station.	Monomoy.....	Catboat Sylvia, Mattapoisett, Mass.	.....	.....
Nov. 18	Three-quarters mile northeast of station.	Salisbury Beach..	Sc. Wm. F. Green,[a] Boston, Mass.	Smith.....	267
Nov. 20	One and three-eighths miles northeast by east of station.	Straitsmouth.....	Sc. Effie May, St. John, New Brunswick.	Gale.....	55
Nov. 20	One and one-quarter miles west of station.	Race Point.....	Sc. Francis Whalen, Boston, Mass.	Norris.....	137
Nov. 24	Three and one-half miles southeast of station.	Chatham.....	Sc. L. A. Plummer, New Bedford, Mass.	Peck.....	394
Nov. 25	One-eighth mile northwest of station.	Wood End.....	Gas. lch., no name, Provincetown, Mass.	.....	.....
Nov. 26	Five and one-half miles northwest of station.	Muskeget.....	Sc. Thomas A. Cromwell, Boston, Mass.	Williamson	128
Nov. 28	One mile north-northeast of station.	Newburyport.....	Gas. lch., no name, Newburyport, Mass.	.....	.....
Dec. 8	Entrance to Essex River.	Gloucester and Plum Island.	Sc. Bessie C. Beach, New Haven, Conn.	McKeague.	341
Dec. 11	One-half mile north of station.	Highland.....	Sc. William Marshall,[b] Boston, Mass.	Gayton....	305
Dec. 17	One mile west of station..	Race Point.....	Sc. Joseph W. Lufkin, Gloucester, Mass.	Crowell....	112
Dec. 24	Two and three-quarters miles north-northwest of station.	Point Allerton....	Sc. Manhasset, Boston, Mass.	Doyle.....	112
Dec. 24	One and one-quarter miles southeast of station.	High Head.....	Sc. Fortuna, Machias, Me.	Tower.....	25
Dec. 27	Three-quarters mile north-northeast of station.	Fourth Cliff.....	Gas. lch. Pearl, Marshfield, Mass.	.....	.....
Dec. 27	One hundred yards south of station.	Wood End.....	Gas. lch., no name, Provincetown, Mass.	.....	.....
1907.					
Jan. 4	Two and one-quarter miles southwest of station.	Monomoy Point..	Sc. Alice T. Boardman, Calais, Me.	Robertson.	123
Jan. 9	East end of Pasque Island	Cuttyhunk.....	Sc. bge. Woodbury, Fall River, Mass.	Carlson....	735
Jan. 13	Georges Island.....	Point Allerton....	Sc. Margaret Dillon, Boston, Mass.	Tobin.....	77
Jan. 13	One and one-half miles northeast of station.	Old Harbor.....	Str. Onondaga, New York City.	Bunnell....	2,696

[a] In dangerous position requiring assistance.
[b] Vessel waterlogged and was abandoned 25 miles east of Highland Light on December 8. She drifted ashore on December 10, 1906.

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of 1906–7—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.
Fishing trip		$6,000		$6,000	$6,000		18	18			
do		425		425	425		2	2			
do		300		300	280	$20	2	2			
Broke from moorings and stranded.		125		125	25	100					
River Hebert, Nova Scotia, to New Haven, Conn.	Lumber	12,000	$3,500	15,500	2,500	13,000	6	6		6	23
Fall River to Gay Head, Mass.		1,800		1,800		1,800	3	3		3	3
New York City to Eastport, Me.	Coal	2,000	900	2,900		2,900	4	4			
Fishing trip		200		200	200		1	1			
do		150		150	140	10	1	1			
do	Fish	500	15	515	505	10	2	2			
do		600		600	600		2	2		2	2
New York City to Portland, Me.	Coal	5,000	2,000	7,000	6,300	700	6	6			
Boston, Mass., to St. John, New Brunswick.		1,500		1,500	1,475	25	3	3			
Fishing trip		10,000		10,000	10,000		22	22			
Stockton, Me., to New York City.	Potatoes	8,000	3,500	11,500	9,000	2,500	7	7			
Fishing trip		300		300	295	5	2	2		2	2
do	Fish	14,000	100	14,100	14,100		23	23			
do		200		200	200		1	1			
Stonington, Me., to Philadelphia, Pa.	Stone	6,000	2,000	8,000	7,500	500	6	6			
St. John, New Brunswick to New York City.	Lumber	3,000	3,000	6,000	1,000	5,000					
Fishing trip		7,500		7,500	7,500		22	22			
do	Fish	10,000	625	10,625	8,325	2,300	23	23			
Jonesport, Me., to Gloucester, Mass.	do	650	5,550	6,200		6,200					
Fishing trip	do	1,500	10	1,510	1,490	20	1	1		1	1
do	do	400	50	450	450		2	2			
Calais, Me., to Hyannis, Mass.	Lumber	4,000	2,910	6,910	3,910	3,000	5	4	1	4	8
Boston, Mass., to South Amboy, N. J.		25,000		25,000	25,000		3	3			
Fishing trip	Fish	12,000	800	12,800	12,800		16	16			
Boston, Mass., to Jacksonville, Fla.	General	250,000	160,000	410,000	341,095	68,905	28	28			

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Table of casualties, season

DISTRICT NO 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
Jan. 24	Georges Island	Point Allerton	Sc. Catherine G. Howard, Boston, Mass.	Dicker	122
Feb. 2	Six hundred and fifty yards north of station.	Race Point	Sc. Alice M. Guthrie, Boston, Mass.	Guthrie	88
Feb. 4	Two miles west-northwest of station.	Point Allerton	Sc. Juno,[a] Boston, Mass.	Daggett	119
Feb. 5	Three-quarters mile south by east of station.	Pamet River	Sc. bge. Woodbury, Fall River, Mass.	McVay	735
Feb. 11	Three and one-half miles east of station.	Cuttyhunk	Nph. s. Louise, New Bedford, Mass.	Edwards	9
Feb. 14	One and one-quarter miles south-southwest of station.	Monomoy Point	Sc. Greta, Dorchester, New Brunswick.	Walsh	161
Feb. 18	One mile north of Highland station.	Highland and High Head.	Sc. Girard, Philadelphia, Pa.	Larson	841
Feb. 25	Two and three-eighths miles east-northeast of station.	Nahant	Nph. lch., no name, Swampscott, Mass.		
Mar. 7	Two and one-half miles north-northwest of station.	Point Allerton	Sc. Fillmore, Machias, Me.	Mitchell	50
Mar. 14	Two miles east of station.	Wood End	Gas. lch., no name, Provincetown, Mass.		
Mar. 14	Off Long Point	do	Slp. Albert Drummond, Provincetown, Mass.	Williams	7
Mar. 24	Three-quarters mile south-southwest of station.	Gurnet	Sc. Tecumseh, Duxbury, Mass.	Tallgreen	41
Apr. 7	Three miles south of station.	Plum Island	Sc. F. A. Smith, Boston, Mass.	Perkins	77
Apr. 16	Three miles southeast of station.	Monomoy Point	Sc. William Rice, Thomaston, Me.	Maloney	133
Apr. 16	Four miles south of station.	Coskata	Catboat Ramona, Nantucket, Mass.		
Apr. 24	Three-quarters mile north of station.	High Head	Sc. Stanley, Lunenberg, Nova Scotia.	Conrad	99
Apr. 25	One and one-half miles east of station.	North Scituate	Gas. lch., no name, Winthrop, Mass.		
Apr. 30	Three-quarters mile south of station.	Gay Head	Sc. bge. Lewis Thompson, Boston, Mass.	Santos	730
May 4	One-half mile north of station.	City Point	Slp. Cypress, Boston, Mass.		
May 5	One-half mile southeast of station.	do	Small boat, no name, Boston, Mass.		
May 5	Seven miles south-southeast of station.	Plum Island	Sc. James and Ella, Boston, Mass.	Barns	90
May 10	One-half mile northnortheast of station.	Newburyport	Skiff, no name, Newburyport, Mass.		
May 10	One and three-quarters miles southwest of station.	Nahant	Slp. Maud, Revere, Mass.		
May 12	One-quarter mile northwest of station.	City Point	Gas. lch. Edith, Boston. Mass.		
May 12	Two miles south-southwest of station.	Race Point	Gas. lch. A. Brown, Provincetown, Mass.		
May 13	One-half mile north by east of station.	City Point	Slp. yt. Thelma II, Boston, Mass.		
May 15	Four and one-half miles west by south ½ south of station.	Monomoy Point	Sc. W. H. Moody, Gloucester, Mass.	Gronvevrean.	75
May 16	One mile south-southwest of station.	Old Harbor	St. yt. Verona, Boston, Mass.		
May 24	One mile east of station	City Point	Raft, no name		
May 24	One-half mile southwest of station.	do	Slp. Totem, Boston, Mass.		
May 26	Two miles north-northwest of station.	Point Allerton	Ywl. yt. Evelyn, Boston, Mass.	Chase	8
May 28	One-half mile west of station.	City Point	Gas. lch. Onaway, Boston, Mass.		

[a] No assistance required of life-saving crew.

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of 1906–7—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.
Fishing trip	Fish	$12,000	$1,500	$13,500	$13,500		22	22			
do		9,000		9,000	9,000		19	19			
do	Fish	14,000	1,500	15,500	15,500		21	21			
Gloucester, Mass., to South Amboy, N. J.		25,000		25,000		$25,000	4	4			
Fishing trip		1,500		1,500	1,500		3	3			
Salt Cay, West Indies, to Dorchester, New Brunswick.	Salt	9,000	1,500	10,500	10,450	50	6	6			
Philadelphia, Pa., to Boston, Mass.	Coal	10,000	4,000	14,000		14,000	4	2	2	2	4
Fishing trip	Fish and gear.	500	25	525	475	50	2	2			
Abandoned	Lumber	700	1,200	1,900	900	1,000	2	2			
Fishing trip	Fish	400	75	475	475		2	2			
Fast in ice	do	500	100	600	600		3	3			
Fishing trip	do	8,000	3,500	11,500	11,000	500	10	10		9	9
Fouled anchor and stranded.	Sand	1,000	200	1,200	1,200		4	4			
South Amboy, N. J., to Thomaston, Me.	Coal	2,200	1,000	3,200	2,700	500	4	4			
Nantucket to Coskata, Mass.		200		200	200		1	1			
Bridgewater, Nova Scotia, to New York City.	Lumber	5,000	2,150	7,150	6,720	430	5	5			
Winthrop to Scituate, Mass.		500		500	500		3	3			
South Amboy, N. J., to Portland, Me.	Coal	12,000	7,000	19,000	18,700	300	3	3		2	2
Sailing in harbor		700		700	700		3	3			
Capsized		50		50	50		3	3			
Essex to Boston, Mass.	Sand	2,500	150	2,650	2,300	350	5	5			
Fishing trip		15		15	15		1	1		1	1
Adrift		200		200	200						
Pleasure trip		500		500	500		2	2			
Fishing trip		800		800	795	5	5	5			
Dragged anchors		175		175	175						
Fishing trip	Fish	8,000	500	8,500	8,500		14	14			
Boston, Mass., to Jamestown, Va.		3,000		3,000	3,000		2	2			
Adrift		200		200	200		4	4			
Dorchester to Bay View, Mass.		400		400	400		2	2			
Provincetown to Boston, Mass.		500		500	500		10	10			
Dragged anchors		800		800	800						

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Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
May 30	One-half mile west of station.	City Point.....	Sailboat Dorothea, Boston, Mass.	.....	.....
June 3	One-third mile northwest of station.	.....do.....	Gas. yt. Tidy Adly, New Bedford, Mass.	.....	13
June 3	Three miles southwest of station.	.....do.....	Slp. Sintram, Boston, Mass.	.....	.....
June 3	Two-thirds mile north by east of station.	.....do.....	Slp. Varuna, Boston, Mass.	.....	.....
June 3	One mile southeast of station.	.....do.....	Sailboat, no name, Boston, Mass.	.....	.....
June 3	Two-thirds mile north of station.	.....do.....	Catboat Angora, Boston, Mass.	.....	.....
June 3	One-half mile west-southwest of station.	.....do.....	Sc. yt. Christine, Boston, Mass.	.....	11
June 16	One-half mile south-southwest of station.	.....do.....	Rowboat, no name, Boston, Mass.	.....	.....
June 21	One-quarter mile south of station.	.....do.....	Rowboat, no name, Boston, Mass.	.....	.....
June 24	One mile north by west of station.	Newburyport....	Catboat Strideaway, Lynn, Mass.	.....	.....
June 24	One-quarter mile southeast of station.	Pamet River.....	Sc. Robert and Arthur, Boston, Mass.	Anderson..	110
June 27	One-quarter mile north of station.	City Point.....	Gas. lch. Independence, Boston, Mass.	.....	.....
June 27	Five hundred yards northwest of station.	.....do.....	Slp. Ada, Boston, Mass..	.....	.....
June 30	One and one-quarter miles northeast of station.	.....do.....	Slp. Marion, Boston, Mass	.....	.....
June 30	Four miles southeast of station.	.....do.....	Gas. lch., no name, Boston, Mass.	.....	.....
June 30	One-half mile north of station.	.....do.....	Gas. lch. Beatrice, Boston, Mass.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 3.—EMBRACING COASTS OF

1906.					
July 1	Two miles southwest of station.	Watch Hill.....	Sc. Charles H. Sprague, Providence, R. I.	Colbeth....	318
July 4	One and one-half miles northwest of station.	.....do.....	Slp. Alice, Onset, Mass..	.....	.....
Aug. 1	Two and one-half miles southwest of station.	Sandy Point.....	St. lch. Ailsa, New York City.	.....	.....
Aug. 1	Two and one-half miles south of station.	New Shoreham...	Str. Nero, U. S. Government.	Shurtleff...	1,900
Aug. 3	One-half mile west of station.	Brenton Point....	Sc. Eliza Jane, New Bedford, Mass.	Crowley...	29
Aug. 15	Watch Hill Point.....	Watch Hill.....	Sc. Maggie Todd, Calais, Me.	French....	136
Aug. 24	Three hundred yards northwest of station.	Fishers Island....	Catboat Dinah, Noank, Conn.	.....	.....
Aug. 30	One-eighth mile west-northwest of station.	Point Judith.....	Sc. Clara E. Comee, Bath, Me.	Barter.....	138
Sept. 5	Three miles east by south of station.	Brenton Point....	Slp. Sturgeon, Newport, R. I.	.....	.....
Sept. 5	One-third mile northeast of station.	Narragansett Pier.	Rowboat, no name.....	.....	.....
Sept. 5	One and one-half miles west-northwest of station.	Point Judith.....	El. s. Lotta, New London, Conn.	Clark.....	8
Sept. 5	Three hundred yards southeast of station.	Quonochontaug..	Nph. lch. Ninigret, Weekapang, R. I.	.....	.....
Oct. 6	One-quarter mile west-northwest of station.	Brenton Point....	Gas lch., no name, Newport, R. I.	.....	.....
Nov. 15	Point Judith.....	Point Judith.....	Sc. Lugano, Portland, Me.	Barter.....	174
Nov. 26	One-quarter mile east of station.	New Shoreham...	Sc. John Feeney, New York City.	Mosier.....	47

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of 1906–7—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.
Capsized		$100		$100	$95	$5	3	3			
Dragged anchors		2,000		2,000	2,000						
Parted moorings and stranded.		1,000		1,000	1,000						
Dragged anchors and stranded.		500		500	500						
Parted moorings and stranded.		60		60	60						
do		150		150	150						
Dragged anchors		2,500		2,500	2,500						
Adrift		20		20	20		2	2			
Capsized		25		25	25		3	3			
Lynn to Newburyport, Mass.		600		600	525	75	2	2			
Fishing trip	Fish	10,000	$1,000	11,000	11,000		23	23		15	15
Dragged anchors		600		600	600						
do		250		250	250						
Pleasure trip		75		75	65	10	6	6			
Fishing trip		150		150	140	10	3	3			
Pleasure trip		475		475	475		6	6			
		913,665	238,215	1,151,880	982,600	169,280	847	844	3	62	85

RHODE ISLAND AND FISHERS ISLAND.

Stonington, Conn., to Georgetown, S. C.		$8,000		$8,000	$7,900	$100	7	7			
Onset, Mass., to New London, Conn.		800		800	800		2	2		2	2
New York City to Block Island, R. I.		1,500		1,500		1,500	1	1			
Norfolk, Va., to Newport, R. I.	Coal	250,000	$10,000	260,000	205,000	55,000	38	38			
New Bedford to Taunton, Mass.		1,000		1,000	1,000		2	2			
Calais, Me., to Bridgeport, Conn.	Lumber	1,500	4,000	5,500	4,500	1,000	5	5			
Dragged anchor and stranded.		300		300	300		4	4		1	1
Perth Amboy, N. J., to Boston, Mass.	Paving blocks.	2,500	3,000	5,500	5,500		4	4			
Capsized and sunk		300		300	100	200	2	2			
Capsized		50		50	50		1	1			
Broke from moorings and stranded.		1,200		1,200	1,150	50	3	3			
Capsized		300		300	295	5	4	4			
Adrift		1,200		1,200	1,150	50					
South Gardiner, Me., to New York City.	Laths	2,500	3,300	5,800	100	5,700	5	2	3	2	12
Fishing trip	Fish and tackle.	3,000	1,000	4,000	4,000		8	8			

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Table of casualties, season

DISTRICT NO. 3.—EMBRACING COAST OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
Jan. 9	One-quarter mile southeast of station.	Fishers Island	Sc. Ellen M. Mitchell, New York City.	Wry	379
Jan. 10	Napatree Point	Watch Hill	Bge. Honesdale, New York City.	Groninger	277
Jan. 10	do	do	Bge. Delaware, New York City.	Buddenhagen.	294
Jan. 10	do	do	Bge. Marvin, New York City.	Sutton	274
Feb. 8	Three miles west-northwest of station.	Brenton Point	Str. Richmond, New York City.	Snow	401
Feb. 12	One and one-quarter miles west of station.	Quonochontaug	Yawl belonging to Sc. Harry Knowlton.		
May 21	One mile east-northeast of station.	Narragansett Pier.	Rowboat, no name		
May 31	Three miles west of station.	Fishers Island	Gas lch., no name		
	Total				

DISTRICT NO. 4.—EMBRACING

1906.					
Aug. 2	Two miles northeast of station.	Point of Woods	Gas. lch. Elmira, New York City.		
Aug. 8	One-half mile northeast of station.	do	Slp., no name, Bayshore, N. Y.		
Aug. 13	Three miles north-northwest of station.	do	Slp., no name, Sayville, N. Y.		
Aug. 15	Three-quarters mile northwest of station.	Blue Point	Slp. Troubadour, Blue Point, N. Y.		
Aug. 17	One and one-half miles west of station.	Fire Island	Slp. y. Treasure, Bayshore, N. Y.		
Aug. 23	One and one-half miles northeast of station.	Oak Island	Slp. Chip, Oak Island, N. Y.		
Aug. 23	Three-quarters mile northwest of station.	Potunk	Catboat Iris, West Hampton, N. Y.		
Aug. 24	One-quarter mile west of station.	Rocky Point	Nph. lch. Rapture, Lyme, Conn.		
Aug. 25	One hundred and ten yards north of station.	Oak Island	Str. Oak Island, Patchogue, N. Y.	Rich	19
Aug. 28	One mile northeast of station.	do	Str. Oak Island, Patchogue, N. Y.	Rich	19
Aug. 30	One-quarter mile north of station.	Potunk	Catboat Iris, West Hampton, N. Y.		
Sept. 2	One-eighth mile southwest of station.	Rockaway Point	Gas. s. Gipsy, New York City.	Rowlenson.	11
Sept. 3	Two and one-half miles west of station.	Point of Woods	Gas. yt. Echo, Patchogue, N. Y.	Beckenridge.	24
Sept. 3	One-half mile west of station.	Long Beach	Catboat Can Not		
Sept. 5	Four miles northeast of station.	Fire Island	Nph. lch. Countess, New York City.		
Sept. 6	One-half mile north-northwest of station.	Point of Woods	Nph. lch. Gem, Bayshore, N. Y.		
Sept. 16	Two miles northeast of Moriches station.	Moriches and Potunk.	Catboat Ark, Speonk, N. Y.		
Sept. 23	Two miles northeast of station.	Moriches	Catboat, no name, Speonk, N. Y.		
Oct. 2	One mile west of station	Oak Island	Sharpie, no name, Bayshore N. Y.		
Oct. 7	One-quarter mile west of station.	Eatons Neck	Gas. lch., no name, Stamford, Conn.		
Oct. 7	Six miles west of station	Rocky Point	Sc. Keewaydin, Parrsboro, Nova Scotia.	Salter	200
Oct. 8	One mile northwest of station.	Fire Island	Slp. Nena A. Rowland, Bridgeport, Conn.	Rowland	38
Oct. 24	One-third mile northwest of station.	Shinnecock	Catboat, no name		

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of 1906–7—Continued.

RHODE ISLAND AND FISHERS 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.
Bath, Me., to New York City.	Lumber..	$8,000	$7.500	$15,500	$14,700	$800	7	7	....	....	....
New York City to Providence, R. I.	Coal.....	1,000	1,200	2,200	.....	2,200	2	2	....	2	2
.....do.....	.....do....	1,000	1,200	2,200	.....	2,200	2	2	....	2	2
.....do.....	.....do....	1,000	1,200	2,200	700	1,500	2	2	....	2	2
Providence, R. I., to New York City.	.....	90,000	.....	90,000	65,000	25,000	16	16	....	....	....
From wrecked vessel...	.....	30	.....	30	30	.....	7	7	....	7	21
Capsized.....	.....	75	.....	75	75	.....	1	1	....	....	....
Adrift.....	.....	400	.....	400	400	.....	1	1	....	....	....
.....	.....	375,655	32,400	408,055	312,750	95,305	124	121	3	18	42

COAST OF LONG ISLAND.

Pleasure trip.....	.....	$10,000	.....	$10,000	$10,000	.....	8	8	....	....	....
.....do.....	.....	200	.....	200	200	.....	4	4	....	....	....
Capsized.....	.....	200	.....	200	200	.....	2	2	....	2	2
.....do.....	.....	200	.....	200	200	.....	2	2	....	....	....
Pleasure trip.....	.....	500	.....	500	500	.....	2	2	....	....	....
.....do.....	.....	100	.....	100	100	.....	4	4	....	....	....
.....do.....	.....	250	.....	250	250	.....	3	3	....	....	....
.....do.....	.....	500	.....	500	500	.....	3	3	....	3	3
Broke from moorings and stranded.	.....	4,000	.....	4,000	4,000	.....	3	3	....	....	....
Babylon to Oak Island, N. Y.	Provisions.	4,000	$50	4,050	4,050	.....	43	43	....	....	....
Capsized.....	.....	250	.....	250	250	.....	2	2	....	....	....
Pleasure trip.....	.....	2,000	.....	2,000	.....	$2,000	14	14	....	....	....
.....do.....	.....	4,000	.....	4,000	4,000	.....	2	2	....	....	....
Capsized.....	.....	100	.....	100	100	.....	1	1	....	....	....
Bayshore to Fire Island, N. Y.	.....	2,000	.....	2,000	2,000	.....	4	4	....	....	....
Adrift.....	.....	200	.....	200	200	.....	8	8	....	....	....
Capsized.....	.....	300	.....	300	300	.....	5	5	....	....	....
.....do.....	.....	200	.....	200	200	.....	2	2	....	....	....
Broke from moorings..	.....	30	.....	30	30	.....	....	....	....	....	....
Oyster Bay, N. Y., to Stamford, Conn.	.....	250	.....	250	250	.....	4	4	....	4	4
New York City to Wolfville, Nova Scotia.	Coal.....	6,000	1,800	7,800	5,000	2,800	5	5	....	....	....
Bridgeport, Conn., to Fire Island, N. Y.	Oysters...	3,000	1,500	4,500	4,500	.....	3	3	....	....	....
Capsized.....	.....	40	.....	40	40	.....	1	1	....	....	....

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Table of casualties, season

DISTICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Oct. 27	One-half mile northwest of station.	Point of Woods..	Slp. Alida Hearn, Patchogue, N. Y.	Mosher....	28
Oct. 28	One-half mile northeast of station.	Short Beach.....	Sharpie, no name, Freeport, N. J.	.....	.....
Oct. 31	Two miles east of station.	Rocky Point.....	Sc. yt. Elizabeth, New York City.	Stockfern..	16
Nov. 13	Three-quarters mile east-southeast of station.	Shinnecock.....	Shp. M. P. Grace, New York City.	Schmidt...	1,928
Nov. 15	One mile north of station	Fire Island.....	Catboat, no name, Fire Island, N. Y.	.....	.....
Nov. 15	Off station.....	.....do.....	Scow, no name.....	.....	.....
Dec. 7	One and one-half miles northeast of station.	Forge River.....	Nph. lch., no name, Centre Moriches, N. Y.	.....	.....
Dec. 8	Off station.....	Fire Island.....	Gas. s. A. M. Low,[a] Bridgeport, Conn.	Pauch.....	18
Dec. 9	Four hundred yards north of station.	Point of Woods..	Gas. lch., no name, Patchogue, N. Y.	.....	.....
Dec. 9	Off station.....	Fire Island.....	Gas. lch., no name, Fire Island, N. Y.	.....	.....
Dec. 9	.....do.....	.....do.....	Slp. Minion, Fire Island, N. Y.	.....	.....
Dec. 15	Two and one-half miles northwest of station.	Point of Woods..	Gas. lch., no name, Bayshore, N. Y.	.....	.....
1907.					
Feb. 14	One mile northwest of station.	.....do.....	Small boat, no name, Bayshore, N. Y.	.....	.....
Mar. 13	Eight hundred yards southwest of Blue Point station.	Blue Point, Lone Hill and Bellport.	Str. Gowanburn, Greenock, Scotland.	Forbes.....	4,315
Mar. 14	.....do.....	.....do.....	Boat belonging to sc. Rescue, New York City	.....	.....
Mar. 16	Two miles north-northwest of station.	Point of Woods..	Gas. lch., no name, Bayshore, N. Y.	.....	.....
Mar. 26	One and one-half miles east of station.	Potunk.....	Slp. Rambler, Patchogue, N. Y.	Biggs.....	5
Mar. 30	Three-eighths mile east of station.	Eatons Neck.....	Sc. Hamlet, Baltimore, Md.	Benjamin..	13
Apr. 6	Three miles west of station.	Point of Woods...	Sc. Annie E. Edwards, Patchogue, N. Y.	Hubbard..	61
Apr. 6	Three miles west of Point of Woods station.	Point of Woods and Fire Island.	Sc. Sallie M. Russell, Patchogue, N. Y.	Rogers....	41
Apr. 14	Two miles north of station.	Point of Woods...	Sc. P. E. Wharton, Chincoteague, Va.	Brasher...	76
Apr. 20	Two miles northwest of station.	.....do.....	Slp. Nettie, Islip, N. Y..	.....	.....
May 1	One and one-half miles north of station.	.....do.....	Sc. Cozy, Patchogue, N. Y.	Rogers....	39
May 12	One-quarter mile northeast of station.	Potunk.....	Gas. lch. Oyster Transport, Greenport, N. Y.	.....	.....
May 20	One mile northwest of station.	Fire Island.....	Slp., no name, Lindenhurst, N. Y.	.....	.....
May 21	Fire Island bar	Oak Island.....	Sc. Anna Brown, Patchogue, N. Y.	Hendrickson.	48
May 29	One and one-half miles east-northeast of station.	Quogue.....	Catboat, no name, Quogue, N. Y.	.....	.....
June 11	One mile northeast of station.	Point of Woods...	Gas. lch. Mildred, Patchogue, N. Y.	Smith.....	14
June 24	Three-quarters mile northeast of station.	Oak Island.....	Str. Oak Island, Patchogue, N. Y.	Rich.....	19
	Total.....	.....	.....	.....	.....

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

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of 1906–7—Continued.

COAST 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.
Bridgeport, Conn., to Patchogue, N. Y.	Oysters...	$800	$800	$1,600	$1,600	.....	2	2	....	....	....
Capsized	.....	10	.....	10	10	.....	1	1	....	1	1
New York City to Greenport, N. Y.	.....	3,500	.....	3,500	3,400	$100	3	3	....	....	....
Newport News, Va., to Providence, R. I.	Coal.....	25,000	7,500	32,500	.....	32,500	4	4	....	....	....
Capsized	.....	70	.....	70	70	.....	1	1	....	....	....
Adrift	.....	500	.....	500	500	.....	....	....	....	....	....
Centre Moriches to Smith Point, N. Y.	.....	300	.....	300	295	5	1	1	....	1	1
Bridgeport, Conn., to Bayshore, N. Y.	.....	2,500	.....	2,500	2,500	.....	2	2	....	....	....
Fast in ice	.....	300	.....	300	300	.....	....	....	....	....	....
Sunk at moorings	.....	70	.....	70	60	10	....	....	....	....	....
Fast in ice	.....	75	.....	75	75	.....	....	....	....	....	....
Adrift	.....	1,000	.....	1,000	1,000	.....	....	....	....	....	....
Fast in ice	.....	30	.....	30	30	.....	1	1	....	2	2
Hull, England, to New York City.	Chrome ore and wool.	350,000	160,000	510,000	510,000	.....	36	36	....	16	16
To wrecked vessel	.....	150	.....	150	150	.....	5	4	1	....	....
Fire Island to Bayshore, N. Y.	.....	1,200	.....	1,200	1,200	.....	3	3	....	3	3
West Hampton to Shinnecock Bay, N. Y.	.....	300	.....	300	300	.....	2	2	....	....	....
Greenport to Princes Bay, N. Y.	Oysters...	1,450	1,000	2,450	2,450	.....	2	2	....	....	....
Greenport to Sayville, N. Y.	.....do....	2,500	2,000	4,500	4,500	.....	3	3	....	....	....
.....do.....	.....do....	800	1,000	1,800	1,800	.....	2	2	....	....	....
.....do.....	.....do....	3,000	2,000	5,000	5,000	.....	4	4	....	....	....
Islip to Point of Woods, N. Y.	Furniture.	150	100	250	250	.....	4	4	....	....	....
Northport to Sayville, N. Y.	Oysters...	2,000	1,500	3,500	3,500	.....	2	2	....	....	....
Greenport to Sayville, N. Y.	.....do....	1,200	600	1,800	1,800	.....	2	2	....	....	....
Fishing trip	.....	200	.....	200	200	.....	3	3	....	3	3
Greenport to Oakdale, N. Y.	Oysters...	2,500	1,800	4,300	4,300	.....	3	3	....	....	....
Capsized	.....	600	.....	600	600	.....	2	2	....	....	....
Patchogue to Point of Woods, N. Y.	General...	3,000	200	3,200	3,200	.....	14	14	....	....	....
Babylon to Oak Island, N. Y.	.....	4,000	.....	4,000	4,000	.....	5	5	....	....	....
.....	.....	445,525	181,850	627,375	589,960	37,415	232	231	1	35	35

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Table of casualties, season

DISTRICT NO. 5.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
July 6	Two miles east of station..	Cold Spring.....	Nph. lch., no name, Longport, N. J.	.....	.....
July 8	One and one-half miles north-northeast of station.	Barnegat.....	Slp. Petrel, Perth Amboy, N. J.	Evenham..	8
July 11	Two and one-half miles south of Little Beach station.	Little Beach and Brigantine.	Gas. s. S. E. Smith, Stamford, Conn.	Deakyne...	7
July 23	One and one-quarter miles north of station.	Atlantic City.....	Gas. lch. Republic, Atlantic City, N. J.	.....	.....
July 29	One-half mile southeast of station.	Hereford Inlet....	Gas. s. Nora, Somers Point, N. J.	Shivers....	8
July 29	Three-quarters mile east-southeast of station.	.....do.....	Gas. lch. Alva B., Grassy Sound, N. J.	.....	.....
Aug. 4	One-eighth mile south-east of station.	.....do.....	Gas. lch. Victor, New York City.	Fountin ...	14
Aug. 5	One mile northeast of station.	Barnegat.....	Slp. yt. Kanima, New York City.	Hall.....	10
Aug. 5	One and one-half miles south of station.	Townsend Inlet ..	Gas. lch., no name, Townsend Inlet, N. J.	.....	.....
Aug. 16	One and one-quarter miles northeast of station.	Barnegat.....	Rowboat, no name, Barnegat, N. J.	.....	.....
Aug. 16	One and one-half miles northwest of station.	Cape May.....	Nph. lch. Senator, Philadelphia, Pa.	.....	.....
Aug. 18	Three hundred yards north of station.	Deal.....	Canoe, no name, Loch Arbor, N. J.	.....	.....
Aug. 18	One and one-half miles north of station.	Barnegat.....	Gas. lch. Chinchilla, New York City.	.....	.....
Aug. 18	One-half mile north of station.	Atlantic City.....	Slp. yt. Zena, Essington, Pa.	.....	.....
Aug. 24	One-quarter mile northwest of station.	Great Egg.....	Catboat, no name, Longport, N. J.	.....	.....
Aug. 27	One-third mile southeast of station.	Hereford Inlet....	Slp. yt. Fitzgerald, Philadelphia, Pa.	Keller	10
Sept. 1	Three-quarters mile north of station.	Atlantic City.....	Slp. The Chalfonte, Somers Point, N. J.	Adams	15
Sept. 3	One mile west southwest of station.	Spermaceti Cove..	Slp. y. Spry, Newark, N. J.	.....	.....
Sept. 13	One mile north-northwest of station.	Island Beach.....	Catboat Oakmont, Seaside Park, N. J.	.....	.....
Sept. 23	One mile east of station...	Atlantic City.....	Sharpie Carrie, Atlantic City, N. J.	.....	.....
Sept. 23	One mile south of station .	Great Egg.....	Catboat Snapper, Ocean City, N. J.	.....	.....
Sept. 30	Five hundred yards southeast of station.	Forked River.....	Gas. lch., no name, Atlantic City, N. J.	.....	.....
Sept. 30	One-quarter mile southwest of station.	Cape May.....	Gas. s. Fannie E. Moffat, Camden, N. J.	Peterson...	14
Oct. 7	One and one-half miles west of station.	Spermaceti Cove..	Gas. lch. Skate, Newark, N. J.	.....	.....
Nov. 1	One and one-half miles north-northeast of station.	Barnegat.....	Slp. Lolita,[a] Island Heights, N. J.	.....	.....
Nov. 2	One-half mile south-southwest of station.	Shark River.....	Gas. lch. Harold, Belmar, N. J.	.....	.....
Nov. 3	One and one-half miles southwest of station.	Great Egg.....	Gas. s. Alberta, Somers Point, N. J.	Casto.....	19
Nov. 15	One-half mile south of Long Branch station.	Long Branch and Deal.	Sc. James M. Hall, Somers Point, N. J.	York.....	87
Nov 15	.....do.....	.....do.....	Sc. Samuel C. Holmes, Wilmington, Del.	Evans.....	79
Nov. 16	One mile south-southwest of station.	Spermaceti Cove..	Dredge No. 1, Camden, N. J.	.....	.....
Nov. 23	Four miles north-northwest of station.	Cape May.....	Nph. lch. Thelma, Philadelphia Pa.	.....	.....
Nov. 28	One-half mile east of station.	Atlantic City.....	Slp. Commander, Atlantic City, N. J.	.....	.....
Dec. 7	One mile north of station.	.....do.....	Str. Seven Brothers, Greenport, N. Y.	Mathis....	46

[a] No assistance required of life-saving crew.

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of 1906–7—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.
Paulsboro to Longport, N. J.	.....	$350	.....	$350	$325	$25	2	2	....	2	4
Toms River to Barnegat Inlet, N. J.	.....	1,500	.....	1,500	1,450	50	8	8	....	....	....
Bound Brook to Barnegat, N. J.	.....	4,000	.....	4,000	4,000	.....	4	4	....	1	1
Pleasure trip	.....	400	.....	400	400	.....	4	4	....	....	....
Fishing trip	.....	1,500	.....	1,500	1,200	300	33	24	9	6	6
.....do	.....	400	.....	400	300	100	11	10	1	....	....
.....do	.....	3,000	.....	3,000	3,000	.....	7	7	....	....	....
New York City to Barnegat, N. J.	.....	1,000	.....	1,000	1,000	.....	6	6	....	....	....
Fishing trip	.....	300	.....	300	300	.....	5	5	....	....	....
Capsized	.....	25	.....	25	25	.....	1	1	....	....	....
Cape May, N. J., to Philadelphia, Pa.	.....	1,000	.....	1,000	900	100	4	4	....	....	....
Capsized	.....	25	.....	25	25	.....	3	2	1	....	....
New York City to Barnegat Inlet, N. J.	.....	2,500	.....	2,500	2,500	.....	4	4	....	....	....
Pleasure trip	.....	2,000	.....	2,000	2,000	.....	3	3	....	....	....
Capsized	.....	40	.....	40	40	.....	2	2	....	....	....
Philadelphia, Pa., to Atlantic City, N. J.	.....	2,500	.....	2,500	2,500	.....	6	6	....	2	2
Pleasure trip	.....	3,500	.....	3,500	3,490	10	31	31	....	....	....
.....do	.....	1,200	.....	1,200	1,200	.....	5	5	....	....	....
.....do	.....	200	.....	200	200	.....	1	1	....	....	....
.....do	.....	50	.....	50	50	.....	3	3	....	....	....
Fishing trip	.....	75	.....	75	75	.....	3	3	....	....	....
Atlantic City, N. J., to New York City.	.....	300	.....	300	300	.....	2	2	....	2	8
Fishing trip	.....	2,700	.....	2,700	2,650	50	11	11	....	11	11
Newark to Highlands, N. J.	.....	900	.....	900	890	10	2	2	....	....	....
Island Heights to Barnegat Inlet, N. J.	.....	5,000	.....	5,000	5,000	.....	....	....	....	....	....
Cruising	.....	550	.....	550	550	.....	2	2	....	....	....
Bridgeport, Conn., to Pleasantville, N. J.	Oysters...	2,000	$500	2,500	2,500	.....	2	2	....	....	....
Indian Creek, Va., to New York City.	Oil.....	2,000	5,500	7,500	1,500	6,000	4	4	....	4	6
Virginia to New York City.	Wood....	2,000	225	2,225	100	2,125	4	4	....	4	6
Sunk at moorings	.....	60,000	.....	60,000	60,000	.....	5	5	....	....	....
Philadelphia, Pa., to Great Egg Harbor, N. J.	.....	400	.....	400	250	150	2	2	....	2	5
Philadelphia, Pa., to Atlantic City, N. J.	.....	2,500	.....	2,500	2,500	.....	2	2	....	....	....
Fishing trip	.....	3,000	.....	3,000	3,000	.....	4	4	....	....	....

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Table of casualties, season

DISTRICT NO. 5.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Dec. 10	Three miles north of Bonds station.	Bonds and Long Beach.	Str. Peruvia, Stettin, Germany.	Dresse.....	.....
Dec. 14	One mile south of Mantoloking station.	Mantoloking and Chadwick.	Str. Clara, Trieste, Austria.	Zar.....	3,932
Dec. 22	One-quarter mile southeast of station.	Avalon.....	Sc. Eugene H. Cathrall, Bridgeton, N. J.	Smith.....	42
Dec. 26	Three and one-half miles east of station.	Shark River.....	Gas. lch., no name, Bradley Beach, N. J.	.....	.....
1907.					
Jan. 6	One and one-quarter miles northeast of Barnegat station.	Barnegat and Forked River.	Gas. s. Sheila, New Haven, Conn.	Hixon.....	39
Jan. 25	Two and one-half miles south-southeast of station.	Cape May.....	Sc. Samuel H. Sharp, New York City.	Stroveland	236
Jan. 26	One mile northeast by east of Two Mile Beach station.	Two Mile Beach and Holly Beach.	Dredge Big Four, Atlantic City, N. J.	.....	.....
Feb. 9	One mile northeast of Long Beach station.	Long Beach and Ship Bottom.	Sc. Helen J. Seitz, Boston, Mass.	Carter.....	2,547
Mar. 13	Three-quarters mile southeast of station.	Atlantic City.....	Str. Queen City, Somers Point, N. J.	Buck.....	42
Mar. 16	.....do.....	.....do.....	Slp. Commander, Somers Point, N. J.	Smith.....	8
Mar. 19	One-quarter mile northeast of station.	.....do.....	Slp. Pittsburg, Somers Point, N. J.	Jeffries....	23
Mar. 27	One and one-half miles south of station.	Little Beach.....	Gas. s. Rupert II, Somers Point, N. J.	Mathis.....	10
Apr. 11	One-half mile north of station.	Atlantic City.....	Sc. R. B. Leeds, Chincoteague, Va.	Price.....	34
Apr. 22	One mile north of station.	Barnegat.....	Slp. Rajah, New York City.	.....	.....
Apr. 23	One-half mile southeast of station.	Atlantic City.....	Sc. Charles W. Parker,[a] Kennebunk, Me.	Larsen.....	57
May 13	One mile west of station..	Spermaceti Cove..	Sc. yt. May Flower, New York City.	.....	84
May 28	One-half mile northwest of station.	Cape May.....	Nph. lch. Louie S. Allen, Somers Point, N. J.	Summers..	8
June 4	One-half mile east of station.	.....do.....	Nph. lch., no name, Goshen, N. J.	.....	.....
June 8	One and one-half miles north of station.	Atlantic City.....	Gas. lch. Harriet, Atlantic City, N. J.	.....	.....
June 8	One-half mile west of station.	Cape May.....	Nph. lch. Katherine, Camden, N. J.	.....	.....
June 20	Two hundred and fifty yards east-southeast of station.	Squan Beach.....	Fishboat, no name, Manasquan, N. J.	.....	.....
June 26	One-eighth mile east-southeast of station.	Hereford Inlet....	Elec. s. Barbara, Somers Point, N. J.	Campbell..	11
	Total.....	.....	.....	.....	.....

DISTRICT NO 6.—EMBRACING COAST BETWEEN

1906.					
Aug. 10	One mile south of station.	Hog Island.....	Slp. yt. Eclipse, Philadelphia, Pa.	Pemberton.	25
Aug. 24	Two miles west-southwest of station.	Indian River Inlet.	Slp. Ho Do, Rehoboth, Del.	.....	.....
Aug. 30	Two miles southwest of station.	Hog Island.....	St. lch. Eva, Thomas Wharf, Va.	.....	.....
Sept. 5	One-quarter mile southeast of station.	.....do.....	Skiff William Brown, Willis Wharf, Va.	.....	.....
Sept. 25	Four and one-half miles south-southwest of Popes Island station.	Popes Island and Assateague Beach.	Sc. Marion Grimes, New York City.	Osborn....	72
Oct. 15	Two miles south of station.	Cobb Island.....	Small boat Annie D.....	.....	.....

[a] Crew landed in their own boat.

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of 1906–7—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.
Dantzic, Germany, to Philadelphia, Pa.	Sugar....	$240,000	$236,210	$476,210	$476,210	.....	28	28	....	....	....
Mediterranean Sea to New York City.	General..	150,000	350,000	500,000	500,000	.....	29	29	....	....	....
Philadelphia, Pa., to Sea Isle City, N. J.	Shells....	1,000	900	1,900	1,900	.....	3	3	....	....	...
Fishing trip.....	.....	250	.....	250	250	.....	3	3	....	....	....
New York City to Miami, Fla.	.....	8,000	.....	8,000	8,000	.....	4	4	....	....	....
Bermuda Hundred, Va., to New York City.	Wood...	3,000	1,000	4,000	.....	$4,000	6	6	....	6	18
Wildwood Crest to Egg Harbor, N. J.	.....	100,000	.....	100,000	99,700	300	11	11	....	....	....
Baltimore, Md., to Boston, Mass.	Coal.....	100,000	20,000	120,000	.....	120,000	12	12	....	....	....
Fishing trip.....	Fish.....	12,000	300	12,300	12,175	125	12	12	....	....	....
.....do.....	.....do...	2,500	25	2,525	2,525	.....	3	3	....	....	....
.....do.....	.....	2,500	.....	2,500	2,500	.....	7	7	....	....	....
Delaware Bay to Brigantine, N. J	Oysters..	2,000	200	2,200	2,200	.....	3	3	....	....	....
Hampton, Va., to Atlantic City, N. J.	.....do...	1,200	750	1,950	1,950	.....	3	3	....	....	....
Bayhead, N. J., to New York City.	.....	500	.....	500	500	.....	1	1	....	....	....
Atlantic City, N. J., to Cape Hatteras, N. C.	.....	2,000	.....	2,000	.....	2,000	11	11	....	....	....
Perth Amboy to Highlands, N. J.	.....	10,000	.....	10,000	10,000	.....	5	5	....	....	....
Atlantic City, N. J., to Norfolk, Va.	.....	1,200	.....	1,200	1,175	25	6	6	....	....	....
Cold Spring to Goshen, N. J.	.....	200	.....	200	195	5	2	2	....	....	....
Pleasure trip.....	.....	1,500	.....	1,500	1,500	.....	2	2	....	....	....
Camden to Longport, N. J.	.....	500	.....	500	500	.....	2	2	....	....	....
Capsized.....	Fish.....	350	25	375	350	25	7	7	....	....	....
Fishing trip.....	.....	1,800	.....	1,800	1,800	.....	15	15	....	6	6
.....	.....	747,415	615,635	1,363,050	1,227,650	135,400	361	350	11	46	73

CAPE HENLOPEN AND CAPE CHARLES.

Hog Island to Norfolk, Va.	.....	$3,000	.....	$3,000	$3,000	.....	5	5	....	....	....
Fishing trip.....	.....	200	.....	200	190	$10	7	7	....	7	7
Thomas Wharf to Hog Island, Va.	.....	1,000	.....	1,000	1,000	.....	18	18	....	17	17
Capsized and sunk....	.....	75	.....	75	75	.....	2	2	....	2	2
Fishing trip.....	Fish.....	3,600	$250	3,850	380	3,470	15	15	....	7	15
Adrift.....	.....	50	.....	50	50	.....	1	1	....	1	1

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Table of casualties, season

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Oct. 21	One-half mile west of station.	Metomkin Inlet..	Bge., no name, Greenbackville, Va.	.....	.....
Oct. 22	Three miles west of station.	Green Run Inlet..	Gas. lch. Lilian.....	.....	.....
Oct. 22	One and one-half miles north-northwest of station.	Wallops Beach...	Gas. lch. Gracy, Chincoteagne, Va.	.....	.....
Dec. 5	Seven miles southeast by south of Wallops Beach station.	Wallops Beach and Assateague Beach.	Sc. William H. Bailey, Philadelphia, Pa.	Ellis.....	489
Dec. 7	Two and one-half miles east of Wallops Beach station.	.....do.....	Sc. Florence I. Lockwood, Norfolk, Va.	Taylor.....	299
Dec. 8	Three miles west one-half north of station.	North Beach.....	Gas. lch. S. I. Kimball, Chincoteague, Va.	.....	.....
Dec. 13	One-half mile south-southeast of station.	Assateague Beach.	Slp. Three Sisters, Chincoteague, Va.	.....	.....
Dec. 16	Six miles southwest of station.	Wallops Beach...	Slp. Conkey, Chincoteague, Va.	.....	.....
1907.					
Jan. 4	One and one-half miles north of station.	Cobb Island.....	Bateau G. P. Moore, Red Bank, Va.	.....	.....
Jan. 5	Isaac shoals.....	Smith Island.....	Sc. Harry C. Brown, Cape Charles, Va.	Evans.....	11
Feb. 4	Four miles south of station.	Ocean City.....	Sc. Tena A. Cotton, Bridgeton, N. J.	Primrose..	377
Feb. 15	One and one-quarter miles south by east of station.	Assateague Beach.	Slp. Sally, Norfolk, Va..	Hill.....	29
Apr. 6	One and one-half miles south of station.	Hog Island.....	Slp. Two Brothers, Broadwater, Va.	.....	.....
Apr. 13	One mile southeast of station.	Metomkin Inlet...	Slp. Ethel, Oyster, Va...	.....	.....
Apr. 15	Five miles northeast of station.	Cobb Island.....	Slp. Jordan, Norfolk, Va.	Leeds.....	25
Apr. 24	One and one-half miles south by east of station.	Assateague Beach.	Slp. Lizzie M. Jones, Chincoteague, Va.	Boston....	21
Apr. 24	.....do.....	.....do.....	Slp. Edith Louise, Chincoteague, Va.	Jeffries	15
Apr. 29	Four and one-half miles west-southwest of station.	Smith Island.....	Sc. Sterling Sisters, Newport News, Va.	Mesick.....	23
May 7	Three miles west-southwest of station.	.....do.....	Sc. William J. Griffith, Cape Charles, Va.	Simpson...	17
May 16	One and one-half miles north of Cape Henlopen station.	Cape Henlopen and Lewes.	Slp. yt. Wabun, New York City.	.....	.....
May 28	Five miles south of station.	Hog Island.....	Gas. lch. Snail, Norfolk, Va.	.....	.....
May 29	Two miles north of Cape Henlopen station.	Cape Henlopen and Lewes.	Gas. yt. Geisha, Albany, N. Y.	Abbot.....	65
	Total.....	.....	.....	.....	.....

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

1906..					
July 7	Three miles north of station.	Durants.....	Sc. R. C. Beaman, Elizabeth City, N. C.	Ballance...	12
July 16	Three-quarters mile southeast of Gull Shoal station.	Gull Shoal and Little Kinnakeet.	Sc. Matilda D. Borda, Philadelphia, Pa.	Peck.....	827
July 30	One mile east of station..	Fort Macon.....	Sc. Thelma, Beaufort, N. C.	Willis.....	9
Aug. 7	Two and one-half miles west of station.	Portsmouth.....	Nph. str. Defiance, Beaufort, N. C.	Bryant....	6
Aug. 12	Three and one-half miles northwest of station.	Ocracoke.....	Sc. Brant, Newbern, N. C.	Gaskill....	29

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of 1906–7—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.
Adrift		$400		$400	$400						
Pleasure trip		1,000		1,000	1,000		3	3		3	3
Chincoteague to Wallops Beach, Va.		800		800	800		1	1			
Charleston, S. C., to New York City.	Lumber	8,000	$7,000	15,000	15,000		7	7			
Norfolk, Va., to New York City.	do	2,500	4,000	6,500	2,000	$4,500	6	6		6	24
From Chincoteague, Va.		1,000		1,000	1,000		1	1			
Dragged anchor and stranded.	Lumber	75	100	175	165	10	2	2			
Wachapreague to Chincoteague, Va.	Clams	150	140	290	130	160	2	2		2	2
Capsized	Oysters	50	20	70	70		1	1		1	1
Cobb Island to Norfolk, Va.	do	2,000	500	2,500	2,500		2	2			
Norfolk, Va., to New York City.	Piling	10,000	1,800	11,800		11,800	7	7		7	14
North Carolina to Chincoteague, Va.	Oysters	2,000	500	2,500	2,500		3	3			
Dragged anchors and stranded.	do	500	200	700	690	10	1	1			
Oyster to Chincoteague, Va.	do	150	100	250	250		2	2			
Atlantic City, N. J., to Norfolk, Va.		1,500		1,500	1,475	25	3	3			
Hampton, Va., to Atlantic City, N. J.	do	800	350	1,150	1,105	45	2	2			
Cobbs Island to Chincoteague, Va.	do	1,800	270	2,070	1,995	75	2	2			
Dragged anchors and stranded.	do	2,000	600	2,600	2,600		2	2			
Norfolk to Hog Island, Va.	Shells	1,000	75	1,075	1,075		1	1			
New York City to Sand Shoals Inlet, Va.		4,000		4,000	3,835	165	3	3		2	2
Norfolk to Hog Island, Va.		1,000		1,000	1,000		2	2		2	2
Tampa, Fla., to New York City.		15,000		15,000	15,000		6	6			
		63,650	15,905	79,555	59,285	20,270	107	107		57	90

CAPE HENRY AND CAPE FEAR.

Scranton to Hatteras, N. C.	Lumber	$200	$25	$225	$225		2	2			
New York City to Savannah, Ga.	Coal	15,000	6,000	21,000		$21,000	8	8		8	64
Fishing trip	Fish	500	60	560	560		3	3			
Morehead City to Portsmouth, N. C.		500		500	500		1	1			
Washington to Ocracoke, N. C.		1,000		1,000	1,000		12	12			

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Table of casualties, season

DISTRICT No. 7,—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Aug. 25	Three miles south of station.	Ocracoke	Catboat, no name		
Aug. 30	Seven miles east of station.	Fort Macon	Sc. Alison Miller, Washington, N. C.		
Sept. 1	One-half mile southeast of station.	do	Str. John F. Bell, Beaufort, N. C.	Willis	12
Sept. 8	Olivers Reef, Pamlico Sound.	Durants and Hatteras Inlet.	Sc. Margaret and F. Moore, Annapolis, Md.	Larkey	42
Sept. 21	One mile west of Ocracoke station.	Ocracoke and Portsmouth.	Sc. Eva D. Rose, Philadelphia, Pa.	Warren	104
Sept. 21	Frying Pan Shoals	Cape Fear	Bk. Launberga, Lilliesand, Norway.	Johnson	1,302
Oct. 15	Three and one-half miles west of station.	Creeds Hill	Sc. Chelton Brothers, Elizabeth City, N. C.	Barnett	10
Oct. 19	Three miles west of station.	Cape Lookout	Sc. Wm. H. Skinner, Baltimore, Md.	Griffith	262
Oct. 20	Three-quarters mile southeast of station.	Cape Henry	Str. George Farwell, New York City.	Chisholm	977
Nov. 15	One and one-eighth miles northwest of station.	Cape Lookout	Sc. yt. Iris, New Bedford, Mass.	Bigelow	10
Dec. 4	Fourteen miles northeast by north of station.	Core Bank	Str. Albemarle, New York City.	Wallace	509
Dec. 6	Three miles northwest of station.	Ocracoke	Sc. C. R. Bennett, Chincoteague, Va.	Merritt	32
Dec. 8	do	do	Sc. C. R. Bennett, Chincoteague, Va.[a]	do	32
Dec. 11	One-third mile southeast of Little Island station.	Little Island and False Cape.	Sc. Ralph W. Hayward, Fall River, Mass.	Lawry	604
Dec. 11	Three miles west by north of station.	Chicamacomico	Gas. lch. Mabel E. Horton, Elizabeth City, N. C.	Ward	8
Dec. 11	One mile northwest of station.	Fort Macon	Sharpie, no name, North River, N. C.		
Dec. 16	One-half mile east-southeast of station.	Cape Henry	Sc. Edgar C. Ross, Seaford, Del.	Quillin	399
Dec. 21	Three miles northwest of station.	Durants	Sc. Chelton Brothers, Elizabeth City, N. C.	Poyner	10
Dec. 26	Six miles southeast of Little Island station.	Little Island and False Cape.	Sc. John Hagerty, New York City.	Hodges	235
1907.					
Jan. 3	One mile north of station.	Cape Henry	Sc. R. W. Hopkins, Thomaston, Me.	Clark	935
Jan. 4	Two and one-half miles southeast of station.	Oak Island	Gas. lch., no name, Little River, S. C.		
Jan. 11	Four miles west-northwest of Cape Fear station.	Cape Fear and Oak Island.	Sc. John J. Hanson, Portsmouth, N. H.	Wood	628
Jan. 14	Three miles south of station.	Portsmouth	Sc. John I. Snow, Rockland, Me.	Tuttle	196
Jan. 20	Five miles south by west of Bodie Island station.	Bodie Island and Oregon Inlet.	Sc. Dewey, Beaufort, N. C.	Scott	20
Jan. 23	Three miles southwest of station.	Core Bank	Sc. Coaster, Beaufort, N. C.	Hill	5
Jan. 24	Three miles north of station.	Durants	Slp. Silver Spray, Elizabeth City, N. C.	Williams	6
Jan. 28	do	do	Gas. lch. Dutcher		
Jan. 28	Ten miles north-northeast of station.	Core Bank	Sc. Francis, Annapolis, Md.	Mersereau	20
Feb. 3	Frying Pan Shoals	Cape Fear and Oak Island.	Sc. Sallie I'on, Philadelphia, Pa.	Ayres	550
Feb. 6	Two and one-half miles southwest of station.	Ocracoke	Gas. lch. Georgia, Beaufort, N. C.		
Feb. 26	One mile north of station	Cape Lookout	Sc. William Neely, New Haven, Conn.	Smith	897
Mar. 2	Ten miles north of station	Durants	Sc. Lorena, Elizabeth City, N. C.	Quidley	16
Mar. 4	One mile west of station	Bogue Inlet	Sc. John Russell, Bridgeton, N. J.	James	156

[a] Vessel stranded again in same locality.

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of 1906–7—Continued.

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.
Pleasure trip	.....	$150	.....	$150	$125	$25	4	4	....	....	....
Beaufort to Hatteras, N. C.	.....	600	.....	600	600	.....	7	7	....	....	....
Out for a tow	.....	1,800	.....	1,800	1,800	.....	3	3	....	....	....
Washington to Murfreesboro, N. C.	.....	2,000	.....	2,000	2,000	.....	4	4	....	....	....
Bay River N. C., to Baltimore, Md.	General...	5,000	$2,000	7,000	7,000	.....	7	7	....	....	....
Pensacola, Fla., to Rio de Janeiro, South America.	Lumber..	40,000	23,560	63,560	21,000	42,560	17	17	....	....	....
Dragged anchors and stranded.	.....	500	.....	500	500	.....	2	2	....	....	....
Georgetown, S. C., to New York City.	Lumber..	8,000	10,000	18,000	18,000	.....	6	6	....	....	....
Jacksonville, Fla., to New Haven, Conn.	.....do....	20,000	25,000	45,000	10,000	35,000	16	16	....	16	26
Boston, Mass., to Miami, Fla.	.....	1,200	.....	1,200	1,050	150	3	3	....	3	6
Belhaven to Newbern, N. C.	General...	25,000	2,000	27,000	27,000	.....	28	28	....	....	....
Ocracoke, N. C., to Norfolk, Va.	Oysters..	2,000	500	2,500	2,500	.....	3	3	....	....	....
.....do.....	.....do....	2,000	500	2,500	2,500	.....	3	3	....	....	....
Mystic, Conn., to Norfolk, Va.	.....	12,000	.....	12,000	12,000	.....	9	9	....	1	1
Manteo to Hatteras, N. C.	Merchandise.	3,000	300	3,300	3,300	.....	7	7	....	2	2
North River to Morehead City, N. C.	General...	500	200	700	700	.....	2	2	....	....	....
Georgetown, S. C., to Baltimore, Md.	Lumber..	15,000	6,000	21,000	20,550	450	6	6	....	....	....
Swanquarter to Frisco, N. C.	Corn.....	200	40	240	240	.....	2	2	....	....	....
Cape May, N. J., to Norfolk, Va.	.....	18,000	.....	18,000	18,00	.....	10	10	....	....	....
Gulfport, Miss., to Baltimore, Md.	Lumber..	30,000	21,720	51,720	51,720	.....	9	9	....	....	....
Little River, S. C., to Wilmington, N. C.	.....	800	.....	800	800	.....	3	3	....	....	....
Wilmington, N. C., to New York City.	Lumber..	20,000	8,480	28,480	28,480	.....	7	7	....	....	....
New York City to Miami, Fla.	General...	7,500	10,000	17,500	.....	17,500	6	6	....	6	24
Beaufort to Elizabeth City, N. C.	Oysters...	1,500	25	1,525	1,025	500	2	2	....	2	2
Adrift	.....	500	.....	500	500	.....	....	....	....	....	....
Washington to Buxton, N. C.	General...	500	700	1,200	1,200	.....	2	2	....	2	2
Englehard to Buxton, N. C.	.....	800	.....	800	800	.....	4	4	....	....	....
Baltimore, Md., to Daytona, Fla.	.....	3,500	.....	3,500	3,500	.....	2	2	....	....	....
Jacksonville, Fla., to Philadelphia, Pa.	Lumber..	12,000	8,000	20,000	16,000	4,000	8	8	....	....	....
Beaufort to Ocracoke, N. C.	.....	1,000	.....	1,000	1,000	.....	4	4	....	....	....
New York City to Charleston, S. C	Cement...	18,000	13,000	31,000	20,900	10,100	8	8	....	....	....
Hatteras to Elizabeth City, N. C.	.....	1,000	.....	1,000	800	200	2	2	....	....	....
Swansboro, N. C., to New York City.	Lumber..	9,000	2,000	11,000	11,000	.....	5	5	....	....	....

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Table of casualties, season

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
Mar. 8	Frying Pan Shoals.....	Cape Fear.....	Sc. Stanley H. Minor, Boston, Mass.	Fullerton..	696
Mar. 18	Two miles northwest of station.	Core Bank.....	Sc. Carrie Grannis, Beaufort, N. C.	Giliken....	11
Mar. 25	Two miles north of Virginia Beach station.	Virginia Beach and Cape Henry.	Car float No. 68, New York City.	.....	.....
Apr. 2	Six miles northeast of Creeds Hill station.	Creeds Hill, Cape Hatteras, and Big Kinnakeet.	Sc. Bivalve, Elizabeth City, N. C.	Ketchum...	17
Apr. 5	Three miles east-northeast of station.	Core Bank.....	Sc. Laura L. Sprague, Marblehead, Mass.	Barter.....	594
Apr. 7	One-quarter mile east by south of station.	Nags Head.....	Sc. Louis Bossert, New York City.	Fletcher...	605
Apr. 12	Three miles south of Ocracoke station.	Ocracoke and Portsmouth.	Sc. Benjamin Russell, Bridgeton, N. J.	James.....	154
Apr. 28	Two miles southeast of Poyners Hill station.	Poyners Hill and Caffeys Inlet.	Bk. Oriente, Oporto, Portugal.	.....	554
May 2	Six miles west of station...	Cape Henry.....	Sc. Glendy Stewart, Norfolk, Va.	Bradshaw.	9
May 4	Two and one-quarter miles southeast of False Cape station.	False Cape and Wash Woods.	Str. Dora, Whitby, England.	Randall....	2,290
May 5	One mile north of station.	Durants.....	Sc. Marblehead, Newbern, N. C.	Ballance...	15
May 11	Four miles west of station.	.....do.....	Sc. Georgia A. Gaskins, Elizabeth City, N. C.	....do.....	13
May 18	Three miles north of station.	.....do.....	Sc. Tennyson, Avon, N.C.	.....	.....
June 26	Five miles north by east of station.	Cape Fear.....	Slp. Harry and Ralph, Camden, N. J.	Johnson...	11
June 29	Five miles west-northwest of station.	Hatteras Inlet....	Sc. Georgia A. Gaskins, Elizabeth City, N. C.	Ballance...	13
	Total.....	.....	.....	.....	.....

DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH

1906.					
Sept. 19	Three miles east by south of station.	Sullivans Island..	Skiff, no name, Mount Pleasant, S. C.	.....	.....
Dec. 4	One hundred and thirty-five yards west of station.	Fort Lauderdale .	Launches (2), lighters (2), no names, Fort Lauderdale, Fla.	.....	.....
Dec. 8	Ten miles north of station.	Biscayne Bay	Gas. lch., Asbury Park, Asbury Park, N. J.	.....	.....
1907.					
Apr. 2	Seventy-five yards northwest of station.	Fort Lauderdale .	Gas. s. Eleanor IV, New York City.	Layton....	27
Apr. 3	Two hundred and twenty yards west of station.	.....do.....	Gas. s. Nedoline, Daytona, Fla.	.....	.....
June 26	One mile south by east of station.	Sullivans Island..	Catboat, no name, Sullivans Island, S. C.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 9.—EMBRACING GULF

1906.					
July 2	One mile north of station.	Sabine Pass.....	Sc. Navigator, Sabine Pass, Tex.	.....	.....
Aug. 17	One-quarter mile west of station.	Galveston.....	Slp. Carrie Beeler, Galveston, Tex.	.....	.....
Aug. 17	Three miles north of station.	.....do.....	Slp. Louise, Galveston, Tex.	.....	.....

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of 1906–7—Continued.

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.
Brunswick, Ga., to Philadelphia, Pa.	Lumber...	$35,000	$28,500	$63,500	$26,500	$37,000	9	9	....	2	2
North River to Newbern, N. C.	Oysters and potatoes.	600	75	675	650	25	2	2	....	....	....
Newport News, Va., to New York City.	.....	90,000	.....	90,000	90,000	.....	1	1	....	....	....
Dragged anchors and stranded.	.....	1,200	.....	1,200	1,200	.....	4	4	....	....	....
Jacksonville, Fla., to Elizabethport, N. J.	Lumber...	16,000	9,000	25,000	18,000	7,000	8	8	....	....	....
New York City to Wiggins, S. C.	.....	35,000	.....	35,000	21,000	14,000	10	10	....	10	34
New York City to Bogue Inlet, N. C.	.....	8,000	.....	8,000	8,000	.....	6	6	....	....	....
Conetable Island to New York City.	Phosphate rock.	16,500	4,200	20,700	.....	20,700	16	16	....	....	....
Hampton Bar to Lynnhaven River, Va	Oysters...	1,000	500	1,500	1,450	50	2	2	....	....	....
Trinidad, West Indies, to Baltimore, Md.	Asphalt...	100,000	9,000	109,000	109,000	.....	25	25	....	....	....
Dragged anchors and stranded.	.....	500	.....	500	500	.....	2	2	....	....	....
Hatteras to Washington, N. C.	Fish.....	500	100	600	550	50	4	4	....	....	....
Washington to Buxton, N. C.	General...	300	200	500	500	.....	2	2	....	....	....
Parted cable and stranded.	.....	400	.....	400	.....	400	1	1	....	....	....
Washington to Hatteras, N. C.	Ice.....	1,000	100	1,100	1,100	.....	2	2	....	....	....
.....	.....	586,250	191,785	778,035	567,325	210,710	321	321	....	52	163

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Capsized.....	.....	**$10**	.....	**$10**	**$10**	.....	1	1	....	1	1
Palm Beach to Fort Lauderdale, Fla.	Lumber, stone, and cement.	2,500	$800	3,300	3,300	.....	6	6	....	....	....
Disabled and stranded.	.....	300	.....	300	300	.....	(a)	(a)	....	1	5
Miami, Fla., to New York City.	.....	15,000	.....	15,000	15,000	.....	5	5	....	....	....
Miami to Daytona, Fla.	.....	1,000	.....	1,000	1,000	.....	2	2	....	....	....
Capsized.....	.....	10	.....	10	.....	$10	2	2	....	....	....
.....	.....	18,820	800	19,620	19,610	10	16	16	....	2	6

COAST OF THE UNITED STATES.

Capsized.....	.....	**$200**	.....	**$200**	**$200**	.....	1	1	....	....	....
.....do.....	.....	50	.....	50	50	.....	4	4	....	....	....
.....do.....	.....	300	.....	300	290	$10	2	2	....	....	....

[a] No one on board at time of disaster.

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Table of casualties, season

DISTRICT NO. 9.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Sept. 4	Three miles north-northwest of station.	Santa Rosa	Sc. Jas. P. Collins, Pensacola, Fla.	Scott	13
Sept. 22	Four and one-half miles north by east one-half east of station.	Saluria	Sc. Carrie Bell, Port Lavaca, Tex.	Ericson	7
Nov. 14	Two miles north of station.	Santa Rosa	Ywl., no name, Warrington, Fla.		
Dec. 19	One mile north-northeast of station.	Galveston	Sc. Susie, Galveston, Tex.	Watson	21
1907.					
Jan. 7	Three-quarters mile northeast of station.	Santa Rosa	Nph. lch. Privateer, Santa Rosa Island, Fla.		
Jan. 11	Two miles north-northwest of station.	Sabine Pass	Ywl., no name, Galveston, Tex.		
Jan. 28	One-half mile north of station.	Brazos	Catboat, no name, Isabel, Tex.		
Feb. 19	One mile northwest of station.	do	Slp. Una, Galveston, Tex.		
Mar. 14	One-third mile northeast of station.	Aransas	Slp. yt. Lady Gay, Corpus Christi, Tex.		
Mar. 20	One hundred yards east of station.	Galveston	St. lch. Olivia, Galveston, Tex.		
Mar. 30	Ten miles north-northeast of station.	do	Sc. Harry, Galveston, Tex.	Hooper	19
Apr. 4	One-quarter mile southeast of station.	Sabine Pass	Nph. lch., no name, Sabine, Tex.		
May 29	do	Galveston	Gas. lch. Ella, Galveston, Tex.		
June 4	Five miles northeast of station.	do	Slp. Simon, Galveston, Tex.		
	Total				

DISTRICT NO. 10—EMBRACING

1906.					
July 4	One-half mile southsouthwest of station.	Erie	Sc. Uncle Sam, Erie, Pa		
July 4	Two and one-half miles west of station.	Cleveland	Gas. lch. Macbeth, Cleveland, Ohio.		
July 6	Falls of the Ohio	Louisville	Sailboat, no name, Louisville, Ky.		
July 11	do	do	Skiff, no name, Louisville, Ky.		
July 15	Four hundred yards east by south of station.	Erie	Lch. Ahlma, Erie, Pa		
July 15	Two hundred and sixty yards west of station.	Cleveland	Rowboat No. 25, Cleveland, Ohio.		
July 22	Falls of the Ohio	Louisville	Flat, no name, Louisville, Ky.		
July 23	Ten miles east of station	Charlotte	Gas. lch. Chicota, Charlotte, N. Y.		
July 25	Falls of the Ohio	Louisville	Shanty boat, no name, Wilmington, W. Va.		
July 26	Two and one-half miles northeast by east of station.	Cleveland	Str. C. W. Elphicke, Cleveland, Ohio.	Dobson	2,406
July 27	Three-quarters mile southwest of station.	do	Lighter Black Diamond, Cleveland, Ohio.		552
July 28	Falls of the Ohio	Louisville	Skiff, no name, Louisville, Ky.		
July 29	Three-quarters mile southeast by south of station.	Erie	Sailboat, no name, Erie, Pa.		
Aug. 4	Falls of the Ohio	Louisville	Shanty boat, no name, Jeffersonville, Ind.		
Aug. 12	Twenty miles east-northeast of station.	Erie	Ywl. yt. Sunshine, Chicago, Ill.		
Aug. 12	Falls of the Ohio	Louisville	Skiff, no name, Louisville, Ky.		

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of 1906–7—Continued.

COAST OF THE UNITED STATES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip	Fish	$1,400	$225	$1,625	$1,625		4	4			
Espiritu Santo Bay to Port Lavaca, Tex.	Oysters	600	200	800	800		4	4			
Capsized		30		30	30		3	3		3	3
Galveston to Double Bayou, Tex.		1,200		1,200	1,200		4	4			
Pensacola to Santa Rosa Island, Fla.		400		400	400		5	5			
Capsized		50		50	50		1	1			
Adrift		75		75	75						
Isabel, Tex., to Tampico, Mexico.		900		900	900		2	2			
Tarpon to Rockport, Tex.		2,500		2,500	2,500		2	2			
New Orleans, La., to Galveston, Tex.		1,000		1,000	1,000		4	4			
Employed in harbor		800		800	800		2	2			
Adrift		800		800	800		3	3			
Parted chains and stranded.		700		700	700						
Dragged anchors and stranded.		200		200	100	$100					
		11,205	425	11,630	11,520	110	41	41		3	3

LAKES ERIE AND ONTARIO.

Pleasure trip		$125		$125	$125		17	17			
do		1,000		1,000	1,000		2	2			
do		125		125	125		5	5			
do		15		15	15		2	2			
do		500		500	500		1	1			
do		50		50	50		2	2			
Fishing trip		5		5	5		2	2			
Charlotte to Sodus, N. Y.		200		200	100	$100	2	2			
Wilmington, W. Va., to Bloomfield, Ind.		150		150	150		5	5			
Ashtabula, Ohio, to Ashland, Wis.	Coal	65,000	$9,600	74,600	56,600	18,000	18	18			
On fire in harbor	Sand and gravel.	5,000	500	5,500	4,500	1,000					
Employed in harbor		10		10	10		1	1			
Capsized		30		30	30		2	2			
Jeffersonville, Ind., to Cairo, Ill.		150		150	150		2	2			
Dragged anchors and stranded.		2,500		2,500	2,490	10	3	3			
Pleasure trip		15		15	15		3	3			

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Table of casualties, season

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Aug. 14	Three miles north of station.	Big Sandy	Gas. lch. Rixy, Oswego, N. Y.		
Aug. 17	Kelleys Island	Marblehead	Sc. Wm. A. Young, Port Huron, Mich.	Armstrong.	434
Aug. 18	One-quarter mile northeast by north of station.	Erie	Gas. lch. Edith, Buffalo, N. Y.		
Aug. 23	Three and one-half miles west of station.	Oswego	Nph. lch. Elk, Oswego, N. Y.		
Aug. 23	Two miles northwest of station.	Charlotte	Gas. lch. Majorie, Lockport, N. Y.		
Aug. 26	Three hundred yards southeast by south of station.	Erie	Catboat, no name, Erie, Pa.		
Aug. 26	Two miles southwest of station.	Cleveland	Slp. Flying Scud, Cleveland, Ohio.		
Aug. 26	One-quarter mile west of station.	do	Gas. lch. Fleur de Lis, Cleveland, Ohio.		
Aug. 26	Ten miles east-northeast of station.	do	Sc. yt. Mazeppa, Cleveland, Ohio.		
Sept. 1	One-half mile west of station.	Oswego	Sc. Charles E. Wyman, Milwaukee, Wis.	Mullen	234
Sept. 2	One-quarter mile northwest of station.	Cleveland	Catboat Zip, Cleveland, Ohio.		
Sept. 4	One and three-quarters miles northwest of station.	Erie	Rowboat Eldred, Erie, Pa.		
Sept. 5	Ten miles east-northeast of station.	Cleveland	Str. Jos. B. Dewey, Cleveland, Ohio.	Whiting	22
Sept. 5	do	do	Lighter No. 7, Cleveland, Ohio.		
Sept. 5	do	do	Lighter No. 8, Cleveland, Ohio.		
Sept. 6	Falls of the Ohio	Louisville	Skiff, no name, Louisville, Ky.		
Sept. 15	One hundred yards northwest of station.	Charlotte	Str. Windsor, Rochester, N. Y.	Andrews	193
Sept. 15	One-quarter mile west of station.	Cleveland	Slp. yt. News, Cleveland, Ohio.		
Sept. 15	One-half mile east of station.	Marblehead	Str. H. B. Tuttle, Cleveland, Ohio.	Dayton	744
Sept. 23	One-half mile west of station.	Oswego	Sc. Denver, Cape Vincent, N. Y.	Rector	33
Sept. 26	Falls of the Ohio	Louisville	Shanty boat No. 50, Louisville, Ky.		
Sept. 28	One-quarter mile southeast of station.	Cleveland	Catboat Mary M., Cleveland, Ohio.		
Sept. 29	Falls of the Ohio	Louisville	Flat, no name, Louisville, Ky.		
Oct. 6	Thirty-two miles east of station.	Charlotte	Bge. Walter A. Sherman, Ogdensburg, N. Y.	Hourigan	519
Oct. 6	Three-quarters mile west-northwest of station.	Buffalo	Sc. Ada Medora, Grand Haven, Mich.	Abrahamson.	290
Oct. 7	Falls of the Ohio	Louisville	Catboat Marie, Louisville, Ky.		
Oct. 22	do	do	Flat, no name, Louisville, Ky.		
Oct. 26	do	do	Gas. lch. Harry, Louisville, Ky.		
Oct. 27	Three-quarters mile north of station.	Cleveland	Str. Lackawanna, Duluth, Minn.	Grayson	2,015
Oct. 27	Three-quarters mile east-northeast of station.	do	Sc. Maurice B. Grover, Cleveland, Ohio.		2,213
Oct. 27	One mile north of station	do	Yht. Lucy B., Cleveland, Ohio.		
Oct. 27	Falls of the Ohio	Louisville	Sailboat Swallow, Louisville, Ky.		
Nov. 3	do	do	Skiff, no name, Louisville, Ky.		
Nov. 11	One-half mile northeast of station.	Charlotte	Bge. Quebec, Montreal, Canada.	Seuvie	989
Nov. 13	One-half mile west of station.	Oswego	Sc. Menominee, Ogdensburg, N. Y.	Newhouse	455

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of 1906–7—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.
Clayton to Oswego, N. Y.	.....	$1,200	.....	$1,200	$1,200	.....	....	....	....	....	....
Cleveland to Kelleys Island, Ohio.	.....	12,000	.....	12,000	11,500	$500	7	7	....	....	....
Buffalo, N. Y., to Port Burwell, Canada.	.....	500	.....	500	500	.....	4	4	....	4	4
Pleasure trip	.....	1,000	.....	1,000	1,000	.....	4	4	....	....	....
Lockport to Sodus, N. Y.	.....	750	.....	750	250	500	2	2	....	2	2
Capsized	.....	20	.....	20	20	.....	2	2	....	....	....
.....do	.....	100	.....	100	100	.....	3	3	....	....	....
Pleasure trip	.....	600	.....	600	600	.....	6	6	....	....	....
.....do	.....	2,000	.....	2,000	1,700	300	4	4	....	....	....
Dragged anchors and stranded.	.....	3,500	.....	3,500	3,500	.....	3	3	....	....	....
Pleasure trip	.....	100	.....	100	100	.....	4	4	....	....	....
Adrift	.....	40	.....	40	40	.....	....	....	....	....	....
Employed in harbor	.....	3,000	.....	3,000	3,000	.....	4	4	....	....	....
.....do	.....	5,000	.....	5,000	5,000	.....	8	8	....	....	....
.....do	Stone	1,000	$200	1,200	1,200	.....	2	2	....	....	....
Fishing trip	.....	5	.....	5	5	.....	1	1	....	....	....
Parted moorings	.....	6,000	.....	6,000	6,000	.....	13	13	....	....	....
.....do	.....	300	.....	300	300	.....	....	....	....	....	....
Cleveland, Ohio, to Sarnia, Canada.	Coal	6,000	1,500	7,500	1,500	6,000	13	13	....	6	6
Point Peninsula to Oswego, N. Y.	Hay	500	325	825	825	.....	4	4	....	....	....
Louisville to Owensboro, Ky.	Household goods.	250	200	450	450	.....	8	8	....	....	....
Pleasure trip	.....	100	.....	100	100	.....	2	2	....	....	....
.....do	.....	5	.....	5	5	.....	5	5	....	....	....
Charlotte, N. Y., to Brookville, Ontario.	Coal	8,000	2,500	10,500	8,500	2,000	7	7	....	....	....
Petosky, Mich., to Buffalo, N. Y.	Lumber	3,000	6,000	9,000	3,000	6,000	7	7	....	7	7
Capsized and sunk	.....	200	.....	200	200	.....	2	2	....	....	....
Fishing trip	.....	10	.....	10	10	.....	1	1	....	....	....
Pleasure trip	.....	1,500	.....	1,500	1,500	.....	4	4	....	....	....
Buffalo, N. Y., to Cleveland, Ohio.	Sugar	110,000	4,200	114,200	75,000	39,200	22	22	....	....	....
Lying at moorings	Coal	20,000	6,000	26,000	25,000	1,000	10	10	....	....	....
Adrift	.....	200	.....	200	200	.....	....	....	....	....	....
Capsized	.....	400	.....	400	360	40	4	4	....	....	....
Pleasure trip	.....	10	.....	10	10	.....	2	2	....	....	....
Charlotte, N. Y., to Brookville, Ontario.	Coal	55,000	5,000	60,000	60,000	.....	8	8	....	8	16
On fire in harbor	.....do	4,000	5,000	9,000	8,800	200	5	5	....	....	....

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Table of casualties, season

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Nov. 20	Falls of the Ohio	Louisville	Gas. lch. and shanty boat, no names, Rising Sun, Ind.		
Nov. 21	do	do	Flat Harry, Louisville, Ky.		
Nov. 22	One-quarter mile south of station.	Erie	Rowboat No. 6, Erie, Pa.		
Nov. 22	Twelve miles east-northeast of station.	Fairport	Str. Charles B. Hill, Detroit, Mich.	Coleman	1,731
Nov. 23	Ten miles west by north of station.	Ashtabula	Sc. Commodore, Buffalo, N. Y.	Desot	550
Nov. 25	One mile north by west of station.	Charlotte	Canoe Sprite, Charlotte, N. Y.		
Nov. 27	Eight miles northwest of station.	Marblehead	Str. Tecumseh, Sarnia, Ontario.	Beaupre	1,000
Nov. 29	Falls of the Ohio	Louisville	Flat Tom, Louisville, Ky.		
Dec. 6	Three-quarters mile southeast of station.	Erie	Scow, no name, Erie, Pa.		
Dec. 8	Falls of the Ohio	Louisville	Bge., no name, Pittsburg, Pa.		
Dec. 10	do	do	Flat, no name, Louisville, Ky.		
Dec. 12	One-quarter mile west of station.	Erie	Skiff, no name, Erie, Pa.		
1907.					
Mar. 30	Falls of the Ohio	Louisville	Shanty boat, no name, Louisville, Ky.		
Apr. 18	do	do	Flat Harry, Louisville, Ky.		
Apr. 24	One and one-half miles northeast by north of station.	Erie	Gas. s. Ida, Cleveland, Ohio.	Picket	9
Apr. 26	One-half mile north-northeast of station.	Ashtabula	Gas. lch. Hiram, Ashtabula, Ohio.		
Apr. 26	Twelve miles from station	Marblehead	Scow, no name, Lorain, Ohio.		
Apr. 27	Falls of the Ohio	Louisville	Flat, no name, Louisville, Ky.		
May 2	Eight miles northwest of station.	Marblehead	Sc. Jeremiah Godfrey, Detroit, Mich.	Moore	653
May 11	Four miles southeast of station.	Charlotte	Gas. lch., no name, Charlotte, N. Y.		
May 19	One-quarter mile east of station.	Erie	Rowboat No. 3, Erie, Pa.		
May 20	Eighteen miles west-southwest of station.	do	Str. Bertha Wallace, Sandusky, Ohio.	Schau	8
May 20	Seven miles southeast of station.	Marblehead	Gas. lch. Gist, Marblehead, Ohio.		
May 22	One-half mile east-southeast of station.	Erie	Rowboat, no name, Erie, Pa.		
May 22	Two miles north of station.	Marblehead	Gas. lch. Beatrice, Kelleys Island, Ohio.		
May 25	One and one-half miles west of station.	Niagara	Rowboat, no name, Fort Niagara, N. Y.		
May 26	Three-quarters mile west of station.	Cleveland	Catboat, no name, Cleveland, Ohio.		
May 26	Four miles east-northeast of station.	do	Rowboat No. 33, Cleveland, Ohio.		
June 4	Falls of the Ohio	Louisville	Gas. yt. Omega Taylor, Louisville, Ky.		
June 6	One-quarter mile southwest of station.	Niagara	Rowboat, no name		
June 15	One-half mile southeast of station.	do	Str. Turbinia, Hamilton, Ontario.	Anlerawford.	
June 19	Falls of the Ohio	Louisville	Gas. lch. Lorelei, Cincinnati, Ohio.		
June 23	Five and one-half miles west-northwest of station.	Cleveland	Gas. lch., no name, Cleveland, Ohio.		
June 27	Falls of the Ohio	Louisville	Skiff, no name, Louisville, Ky.		

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of 1906–7—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		$260		$260	$260		2	2			
Adrift	Coal	250	$50	300	300		5	5			
do		75		75	75						
Buffalo, N. Y., to Toledo, Ohio.	Coal	35,000	11,000	46,000		$46,000	21	21			
do	do	3,000	4,500	7,500	7,250	250	7	7			
Capsized		50		50	50		2		2		
Huron, Ohio, to Windsor, Ontario.	Coal	8,000	6,000	14,000	14,000		12	12		2	2
Adrift		225		225	225		7	7			
do		25		25	25						
do		1,600		1,600	1,600						
Pleasure trip		5		5	5		2	2			
Fast in ice		15		15	15		4	4			
Louisville to Brandenberg, Ky.	Household goods.	125	150	275	275		2	2			
Adrift	Coal	250	70	320	320		2	2			
Lake Erie to Erie, Pa.	Fish cans.	2,000	95	2,095	2,095		2	2			
Adrift		700		700	700		2	2			
Parted line and stranded.	Stone	5,000	1,000	6,000	5,700	300	3	3			
Jeffersonville, Ind., to Louisville, Ky.		5		5	5		2	2			
Kelleys Island, Ohio, to Detroit, Mich.	Stone	3,000	300	3,300	3,300		7	7			
Charlotte to Sea Breeze, N. Y.		450		450	450		3	3			
Capsized		40		40	40		2	2			
Lorain, Ohio, to Erie, Pa.		1,500		1,500	1,485	15	5	5			
Sandusky to Marblehead, Ohio.		505		505	505		3	3			
Adrift		60		60	60		1	1			
do		800		800	800		2	2			
do		10		10	10		3	3			
Capsized		150		150	150		1	1			
do		75		75	75		2	2			
Pleasure trip		400		400	400		3	3			
Adrift		10		10	10		1	1			
Lewiston, N. Y., to Toronto, Ontario.		300,000		300,000	300,000		250	250			
Pleasure trip		1,000		1,000	1,000		5	5			
Adrift		400		400	400		4	4			
Pleasure trip		15		15	15		1	1			

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Table of casualties, season

DISTRICT No. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
June 30	Eight miles east of station.	Charlotte	Gas. lch. Bay View, Rochester, N. Y.		
June 30	Nine miles west-southwest of station.	Erie	Gas. lch., no name, Erie, Pa.		
June 30	Falls of the Ohio	Louisville	Shanty boat, no name, Cincinnati, Ohio.		
June 30	.....do	.....do	Skiff, no name, Louisville, Ky.		
	Total				

DISTRICT NO. 11.—EMBRACING

1906.					
July 1	One-eighth mile northwest of station.	Duluth	Rowboat Blossom, Duluth, Minn.		
July 3	One mile west of station	.....do	Str. City of Naples, Cleveland, Ohio.	Caughill	2,340
July 9	One-quarter mile southeast of station.	.....do	Slp. yt. Thistle, Duluth, Minn.		
July 19	Two miles southeast of station.	.....do	Gas. lch. Daisy, Duluth, Minn.		
July 20	Three-quarters mile southeast of station.	Harbor Beach	Slp. yt. Valiant, St. Louis, Mo.	Goodwin	9
July 21	Three miles southeast of station.	Duluth	Gas. lch. Arbutus, Duluth, Minn.		
July 21	One-quarter mile southeast of station.	.....do	Rowboat, no name, Duluth, Minn.		
July 21	.....do	.....do	Rowboat, no name, Duluth, Minn.		
July 22	Four miles south by west of station.	Lake View Beach.	Rowboat, no name, Port Huron, Mich.		
July 22	One-half mile northeast of station.	Port Austin	Rowboat, no name		
July 25	One mile southeast of station.	Duluth	Gas. lch., no name, Duluth, Minn.		
July 25	One-quarter mile southeast of station.	.....do	Gas. lch., no name, Duluth, Minn.		
July 29	Eight miles south of station.	Harbor Beach	St. yt. Wyanoke, Kingston, Ontario.		
July 29	Three-quarters mile southeast of station.	.....do	Slp. Eagle, Harbor Beach, Mich.		
July 29	Two-sevenths mile northwest of station.	Duluth	Shell, no name, Duluth, Minn.		
Aug. 5	Two and one-half miles east-northeast of station.	Port Austin	St. yt. Vita, Detroit, Mich.	Sydney	69
Aug. 14	One-quarter mile southeast of station.	Duluth	Slp. yt., no name, Duluth, Minn.		
Aug. 15	Six miles east-southeast of station.	Bois Blanc	Str. Sea Fox, Cleveland, Ohio.	Laird	15
Aug. 16	Nine miles northwest of station.	Marquette	Gas. lch. Wasp, Marquette, Mich.		
Aug. 18	One-half mile east of station.	.....do	Gas. lch., no name, Marquette, Mich.		
Aug. 21	One mile southwest of station.	Duluth	Gas. lch. Swallow, Duluth, Minn.		
Aug. 26	Three miles west-northwest of station.	Thunder Bay Island.	Str. Sea Wing, Sandusky, Ohio.	Purdy	39
Aug. 26	Two-thirds mile west of station.	Duluth	Shell, no name, Duluth, Minn.		
Aug. 29	Two miles southeast of station.	.....do	Gas. lch., no name, Duluth, Minn.		
Sept. 1	One-quarter mile southeast of station.	.....do	Slp. yt. Scud, Duluth, Minn.		
Sept. 1	One mile southeast of station.	.....do	Slp. yt. Sylph, Duluth, Minn.		
Sept. 2	One mile south of station	.....do	Gas. yt. Ella, Duluth, Minn.		

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of 1906–7—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.
Pultneyville to Sea Breeze, N. Y.	.....	$1,600	.....	$1,600	$1,500	$100	5	5	....	....	....
Adrift	.....	400	.....	400	400	.....	7	7	....	....	....
Cincinnati, Ohio, to Cairo, Ill.	.....	40	.....	40	40	.....	1	1	....	....	....
Pleasure trip	.....	20	.....	20	20	.....	2	2	....	....	....
.....	.....	688,225	$64,190	752,415	630,900	121,515	621	619	2	29	37

LAKES HURON AND SUPERIOR.

Pleasure trip	.....	$40	.....	$40	$40	.....	3	2	1	....	....
On fire at dock	Coal	60,000	$13,000	73,000	73,000	.....	18	18	....	....	....
Adrift	.....	185	.....	185	185	.....	....	....	....	....	....
.....do	.....	400	.....	400	400	.....	3	3	....	....	....
Pleasure trip	.....	3,000	.....	3,000	3,000	.....	8	8	....	....	....
.....do	.....	1,500	.....	1,500	1,495	$5	2	2	....	....	....
.....do	.....	40	.....	40	40	.....	1	1	....	....	....
.....do	.....	40	.....	40	40	.....	2	2	....	....	....
.....do	.....	15	.....	15	15	.....	1	1	....	....	....
.....do	.....	20	.....	20	20	.....	2	2	....	....	....
.....do	.....	250	.....	250	250	.....	1	1	....	....	....
.....do	.....	100	.....	100	100	.....	2	2	....	....	....
Kingston to Sault Ste. Marie, Ontario.	.....	1,000	.....	1,000	965	35	2	2	....	....	....
Pleasure trip	.....	300	.....	300	275	25	3	3	....	....	....
.....do	.....	200	.....	200	200	.....	2	2	....	....	....
Detroit to Tawas, Mich.	.....	10,000	.....	10,000	10,000	.....	7	7	....	....	....
Adrift	.....	300	.....	300	300	.....	....	....	....	....	....
Fishing trip	Fish	2,000	50	2,050	2,045	5	6	6	....	....	....
Whitmores Landing to Marquette, Mich.	.....	500	.....	500	500	.....	3	3	....	....	....
Marquette to Presque Isle, Mich.	.....	900	.....	900	890	10	10	10	....	....	....
Broke from moorings	.....	300	.....	300	225	75	....	....	....	....	....
Fishing trip	Fish and nets.	4,000	300	4,300	4,300	.....	9	9	....	....	....
Pleasure trip	.....	75	.....	75	75	.....	1	1	....	....	....
.....do	.....	500	.....	500	500	.....	2	2	....	....	....
.....do	.....	300	.....	300	300	.....	3	3	....	....	....
.....do	.....	150	.....	150	150	.....	2	2	....	....	....
Fond du Lac, Wis., to Minnesota Point, Minn.	.....	1,200	.....	1,200	1,200	.....	2	2	....	....	....

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Table of casualties, season

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Sept. 3	One-quarter mile southeast of station.	Duluth	Gas. lch., no name, Duluth, Minn.		
Sept. 5	One hundred and sixty-five yards southeast of station.	.....do	Slp. yt. Whirlwind, Duluth, Minn.		
Sept. 6	One mile southwest of station.	.....do	Gas. lch., no name, Duluth, Minn.		
Sept. 8	Three miles southeast of station.	.....do	Gas. lch. Siconda, Duluth, Minn.		
Sept. 9	Two-thirds mile southwest of station.	.....do	Gas. lch., no name, Duluth, Minn.		
Sept. 11	One-half mile northwest of station.	.....do	Gas. lch. Lemonseira, Duluth, Minn.		
Sept. 11	One mile southeast of station.	.....do	Slp. yt. Scud, Duluth, Minn.		
Sept. 12	One-half mile northwest of station.	.....do	Gas. lch. Zenita, Duluth, Minn.		
Sept. 12	.....do	.....do	Gas. lch. Cossette, Duluth, Minn.		
Sept. 13	One-half mile southeast of station.	Grand Marais	Gas. yt., no name, Grand Marais, Mich.		
Sept. 19	One hundred and sixty-five yards north of station.	Duluth	Lighter, no name, Duluth, Minn.		
Sept. 23	One-half mile southwest of station.	.....do	Gas. lch. Zenita, Duluth, Minn.		
Sept. 23	.....do	.....do	Gas. lch. Happy Day, Duluth, Minn.		
Sept. 23	One-half mile west of station.	.....do	Gas. lch. Lorlile, Duluth, Minn.		
Sept. 25	One-quarter mile southeast of station.	.....do	Slp. yt. Sea Gull, Duluth, Minn.		
Sept. 30	Two hundred and twenty yards east of station.	Harbor Beach	Gas. lch., no name, Harbor Beach, Mich.		
Sept. 30	Two and one-half miles southwest of station.	Port Austin	Sc. Pathfinder, Port Austin, Mich.		
Oct. 6	One mile south of station.	Harbor Beach	Skiff, no name, Harbor Beach, Mich.		
Oct. 7	One-quarter mile northwest of station.	Duluth	Skiff, no name, Duluth Minn.		
Oct. 8	One mile northeast of station.	Portage	Sc. Pasadena, Cleveland, Ohio.	Sullivan	2,076
Oct. 9	One-half mile south of station.	Duluth	Gas. lch. Rambler, Duluth, Minn.		
Oct. 10	Two and one-half miles southwest of station.	Port Austin	Gas. lch. Venture, Alpena, Mich.		
Oct. 11	Two miles southeast of station.	Duluth	Gas. lch., no name, Duluth, Minn.		
Oct. 11	One-half mile west of station.	.....do	Gas. lch., Lennox, Duluth, Minn.		
Oct. 12	One mile south of station.	.....do	Gas. lch. Mascot, Superior, Wis.		
Oct. 16	.....do	.....do	Gas. lch. No. 73, Duluth, Minn.		
Oct. 18	One mile west of station.	.....do	Catboat Stroller, Duluth, Minn.		
Oct. 22	One-quarter mile northwest of station.	Duluth	Str. Togo, Duluth, Minn.	Jones	33
Oct. 24	One-half mile southeast of station.	Harbor Beach	Fishboat, no name, Harbor Beach, Mich.		
Oct. 24	One hundred and sixty-five yards southeast of station.	.....do	Gas. lch., no name, Harbor Beach, Mich.		
Oct. 24	Four miles south of station.	Sturgeon Point	Gas. lch. Venture, Alpena, Mich.		
Oct. 24	Six miles northwest of station.	Middle Island	Sc. Emma L. Nielson, Port Huron, Mich.	Ferris	90
Oct. 27	Three miles southeast of station.	Duluth	Slp. yt. Spray, Duluth, Minn.		
Oct. 27	.....do	.....do	Slp. yt. Margrete, Duluth, Minn.		

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of 1906–7—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.
Pleasure trip		$300		$300	$300		3	3			
Broke from moorings.		300		300	300						
Pleasure trip		200		200	200		3	3			
do		1,800		1,800	1,780	$20	16	16			
do		500		500	500		1	1			
do		125		125	125		2	2			
Adrift		300		300	300						
Pleasure trip		125		125	125		1	1			
do		250		250	250		1	1			
Lying at dock		300		300	295	5					
Adrift		700		700	700						
Pleasure trip		125		125	125		4	4			
do		600		600	600		1	1			
do		350		350	350		1	1			
Broke from moorings		50		50	50						
Sunk at moorings		75		75	65	10					
Broke from moorings		350		350	350						
Adrift		15		15	15						
Sunk at dock	Coal	10	$20	30	30		1	1			
Ashtabula, Ohio, to Superior, Wis.	do	30,000	12,000	42,000		42,000	10	8	2	8	16
Pleasure trip		500		500	500		1	1			
Lying at dock	Fruit	400	15	415	415		3	3			
Pleasure trip		500		500	500		1	1			
do		400		400	400		1	1			
Adrift		500		500	500		1	1			
Pleasure trip		300		300	300		1	1			
do		100		100	100		1	1			
On fire at dock		2,500		2,500	2,200	300	3	3			
Sunk at moorings		50		50	50						
Dragged anchors		450		450	450						
Sunk at dock	Fruit	300	150	450	50	400	2	2			
Dragged anchor and stranded.	Cedar	2,000	400	2,400	2,400		4	4			
Parted moorings and stranded.		185		185	175	10					
Broke from moorings		200		200	200						

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Table of casualties, season

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Oct. 28	Nine miles south of station.	Harbor Beach....	Str. Pathfinder, Cleveland, Ohio.	Peterson...	2,424
Oct. 28	One-half mile west of station.	Port Austin.....	Sc. Pathfinder, Port Austin, Mich.	.....	.....
Oct. 31	One-eighth mile east of station.	Portage.....	Gas. lch. Nokomis, Hancock, Mich.	.....	.....
Nov. 1	Five miles west of station.	Thunder Bay Island.	Fish boat Dutch Girl, Alpena, Mich.	.....	.....
Nov. 15	One and one-half miles south of station.	Duluth.....	Lighter, no name, Duluth, Minn.	.....	.....
Nov. 23	One-quarter mile northwest of station.	Portage.....	Sc. Matanzas, Duluth, Minn.	Murphy...	2,600
Nov. 26	One-quarter mile south of station.	Duluth.....	Gas. lch. Lennox, Duluth, Minn.	.....	.....
Nov. 26	One mile southwest of station.	.....do.....	Scow No. 36, Duluth, Minn.	.....	89
Nov. 27	One-quarter mile north of station.	Grand Marais....	Str. Turret Crown, Toronto, Ontario.	Cavanagh .	1,141
Nov. 30	One-quarter mile southwest of station.	.....do.....	Gas. lch. Mary, Grand Marais, Mich.	.....	.....
Dec. 4	Tawas City.....	Tawas.....	Fish boat, no name, Tawas City, Mich.	.....	.....
Dec. 6	One mile south of station.	Portage.....	Str. John Harper, Cleveland, Ohio.	Jones.....	1,951
1907.					
Apr. 16	One and one-half miles north-northeast of Pointe aux Barques station.	Pointe aux Barques and Port Austin.	Str. Ogdensburg, Buffalo, N. Y.	Hough....	2,329
Apr. 21	One-quarter mile east of station.	Harbor Beach....	Gas. sc. Fannie A., Toledo, Ohio.	.....	.....
Apr. 24	One mile north of station.	Port Austin.....	Gas. lch. Wanderer, Grindstone City, Mich.	.....	.....
Apr. 29	Four miles south by east of station.	Lake View Beach.	Str. Pilgrim, St. Clair, Mich.	Cotton....	299
May 9	One mile east of station..	Harbor Beach....	Yawl, no name.....	.....	.....
May 9	One-quarter mile south of station.	Grand Marais....	Yawl, no name, Milwaukee, Wis.	.....	.....
May 12	One mile southwest of station.	Duluth.....	Gas. lch., no name, Duluth, Minn.	.....	.....
May 13	Six miles southeast of station.	Thunder Bay Island.	Gas. lch. Fannie A., Alpena, Mich.	.....	.....
May 17	Twelve miles east of station.	.....do.....	Gas. lch. Fannie A., Alpena, Mich.	.....	.....
May 25	Three miles west of station.	Bois Blanc.....	Sc. Mary A. Gregory, Grand Haven, Mich.	Ludwigs...	87
May 26	One mile west of station..	Duluth.....	Skiff, no name, Duluth, Minn.	.....	.....
May 27	One mile north of station.	Port Austin.....	Str. C. F. Bielman, Port Huron, Mich.	Hanson ...	2,056
May 27	.....do.....	.....do.....	Sc. Mary E. McLachlan, Port Huron, Mich.	Leisk.....	1,762
May 27	Six miles west of station.	Hammond	St. yt. Cela S., Grace, Mich.	.....	.....
May 27	One-half mile southwest of station.	Duluth.....	Gas. lch., no name, Duluth, Minn.	.....	.....
May 29	One-quarter mile southeast of station.	.....do.....	Rowboat, no name, Duluth, Minn.	.....	.....
May 30	.....do.....	.....do.....	Gas. lch., no name, Duluth, Minn.	.....	.....
May 30	Three-quarters mile southwest of station.	.....do.....	Gas. lch., no name, Duluth, Minn.	.....	.....
June 8	Three miles southwest of station.	Tawas.....	Nph. lch. Edith G., East Tawas, Mich.	.....	.....
June 8	Two-thirds mile northwest of station.	Duluth.....	Skiff, no name, Duluth, Minn.	.....	.....
June 8	Two hundred yards south of station.	.....do.....	Gas. lch., no name, Duluth, Minn.	.....	.....
June 8	One mile south of station.	.....do.....	Gas. lch., no name, Duluth, Minn.	.....	.....

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of 1906–7—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.
Ashtabula, Ohio, to Duluth, Minn.	.....	$130,000	.....	$130,000	$115,000	$15,000	21	21	....	21	21
Broke from moorings..	.....	350	.....	350	350	.....	....	....	....	....	....
Sunk in harbor.....	Coal.....	500	$20	520	410	110	4	4	....	....	....
Disabled and stranded.	.....	100	.....	100	95	5	1	1	....	....	....
Duluth, Minn., to Superior, Wis.	.....	50	.....	50	50	.....	....	....	....	....	....
Cleveland, Ohio, to Duluth, Minn.	Coal.....	60,000	12,000	72,000	71,950	50	10	10	....	....	....
Adrift.....	.....	400	.....	400	400	.....	1	1	....	....	....
Broke from moorings and stranded.	.....	10,000	.....	10,000	10,000	.....	....	....	....	....	....
Goderich, Ontario, to Duluth, Minn.	.....	100,000	.....	100,000	99,000	1,000	19	19	....	....	....
Adrift.....	.....	1,000	.....	1,000	1,000	.....	1	1	....	....	....
Sunk at dock.....	.....	400	.....	400	400	.....	....	....	....	....	....
Ashland, Wis., to Ashtabula, Ohio.	Iron ore..	50,000	12,320	62,320	61,820	500	16	16	....	....	....
Chicago, Ill., to Ogdensburg, N. Y.	Grain and flour.	185,000	50,000	235,000	235,000	.....	21	21	....	....	....
On fire at dock.....	.....	2,000	.....	2,000	2,000	.....	2	2	....	....	....
Fishing trip.....	.....	325	.....	325	325	.....	2	2	....	1	1
Alpena to Detroit, Mich.	Produce and lumber.	10,000	2,700	12,700	2,350	10,350	31	31	....	....	....
Lying at pier.....	.....	50	.....	50	50	.....	2	2	....	....	....
Adrift.....	.....	40	.....	40	40	.....	1	1	....	....	....
.....do.....	.....	200	.....	200	200	.....	1	1	....	....	....
Fishing trip.....	.....	2,500	.....	2,500	2,500	.....	5	5	....	....	....
.....do.....	Fish and nets.	2,500	250	2,750	2,400	350	5	5	....	5	5
Bois Blanc Island to Cheboygan, Mich.	Cedar posts.	1,200	800	2,000	1,900	100	3	3	....	....	....
Adrift.....	.....	5	.....	5	5	.....	3	3	....	....	....
Escanaba, Mich., to Buffalo, N. Y.	Iron ore..	95,000	13,000	108,000	104,200	3,800	18	18	....	18	18
Escanaba, Mich., to Erie, Pa..	.....do....	30,000	12,000	42,000	37,000	5,000	8	8	....	8	16
Sunk at moorings.....	.....	800	.....	800	750	50	3	3	....	....	....
Adrift.....	.....	200	.....	200	200	.....	2	2	....	....	....
.....do.....	.....	30	.....	30	30	.....	....	....	....	....	....
.....do.....	.....	200	.....	200	200	.....	2	2	....	....	....
.....do.....	.....	300	.....	300	300	.....	2	2	....	....	....
Pointe aux Barques to East Tawas, Mich.	.....	600	.....	600	600	.....	4	4	....	....	....
Adrift.....	.....	5	.....	5	5	.....	....	....	....	....	....
.....do.....	.....	100	.....	100	100	.....	2	2	....	....	....
.....do.....	.....	800	.....	800	800	.....	6	6	....	....	....

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Table of casualties, season

DISTRICT NO. 11—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
June 9	One-half mile south of station.	Duluth.....	Gas. lch., no name, Duluth, Minn.	.....	.....
June 12	One-quarter mile southeast of station.	.....do.....	Shell, no name, Duluth, Minn.	.....	.....
June 13	One mile west of station.	.....do.....	Gas. lch., no name, Port Wing, Wis.	.....	.....
June 13	One mile south of station.	.....do.....	Gas. lch., no name, Duluth, Minn.	.....	.....
June 15	One-half mile southwest of station.	.....do.....	Gas. lch. Molly, Duluth, Minn.	.....	.....
June 17	One-half mile west of station.	.....do.....	Gas. lch., no name, Duluth, Minn.	.....	.....
June 17	One-quarter mile southeast of station.	.....do.....	Gas. lch. Arrawanna, Duluth, Minn.	.....	.....
June 18	One-half mile south of station.	.....do.....	Catboat Oneota, Duluth, Minn.	.....	.....
June 18	One mile southwest of station.	.....do.....	Canoe, no name, Duluth, Minn.	.....	.....
June 25	One-half mile southwest of station.	.....do.....	Catboat Oneota, Duluth, Minn.	.....	.....
June 27	One-quarter mile southeast of station.	.....do.....	Gas. lch. Jane M., Duluth, Minn.	.....	.....
June 28	One-quarter mile north of station.	Grand Marais	Rowboat, no name, Grand Marais, Mich.	.....	.....
June 28	One-half mile northwest of station.	Duluth.....	Gas. lch. no name, Duluth, Minn.	.....	.....
June 28	One-quarter mile southeast of station.	.....do.....	Gas. lch. Zurich, Duluth, Minn.	.....	.....
June 29	.....do.....	.....do.....	Shell, no name, Duluth, Minn.	.....	.....
June 30	One-half mile southeast of station.	.....do.....	Catboat Pokegima, Duluth, Minn.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT No. 12.—EMBRAC

1906.					
July 4	Two miles west of station.	St. Joseph.....	Canoe, no name, Benton Harbor, Mich.	.....	.....
July 5	One mile south of station.	Old Chicago.....	Sailboat, no name, Chicago, Ill.	.....	.....
July 9	Two hundred yards south of station.	Michigan City.....	Str. Henry S. Sill, Chicago, Ill.	Tonkin.....	35
July 9	One mile south of station.	Sheboygan.....	Small boat, no name, Sheboygan, Wis.	.....	.....
July 15	One mile southwest of station.	Grand Haven.....	Gas. lch. Florence M., Grand Rapids, Mich.	.....	.....
July 15	Two miles south of station.	Racine.....	Gas. yt. Oriole, Racine, Wis.	.....	.....
July 23	Eighteen miles west-southwest of station.	Michigan City.....	Slp. yt, Nymph, Chicago, Ill.	McCreary..	6
July 25	Four miles south of station.	Grand Haven.....	Nph. lch. The Kid, Davenport, Iowa.	.....	.....
July 26	One and one-quarter miles northwest of station.	.....do.....	Slp. yt. Madcap, Macatawa, Mich.	.....	.....
July 28	Six miles west by south of station.	Beaver Island.....	Str. Pine Lake, Grand Haven, Mich.	Jacobson...	388
July 28	Two and one-half miles southeast of station.	Jackson Park.....	Slp. yt. Shenando, Chicago, Ill.	.....	.....
July 28	One mile southeast of station.	Kenosha.....	Slp. yt. Jingo, Kenosha, Wis.	.....	.....
July 29	North Point.....	Milwaukee.....	Str. Topeka, Milwaukee, Wis.	Rees	1,376
Aug. 5	One mile north of station.	Racine.....	Slp. yt. Kinnicinnick, Milwaukee, Wis.	.....	.....
Aug. 11	Two miles east-southeast of station.	White River.....	Slp. Owl, White Lake, Mich.	.....	.....
Aug. 11	Thirteen miles north of station.	Two Rivers.....	Sc. Petrel, Milwaukee, Wis.	Nelson.....	78

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of 1906–7—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.
Adrift		$1,200		$1,200	$1,200		2	2			
Pleasure trip		75		75	75		2	2			
Adrift		500		500	500		4	4			
do		800		800	800		5	5			
do		500		500	485	$15	1	1			
do		500		500	500		1	1			
do		500		500	500		2	2			
Pleasure trip		75		75	75		2	2			
do		30		30	30		1	1			
do		75		75	75		2	2			
do		750		750	750		5	5			
Adrift		20		20	20		3	3			
do		200		200	200		1	1			
Pleasure trip		500		500	500		2	2			
do		250		250	225	25	2	2			
do		75		75	75		3	3			
		822,880	$129,025	951,905	872,650	79,255	391	388	3	61	77

ING LAKE MICHIGAN.

Capsized		$40		$40	$40		2	1	1	1	1
do		45		45	45		7	2	5	2	2
On fire at dock		2,000		2,000	2,000		4	4			
Adrift		20		20	20						
Holland to Whitehall, Mich.		900		900	900		1	1			
Pleasure trip		250		250	250		6	6			
do		800		800	400	$400	4	4			
St. Joseph to Mackinac, Mich.		1,500		1,500	1,495	5	4	4			
Cruising		1,000		1,000	1,000		5	5			
Green Bay, Wis., to Cheboygan, Mich.		16,000		16,000	16,000		14	14			
Capsized		200		200	200		2	2			
Pleasure trip		50		50	45	5	5	5			
South Haven, Mich., to Milwaukee, Wis.		50,000		50,000	50,000		12	12			
Capsized		500		500	500		3	3			
do		200		200	200		2	2			
Pounding against pier.	Hay	1,500	$400	1,900	1,900		5	5			

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Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Aug. 17	One-half mile south of station.	Jackson Park.....	Gas. lch. Englewood, Chicago, Ill.	.....	.....
Aug. 19	Two hundred and sixty-five yards west-northwest of station.	St. Joseph.....	Rowboat No. 24, St. Joseph, Mo.	.....	.....
Aug. 19	Five hundred yards east of station.	Sheboygan.....	Rowboat Ousel, Sheboygan, Wis.	.....	.....
Aug. 21	Two and one-half miles north of station.	Charlevoix.....	Str. J. N. Parmelee, Grand Haven, Mich.	Cross.....	30
Aug. 21	Five miles northeast of station.	Old Chicago.....	Gas. lch. H. Paulman, Chicago, Ill.	.....	.....
Aug. 22	Two and one-quarter miles north of station.	Milwaukee.....	Slp. Vagabond, Milwaukee, Wis.	.....	.....
Aug. 24	Five hundred and twenty-five feet east of station.	White River.....	Str. Petrel, White Lake, Mich.	.....	.....
Aug. 26	Four hundred yards west of station.	Charlevoix.....	Str. Illinois, Duluth, Minn.	Richardson.	2,427
Aug. 28	Three miles west-southwest of station.	Plum Island.....	Sc. Industry, Milwaukee, Wis.	Morris.....	55
Sept. 4	Eight miles west of station.	Muskegon.....	Lch., no name, Chicago, Ill.	.....	.....
Sept. 5	One-half mile west of station.	Grande Pointe au Sable.	Gas. lch. Sympo, Ludington, Mich.	.....	.....
Sept. 5	One-half mile southeast of station.	South Chicago....	Slp. yt. Neva, Chicago, Ill.	Thompson.	17
Sept. 10	Six miles north of station.	Charlevoix	Str. Falcon, Marquette, Mich.	Gaskin	865
Sept. 15	One mile southwest of station.	Old Chicago.....	Slp. yt. Diamond, Chicago, Ill.	.....	.....
Sept. 15	.....do.....	.....do.....	Gas. lch. Idle Hour, Chicago, Ill.	.....	.....
Sept. 15	One hundred yards west of station.	Sheboygan.....	Sc. Clara, Grand Haven, Mich.	Olsen.....	24
Sept. 17	Fourteen miles north of station.	Racine	Gas. lch. Diamond B., South Chicago, Ill.	.....	.....
Sept. 21	One-half mile southwest of station.	Old Chicago.....	Slp. yt., no name, Chicago, Ill.	.....	.....
Sept. 23	Two hundred and thirty-five yards east of station.	White River.....	Sc. yt. Foam, Chicago, Ill.	.....	10
Sept 27	Milwaukee Harbor.....	Milwaukee.....	Sc. Melitta, Milwaukee, Wis.	Coyne	83
Sept. 28	Two hundred yards west of station.	Sheboygan.....	Sc. Rosebud, Marquette, Mich.	Cody.....	44
Sept. 29	Three hundred yards north of station.	Milwaukee.....	Slp., no name, Milwaukee, Wis.	.....	.....
Sept. 29	Five hundred yards east-southeast of station.	.....do.....	Slp., no name, Milwaukee, Wis.	.....	.....
Sept. 29	Three-quarters mile north-northeast of station.	Old Chicago.....	Bge. No. 2, Milwaukee, Wis.	Olsen.....	1,548
Sept. 30	Three miles north of station.	Chicago.....	Gas. lch. Surf, Chicago, Ill.	.....	.....
Oct. 2	One-half mile south of station.	Two Rivers.....	Gas. lch., no name, Two Rivers, Wis.	.....	.....
Oct. 2	Thirteen miles west of station.	Plum Island.....	Str. Daniel L. Hebard, Marquette, Mich.	Nilsen.....	159
Oct. 2	Sixteen miles northeast of station.	.....do.....	Str. Silver King, Buffalo, N. Y.	Carr.....	48
Oct. 3	Seven hundred yards east of station.	.....do.....	Sc. Elva, Milwaukee, Wis.	Hallgren...	69
Oct. 6	Four miles northeast of station.	Old Chicago.....	Slp. yt. Wave, Chicago, Ill.	.....	.....
Oct. 6	One and one-half miles southeast of station.	.....do.....	Gas. lch. The Lark, Chicago, Ill.	.....	.....
Oct. 9	Milwaukee Harbor.....	Milwaukee.....	Sc. Lilly E., Milwaukee, Wis.	Jorgensen .	191
Oct. 10	One mile from station....	Baileys Harbor...	Gas. lch. Lena, Baileys Harbor, Mich.	.....	.....
Oct. 19	Two hundred yards northeast of station.	North Manitou Island.	Gas. lch. Bessie, North Manitou Island, Mich.	.....	.....
Oct. 20	One hundred yards southwest of station.	Sturgeon Bay Canal.	Sc. Mishicott, Milwaukee, Wis.	Everson...	73

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of 1906–7—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.
Cruising		$600		$600	$575	$25	2	2			
Capsized		40		40	40		2	2			
do		35		35	35		1	1		1	1
Fishing trip	Nets and fish.	3,000	$600	3,600	3,500	100	6	6			
Pleasure trip		400		400	400		1	1			
Dragged anchor and stranded.		2,400		2,400	2,400						
Broke from moorings and stranded.		600		600	600						
Petoskey to Charlevoix, Mich.	Merchandise.	200,000	1,200	201,200	200,000	1,200	600	600		100	100
Hedge Hog Harbor to Sturgeon Bay, Wis.	Wood	500	150	650	550	100	2	2			
Adrift		225		225	225		1	1		1	1
Coopers Creek to Ludington, Mich.		500		500	500		2	2		2	2
Pleasure trip		5,000		5,000	5,000		6	6			
Escanaba to Boyne City, Mich.	Iron ore	35,000	4,000	39,000	38,400	600	13	13			
Parted moorings		3,800		3,800	3,800						
Dragged anchor and collided.		900		900	900						
Pentwater, Mich., to Sheboygan, Wis.	Fruit	500	300	800	775	25	4	4			
Milwaukee, Wis., to South Chicago, Ill.		700		700	685	15	2	2			
Pleasure trip		180		180	180		2	2			
Georgian Bay to Chicago, Ill.		3,000		3,000	3,000		2	2			
Manistee, Mich., to Milwaukee, Wis.	Lumber	500	425	925	925		3	3			
Marinette to Milwaukee, Wis.	do	900	1,800	2,700	2,700		3	3			
Parted moorings and stranded.		75		75	60	15					
Pleasure trip		35		35	35		3	3			
Peshtigo, Wis., to Chicago, Ill.	Iron ore and cedar poles.	50,000	26,000	76,000	7,000	69,000	6	3	3	3	3
Pleasure trip		380		380	380		6	6		6	6
Adrift		600		600	600		2	2			
Pequaming, Mich., to Sturgeon Bay, Wis.		15,000		15,000	15,000		12	12			
Buffalo, N. Y., to Chicago, Ill.		3,500		3,500	3,375	125	5	5			
Little Harbor, Mich., to Two Rivers, Wis.	Lumber	800	1,500	2,300	2,300		5	5			
Pleasure trip		480		480	420	60	3	3			
do		500		500	500		1	1			
Manistee Mich., to Milwaukee, Wis.	Bark	700	425	1,125	1,125		5	5			
Adrift		450		450	450		2	2			
Sunk at moorings		600		600	590	10					
Employed in harbor		500		500	500		2	2			

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Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Oct. 21	Two and one-half miles northwest of station.	Charlevoix	Catboat, no name, Charlevoix, Mich.		
Oct. 23	One-half mile east of station.	Jackson Park	Gas. lch. Vera, Chicago, Ill.		
Oct. 23	One-half mile north of station.	Milwaukee	Slp. no name, Milwaukee, Wis.		
Oct. 24	Three miles north of station.	do	Slp. Viola, Milwaukee, Wis.		
Oct. 24	Four hundred yards south-southeast of station.	Two Rivers	Sc. L. M. Mason, Milwaukee, Wis.	Balsta	249
Oct. 27	One mile southeast of station.	Jackson Park	Fishboat, no name, Chicago, Ill.		
Oct. 28	Ten miles southeast by east ½ east of station.	Old Chicago	Sc. Ford River, Grand Haven, Mich.	Hansen	299
Oct. 29	One-half mile west of station.	Muskegon	Sc. Emily and Eliza, Chicago, Ill.	Ludwig	63
Nov. 2	Four miles southeast of station.	South Manitou Island.	Gas lch. Sneak, Milwaukee, Wis.		
Nov. 4	One mile northeast of station.	South Chicago	Gas. s. Chester, Chicago Ill.	Ritcheler	8
Nov. 11	One quarter mile east-southeast of station.	Old Chicago	Gas. lch. Lucki, Chicago Ill.		
Nov. 11	One-half mile southeast of station.	do	Gas. lch. Surf, Chicago, Ill.		
Nov. 12	One-sixth mile north of station.	do	Scow, no name, Chicago, Ill.		
Nov. 16	One mile north of station.	South Manitou Island.	Sc. Margaret Dall, Chicago, Ill.	Clark	149
Nov. 16	Five miles north of station	Milwaukee	Str. Orion, Milwaukee, Wis.	Scott	2,283
Nov. 21	Eight hundred yards west of station.	Holland	Gas. lch. and scow, no names, Muskegon, Mich.		
Nov. 21	One-sixth mile northeast of station.	Old Chicago	Rowboat, no name, U. S Government.		
Dec. 2	One hundred and seventy-five yards east of station.	White River	Str. Petrel, White Lake, Mich.		
Dec. 16	Ten and one-half miles northwest of station.	Beaver Island	Str. L. C. Waldo, Detroit Mich.	Duddleson	4,466
Dec. 18	One-quarter mile east of station..	South Manitou Island.	Str. Pottawattomie, Grand Haven, Mich.	Rudick	18
1907.					
Jan. 31	Seven miles east of station	Two Rivers	Gas. lch. Hugo, Two Rivers, Wis.		
Feb. 6	Seventy-five yards south of station.	Ludington	Skiff, no name, Ludington, Mich.		
Mar. 28	Thirty-five yards north-northwest of station.	Old Chicago	Lighter, no name, Chicago, Ill.		
Apr. 1	One-half mile north by west of s ation.	Plum Island	Str. Southern Cross, Milwaukee, Wis.	Pooler	25
Apr. 6	One-half mile west-northwest of station.	Ludington	Gas. lch. Hooligan, Ludington, Mich.		
Apr. 8	Three miles east of station.	Plum Island	Gas. lch. Viking, Washington Harbor, Wis.		
Apr. 11	One-third mile from station.	South Haven	Gas. s. Flora B., Grand Haven, Mich.	Randal	6
Apr. 13	One mile southwest of station.	Baileys Harbor	Slp., no name, Baileys Harbor, Wis.		
Apr. 15	Nine miles south of station.	Sturgeon Bay Canal.	Str. Louis Pahlow, Chicago, Ill.	Carr	366
Apr. 15	do	do	Sc. Delta, Chicago, Ill.	Bates	269
Apr. 17	One-eighth mile west of station	Charlevoix	Gas. lch. Prince Olaf, Charlevoix, Mich.		
Apr. 17	Five miles northeast of station.	Sleeping Bear Point.	Sc. Eliza Day, Milwaukee, Wis.	Christianson.	139
Apr. 20	One-quarter mile southwest of station.	Old Chicago	Str. Empire State, Milwaukee, Wis.		1,116
Apr. 27	Three miles south of station.	Two Rivers	Str. R. J. Gordon, Grand Haven, Mich.	Kase	280

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of 1906–7—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.
Capsized		$150		$150	$150		2	2		2	2
do		100		100	95	$5					
Adrift		75		75	75						
Parted chain and stranded.		450		450	450						
Cockburn Island Canada, to Milwaukee Wis.	Railroad ties.	1,000	$4,320	5,320	5,120	200	5	5			
Fishing trip		25		25	25		1	1			
Chicago, Ill., to Cheboygan, Mich.		3,600		3,600	3,320	280	7	7			
South Haven to Muskegon, Mich.		1,000		1,000	990	10	3	3			
Glen Arbor to South Manitou Island, Mich.		800		800	800		4	4			
Disabled and drifting		1,500		1,500	1,500		6	6			
Pleasure trip		275		275	275		1	1			
do		380		380	380		3	3			
Overloaded and swamped.		20		20	20		10	8	2		
Chicago, Ill., to Sturgeon Bay, Wis.		2,000		2,000		2,000	5	5			
Toledo, Ohio, to Milwaukee, Wis.	Coal	60,000	18,000	78,000	73,000	5,000	14	14			
Lying at moorings		1,600		1,600	800	800	5	1	4		
Employed in harbor		60		60	60		1	1			
Destroyed by fire		600		600		600					
Ashtabula, Ohio, to Milwaukee, Wis.	Coal	250,000	30,000	280,000	267,000	13,000	23	23			
Frankfort to South Manitou Island Mich.	Fish	2,000	75	2,075	2,075		5	5			
Fishing trip	Fish and nets.	1,000	800	1,800	1,800		4	4			
Adrift		15		15	15						
do		8,600		8,600	8,600						
Kewaunee to Washington Island, Wis.		800		800	800		4	4			
Adrift		350		350	350		8	8			
Detroit Harbor to Washington Harbor Wis.		700		700	700		3	3			
Fishing trip		1,000		1,000	1,000		3	3			
Capsized		25		25	25		3	3		3	3
Chicago, Ill., to Nahma, Mich.		15,000		15,000	12,500	2,500	13	13			
do		4,000		4,000	3,300	700	7	7			
Fishing trip	Fish and nets.	1,000	200	1,200	1,200		2	2			
Elk Rapids, Mich., to Sheboygan, Wis.	Lumber	1,600	1,800	3,400	2,700	700	4	4		4	4
Adrift		25,000		25,000	25,000						
Manitowoc, Wis., to Boyne City, Mich.		12,000		12,000	12,000		11	11			

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Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
May 2	Off station	Charlevoix	Sc. Lomie A. Burton, Milwaukee, Wis.	Hansen	203
May 3	One and one-half miles northeast of station.	Evanston	Str. James H. Reed, Duluth, Minn.	Houghton	5,598
May 3	One mile south of station.	Racine	Skiff, Racine, Wis		
May 6	One-half mile northeast of station.	Jackson Park	Gas. lch. D. E. Coye, Chicago, Ill.		
May 12	Black Lake	Holland	Slp. Budweiser, Macatawa, Mich.		
May 12	Two hundred yards north of station.	Old Chicago	Ywl., no name, Chicago, Ill.		
May 12	Four miles east of station.	do	Gas. lch., no name, Chicago, Ill.		
May 13	Three miles north of Jackson Park station.	Jackson Park and Old Chicago.	Slp. yt. Huntress, Chicago, Ill.		
May 15	Manistee Harbor	Manistee	Scow Night Hawk, Manistee, Mich.		
May 19	Two-sevenths mile west of station.	South Haven	Gas. s. Maryette, Chicago, Ill.	Campbell	44
May 19	One-half mile southeast of station.	Jackson Park	Gas. lch. Bon Ami, Chicago, Ill.		
May 19	do	do	Sailboat Eda, Chicago, Ill.		
May 19	Off station	Evanston	Rowboat, no name		
May 21	One-half mile southeast of station.	Holland	Gas. lch. Florence, Macatawa, Mich.		
May 21	do	do	Gas. lch. Pinta, St. Augustine, Fla.	Colby	9
May 25	One-quarter mile northeast of station.	Jackson Park	Canoe Restless, Chicago, Ill.		
May 26	Three-quarters mile south of station.	Old Chicago	Gas. lch. Sacajawea, Chicago, Ill.		
May 26	Three and one-half miles northeast of station.	do	Slp. Alice Hartman, Chicago, Ill.		
May 27	Two and three-quarters miles south of station.	North Manitou Island.	Sc. Oneida, Milwaukee, Wis.	Kristiansen	201
May 30	One and one-half mile south of station.	Old Chicago	Slp. yt., no name, Chicago, Ill.		
June 3	Thirteen miles south by west of station.	Plum Island	Str. Veronica, Niagara Falls, N. Y.	Keischgens	1,093
June 4	Two miles northwest of station.	Grand Haven	Nph. lch. Helen Temple, Grand Haven, Mich.		
June 4	Five miles southeast of station.	Sturgeon Bay Canal.	Gas. lch. Sea Gull II, Sturgeon Bay, Wis.		
June 8	Four miles south of station.	Old Chicago	Slp. Soubrette, Chicago, Ill.		
June 9	One hundred and fifty yards northeast of station.	Michigan City	Rowboat No. 12, Michigan City, Ind.		
June 10	Two miles northwest of station.	do	Gas. lch., no name, Michigan City, Ind.		
June 10	Two miles north-northeast of station	Old Chicago	Slp. yt. Dragoon, Racine, Wis.		
June 11	One mile southeast of station.	Jackson Park	Slp. yt. Thetis, Chicago, Ill.		
June 11	do	do	Gas. lch. Vim, Chicago, Ill.		
June 14	One-quarter mile southeast of station.	Two Rivers	Gas. lch., no name, Two Rivers, Wis.		
June 17	One and one-quarter miles south of station.	Old Chicago	Slp. yt. Naniwe, Chicago, Ill.		
June 20	One mile northeast of station.	Jackson Park	Gas. lch. Vanadis, Chicago, Ill.		
June 20	Four and one-half miles south of station.	White River	Gas. lch. and tow, no names, Whitehall, Mich		
June 22	Three-quarters mile southeast of station.	Jackson Park	Slp. yt. Sporting Extra, Chicago, Ill.		
June 22	One-half mile north of station.	Old Chicago	Gas. lch., no name, Chicago, Ill.		
June 25	One-fifth mile east of station.	do	Gas. lch. Author, Chicago, Ill.		
June 29	Two hundred yards northwest of station.	Milwaukee	Lch. Ideal, Milwaukee, Wis.		
	Total				

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of 1906–7—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.
Washington Harbor to Charlevoix, Mich.	Grain...	$4,500	$3,000	$7,500	$7,000	$500	6	6	....	....	....
Duluth, Minn., to South Chicago, Ill.	Iron ore	335,000	27,300	362,300	353,200	9,100	24	24	....	....	....
Capsized	.....	5	.....	5	5	.....	2	2	....	....	....
On fire in harbor	.....	3,000	.....	3,000	3,000	.....	5	5	....	....	....
Pleasure trip	.....	50	.....	50	50	.....	2	2	....	....	....
.....do	.....	35	.....	35	35	.....	2	2	....	....	....
.....do	.....	1,400	.....	1,400	1,400	.....	3	3	....	....	....
Adrift	.....	1,000	.....	1,000	1,000	.....	1	1	....	....	....
.....do	Gravel..	400	25	425	425	.....	5	5	....	....	....
Muskegon, Mich., to Chicago, Ill.	Wood...	1,000	100	1,100	1,075	25	3	3	....	....	....
Adrift	.....	1,500	.....	1,500	1,500	.....	3	3	....	....	....
.....do	.....	500	.....	500	500	.....	4	4	....	....	....
Pleasure trip	.....	5	.....	5	5	.....	4	4	....	....	....
On fire in harbor	.....	400	.....	400	375	25	.....	.....	....	....	....
.....do	.....	2,200	.....	2,200	.....	2,200	.....	.....	....	....	....
Capsized	.....	50	.....	50	50	.....	2	2	....	....	....
Parted moorings	.....	3,000	.....	3,000	3,000	.....	.....	.....	....	....	....
Adrift	.....	35	.....	35	35	.....	3	3	....	....	....
Cecil Bay, Mich., to Chicago, Ill.	Lumber.	2,500	18,000	20,500	20,225	275	6	6	....	....	....
Capsized	.....	150	.....	150	150	.....	3	3	....	....	....
Waukegan, Ill., to Escanaba, Mich.	.....	65,000	.....	65,000	64,200	800	15	15	....	....	....
Pleasure trip	.....	600	.....	600	600	.....	8	8	....	....	....
Fishing trip	.....	800	.....	800	800	.....	3	3	....	....	....
Capsized	.....	150	.....	150	150	.....	3	3	....	....	....
.....do	.....	35	.....	35	35	.....	2	2	....	2	2
Pleasure trip	.....	400	.....	400	400	.....	2	2	....	....	....
Adrift	.....	350	.....	350	350	.....	2	2	....	....	....
Pleasure trip	.....	600	.....	600	575	25	3	3	....	....	....
.....do	.....	600	.....	600	600	.....	2	2	....	....	....
.....do	.....	600	.....	600	600	.....	4	4	....	....	....
Michigan City, Ind., to Chicago, Ill.	.....	300	.....	300	300	.....	15	15	....	....	....
Pleasure trip	.....	300	.....	300	300	.....	2	2	....	....	....
From Whitehall, Mich.	.....	725	.....	725	725	.....	4	4	....	....	....
Capsized	.....	300	.....	300	290	10	(a)	(a)	....	....	....
Adrift	.....	600	.....	600	600	.....	9	9	....	....	....
Pleasure trip	.....	900	.....	900	900	.....	4	4	....	....	....
Capsized	.....	300	.....	300	300	.....	10	10	....	10	10
.....	.....	1,233,420	140,420	1,373,840	1,263,400	110,440	1,103	1,088	15	137	137

a Crew rescued by launch near by.

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Table of casualties, season

DISTRICT NO. 13.—EMBRAC

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
July 5	Two miles northwest of station.	Fort Point	Bge. Echo, San Francisco, Cal.[a]	.....	468
July 12	Four miles west-southwest of station.	Cape Disappointment.	Fish boat, no name, Astoria, Oreg.	.....	.....
July 12	Four miles west of station	Point Adams.....	Fish boat, no name, Astoria, Oreg.	.....	.....
July 12	.....do.....	.....do.....	Fish boat, no name, Astoria, Oreg.	.....	.....
July 12	.....do.....	.....do.....	Fish boat, no name, Astoria, Oreg.	.....	.....
July 20	Three-quarters mile southwest of station.	Fort Point.....	Fish boat, no name, San Francisco, Cal.	.....	.....
July 22	.....do.....	Coquille River....	Bge., no name, Bandon, Oreg.	.....	.....
July 23	Peacock Spit.....	Cape Disappointment.	Fish boat, no name, Astoria, Oreg.	.....	.....
July 27	.....do.....	.....do.....	Fish boat, no name.....	.....	.....
July 27	Four miles west of station	Point Adams.....	Fish boat, no name, Astoria, Oreg.	.....	.....
July 27	.....do.....	.....do.....	Fish boat, no name, Astoria, Oreg.	.....	.....
July 27	.....do.....	.....do.....	Fish boat, no name, Astoria, Oreg.	.....	.....
July 27	.....do.....	.....do.....	Fish boat, no name, Astoria, Oreg.	.....	.....
Oct. 14	One mile south of station.	Humboldt Bay...	Str. Scotia, San Francisco, Cal.	Carlson....	181
Oct. 14	.....do.....	.....do.....	Str. Roanoke, San Francisco, Cal.	Dunham ..	2,354
Oct. 16	One-quarter mile southwest of station.	Coquille River....	Fish boat, no name, Bandon, Oreg.	.....	.....
Oct. 25	Three miles southwest of station.	Point Adams.....	Sp. Peter Iredale, Liverpool, England.	Lawrence..	2,075
Oct. 31	One and one-half miles northeast of station.	Umpqua River ..	Str. Juno, Coos Bay, Oreg.	Graham ...	22
Nov. 6	One-half mile southwest of station.	Coquille River....	Fish boat, Bandon, Oreg.	.....	.....
Nov. 10	Two miles south of station	Nome	Lighter, no name, Nome, Alaska.	.....	.....
Nov. 27	Two miles north of station.	Point Adams.....	Str. Aurelia, San Francisco, Cal.	Johnson...	440
Dec. 8	Three miles south-southwest of station.	Coos Bay.....	Sc. Esther Buhne, Eureka, Cal.[a]	Olsen.....	290
Dec. 29	Four miles west-northwest of station.	Point Adams.....	Sc. Alice McDonald, San Francisco, Cal.	Bender	656
1907.					
Jan. 4	One mile west of station..	Nome.....	Gas. s. Greyhound, Nome, Alaska.	Quinn.....	9
Jan. 14	One mile west by south of station.	Humboldt Bay...	Str. Sequoia, San Francisco, Cal.	Lunstedt..	411
Jan. 16	Five hundred yards northwest of station.	Point Adams.....	Catboat, no name, U. S. Government.	.....	.....
Jan. 19	Seven miles west of station.	Grays Harbor....	Sc. Endeavor, San Francisco, Cal.	McCallip...	565
Jan. 30	One mile northwest of station.	Fort Point.....	Gas. lch. Sprig, San Francisco, Cal.	.....	.....
Feb. 3	Nine miles north by west of station.	Umpqua River...	Sc. Alpha, San Francisco, Cal.	Trudgett..	300
Feb. 5	Ten and one-half miles west by north of Point Bonita station.	Point Bonita and Fort Point.	Sc. Wm. F. Witzermann, San Francisco, Cal.	Lindquist .	473
Feb. 16	Four miles west-southwest of station.	Cape Disappointment.	Skiff, no name, Sand Island, Wash.	.....	.....
Mar. 1	North jetty.....	Humboldt Bay...	Str. Corona, New York City.	Boyd.....	1,492
Apr. 1	One-half mile east of station.	Coos Bay.....	Gas. lch. Telephone, Marshfield, Oreg.	.....	.....
Apr. 12	Three and one-half miles south-southwest of station.	.....do.....	Sc. bge. Chinook, Tacoma, Wash.	Lowell.....	785

[a] In dangerous position, from which life-saving crew assisted to extricate her.

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of 1906–7—Continued.

ING PACIFIC COAST.

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.
Adrift	Lumber	$10,000	$3,000	$13,000	$13,000						
Capsized		500		500	350	$150	2	2		2	2
Fishing trip		285		285	260	25	2	2		2	2
do		275		275	205	70	2	2			
do		450		450	430	20	2	2			
do		250		250	250		1	1		1	1
Broke from moorings and stranded.	Lumber	600	375	975	875	100					
Capsized		500		500	500		2	1	1		
do		400		400	325	75	2		2		
Fishing trip		400		400	390	10	2	2			
do		500		500	495	5	2	2			
do		450		450	450		2	2			
do		450		450	450		2	2			
Eureka to San Francisco, Cal.	Lumber	20,000	6,000	26,000	23,000	3,000	16	16			
do	General	250,000	10,000	260,000	260,000		292	292			
Adrift		125		125	125						
Salina Cruz, Mexico, to Portland, Oreg.		50,000		50,000	35,000	15,000	27	27		5	25
Umpqua River to Gardiner, Oreg.		2,000		2,000	1,850	150	3	3			
Fishing trip		130		130	130		2	2			
Lying at moorings		4,000		4,000	4,000		2	2			
Linnton, Oreg., to San Francisco, Cal.	Lumber	80,000	18,000	98,000	97,985	15	20	20		1	1
San Francisco, Cal., to Marshfield, Oreg.		15,000		15,000	15,000		8	8			
San Francisco, Cal., to Vancouver, Wash.		30,000		30,000	28,000	2,000	10	10			
Crushed in ice		5,000		5,000		5,000					
San Francisco to Eureka, Cal.		36,000		36,000		36,000	24	24			
Fast in ice		140		140	140		1	1		1	1
Grays Harbor, Wash., to San Pedro, Cal.	Lumber	20,000	12,000	32,000	23,500	8,500	9	9			
Adrift		600		600	600		2	2		2	2
San Francisco, Cal., to Coos Bay, Oreg.		20,000		20,000		20,000	8	8		2	2
San Francisco, Cal., to Grays Harbor, Wash.		15,000		15,000		15,000	8	8			
Adrift		15		15	15		2	2			
San Francisco to Eureka, Cal.	General	150,000	50,000	200,000		200,000	147	145	2	100	100
South Inlet to Marshfield, Oreg.		2,000		2,000	2,000		1	1		1	1
San Francisco, Cal., to Bandon, Oreg.	Dynamite and merchandise.	20,000	5,000	25,000		25,000	6	6		6	18

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Table of casualties, season

DISTRICT No. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1907.					
Apr. 27	One mile southwest by west of station.	Humboldt Bay...	Gas. lch., no name, Eureka, Cal.	.....	.....
May 12	One mile north of station.	Point Adams.....	Slp. Emily Reed, San Francisco, Cal.	Davidson..	1,564
May 13	One and three-quarters miles south of station.	Cape Disappointment.	Fish boat, no name, Astoria, Oreg.	.....	.....
May 29	Three miles south-southwest of station.	Coos Bay.....	Gas. lch. Mayflower and tow, Coos Bay, Oreg.	Wasson....	8
June 2	Five miles south-southwest of station.	Cape Disappointment.	Str. Daisy Freeman, San Francisco, Cal.	Johnson...	436
June 18	Twenty-one miles south of station.	Yaquina Bay.....	Sailboat, no name, Newport, Oreg.	.....	.....
June 19	Twenty-seven miles southwest by west of Point Bonita.	Point Bonita and Fort Point.	Sc. Louis, San Francisco, Cal.	Dayer.....	831
June 23	Three miles south of station.	Southside.....	Sc. Sausalito, San Francisco, Cal.	Bressem...	367
June 25	One-quarter mile west of station.	Point Bonita.....	Gas. lch. John A. Britton, San Francisco, Cal.	.....	.....
June 27	Three miles west-southwest of station.	Cape Disappointment.	Fish boat, no name, Astoria, Oreg.	.....	.....
June 30	Three-quarters mile west of station.	Nome.....	Sc. Mabel A., Nome, Alaska.	Webb.....	10
	Total.....	.....	.....	.....	.....

RECAPIT

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1	68	$229,120	$93,060
District No. 2	169	913,665	238,215
District No. 3	23	375,655	32,400
District No. 4	52	445,525	181,850
District No. 5	55	747,415	615,635
District No. 6	28	63,650	15,905
District No. 7	53	586,250	191,785
District No. 8	6	18,820	800
District No. 9	17	11,205	425
District No. 10	89	688,225	64,190
District No. 11	111	822,880	129,025
District No. 12	122	1,233,420	140,420
District No. 13	45	866,170	126,875
Aggregate	838	7,002,000	1,830,585

[a] In dangerous position, from which life-saving crew assisted to extricate her.

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of 1906–7—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.
Fishing trip		$600		$600	$600		1	1			
San Pedro, Cal., to Portland, Oreg.		25,000		25,000	25,000		18	18			
Fishing trip		550		550	550		2		2		
Dragged anchors		3,300		3,300	3,270	$30	5	5			
Portland, Oreg., to San Pedro, Cal.	Lumber	40,000	$3,500	43,500	43,000	500	21	21			
Newport to Alsea Bay, Oreg.		100		100	100		3	3			
Grays Harbor, Wash., to San Francisco, Cal.	Railroad ties.	15,000	16,000	31,000		31,000	10	10			
San Francisco, Cal., to Coos Bay, Oreg.		40,000		40,000	39,000	1,000	8	8			
Pleasure trip		4,000		4,000	4,000		4	4		4	4
Capsized		550		550	550		2	2		2	2
Nome, Alaska, to Siberia.	Tobacco, sugar, etc.	2,000	3,000	5,000	4,650	350	3	3			
		866,170	126,875	993,045	630,045	363,000	686	679	7	129	161

ULATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
$322,180	$265,290	$56,890	262	262		56	101	8
1,151,880	982,600	169,280	847	844	3	95	120	12
408,055	312,750	95,305	124	121	3	22	46	3
627,375	589,960	37,415	232	231	1	38	38	2
1,363,050	1,227,650	135,400	361	350	11	54	81	5
79,555	59,285	20,270	107	107		71	110	3
778,035	567,325	210,710	321	321		59	171	5
19,620	19,610	10	16	16		12	17	
11,630	11,520	110	41	41		3	3	
752,415	630,900	121,515	621	619	2	37	45	3
951,905	872,650	79,255	391	388	3	74	90	3
1,373,840	1,263,400	110,440	1,103	1,088	15	149	149	4
993,045	630,045	363,000	686	679	7	137	169	7
8,832,585	7,432,985	1,399,600	5,112	5,067	45	[a] 807	[a] 1,140	55

[a] These figures include 128 persons to whom succor was given who were not on the vessels embraced in the tables, and 138 days of such succor, as follows:

District No. 1	8 persons, 8 days.	District No. 7	7 persons, 8 days.
District No. 2	33 persons, 35 days.	District No. 8	10 persons, 11 days.
District No. 3	4 persons, 4 days.	District No. 10	8 persons, 8 days.
District No. 4	3 persons, 3 days.	District No. 11	13 persons, 13 days.
District No. 5	8 persons, 8 days.	District No. 12	12 persons, 12 days.
District No. 6	14 persons, 20 days.	District No. 13	8 persons, 8 days.
		Total	128 / 138

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WOMEN'S NATIONAL RELIEF ASSOCIATION.

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WOMEN'S NATIONAL RELIEF ASSOCIATION.

Contributions of clothing, restoratives, etc., for the use of needy, sick, and injured persons rescued from shipwreck and other situations of distress or danger, were made by the Women's National Relief Association during the year, as usual, to a considerable number of life-saving stations. The following table shows the stations at which these supplies were used, the number of beneficiaries, and the circumstance that in each instance gave rise to the need sought to be relieved.

Beneficiaries of the Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1906.		
July 1	Old Chicago, Illinois	A man who had fallen from a pier.
4	Watch Hill, Rhode Island	Two men from the sloop Alice.
4	Saint Joseph, Michigan	A woman rescued from a capsized canoe.
5	Old Chicago, Illinois	Two men rescued from a capsized catboat.
6	Cold Spring, New Jersey	Two men rescued from a capsized naphtha launch.
12	Buffalo, New York	A boy taken from the water and resuscitated by a surfman.
12	Point Adams, Oregon	Two men rescued from a foundered fish boat.
15	Milwaukee, Wisconsin	A man who had fallen from a pier while fishing.
26	Gurnet, Massachusetts	A man in a gasoline launch, storm-bound near the station.
29	Hereford Inlet, New Jersey.	Six survivors from gasoline schooner Nora and launch Alva B, capsized on Hereford Bar.
30	Jerrys Point, New Hampshire.	Three persons from wrecked sloop yacht Sanquoit.
31	Orleans, Massachusetts	Two persons from wrecked gasoline launch.
31	Golden Gate, California	A demented woman who had attempted suicide by drowning.
Aug. 2	Manomet Point, Massachusetts.	A woman rescued from drowning.
4	Muskegon, Michigan	A woman rescued from drowning.
13	Point of Woods, New York.	Two men rescued from a capsized sloop.
13	Sturgeon Point, Michigan	A woman drenched while landing from a boat.
14	Pecks Beach, New Jersey	A destitute man.
18	Erie, Pennsylvania	Four men from the stranded gasoline schooner Edith.
19	Sheboygan, Michigan	A man rescued from a gasoline rowboat.
20	Jackson Park, Illinois	A man and a boy rescued from drowning.
21	South Haven, Michigan	A man who had fallen into the water from a pier.
23	Charlotte, New York	Two men from the stranded gasoline launch Marjorie.
26	Charlevoix, Michigan	Two passengers and crew of American steamer Illinois (4 persons).
Sept. 2	City Point, Massachusetts	Four persons from capsized yacht Thelma II.
5	Brenton Point, Rhode Island.	Two fishermen from capsized sloop Sturgeon.
15	Marblehead, Ohio	Six of crew of steamer H. B. Tuttle.
18	Gloucester, Massachusetts	A man who had fallen into the water from a dock.
19	Sullivans Island, South Carolina.	A man rescued from a capsized skiff.
20	Gloucester, Massachusetts	A workman taken sick near the station.
25	Assateague Beach, Virginia.	Crew of wrecked American schooner Marion Grimes (15 persons).
29	Old Chicago, Illinois	Three men, survivors of the lost car barge No. 2.
30	Forked River, New Jersey	Two persons from a disabled gasoline launch.
30	Cape May, New Jersey	Eleven persons from disabled gasoline sloop Fanny Moffat
30	Old Chicago, Illinois	Six persons from gasoline launch Surf.
Oct. 8	Portage, Michigan	Eight of crew of wrecked schooner Pasadena.
21	Green Run Inlet, Maryland.	A man suffering from exposure.
25	Point Adams, Oregon	Four destitute seamen from wrecked British ship Peter Iredale.
28	Short Beach, New York	A man from sunken sharpie.
28	Harbor Beach, Michigan	Twenty-two men, crew of stranded American steamer Pathfinder.
Nov. 4	Nauset, Massachusetts	Crew of 6 men landed from the British schooner G. M. Cochrane.
15	Point Judith, Rhode Island.	Two of crew of stranded American schooner Lugano.

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Beneficiaries of the Women's National Relief Association—Continued.

Date.	Station and locality.	Beneficiaries.
1906.		
Nov. 15	Long Branch, New Jersey..	Eight men from the crews of the schooners James M. Hall and Sam. C. Holmes.
15	Cape Lookout, North Carolina.	Crew of 3 from the schooner yacht Iris.
25	Wood End, Massachusetts.	Two men from a stranded gasoline launch.
28	Oak Island, North Carolina.	Destitute sailor rescued from a rock in a salt marsh.
Dec. 6	Assateague Beach, Virginia.	Crew of 6 from wrecked schooner Florence I. Lockwood.
16	Wallops Beach, Virginia....	Two men from a weather-bound sloop.
27	Fourth Cliff, Massachusetts	Fisherman from a stranded gasoline launch.
27	Wood End, Massachusetts.	Fisherman from disabled gasoline launch.
1907.		
Jan. 9	Peaked Hill Bars, Massachusetts.	Two men from a dory that had landed through the surf.
Feb. 4	Ocean City, Maryland.....	Crew of 7 from wrecked schooner Tena A. Cotton.
9	Brentons Point, Rhode Island.	Three firemen from the tug Richmond.
12	Quonochontaug, Rhode Island.	Crew of 7 from the schooner Harry P. Knowlton.
12	Sandy Point and New Shoreham, Rhode Island.	Nineteen survivors from the steamer Larchmont.
14	Point of Woods, New York.	A man who had been out all night on the frozen bay.
18	Jerrys Point, New Hampshire.	Three men who had been adrift in an open boat for 36 hours.
18	Highland, Massachusetts...	Two men from the wrecked barge Girard.
23	Dam Neck Mills, Virginia...	A sick and destitute man.
Mar. 9	Cape Fear, North Carolina.	Two sailors from the wrecked schooner Stanley H. Minor.
14	Wood End, Massachusetts.	Five fishermen who had been caught in an ice field.
25	Louisville, Kentucky.....	A man who had fallen into the water.
Apr. 3	Coos Bay, Oregon.....	A man from the stranded gasoline launch Telephone.
12	Coos Bay, Oregon.....	Six men from the wrecked barge Chinook.
13	Baileys Harbor, Wisconsin.	Two men from an overturned sailboat.
23	Atlantic City, New Jersey ..	Six men from the sunken schooner Charles W. Parker.
May 1	Fairport, Ohio.....	Two men of crew of tug L. B. Johnson.
3	Holland, Michigan.....	Man who had fallen into the water from dock.
13	Oregon Inlet, North Carolina.	A man in distress.
20	Fire Island, New York.....	Three men from a stranded sloop.
25	Charlevoix Michigan.....	A young man who had fallen into the water from a pier.
June 17	City Point, Massachusetts..	Two men who had capsized in a skiff.
19	Hammond, Michigan.....	A family who had lost their belongings in a fire.
22	Racine, Wisconsin.....	A man resuscitated from drowning.
27	Cape Disappointment, Washington.	Two men rescued from a capsized fish boat.
29	Milwaukee, Wisconsin.....	Ten persons capsized from gasoline launch Ideal.

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LETTERS OF ACKNOWLEDGMENT.

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LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following special acknowledgments of services rendered by the life-saving crews during the year have been received at the office of the General Superintendent. Numerous similar expressions of gratitude, tendered personally to the members of the life-saving corps, are noted in the wreck reports and transcripts of station journals which the keepers are required to forward to headquarters.

WAKEFIELD, RHODE ISLAND, *July 8, 1906.*

MY DEAR SIR: I take this opportunity to thank you as chief of the Life-Saving Service for the timely and valuable service rendered me on the 4th instant by Superintendent H. M. Knowles, surfmen Geo. N. Streeter, James H. Moore, and Charles H. Whaley, ex-Surfmen Whaley, Gardiner, and friends in restoring me to life on that date. Three of us were in a flat-bottom sailboat, owned and sailed by Elisha Taylor of this place, when she was capsized by jibing in a brisk southwest wind. I was hit by the boom on the left side of my head, rendering me unconscious and pitching me headlong under the sail, as the boat was upset and I sank below the surface. Elisha Taylor, 17 years of age, jumped in after me. He could not swim. He found me struggling in the water, but he could not get me out of the sails of the boat. He had to come up to get air. He took off his clothes and jumped in the second time. He got me by the hair of my head and brought me to the surface. From the time I was hit I remembered nothing that transpired until about 2 a. m. the next day, when I regained consciousness. My narrow escape from death, as related by my friends, is more miraculous than I can describe by pen or words, and I am satisfied that it is due to the valuable services rendered by your men and Elisha Taylor that I am here to relate this much.

The fact that my watch stopped at 4.20 p. m. is conclusive that more than half an hour must have elapsed from the time the boat upset until I was dragged ashore in a lifeless condition.

Very truly, yours,

ROBERT MOONEY.

GENERAL SUPERINTENDENT, UNITED STATES LIFE-SAVING SERVICE.

SAVIN HILL, MASSACHUSETTS, *July 30, 1906.*

DEAR SIR: Both my son and myself appreciate very much your kindness in towing us home after losing our rudder off Castle Island yesterday. I would have been glad to pay the boys who came over with us, but they refused it, and I learned afterwards that it was against the rules to receive any pay. I hope some time to be able to return the kindness.

Yours, truly,

WILLIAM B. ROLFE,
Owner Catboat Nina D.

Captain FRANKLIN E. HAMILTON,
Keeper, City Point Life-Saving Station, South Boston, Boston, Massachusetts.

CHICAGO, ILLINOIS, *August 1, 1906.*

GENTLEMEN: My husband and I wish to extend to you our heartfelt thanks for the rescue of our only son on Sunday afternoon, July 29. We had been over the day before on an excursion given by the Improved Order of Red Men, and as my daugh-

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ter was spending her vacation at River View resort with Mrs. J. A. Matheson, and was not to return until Sunday night, we left William there to accompany his sister home. I really feel that but for your timely efforts in rescuing him we might to-day be in tears. So kindly accept our heartfelt thanks and deepest gratitude for what you have done.

Sincerely and gratefully, yours, Mr. and Mrs. GEORGE J. GEE.

To the LIFE-SAVERS, LIFE-SAVING STATION,
South Haven, Michigan.

GARDINERS ISLAND, SUFFOLK COUNTY, NEW YORK,
August 5, 1906.

DEAR SIR: Accept from Mr. and Mrs. John Lyon Gardiner their sincere thanks for the valuable assistance which you and your crew extended to their son Winthrop Gardiner the night of July 31.

Mr. Winthrop Gardiner has repeated his story of your untiring efforts to save his boat, and of the many courtesies extended to himself and friend. With feelings of deepest gratitude to your crew, believe me,

Sincerely, yours, E. C. GARDINER.

Captain JAMES H. CHARLES,
Keeper Orleans Life-Saving Station.

GARDINERS ISLAND, SUFFOLK COUNTY, NEW YORK,
August 5, 1906.

MY DEAR CAPTAIN: My friend J. L. d'Este and I wish to thank you sincerely for the services and kind hospitality you showed us the night of July 31 last. We reached home safely.

Sincerely, yours, W. GARDINER.

Captain JAMES H. CHARLES,
Keeper Orleans Life-Saving Station, East Orleans, Massachusetts.

HAWKINS BROTHERS COMPANY,
Painesville, Ohio, August 13, 1906.

DEAR SIR: I wish to sincerely thank you and the Fairport life-saving crew for the prompt services rendered in assisting me in saving my wife from being drowned in Grand River on August 8, 1906.

We both also express our sincere thanks to the Women's National Relief Association, and to yourself and wife for your most kind personal hospitality.

Very truly, yours, S. M. HAWKINS.

Captain N. M. RASMUSSEN,
Keeper Fairport Life-Saving Station, Fairport Harbor, Ohio.

OCRACOKE, NORTH CAROLINA, *August 15, 1906.*

DEAR SIR: I want to express to you and your crew our thanks for the prompt assistance rendered us on Sunday afternoon. Our entire party is enthusiastic over the manner in which you came to our relief while we were in distress. With best wishes for you and your crew, I remain,

Cordially, yours, WALTER GASKILL,
Master, Schooner Brant.

Captain DAVID WILLIAMS,
Keeper Ocracoke Life-Saving Station, Ocracoke, North Carolina.

CHICAGO, ILLINOIS, *August 21, 1906.*

DEAR SIR: I most sincerely and gratefully wish to convey to you my commendation of the prompt and wise conduct of your life-saving crew at Jackson Park Station yester-

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day afternoon in rescuing my boy from what appeared to be sure death from drowning. I can not adequately extend my thanks for such work as that. But for their timely and skillful attendance, a little coffin with my best treasure on this earth would be now in this room.

I wish to especially name Mr. Henry Sinnigen and Edward Schonsett for their daring and bravery and subsequent scientific treatment of the unconscious form, which led to restoration nothing short of miraculous. May the Lord bless such people engaged in such heroic work.

Most earnestly, yours,

AUGUST PAARSEN, Jr.,
5749 Lowe Avenue.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

NOANK, CONNECTICUT, *August 25, 1906.*

MY DEAR MR. KIMBALL: I beg to call your attention to the assistance rendered myself and boys, in a catboat on the night of the 23d instant, by Keeper Ed. P. Sisson and the crew of the Fishers Island station (East Harbor).

There was of course no especial danger to anyone. But the running of the lines and laying out of kedges was, in my opinion, very cleverly done.

I also would call to your attention the good discipline of the men, as I saw them about the station and afloat.

But what impressed me was the genuine desire to give any assistance possible under any circumstances whatever.

I am most grateful to Captain Sisson and his men, and take this method of expressing my appreciation, and I hope you will bear it in mind to their credit.

* * * * * * *

FRANCIS WINSLOW,
Lieut. U. S. N. (Retired).

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

CITY OF CHARLEVOIX.

CHARLEVOIX, MICHIGAN.

Resolved, That the city council of the city of Charlevoix in session Wednesday evening August 29, 1906, do hereby express their unqualified admiration and appreciation for the splendid efforts of Captain Fountain and the Charlevoix life-saving crew of the Charlevoix station in aiding the distressed steamer *Illinois*, aground on the Charlevoix south beach Sunday evening and night, August 26 (during which time the wind reached a velocity of 30 miles an hour and the sea was running very high), in removing the passengers, women, children, and men (many of whom were citizens of Charlevoix), nearly 400 in all, by means of the breeches buoy and by the surfboat.

Resolved, That the skill, endurance, and brave effort of the captain and his crew are entitled to the highest commendation and praise, and this council is proud of the efficiency and capability of the United States Life-Saving Service, and of the Charlevoix station in particular.

The city council desires also to express their appreciation and the grateful thanks of the city and its officers for the well directed and gallant efforts of many citizens and summer visitors in supplementing and promoting the efforts of the captain and crew of the life-saving station.

Resolved, That this resolution be spread upon the records and that a suitably engraved and framed copy be presented to Captain Fountain and his crew, and also that a copy be forwarded to the proper governmental department.

The above resolution was unanimously adopted at a meeting of the city council held at the city council chambers August 29, A. D. 1906.

HARVEY L. IDDINGS, *Mayor.*
H. S. HARSHA, *City Clerk.*

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NEW ENGLAND INSURANCE EXCHANGE,
Boston, Massachusetts, August 31, 1906.

MY DEAR CAPTAIN: It is very hard to put on paper just how grateful Captain Stockbridge and myself feel toward you and your able crew for the timely assistance rendered on the morning of August 24. The sloop *Modoc* was towed to Plymouth and hauled out for the winter at Seaside. The sail and the tender caused us some trouble when we started, as you doubtless observed. We found that the hull suffered no injury and with all of the pounding not a seam opened. The step split and let the mast go forward, but it did not give away entirely.

Thanking you heartily and with kindest regards to the cook and the crew, I remain,

Very truly, yours,

HENRY B. SEARS, *Owner, Sloop Modoc.*

Captain GEORGE W. HOLMES,
Keeper Manomet Point Life-Saving Station, Manomet, Massachusetts.

BEAUFORT, NORTH CAROLINA, *September 1, 1906.*

DEAR SIR: I highly appreciate the services rendered by Keeper Pugh and his crew of the Fort Macon life-saving station in assisting me in heaving my vessel off Quack Shoal, North Carolina. I also wish to express my gratitude for the aid the Life-Saving Service has rendered my vessel in the past.

Very respectfully,

J. G. BALLANCE,
Master, Schooner Allison Miller.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

BOSTON, MASSACHUSETTS, *September 4, 1906.*

DEAR SIR: I feel it my duty to express my heartfelt thanks to you and your crew for the prompt assistance you gave me on Sunday, the 2d instant, when my yacht *Thelma II* foundered and capsized off Castle Island; and for the kindness and hospitality shown us at the station.

Believe me to be,

Yours, sincerely,

W. P. WORDEN.

Captain FRANKLIN E. HAMILTON,
Keeper City Point Life-Saving Station, South Boston, Boston, Massachusetts.

PEORIA, ILLINOIS, *September 5, 1906.*

DEAR SIR: Being one of the passengers, with my wife and son, on the steamer *Illinois*, stranded at Charlevoix, Michigan, August 26 last, I wish to call your attention to the grand work of the life-saving crew of that station. They were unceasing in their efforts to do everything in their power for the stranded passengers, many of whom were sick, and, granting that they were only doing their duty, they deserve great credit for their patient and tender care of the women and children. I am only one of many who voiced their appreciation of the heroic work, especially that of the keeper, Mr. Frank Fountain.

I assure you that if there is any way of a promotion or a credit mark that can be given to Keeper Fountain, I trust that you will take this into consideration. I beg to remain,

Yours, truly,

M. SCHRADZKI.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

MUSKEGON, MICHIGAN, *September 5, 1906.*

DEAR SIR: I wish to again most heartily thank you for the assistance you and your crew rendered me yesterday in rescuing me from the lake. At sunrise I was so far out that I had practically given up any hope of being seen from the life-saving station, and

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was trying to keep in the path of some passing vessel, which seemed more difficult as the launch was drifting out to sea all of the time. I can not too heartily praise your vigilance, as it seems now a marvel that you were able to locate me and pick me up so promptly.

Most sincerely, yours, R. E. JANNEY.

Captain JOHN A. NELSON,
Keeper Muskegon Life-Saving Station, Muskegon, Michigan.

TERRE HAUTE, INDIANA, *September 13, 1906.*

DEAR SIR: Doubtless you have heard from many who were on board the steamer *Illinois* when she went aground August 26 last at Charlevoix the praises of the keeper and men of the life-saving station at that point. But if so, the praise that is due them can not be too often repeated or too much emphasized.

I have never had stronger feelings of gratitude and a greater pride in my country, and I served four years as an officer in the war for the Union, than when I and my family were safely taken from the stranded vessel, and I witnessed the untiring and intelligent work of that little band of heroes. All honor to them. I wish I had a list of their names.

Respectfully, yours, A. C. FORD.

SOUTH BOSTON, MASSACHUSETTS, *October 7, 1906.*

DEAR SIR: We wish to extend our thanks to you all for the manner in which you tried to rescue Elliott R. Greenfell. Words can not express the appreciation and gratitude which we feel toward you all, which we assure you we will never forget.

MRS. GREENFELL AND FAMILY.

Captain HAMILTON AND CREW,
City Point Life-Saving Station, South Boston, Boston, Mass.

NEW LONDON, CONNECTICUT, *October 8, 1906.*

DEAR SIR: I desire to express my thanks to the crew of the Hunniwells Beach life-saving station for the services rendered in connection with the barge *Valentine*, which struck on North Sugar Loaf, entrance to Kennebec River, on the 29th of September last, in tow of the tug *Harold*.

The crew of that station ran out a hawser to the barge *Valentine* after we had pulled her off, and 6 men went abroad the barge and kept her free of water until she arrived at Bath. Their help was most timely, and saved the barge from filling full of water, and also prevented serious damage to her cargo of ice.

I want to express my thanks for the prompt manner in which they performed their duty.

Yours, very truly, AMASA LEANE,
Master, Tug Harold.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

PORTAGE LIFE-SAVING STATION, MICHIGAN, *October 9, 1906.*

DEAR SIR: At 6.15 last night the steamer *Gladstone* towing the barge *Pasadena* entered the canal, but the *Pasadena* struck the shore outside of the east breakwater. Captain T. H. McCormick, of the Portage life-saving station, at once started out in the face of a 60-mile gale to rescue the crew, but the vessel broke up before he was able to reach her. Eight of the crew reached shore and were well taken care of at the station. Two of her crew were lost. This morning the vessel is completely broken up, showing the fierceness of the storm. I consider it a very brave act for Captain McCormick to have gone out as he did.

Yours, respectfully,

J. A. HOLMES, *Master, Steamer Gladstone.*

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

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WASHBURN, WISCONSIN, *October 14, 1906.*

DEAR SIR: Since my arrival here and at Duluth have heard several marine men giving their opinions as to the manner of handling the wreck of the barge *Pasadena*, which occured at Portage Canal, October 8th. Now, as a matter of fact, I have great respect for the Life-Saving Service, for I consider it is about as near perfect as it is possible to get it and, if not presuming too much on your time, would like to state to you just what I think of the action of Captain McCormick and his able crew, I being an eye-witness to their efforts to reach the unfortunate sailors. I was sheltered in Lilly Pond at the time and, along with my chief engineer, was the first on the scene of the wreck outside of the life-saving crew, and watched their several efforts to get out of the piers in the face of a 50-mile northwest wind and terrific sea, and can truthfully say there never were men worked harder and displayed better knowledge of their business than did that crew on the night in question.

The barge broke up very quickly; don't think she lasted over half an hour, if that. Had she held together ten minutes longer the crew would, I believe, have got every man aboard off in safety. Unfortunately the men were in the surf just as the boat passed out of the gap. The only reason I have in making this statement to you is this: I don't like to hear anyone censured when they were doing everything that human beings could do. I am not acquainted with Captain McCormick, but would be just as ready, if he had been lax in his duty, to find fault as I am to praise his efforts in behalf of that crew.

It would seem to me from the brave efforts of those life-savers to reach that wreck that there was a stronger motive urging them on than the mere question of dollars and cents. My mate, chief engineer as well, and barge captain and crew, will, I think, bear me out in all I say, as we were all on the beach and, am pleased to say, helped to drag those poor fellows out of the surf and get them to the station.

Trusting that I have not trespassed too much on your valuable time, I have the honor to remain,

Yours, respectfully,

JOHN Y. HANSON,
Master, Steamer Charles A. Street.

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

CAPE HENRY, VIRGINIA, *October 24, 1906.*

DEAR SIR: We hereby wish to express our gratitude and appreciation for the services rendered by Keeper Nelson Holmes and crew of the Cape Henry life-saving station, and Keeper J. W. Partridge and crew of the Virginia Beach life-saving station on Saturday night, October 20, when they rescued our crew in the breeches buoy and remained by us all night taking us and our effects ashore at daylight. We also desire to compliment them upon the splendid way in which they handled their equipment in the face of a heavy NE. gale and thick weather. They fired two lines. The first crossed us aft, but on account of the seas going over the after end we were unable to reach it. The second line landed in our fore rigging, and then we had no difficulty in carrying out the instructions from shore. We thank them for the kind treatment and hospitality extended to us while at the station.

Respectfully, yours,

J. D. CHISHOLM, *Master*,
FERDINAND MCKEIGE, JR., *First Mate*,
ALBERT SWIM, *Chief Engineer*,
SAMUEL HAMPTON, *Assistant Engineer*,
Steamer George Farwell.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE.

PHILADELPHIA, PENNSYLVANIA, *October 27, 1906.*

DEAR SIR: I am at a loss to find words to express my appreciation and gratitude to you and your able men for your most obliging and heroic work in saving us from our most sorry plight in the bay last Monday morning, October 22, after being ashore on that little desolate island all night. I have seen a number of boats handled, but the way you and your men managed that sailboat in the gale, and at the same time rowing us off that shore, is surely deserving of far more than I can ever say or do

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for you. The dry clothing you were kind enough to supply me with I left at the hotel at Snow Hill. Accept my sincere thanks.

Yours, very truly, NAT. F. CROW.

Captain B. S. POWELL,
Keeper Green Run Inlet Life-Saving Station, Ocean City, Maryland.

LOUISVILLE, KENTUCKY, *October 30, 1906.*

DEAR SIR: I wish to thank you and your crew for the noble work in preserving the lives of myself and companions who came so near being dashed over the falls on the night of the 26th instant. Being a northerner, and accustomed to being out in rough water on the lakes, I did not realize our danger until I heard that awful roar of the falls. I owe my life to the heroic work of your men who struggled with our launch for more than an hour before we were safely landed. Again allow me to extend to you my heartfelt thanks and best wishes.

Yours, very truly, W. C. BAKER, Jr.

Captain WILLIAM M. DEVAN,
Keeper Louisville Life-Saving Station, Louisville, Kentucky.

MUSKEGON, MICHIGAN, *November 2, 1906.*

DEAR SIR: I want to congratulate you on the good work of the life-saving crew and keeper of the Muskegon station here for the assistance they rendered in saving my schooner *Emily and Eliza* on Monday, October 29. I feel under obligations to them for the good they did me.

Very truly, yours,
L. C. LUDWIG,
Master, Schooner Emily and Eliza.

Captain CHARLES MORTON,
Superintendent Twelfth Life-Saving District, Grand Haven, Michigan.

POINT JUDITH, RHODE ISLAND, *November 19, 1906.*

DEAR SIR: We desire to express to you, as chief of the Life-Saving Service, our grateful appreciation of the valuable service rendered by the Point Judith life-saving crew, under command of Captain Tefft, and also to those assisting him in saving our lives on the 15th instant. The fouling of the shot line with other ropes in the wreckage was most unfortunate, through no fault of the life-savers. They did for us all that was possible for anyone to do under the circumstances.

Captain EDMUND BARTER,
Master, late Schooner Lugano.
FRED. BOUSHER, *Seaman.*

Hon. S. I. KIMBALL,
General Superintendent United States Life-Saving Service,
Washington, District of Columbia.

POINT JUDITH, RHODE ISLAND, *November 19, 1906.*

We take this opportunity to express through the columns of your valuable paper our sincere gratitude for the timely service rendered by the Point Judith life-saving crew, and their assistance in saving our lives, and for the kind treatment received while at the station. My vessel, the schooner *Lugano*, of Portland, Maine, on November 15 had become water-logged and unmanageable, and was driven on the rocks during the prevalence of a terrific northeast gale and dashed to pieces by the heavy seas. Those lost were unquestionably stunned or killed by being struck by wreckage, as marks about their heads bore evidence to that effect. The life-saving crew and those assisting them did all that was possible for men to do to save us.

EDMUND BARTER, *Master.*
FRED. BOUSHER, *Seaman.*

To the EDITOR OF THE NEW YORK HERALD.

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DULUTH, MINNESOTA, *November 27, 1906.*

DEAR SIR: I take the liberty of writing you a few lines in regard to the life-saving crew of Portage station. On the morning of the 23d instant, at 4 o'clock, the barge *Matanzas* arrived at Portage in tow of the small fish tug *Tramp*. In trying to take the barge in, the tug did not have the necessary power to hold her up to the westward against the heavy sea and she took the bottom with her anchor down. We were immediately boarded by Keeper McCormick and his crew of surfmen. They turned to and rendered all the assistance possible. All that I have to say is that I found the whole crew, from Keeper McCormick down, experts at the business and I cheerfully and without solicitation commend the Portage life-savers as worthy of any consideration the Government or the superintendent of the eleventh district may see fit to offer.

Yours, truly, S. M. MURPHY, *Master, barge Matanzas.*

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

BOSTON, MASSACHUSETTS, *December 1, 1906.*

DEAR SIR: I beg leave to express the thanks of myself and crew to the Life-Saving Service and especially to the crew of life-savers of the Nauset station who, with the assistance of Keeper Charles and the crew of the Orleans life-saving station, succeeded in rescuing us from the wreck of the schooner *G. M. Cochrane*, which stranded on Nauset Beach, November 4, 1906. The crew and myself had to stay at the station for a few days and were treated with the greatest kindness by Keeper Walker and his gallant crew. This we shall always keep in grateful remembrance.

Very respectfully,

BEDFORD TOWER, *Master.*

Hon. S. I. KIMBALL,
General Superintendent United States Life-Saving Service.

ASSATEAGUE, VIRGINIA, *December 8, 1906.*

DEAR SIR: We, the captain and mate of the schooner *Florence I. Lockwood*, wish to express our sincere thanks to the keeper and crew of this station for the prompt manner in which they came to our assistance without any signals when our vessel was stranded and sunk, the wind and sea being strong. Also for the kind treatment received from them while at the station with my crew.

Respectfully,

WILLIAM A. TAYLOR, *Master.*
H. M. BERRY, *Mate.*

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

NORFOLK AND SOUTHERN RAILWAY COMPANY,
Norfolk, Virginia, December 18, 1906.

DEAR SIR: Referring to the steamer *Albemarle*, which went ashore on Hogis Reef, Pamlico Sound, on the morning of the 4th instant, I wish to thank you and your men, and also the General Superintendent of the Life-Saving Service, for the prompt manner in which you responded to the call, your crew making the 14 miles in very quick time.

Yours, truly, M. W. MAGUIRE,
General Superintendent.

Captain W. T. WILLIS,
Keeper, Core Bank Life-Saving Station, Atlantic, North Carolina.

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DEPARTMENT OF COMMERCE AND LABOR,
LIGHT-HOUSE ESTABLISHMENT, MUTUAL SAVINGS
BANK BUILDING, 704 MARKET STREET,
OFFICE OF INSPECTOR, TWELFTH DISTRICT,
San Francisco, California, December 24, 1906.

SIR: I desire to express to you and to the captain and crew of the life-saving station, Humboldt Bay, California, my thanks for the service rendered by them to the light-house tender *Madrono* on December 22, 1906.

In attempting to place Humboldt Bay Buoy No. 1 on December 18, 1906, the *Madrono* was struck by 3 breakers coming over the stern and was swept inshore. She was obliged to let go the spar buoy at a point about 150 feet inshore of its proper position.

On December 22d, Captain Hennig went with his lifeboat to the buoy, which was in a position not safe for the *Madrono* to approach, and secured a line to it, by which the *Madrono* was able to haul the buoy out and then to place it in proper position. This could not have been done without the kind assistance of the life-saving crew.

Respectfully,

H. T. MAYO,
Commander, U. S. N., Inspector.

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

UNITED STATES REVENUE-CUTTER SERVICE,
STEAMER GRESHAM,
Provincetown, Massachusetts, January 6, 1907.

SIR: I wish to express my appreciation of your promptness, and that of the crew at Wood End life-saving station, in informing me of the disaster to the schooner *Alice T. Boardman*, on Handkerchief shoal, on the 4th instant. Much credit is also due to the crew of the life-saving station at Monomoy Point,* as they took off the crew of the stranded schooner under very adverse circumstances.

The crew of the *Gresham* succeeded in getting the schooner off the shoal yesterday, and she was safely towed into Hyannis Harbor last night.

Respectfully, yours,

K. W. PERRY,
Captain, Commanding.

Captain GEO. W. BOWLEY,
Superintendent Second Life-Saving District, Provincetown, Massachusetts.

OFFICE OF THE SECRETARY,
Washington, D. C., January 8, 1907.

SIR: The following is an extract of a letter received from Captain J. H. Brown, U. S. Revenue-Cutter Service, commanding the revenue-cutter *Woodbury*, stationed at Portland, Maine, in relation to the services of the keeper and crew of the Cross Island life-saving station, in connection with the stranded schooner *Wandrian:*

"It gives me pleasure to highly commend Keeper Fred. E. Small and the crew of the Cross Island station for the valuable assistance rendered to the *Woodbury* in running and handling lines, and for the hearty, cheerful, and intelligent manner in which the work was done."

Respectfully,

WORTH G. ROSS,
Captain U. S. R. C. S., Chief of Division.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE.

PORTSMOUTH, NORTH CAROLINA, *January 15, 1907.*

DEAR SIR: We, the undersigned, wish to express our appreciation of the assistance that Keeper McWilliams and crew of the Portsmouth station have rendered us. On January 14, 1907, at 8.10 a. m., the above-named crew boarded the schooner *John I. Snow*, of Rockland, Maine, on her way to Miami, Florida, which had gone ashore on

* For detailed account of services of Monomoy Point life-saving crew see p. 59.

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Portsmouth Beach. All of us were taken off and carried to the life-saving station. We must say that we never met a more gentlemanly crew in our life. We also found the crew ready to give assistance in any way they could. We appreciated the good work done for us; also the genial manner in which they did it. We wish to congratulate you in having such a good man as Keeper McWilliams.

Yours, very respectfully,

H. S. TUTTLE, *Captain.*
G. H. BROWN, *Mate.*
C. F. STREAM, *Cook.*
VICTOR NEWMAN.
J. B. DERDLEY.
EDWARD KLEMENSEN.
Of Schooner John I. Snow.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE.

ASTORIA, OREGON, *January 15, 1907.*

DEAR SIR: The schooner *Alice McDonald*, ashore on Clatsop Spit, mouth of the Columbia River, for the last fourteen days, was floated yesterday. During that time the Point Adams life-saving crew rendered me the very best service possible—was ready night and day, and ran lines through the surf several times when quite rough and very cold. I am unable to adequately express my obligation for the assistance rendered.

Yours truly,

JOSEPH BENDER, *Master.*

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

CITY OF LOUISVILLE, BOARD OF PUBLIC SAFETY,
Louisville, Kentucky, February 1, 1907.

DEAR SIR: Since normal conditions are beginning to prevail in the extensive district lately visited by the flood, I take occasion in behalf of the board of public safety, to tender you and the men under your command sincerest thanks and grateful acknowledgments for the heroic conduct exhibited at a time of great peril. Yourself and men not only entered cheerfully in the trying work of rescue, but the work of assisting the rescued was rendered doubly effective by your vigilance and willingness to ameliorate suffering wherever found. The board of public safety feel that yourself and crew have, by your self-possession, energy, and intelligence, been of material aid and assistance to the city authorities, and that there is due you and the men under your command public acknowledgment of your devotion to duty.

Very sincerely, yours,

JAS. B. SMITH, *Chairman.*

Captain WILLIAM M. DEVAN,
Keeper Louisville Life-Saving Station, Louisville, Kentucky.

NORFOLK, VIRGINIA.

SIR: I wish to thank you, the keeper and crew of Ocean City (Maryland) station for their prompt rescue, and care afterwards, of me and my crew when I was stranded in that vicinity on the schooner *Tena A. Cotton*, on February 4, 1907.

Respectfully, ELIAS PRIMROSE.

Hon. S. I. KIMBALL,
General Superintendent United States Life-Saving Service,
Washington, District of Columbia.

UNITED STATES POST-OFFICE,
Louisville, Kentucky, February 4, 1907.

DEAR SIR: My attention has just been called to the splendid service rendered by you to Mr. John Watson, carrier No. 41, during the recent flood. In some way the articles which appeared in the papers escaped my attention and it was only to-day

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that I heard of the matter. I wish to thank you personally very much and assure you of the high appreciation in which I hold you along with Mr. Watson. It is just such whole-hearted service as this that marks the real, conscientious public servant. I trust that it may be my pleasure to know you and thank you in person, as I have done Mr. Watson.

Respectfully,

ROBT. E. WOODS,
Postmaster.

Captain W. M. DEVAN,
Keeper, Louisville Life-Saving Station,
Louisville, Kentucky.

EXECUTIVE OFFICE,
City of Louisville, February 5, 1907.

MY DEAR SIR: As mayor of the city of Louisville, and personally, it affords me more than usual pleasure to extend you, on behalf of our citizens, thanks for the excellent work done by you and the Louisville life-saving crew during the recent flood, which wrought so much damage in Louisville. It would be a difficult matter to estimate in money the services rendered to the destitute and homeless by your crew.

In naming you at the outset as one to have charge of the distribution of provisions, coal, etc., I felt that no mistake was made, by reason of your wide acquaintance along the river front with citizens whose homes were ruined on account of the flooded conditions.

It is not my custom to write such letters of commendation, but I feel in this instance that it is due you, and I wish that I might explain the valuable work rendered by you and your crew to your superiors in Washington. If you see fit you have my permission to forward this letter with any report you may make to the U. S. Government.

Again thanking you for the valuable assistance rendered in behalf of suffering humanity, I have the honor to remain,

Yours, very truly,

OWEN TYLER,
Mayor.

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

CITY OF LOUISVILLE,
DEPARTMENT OF POLICE,
Louisville, Kentucky, February 5, 1907.

DEAR SIR: I wish to express my thanks to you and the members of your station for the valuable assistance rendered this department from the beginning to the ending of the flood of 1907.

I am satisfied that through the efforts of you and your men, numerous lives were saved, and large property interests protected from loss by the high water which inundated a large portion of this city.

I also wish to thank you in behalf of myself and the citizens in general for the invaluable assistance rendered the flood sufferers during this period. I am,

Very respectfully,

SEBASTIAN GUNTHER,
Chief of Police.

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

CITY OF LOUISVILLE,
BOARD OF PUBLIC WORKS,
Louisville, Kentucky, February 6, 1907.

GENTLEMEN: I have been instructed by this board to thank you for the valuable assistance rendered by you to the city of Louisville and her people in the flooded districts during the latter part of January last past.

Very truly,

ROGER G. MCGRATH,
Secretary, Board of Public Works.

Captain WM. DEVAN AND CREW,
Louisville Life-Saving Station,
Louisville, Kentucky.

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LOUISVILLE AND EVANSVILLE PACKET COMPANY,
Louisville, Kentucky, February 7, 1907.

DEAR SIR: I wish to thank you and your crew for the prompt and efficient services rendered this company from the beginning to the end of the high water during January, 1907. Your men at all times were eager and willing to carry members of our crew who were on the steamers *Tarascon* and *Tell City* lying alongside of our wharf boat from the boat to the landing and back again, also in laying lines and anchors in order to keep the wharf boat and steamboats in position, the fastenings to which they were tied having been pulled out during a severe storm on the night of the 19th of January. Had it not been for the prompt service rendered by your crew at this particular time, we would have suffered considerable damage to our floating property.

Again thanking both you and your crew, I remain,

Yours, truly,

GEO. H. WILSON,
Superintendent.

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

THE LOUISVILLE HOME TELEPHONE COMPANY,
Louisville, Kentucky, February 7, 1907.

DEAR SIR: We write this letter to extend our thanks and appreciation of your valuable service rendered our company during the recent flood.

Having subscribers scattered all along the river front, and the construction of telephone instruments being such that contact with water means total ruin, it was necessary for us to handle a great deal of our property.

We found on account of the great demand for boats that it was impossible to hire them, and we, with many others, had to depend entirely upon your service.

Your men were always ready and willing to extend help to us, and the manner in which your men answered the many calls made at this time of distress demonstrated the fact that you have a very efficient organization.

Again thanking you and your men, we remain,

Yours, very truly,

P. S. POGUE,
Superintendent.

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

POSTAL TELEGRAPH-CABLE COMPANY,
SUPERINTENDENT'S OFFICE,
Louisville, Kentucky, February 9, 1907.

DEAR SIR: On behalf of the Postal Telegraph-Cable Company and personally I desire to express our appreciation of your courteous treatment of us during the recent flood at Louisville.

Our main lines to Cincinnati were in a very serious condition and we were unable to obtain a boat to get to our poles, when you kindly not only furnished us with a boat but with a crew to handle it. Had our line gone down it would have meant a very considerable loss to us, and also great inconvenience to the business men of Louisville, and also citizens.

I have called the attention of our executive office to the matter, with a request that they send a letter to the Life-Saving Bureau in Washington expressing our appreciation and thanks.

Yours, truly,

W. J. SLATER,
Superintendent.

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

CITY OF LOUISVILLE, FIRE DEPARTMENT,
Office of Chief Engineer, February 10, 1907.

MY DEAR CAPTAIN: I desire to thank you and your corps for the valuable services rendered my department during the recent high water. It would have been impos-

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sible to remove our fire-alarm boxes and maintain our service in the flooded district without your assistance, for all of which I feel most grateful, and any time myself or the fire department can serve you command us.

Yours, very respectfully,

FILLMORE TYSON,
Chief, Fire Department.

Captain WM. M. DEVAN,
Keeper Louisville Life-Saving Station, Louisville, Ky.

LOUISVILLE AND CINCINNATI PACKET COMPANY,
Louisville, Kentucky, February 11, 1907.

MY DEAR CAPTAIN: The high water during the month of January, 1907, was quite disastrous in many ways, but this company escaped any serious loss or damage to our property, and I feel that we are under many obligations to you and your gallant crew for assistance rendered us in many ways, and so often. I want to make special mention of services rendered during the storm of January 19 and 20 which, was one of the most severe on record in this locality. Had it not been for services rendered by yourself and crew during that period the loss would have been far greater than it was.

As you are, of course, aware, we were entirely dependent upon your crew in taking our wharf boat and steamboat crew to and from shore, for which I also want to thank you over and over again.

Wishing you and your gallant "boys" much success, I beg to remain,

Yours, respectfully,

C. C. FULLER, *Superintendent.*

Captain WILLIAM M. DEVAN,
Louisville Life-Saving Station, Louisville, Kentucky.

POSTAL TELEGRAPH-CABLE COMPANY,
OFFICE OF THE THIRD VICE-PRESIDENT,
New York, February 20, 1907.

DEAR SIR: On account of the high water which prevailed at Louisville during the month of January, our lines were seriously interrupted.

I am advised that on account of this high water it was extremely difficult to make repairs to our lines, and that it was almost impossible to obtain boats with which to reach our lines.

Through the courtesy of the life-saving station at Louisville, who furnished us with a boat and 2 men to inspect our lines which were submerged, we were able to restore communication much more rapidly than we could otherwise have done.

It has occurred to us that it is only proper that this courtesy should be brought to your attention, and to assure you that it was greatly appreciated.

Yours, very truly,

C. C. ADAMS, *Vice-President.*

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

JOY STEAMSHIP COMPANY,
New York, February 22, 1907.

MY DEAR CAPTAIN: On behalf of our company I want to thank yourself and every man in the life-saving organization on Block Island for their efforts in attending to the living and the dead from the disaster that occurred to our steamer *Larchmont* on the 11th instant. From all of the reports that I received there was nothing left undone at their hands or at your own that could have been done. I had been in hopes of meeting you personally while I was in Providence, feeling that I could better express myself to you in person than in a letter. I still hope that at some time in the near future I may have the pleasure of meeting you.

Hoping that you in turn will convey the thanks of this company to each of your men, that they may know that their work has in a small measure at least been appreciated, we remain,

Very respectfully, yours,

JOY STEAMSHIP COMPANY,
By F. M. DUNBAUGH, *President.*

Captain S. R. SANDS,
Keeper Sandy Point Life-Saving Station,
Block Island, Rhode Island.

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CARD OF THANKS.

[From the Southport Herald, March 21, 1907.]

We, the undersigned members of the crew of wrecked schooner *Stanley H. Minor*, wish to thank Captain J. L. Watts and crew of Cape Fear life-saving station for their prompt and timely assistance and kind treatment, and also Captain Crawford, of steamer *Cape Fear*, for assisting us into Southport.

Captain E. L. FULLERTON, WIFE, AND CREW,
Wrecked schooner Stanley H. Minor.

ASSATEAGUE BEACH LIFE-SAVING STATION,
Chincoteague Island, Virginia, March 25, 1907.

Sir: We, the undersigned, wish to express our sincere thanks to the captain and crew of Assateague Beach life-saving station, our appreciation of the service rendered to us while in distress from shipwreck, 7½ miles N. by E. of the station named. Their prompt and humane treatment merits our warmest thanks.

JEFFERSON S. SMITH, *Captain.*
HERMAN DE ECHENAGUCIA, *Mate.*
AUSTIN C. RILEY, *Cook.*
DAVID BROWN.
Of Schooner J. F. Whitcomb.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE.

JOHN C. SEAGER COMPANY,
STEAMSHIP AGENTS AND LOADING BROKERS,
Produce Exchange, New York, April 4, 1907.

SIR: On behalf of the master of *S. S. Gowanburn*, recently ashore at Fire Island near the Blue Point life-saving station, we beg to take this opportunity of expressing to your Department the appreciation felt by himself and the members of his crew by reason of the very generous and excellent assistance rendered by the life-savers, especially Keeper Frank Rorke and his men from the Blue Point station, at the time of the unfortunate accident, and also during the period he (the master) continued on the beach.

He requests us to say that he found them at all times courteous, obliging, and willing to render any service in their power.

Yours, faithfully,
JOHN C. SEAGER COMPANY,
JOHN C. SEAGER, *President.*

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

U. S. STEAMER SEMINOLE,
Wilmington, N. C., April 12, 1907.

SIR: I wish to acknowledge the hearty cooperation of the keepers of the Life-Saving Service on this coast the past winter with the revenue-cutter *Seminole*, in giving prompt information of vessels in distress.

Especial acknowledgments are due Keepers Wm. H. Gaskill, Wm. T. Willis, Chas. S. McWilliams, and Patrick H. Etheridge, of Cape Lookout, Core Bank, Portsmouth, and Cape Hatteras life-saving stations, respectively.

Respectfully,
J. H. QUINAN,
Captain, U. S. R. C. S., Commanding.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

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W. E. CROCKETT & Co.,
SHIP BROKERS AND COMMISSION MERCHANTS,
2-4 Stone street, New York, April 22, 1907.

DEAR SIR: Through you I wish to express my sincere thanks to Captain W. T. Willis and crew of the Core Bank life-saving station for their valuable assistance on the 5th in freeing my vessel, which was water-logged in a hurricane of April 3 and 12. We came opposite their station under sail displaying a signal of distress. The same was answered by the code signals—G.T.E. (Heave to, I will send a boat). The surf was very high at the time, but they made the launch nicely, and looked out ashore for messages. It being dark and surf headed high, they did not come back that night, but came at sunrise the next morning, and stayed with me until assistance arrived. I also wish to thank you, the General Superintendent, for having such a good Service.

Very respectfully, yours,

F. B. BAXTER,
Master Schooner Laura L. Sprague.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SREVICE.

ERIE FISH COMPANY,
Erie, Pennsylvania, April 25, 1907.

DEAR SIR: We beg to thank you for the assistance rendered to our disabled tug *Ida*. Your new gasoline launch is a splendid addition to the Life-Saving Service, and in this case saved our men much suffering.

Yours, very truly,

ERIE FISH COMPANY,
T. B. WALKER, *Manager.*

Captain A. P. JANSEN,
Erie Life-Saving Station, Erie, Pennsylvania.

KELLEY LUMBER AND SHINGLE COMPANY,
MANUFACTURERS AND WHOLESALE DEALERS,
Traverse City, Michigan, April 28, 1907.

DEAR SIR: I wish to thank you for the assistance rendered me by the captain and crew on Sleeping Bear Point in raising and pumping out the schooner *Eliza Day*.

Yours, very truly,

H. CHRISTINSON, *Captain.*

Captain CHARLES MORTON,
Superintendent Twelfth Life-Saving District, Grand Haven, Michigan.

THE PHILADELPHIA AND READING TRANSPORTATION LINE,
Port Richmond, Philadelphia, April 30, 1907.

MY DEAR SIR: I have before me report of the captain of our sea barge *Pocopson*, in advice of valuable aid and assistance given to our vessel in the work of floating her off the bar at the entrance to Saco River, Maine, 14th instant, by your good self and the crew under your command.

On behalf of this company, I desire to convey to you personally, and, through you, to each member of your crew, our sincere thanks and high appreciation of the services rendered in this instance.

Very truly, yours,

O. H. KAGERMAN,
Shipping and Freight Agent.

Captain L. C. TOTMAN,
Keeper Fletchers Neck Life-Saving Station, Biddeford Pool, Maine.

RIVERTON LUMBER COMPANY,
San Francisco, California, April 30, 1907.

MY DEAR SIR: On the 12th day of April while the tug *Columbia* was towing our barge *Chinook* across Coos Bay bar the tug's hawser parted and left our barge on the bar at the mercy of the breakers, on a very rough bar, too. The tug blew distress

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signals and in a very few moments Captain Nelson and his crew were on the scene and at the risk of their lives succeeded in taking our captain and the entire crew ashore in safety. He took them to his home, entertained and cared for them, and made them comfortable. In fact, he and his good wife and the entire crew did everything it was possible for them to do. We feel it would be very ungrateful indeed on our part if we did not in some way express our gratitude to you in their behalf, and if you are fortunate enough to have such splendid men at all the stations in your district, you are surely to be congratulated. Our Mr. Jones has just returned from the wreck and reports that Captain Nelson and his wife treated him with the greatest consideration and kindness, and on behalf of the Riverton Lumber Company and Mr. Jones we wish to thank you for the splendid service.

Yours, very truly,

RIVERTON LUMBER COMPANY,
W. H. SMITH, *President.*

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

PORT HURON, MICHIGAN, *May 10, 1907.*

DEAR SIR: In behalf of the passengers, crew, and myself of the steamer *Pilgrim*, we wish to extend to yourself and crew a vote of thanks for the kindness shown to us on the night of April 29, 1907, when we were wrecked on Huronia Beach; also for the haste you made in reaching us. Yourself and crew are to be congratulated on the manner in which you handle your boat in such cases.

Once more thanking you, I remain,

Yours, respectfully,

A. J. COTTON,
Master, Steamer Pilgrim.

Captain PLOUGH and CREW,
Lake View Beach Life-Saving Station, Port Huron, Michigan.

FORT NIAGARA, NEW YORK, *May 26, 1907.*

DEAR SIR: I now take the pleasure of thanking you and your gallant crew for the heroic rescue of myself and 2 comrades, privates Will Joplin and William T. Kelly, which occurred on Lake Ontario, May 25, 1907.

I honestly believe that but for the prompt assistance of yourself and crew, we certainly would have perished, as the waves were very high and filled the boat in such a very short time as to render it impossible to bail to any advantage.

My 2 comrades unite in thanking you most heartily and would like very much to have this letter submitted with your official report.

Again thanking you most heartily,

I remain, yours respectfully,

GEORGE S. SELLAIRS,
Corporal, Company C, Twelfth Infantry.

Captain M. E. CLEMONS,
Keeper, Niagara Life-Saving Station, Youngstown, New York.

STURGEON BAY, WISCONSIN, *May 31, 1907.*

To whom it may concern:

I hereby express my thanks to the U. S. Life-Saving Service, the North Manitou Island life-saving station crew, and to Surfmen Edward Fisher and Fred. Bordeaux, for services rendered to me when stranded on North Manitou Island in the schooner *Oneida*, and afterwards in keeping her afloat when in a leaking condition.

JOHN KRISTIANSEN, *Master.*

JONESPORT, MAINE, *June 10, 1907.*

To whom it may concern:

This is to certify that Captain O. B. Hall and crew of Great Wass Island station rendered me very valuable service in floating my vessel and cargo from the breakwater in Mooseabec Reach on the night of January 9, 1907; also, again the morning of Janu-

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ary 10, after I had made an unsuccessful attempt to get under way from the anchorage, where they had put me the night before. The anchor dragged and we came near going ashore again. I set my flag of distress and it was soon answered by Captain Hall and crew, who succeeded in getting my vessel clear and anchored her in Sawyers Cove. I greatly appreciate this valuable service.

MANUEL B. RAMUS,
Master of Schooner John S. Presson.

HARBOR BEACH, MICHIGAN, *June 12, 1907.*

Know all men by these presents, that I, George Brown, a brother of the captain and mate of the ill-fated *Search Light*, being in the tower or lookout at the time of the wreck of the *Search Light*, do hereby certify that the life-saving crew at Harbor Beach did all in their power to save the crew of said *Search Light*, and are still doing all they can to find the bodies.

GEORGE L. BROWN.

RAILWAY MAIL SERVICE,
OFFICE OF THE CHIEF CLERK,
Nome, Alaska, June 13, 1907.

SIRS: With great pleasure in behalf of the Post-Office Department, I desire to express to yourself and crew of the United States life-saving station at Nome, Alaska, my hearty appreciation for the good work performed in saving the United States mail from damage, and the probable loss of life, while the mail was being transferred over the ice on June 4, 1907, from the steamer *Corwin*, lying 4 miles from the shore.

A mule team with 16 sacks of second-class mail went through the ice, and had it not been for the assistance rendered by the life-saving crew, the driver, mules, and mail might have been lost.

Very respectfully,

WM. MCMANUS,
Chief Clerk.

Captain THOMAS A. ROSS AND CREW,
Nome Life-Saving Station, Nome, Alaska.

O'KEEFE'S INN,
Virginia Beach, Virginia, June 15, 1907.

DEAR SIR: Kindly accept my sincere thanks to yourself and men for your timely assistance in helping me to save our building on the morning of the 10th instant.

Sincerely yours,

W. J. O'KEEFE,
of O'Keefe Brothers.

Captain J. E. WOODHOUSE,
Keeper Dam Neck Mills Life-Saving Station, Virginia Beach, Virginia.

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APPROPRIATIONS AND EXPENDITURES, 1907.

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STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1907.

APPROPRIATION—LIFE-SAVING SERVICE, 1907.

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	$2,000.00	
Massachusetts, district No. 2	2,000.00	
Rhode Island and Fishers Island, district No. 3	1,800.00	
Long Island, district No. 4	2,000.00	
New Jersey, district No. 5	2,000.00	
Delaware, Maryland, and Virginia, district No. 6	2,000.00	
Virginia and North Carolina, district No. 7	2,000.00	
South Carolina, Georgia, and Florida, district No. 8	1,700.00	
Gulf of Mexico, district No. 9	1,800.00	
Lakes Ontario and Erie, district No. 10	2,000.00	
Lakes Huron and Superior, district No. 11	2,000.00	
Lake Michigan, district No. 12	2,000.00	
Washington, Oregon, and California, district No. 13	2,000.00	
		$25,300.00
For salaries of 287 keepers of life-saving and lifeboat stations and of houses of refuge		246,900.00
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 and purchase of fuel in kind 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		1,602,850.00
Total		1,875,050.00

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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, 1906, to June 30, 1907	$2,000.00	
District No. 2, July 1, 1906, to June 30, 1907	2,000.00	
District No. 3, July 1, 1906, to June 30, 1907	1,800.00	
District No. 4, July 1, 1906, to June 30, 1907	2,000.00	
District No. 5, July 1, 1906, to June 30, 1907	2,000.00	
District No. 6, July 1 to December 6, 1906, and March 13 to June 30, 1907	1,466.66	
District No. 7, July 1, 1906, to June 30, 1907	2,000.00	
District No. 8, July 1, 1906, to June 30, 1907	1,700.00	
District No. 9, July 1, 1906, to June 30, 1907	1,800.00	
District No. 10, July 1, 1906, to June 30, 1907	2,000.00	
District No. 11, July 1, 1906, to June 30, 1907	2,000.00	
District No. 12, July 1, 1906, to June 30, 1907	2,000.00	
District No. 13, July 1, 1906, to June 30, 1907	2,000.00	
		$24,766.66
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending September 30, 1906	60,375.00	
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending December 31, 1906	59,975.00	
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending March 31, 1907	60,262.50	
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1907	59,950.00	
		240,562.50
Pay of surfmen in district No. 1, from August 1, 1906, to May 31, 1907	61,149.83	
Pay of surfmen in district No. 2, from July 1, 1906, to June 30, 1907	136,695.02	
Pay of surfmen in district No. 3, from August 1, 1906, to May 31, 1907	38,668.50	
Pay of surfmen in district No. 4, from August 1, 1906, to May 31, 1907	126,938.48	
Pay of surfmen in district No. 5, from August 1, 1906, to May 31, 1907	174,529.09	
Pay of surfmen in district No. 6, from August 1, 1906, to May 31, 1907	79,096.84	
Pay of surfmen in district No. 7, from August 1, 1906, to May 31, 1907	149,807.65	
Pay of surfmen in district No. 8, from August 1, 1906, to May 31, 1907	3,895.67	
Pay of surfmen in district No. 9, from August 1, 1906, to May 31, 1907	31,776.30	
Pay of surfmen in district No. 10, from July 1, 1906, to June 30, 1907	44,962.77	
Pay of surfmen in district No. 11, from July 1 to December 18, 1906, and from April 10 to June 30, 1907	73,101.41	
Pay of surfmen in district No. 12, from July 1 to November 30, 1906, and from April 1 to June 30, 1907	112,233.31	
Pay of surfmen in district No. 13, from July 1, 1906, to June 30, 1907	104,182.36	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 1	$3.00	
District No. 2	9.00	
District No. 5	5.00	
District No. 7	15.00	
District No. 10	18.00	
District No. 11	2.00	
District No. 12	105.00	
District No. 13	10.00	
		167.00

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Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	$63.00	
District No. 2	33.00	
District No. 3	39.00	
District No. 5	64.00	
District No. 7	33.00	
District No. 9	18.00	
District No. 11	11.00	
District No. 12	27.00	
	$288.00	
		$1,137,492.23
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	3,469.18	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	16,241.36	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	5,402.34	
		25,112.88
Apparatus	17,666.89	
Books, charts, stationery, advertising, etc	1,882.20	
Care of stations pending appointment of keepers	699.67	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service	7,499.14	
Compensation for special services, labor, etc	46,626.09	
Draft animals	12,617.95	
Equipments	8,063.13	
Freight, packing, storage, telegraphing, etc	5,735.79	
Fuel and water for stations	29,266.89	
Furniture	10,638.84	
Medals	735.67	
Protection of stations	700.00	
Rebuilding, repair, and improvement of stations	34,880.96	
Removal of stations	2,250.42	
Rents	7,558.00	
Repairs to apparatus, equipments, and furniture	28,030.83	
Sites for stations	1,197.74	
Subsistence of persons rescued from wrecked vessels	81.40	
Supplies	28,067.07	
Telephones, telephone lines, and their maintenance	19,245.29	
Transporting apparatus to and from wrecks, at stations where horses are not kept	547.20	
Traveling expenses of officers	12,683.50	
		276,674.67
Total expenditures from appropriation "Life-Saving Service, 1907"		1,704,608.94
Balance of available funds, June 30, 1907		170,441.06
		1,875,050.00

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, 1906	$116,994.67
To which repayments have been made amounting to	294.40
Total available funds	117,289.07

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

"Life-Saving Service, 1906," available as above	$117,289.07

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Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:			
District No. 6		$5.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:			
District No. 1	$84.00		
District No. 2	75.00		
District No. 4	102.00		
District No. 5	45.00		
District No. 7	22.50		
District No. 9	3.00		
District No. 10	3.00		
		334.50	
			$339.50
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882		4,056.50	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882		16,349.64	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882		4,215.34	
			24,621.48
Apparatus		22,219.82	
Books, charts, stationery, advertising, etc		175.44	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service		612.75	
Compensation for special services, labor, etc		3,726.63	
Draft animals		716.68	
Equipments		847.50	
Freight, packing, storage, telegraphing, etc		1,853.37	
Fuel and water for stations		1,329.53	
Furniture		405.60	
Protection of stations from enroachment of the sea		34.85	
Rebuilding, repair, and improvement of stations		13,151.35	
Rents		2,053.66	
Repairs to apparatus, equipments, and furniture		5,668.09	
Sites for stations		247.50	
Subsistence of persons rescued from wrecked vessels		8.60	
Supplies		861.14	
Telephones, telephone lines, and their maintenance		4,265.06	
Transporting apparatus to and from wrecks, at stations where horses are not kept		46.50	
Traveling expenses of officers		1,142.78	
			59,366.85
Total expenditures from appropriation "Life-Saving Service, 1906"			84,327.83
Balance of available funds, June 30, 1907			32,961.24
			117,289.07

There also remains unexpended at the beginning of the fiscal year, from appropriation of 1905, the following:

"Life-Saving Service, 1905" $39,437.88

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The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1905, were as follows:

"Life-Saving Service, 1905," available as above		$39,437.88
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	$1,661.83	
Books, charts, stationery, advertising, etc	$3.00	
Freight, packing, storage, telegraphing, etc	7.52	
Fuel and water for stations	9.00	
Rebuilding, repair, and improvement of stations	200.00	
Repairs to apparatus, equipments, and furniture	6.25	
	225.77	
Total expenditures from appropriation "Life-Saving Service, 1905"		1,887.60
Balance unexpended June 30, 1907		37,550.28

This unexpended balance of $37,550.28 was carried to the surplus fund June 30, 1907.

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

"Life-Saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904:"	
Balance available July 1, 1906	$3,208.46

There were no expenditures during the year from this appropriation, and the balance of $3,208.46 was carried to the surplus fund June 30, 1907.

"Rebuilding and improving life-saving stations (proceeds of sales):"		
Balance available July 1, 1906		$18,885.99
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	$2,018.00	
Less amount expended during the year	1,687.00	
		331.00
Total available funds June 30, 1907		19,216.99

There was collected during the year and covered into the Treasury as miscellaneous receipts, and carried to the account of "Receipts from United States telephone lines, Life-Saving Service," the sum of $88.40, being tolls for the transmission of messages.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1907, were therefore as follows:

"Life-Saving Service, 1907"		$1,704,608.94
"Life-Saving Service, 1906"		84,327.83
"Life-Saving Service, 1905"		1,887.60
"Rebuilding and improving life-saving stations (proceeds of sales)"		1,687.00
		1,792,511.37
Less the following:		
Repayments to appropriations:		
"Life-Saving Service, 1906"	$294.40	
"Rebuilding and improving life-saving stations (proceeds of sales)"	2,018.00	
		2,312.40
Total net expenditures of the Service		1,790,198.97

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There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1907, available as heretofore stated, the following balances:

"Life-Saving Service, 1907"	$170,441.06
"Life-Saving Service, 1906"	32,961.24
"Rebuilding and improving life-saving stations (proceeds of sales)"	19,216.99

The foregoing statement for the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1907, differs from the expenditures by warrants in the following particulars:

Net expenditure by warrants		$1,792,441.96
To which should be added the following amount, as shown on page 284 of the report for 1906:		
In hands of W. S. Richards, disbursing clerk, June 30, 1906—		
"Life-Saving Service, 1906"		9,614.41
		1,802,056.37
Less the following amounts:		
In hands of W. S. Richards, disbursing clerk, June 30, 1907—		
"Life-Saving Service, 1907"	$11,308.64	
Amounts reappropriated and expended by warrants not included in the foregoing statement	548.76	
		11,857.40
Net expenditures from appropriations for the year		1,790,198.97

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, 1907"	$46,100.00

EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service	$45,838.32	
Amount unexpended	261.68	
		46,100.00

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LIST OF UNITED STATES LIFE-SAVING DISTRICTS AND STATIONS.

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LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.[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
Great Wass Island	Me.	Off Jonesport	44 28 00	67 35 30
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 Damiscove 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.	1¾ miles south of Odiornes Point	43 01 15	70 44 00
Rye Beach	N. H.	North end of Rye Beach	42 59 30	70 45 20
Hampton Beach	N. H.	1½ miles north of Great Boars Head	42 56 20	70 47 40

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Salisbury Beach	Mass.	⅜ 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, 2¼ miles from south end	42 44 00	70 47 15
Straitsmouth[b]	Mass.	½ mile west of Straitsmouth light	42 39 30	70 36 00
Gloucester	Mass.	Old House cove, westerly side of harbor, 1½ miles from town.	42 35 30	70 41 10
Nahant	Mass.	On the neck, close to Nahant	42 25 45	70 56 00
City Point	Mass.	Floating station in Dorchester Bay, Boston Harbor.		
Point Allerton	Mass.	1 mile west of Point Allerton	42 18 20	70 54 00
North Scituate	Mass.	2½ miles south of Minots Ledge light	42 14 00	70 45 30
Fourth Cliff	Mass.	South end of Fourth Cliff, Scituate	42 09 30	70 42 10
Brant Rock	Mass.	On Green Harbor Point	42 05 30	70 38 40
Gurnet	Mass.	4½ miles northeast of Plymouth	42 00 10	70 36 10
Manomet Point	Mass.	6½ miles southeast of Plymouth	41 55 30	70 32 40
Wood End	Mass.	⅛ mile east of light	42 01 15	70 11 30
Race Point	Mass.	1⅝ miles northeast of Race Point light	42 04 45	70 13 15
Peaked Hill Bars	Mass.	2½ miles northeast of Provincetown	42 04 40	70 09 50

[a] Obtained from latest Coast Survey charts. [b] Formerly Davis Neck.

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SECOND DISTRICT—Continued.

COAST OF MASSACHUSETTS—Continued.

Name of station.	State.	Locality.	Approximate position.[a] Latitude, north.	Approximate position.[a] Longitude, west.
			° ′ ″	° ′ ″
High Head	Mass.	3½ miles northwest of Cape Cod light	42 03 55	70 06 50
Highland	Mass.	⅞ mile northwest of Cape Cod light	42 02 55	70 04 20
Pamet River	Mass.	3½ miles south of Cape Cod light	42 00 00	70 01 15
Cahoons Hollow	Mass.	2½ miles east of Wellfleet	41 56 45	69 59 05
Nauset	Mass.	1½ 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.	½ mile north of Chatham Inlet	41 41 45	69 56 00
Chatham	Mass.	1½ miles south-southwest of Chatham lights	41 39 10	69 57 10
Monomoy	Mass.	2½ miles north of Monomoy light	41 35 25	69 59 10
Monomoy Point	Mass.	¾ mile southwest of Monomoy light	41 33 10	70 00 20
Coskata	Mass.	2½ miles south of Nantucket (Great Point) light	41 22 00	70 01 15
Surfside	Mass.	2½ miles south of the town of Nantucket	41 14 30	70 06 00
Maddequet	Mass.	6 miles west of Surfside	41 16 05	70 12 30
Muskeget	Mass.	Near west end of Muskeget Island	41 20 20	70 18 50
Gay head	Mass.	Near light	41 21 04	70 50 08
Cuttyhunk	Mass.	Near east end Cuttyhunk Island	41 25 25	70 54 45

THIRD DISTRICT.

COASTS OF RHODE ISLAND AND FISHERS ISLAND.

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.	7½ miles east of Watch Hill light	41 19 50	71 43 10
Watch Hill	R. I.	Near light	41 18 20	71 51 30
Fishers Island	N. Y.	West shore of East Harbor	41 17 00	71 56 40
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[b]	N. Y.	At the light	41 04 00	71 51 30
Ditch Plain	N. Y.	3½ miles southwest of Montauk light	41 02 10	71 54 30
Hither Plain	N. Y.	½ mile southwest of Fort Pond	41 01 30	71 57 50
Napeague	N. Y.	Abreast of Napeague Harbor	40 59 45	72 02 40
Amagansett	N. Y.	Abreast of the village	40 58 00	72 08 20
Georgica	N. Y.	1 mile south of village of East Hampton	40 56 40	72 11 40
Mecox	N. Y.	2 miles south of the village of Bridgehampton	40 54 10	72 18 00
Southampton	N. Y.	¾ mile south of the village	40 52 10	72 23 40
Shinnecock	N. Y.	2 miles east-southeast of Shinnecock light	40 50 40	72 27 50
Tiana	N. Y.	2 miles southwest of Shinnecock light	40 49 40	72 31 30
Quogue	N. Y.	½ mile south of the village	40 48 20	72 36 00
Potunk	N. Y.	1½ miles southwest of Potunk village	40 47 30	72 39 00
Moriches	N. Y.	2½ miles southwest of Speonk village	40 46 30	72 43 10
Forge River	N. Y.	3½ miles south of Moriches	40 44 30	72 49 00
Smiths Point	N. Y.	Abreast of the point	40 44 00	72 52 20

[a] Obtained from latest Coast Survey charts.
[b] In charge of keeper of Ditch Plain station. No crew employed.

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FOURTH DISTRICT—Continued.

COAST OF LONG ISLAND—Continued.

Name of station.	State.	Locality.	Approximate position.[a] Latitude, north.	Approximate position.[a] Longitude, west.
			° ′ ″	° ′ ″
Bellport	N. Y.	4 miles south of the village	40 42 40	72 55 50
Blue Point	N. Y.	4½ miles south of Patchogue	40 40 40	73 01 20
Lone Hill	N. Y.	8 miles east of Fire Island light	40 39 40	73 04 20
Point of Woods	N. Y.	4 miles east of Fire Island light	40 38 50	73 08 10
Fire Island	N. Y.	½ mile west of Fire Island light	40 37 40	73 13 20
Oak Island	N. Y.	East end of Oak Island	40 38 10	73 17 40
Gilgo	N. Y.	West end of Oak Island	40 37 20	73 22 20
Jones Beach	N. Y.	East end of Jones Beach	40 36 40	73 26 20
Zachs Inlet	N. Y.	West end of Jones Beach	40 36 10	73 28 50
Short Beach	N. Y.	½ mile east of Jones Inlet	40 35 30	73 31 20
Point Lookout	N. Y.	2 miles west of New Inlet	40 35 10	73 35 40
Long Beach	N. Y.	Near west end 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, ½ mile south of point of Hook	40 27 51	74 00 27
Spermaceti Cove	N. J.	2½ 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
Sharp River	N. J.	Near the mouth of Shark River	40 11 30	74 00 40
Spring Lake	N. J.	2½ miles south of Shark River	40 09 20	74 01 20
Squan Beach	N. J.	1 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.	2½ miles south of head of Barnegat Bay	40 01 40	74 03 10
Chadwick	N. J.	5 miles south of head of Barnegat Bay	39 59 10	74 04 00
Toms River	N. J.	On the beach abreast mouth Toms River	39 56 10	74 04 30
Island Beach	N. J.	1¼ miles south of Seaside Park	39 53 40	74 05 00
Cedar Creek	N. J.	5⅜ miles north of Barnegat Inlet	39 51 10	74 05 10
Forked River	N. J.	2 miles north of Barnegat Inlet	39 48 10	74 05 40
Barnegat	N. J.	South side of Barnegat Inlet	39 45 30	74 06 10
Loveladies Island	N. J.	2½ miles south of Barnegat Inlet	39 43 50	74 07 20
Harvey Cedars	N. J.	5½ 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.	1⅝ miles north of Beach Haven	39 35 00	74 13 20
Bonds	N. J.	2¼ 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

[a] Obtained from latest Coast Survey charts.
[b] Station destroyed by sudden gale while being moved across the water to new site.
[c] Not in operation.

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FIFTH DISTRICT—Continued.

COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position.[a] Latitude, north.	Approximate position.[a] Longitude, west.
			° ′ ″	° ′ ″
Little Beach	N.J.	South side of Little Egg Inlet	39 27 30	74 19 30
Brigantine	N.J.	5½ miles north of Absecon light	39 25 30	74 20 30
South Brigantine	N.J.	3¾ 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.	2¾ miles south of Absecon light	39 20 50	74 27 40
Great Egg	N.J.	6¾ 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.	3½ miles north of Corson 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.	3¼ 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.	3¾ miles southwest from Ludlam Beach light	39 05 50	74 43 10
Tathams	N.J.	2½ 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.	6 miles northeast of Cape May City	38 58 40	74 49 50
Two Mile Beach	N.J.	4 miles northeast of Cape May City	38 57 10	74 51 10
Cold Spring	N.J.	½ 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[b]	N.J.	2½ miles west of Cape May City	38 56 40	74 58 10

SIXTH DISTRICT.

COAST BETWEEN DELAWARE AND CHESAPEAKE BAYS.

Lewes	Del.	2 miles west from Cape Henlopen light	38 46 50	75 07 10
Cape Henlopen	Del.	⅞ 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.	1½ miles north of light	38 28 20	75 03 00
Isle of Wight	Md.	3 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.	10 miles south of Ocean City	38 11 30	75 09 20
Green Run Inlet	Md.	13½ miles northeast of Assateague light	38 04 30	75 12 50
Popes Island	Va.	10 miles northeast of Assateague light	38 00 20	75 15 40
Assateague Beach	Va.	1½ miles south of Assateague light	37 53 40	75 21 40
Wallops Beach	Va.	1½ 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

[a] Obtained from latest Coast Survey charts.
[b] In charge of keeper of Cape May station. No crew employed.

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SEVENTH DISTRICT.

COAST BETWEEN CHESAPEAKE BAY AND THE NORTHERN BOUNDARY OF SOUTH CAROLINA.

Name of station.	State.	Locality.	Approximate position.[a] Latitude, north.	Approximate position.[a] Longitude, west.
			° ′ ″	° ′ ″
Cape Henry	Va.	¾ mile southeast of Cape Henry light	36 55 10	75 59 50
Virginia Beach	Va.	5½ miles south of Cape Henry light	36 51 10	75 58 40
Dam Neck Mills	Va.	10 miles south of Cape Henry light	36 47 10	75 57 30
Little Island	Va.	On beach abreast of North Bay	36 41 30	75 55 20
False Cape	Va.	On beach abreast of Back Bay	36 36 00	75 52 50
Wash Woods	N. C.	On beach abreast of Knotts Island	36 32 00	75 52 10
Penneys Hill	N. C.	5¾ miles north of Currituck Beach light	36 27 30	75 50 40
Currituck Beach	N. C.	⅞ mile north of Currituck Beach light	36 23 20	75 49 40
Poyners Hill	N. C.	6½ miles south of Currituck Beach light	36 17 10	75 48 00
Caffeys Inlet	N. C.	10¾ miles south of Currituck Beach light	36 13 40	75 46 20
Paul Gamiels Hill	N. C.	5 miles north of Kitty Hawk	36 08 00	75 43 50
Kitty Hawk	N. C.	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills	N. C.	4½ miles south of Kitty Hawk	36 00 10	75 39 40
Nags Head	N. C.	9 miles north of Oregon Inlet	35 56 00	75 36 40
Bodie Island	N. C.	⅞ mile northeast of Bodie Island light	35 49 40	75 33 20
Oregon Inlet	N. C.	½ mile south of Oregon Inlet	35 47 30	75 32 10
Pea Island	N. C.	2 miles north of New Inlet	35 43 15	75 29 30
New Inlet	N. C.	½ mile south of New Inlet	35 40 40	75 29 00
Chicamacomico	N. C.	5 miles south of New Inlet	35 36 40	75 27 50
Gull Shoal	N. C.	11¾ miles south of New Inlet	35 29 50	75 28 40
Little Kinnakeet	N. C.	11½ miles north of Cape Hatteras light	35 25 00	75 29 10
Big Kinnakeet	N. C.	5½ miles north of Cape Hatteras light	35 20 00	75 30 20
Cape Hatteras	N. C.	1 mile south of Cape Hatteras light	35 14 20	75 31 20
Creeds Hill	N. C.	4 miles west of Cape Hatteras light	35 14 30	75 35 15
Durants	N. C.	3 miles east of Hatteras Inlet	35 12 35	75 41 10
Hatteras Inlet	N. C.	1½ miles west of Hatteras Inlet	35 11 00	75 46 10
Ocracoke	N. C.	3 miles northeast of Ocracoke Inlet	35 06 55	75 59 20
Portsmouth	N. C.	Northeast end of Potsmouth 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.	1½ miles south of Cape Lookout light	34 36 30	76 32 20
Fort Macon	N. C.	Beaufort Entrance, ¼ mile north of fort	34 42 00	76 40 50
Bogue Inlet	N. C.	Inner shore of Bogue Banks, ½ mile east of inlet	34 39 00	77 05 40
Cape Fear	N. C.	On Smiths Island, Cape Fear	33 50 40	77 57 30
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 Moultrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 05
Bulow[b]	Fla.	20 miles south of Matanzas Inlet	29 26 10	81 06 25
Mosquito Lagoon[b]	Fla.	On beach outside the lagoon	28 51 30	80 46 20
Chester Shoal[b]	Fla.	11 miles north of Cape Canaveral	28 36 40	80 35 50
Cape Malabar[c]				
Bethel Creek[b]	Fla.	16 miles north of Indian River Inlet	27 40 00	80 21 20

[a] Obtained from latest Coast Survey charts.
[b] House of refuge; no crew employed.
[c] Discontinued March 30, 1891.

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EIGHTH DISTRICT—Continued.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA—Continued.

Name of station.	State.	Locality.	Approximate position.[a]	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Indian River Inlet[b]	Fla.	South side of inlet	27 29 45	80 17 50
Gilberts Bar[b]	Fla.	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet[c]	Fla.			
Orange Grove[d]	Fla.			
Fort Lauderdale[b]	Fla.	4 miles north of New River Inlet	26 06 45	80 06 15
Biscayne Bay[b]	Fla.	6 miles north of Norris Cut	25 54 10	80 08 00

NINTH DISTRICT.

GULF COAST OF UNITED STATES.

Santa Rosa	Fla.	Santa Rosa Island, 3 miles east of Fort Pickens.	30 19 00	87 14 30
Sabine Pass	Tex.	West side of pass, south of light	29 42 27	93 51 10
Galveston	Tex.	East end Galveston Island	29 20 10	94 46 10
San Luis	Tex.	West end Galveston Island	29 07 00	95 04 00
Velasco	Tex.	2½ 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, AND A STATION AT LOUISVILLE, KY.

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

[a] Obtained from latest Coast Survey charts.
[b] House of refuge; no crew employed.
[c] Discontinued January 21, 1899.
[d] Discontinued October 1, 1896.
[e] Destroyed by fire.

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ELEVENTH DISTRICT.

LAKES HURON AND SUPERIOR.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Lake View Beach	Mich.	5 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.	Near light, Lake Huron		
Thunder Bay Island	Mich.	West side of island, Lake Huron		
Middle Island	Mich.	North end of Middle Island, Lake Huron		
Hammond	Mich.	Hammonds Bay, Lake Huron		
Bois Blanc	Mich.	About midway east side of island, Lake Huron		
Vermilion	Mich.	10 miles west of Whitefish Point, Lake Superior.		
Crisps	Mich.	18 miles west of Whitefish Point, Lake Superior.		
Two Heart River	Mich.	Near mouth of Two Heart River, Lake Superior.		
Deer Park	Mich.	Near mouth of Sucker River, Lake Superior		
Grand Marais	Mich.	West of harbor entrance		
Marquette	Mich.	Near light, Lake Superior		
Portage	Mich.	Old Portage Lake Ship Canal, ¾ mile from north end, on east bank.		
Duluth	Minn.	On Minnesota Point, Upper Duluth		

TWELFTH DISTRICT.

LAKE MICHIGAN.

Beaver Island [a]	Mich.	Near light		
Charlevoix	Mich.	South side of harbor entrance		
North Manitou Island	Mich.	Near Pickards wharf		
South Manitou Island	Mich.	Near light, Lake Michigan		
Sleeping Bear Point	Mich.	Near Glenhaven, Michigan		
Point Betsie	Mich.	Near light		
Frankfort	Mich.	South side entrance of harbor		
Manistee	Mich.	North side entrance of harbor		
Grande Pointe au Sable.	Mich.	1 mile south of light		
Ludington	Mich.	North side entrance of harbor		
Pentwater	Mich.	North side entrance of harbor		
White River	Mich.	North side entrance of White Lake		
Muskegon	Mich.	South side entrance of harbor, Port Sherman		
Grand Haven	Mich.	North side entrance of harbor		
Holland	Mich.	In the harbor, south side		
South Haven	Mich.	North side entrance of harbor		
Saint Joseph	Mich.	In the harbor, north side		
Michigan City	Ind.	East side entrance of harbor		
South Chicago	Ill.	North side entrance of Calumet Harbor		
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		

[a] No crew employed.

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TWELFTH DISTRICT—Continued.

LAKE MICHIGAN—Continued.

Name of station.	State.	Locality.	Approximate position.[a] Latitude, north.	Approximate position.[a] Longitude, west.
			° ′ ″	° ′ ″
Kenosha	Wis.	In the harbor, on Washington Island		
Racine	Wis.	In the harbor, adjoining light		
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		
Baileys 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, WASHINGTON, AND ALASKA.

Nome	Alaska	At Nome	64 30 00	165 23 00
Neah Bay[b]	Wash.			
Grays Harbor	Wash.	Just south of Grays Harbor light	46 53 15	124 07 15
Willapa Bay	Wash.	Near light-house boat landing	46 43 00	124 03 00
Ilwaco Beach	Wash.	13 miles north of Cape Disappointment	46 27 50	124 03 25
Cape Disappointment	Wash.	Bakers Bay, ½ mile northeast of light	46 16 40	124 03 00
Point Adams	Oregon	¾ mile southeast of Fort Stevens	46 12 00	123 57 00
Yaquina Bay	Oregon	About 1 mile south of harbor entrance	44 35 30	124 03 54
Umpqua River	Oregon	Near entrance of river, north side	43 42 00	124 10 30
Coos Bay	Oregon	Coos Bay, north side	43 22 50	124 18 00
Coquille River	Oregon	In town of Bandon	43 07 00	124 25 00
Humboldt Bay	Cal.	Near old light-house tower, north side entrance, Humboldt Bay.	40 46 00	124 13 00
Arena Cove	Cal.	3 miles southeast from Point Arena light	38 54 50	123 42 30
Point Reyes	Cal.	3½ miles north of light	38 02 20	122 59 30
Bolinas Bay[c]	Cal.			
Point Bonita	Cal.	Near Point Bonita light	37 47 50	122 31 40
Fort Point	Cal.	¾ mile east of light	37 48 10	122 27 50
Golden Gate	Cal.	On beach in Golden Gate Park, San Francisco, ¾ mile south Point Lobos.	37 46 10	122 30 30
Southside	Cal.	3⅝ miles south of Golden Gate Life-Saving Station.	37 43 18	122 30 18

[a] Obtained from the latest Coast Survey charts.
[b] Discontinued December 17, 1890.
[c] Destroyed by fire.

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INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.

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

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.

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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.

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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.

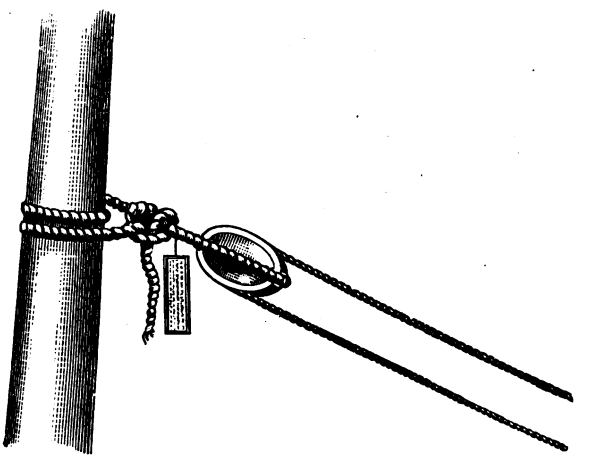


FIG. 1.—Tail block fastened to mast with whip line running through it.

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."

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These instructions having been obeyed, the result will be as shown in fig. 2.

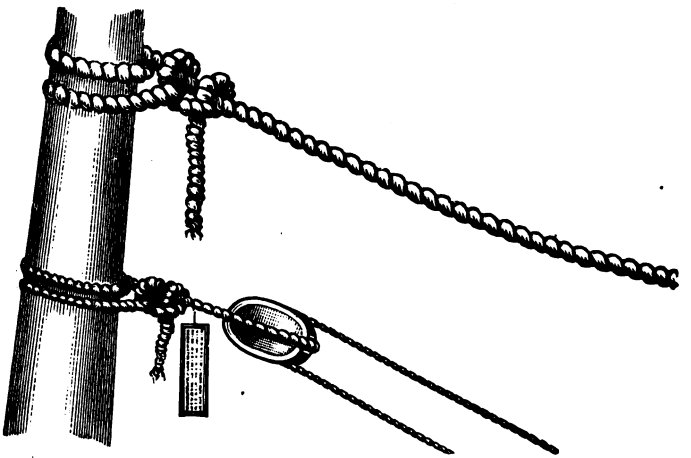


FIG. 2.—Hawser in position above whip line.

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.

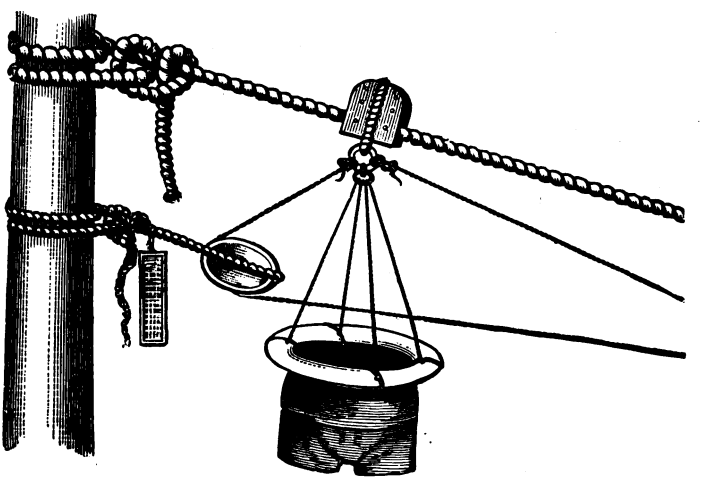


FIG. 3.—Breeches buoy rigged and hauled off to ship.

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

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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 daytime, 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 longshore 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.

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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

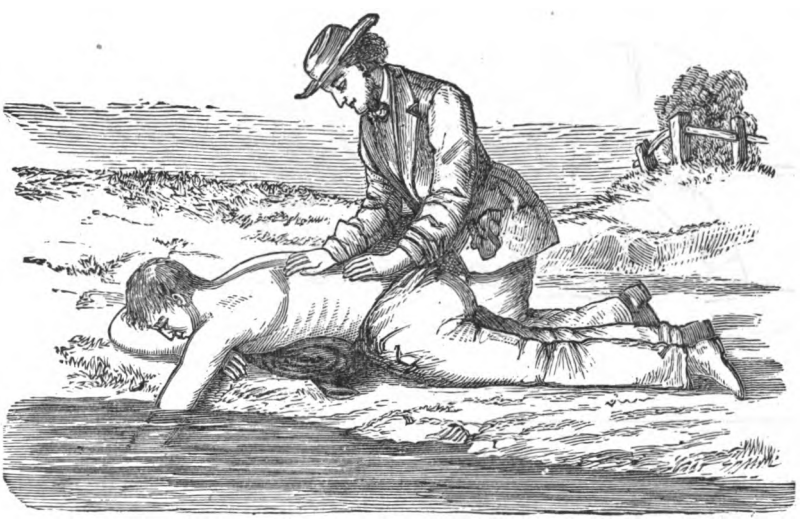


FIG. 4.—Expelling water from body.

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. 4). Separate the jaws and keep them apart by placing between

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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. 5 and 6).—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

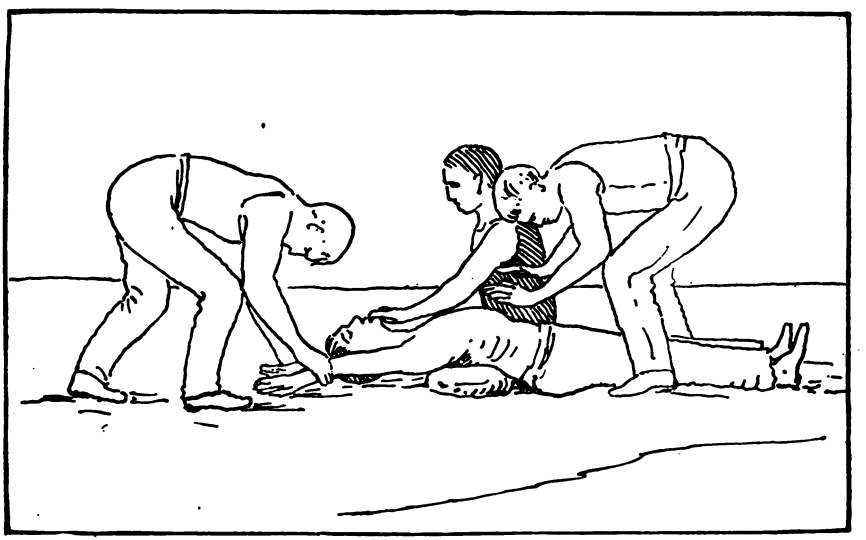


FIG. 5.—Movements to produce inspiration.

(which enlarges the capacity of the chest and induces inspiration). (Fig. 5.) 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.

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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. 6.)

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-

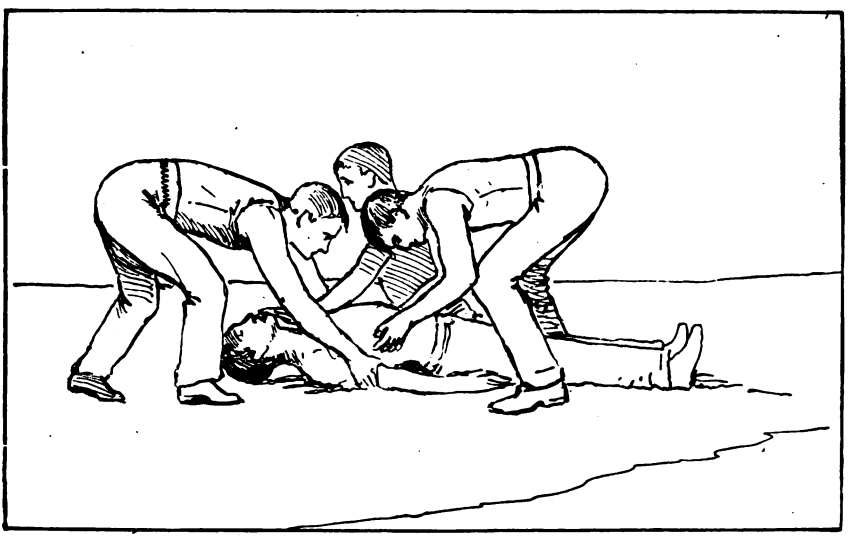


FIG. 6.—Movements to produce expiration.

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.

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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

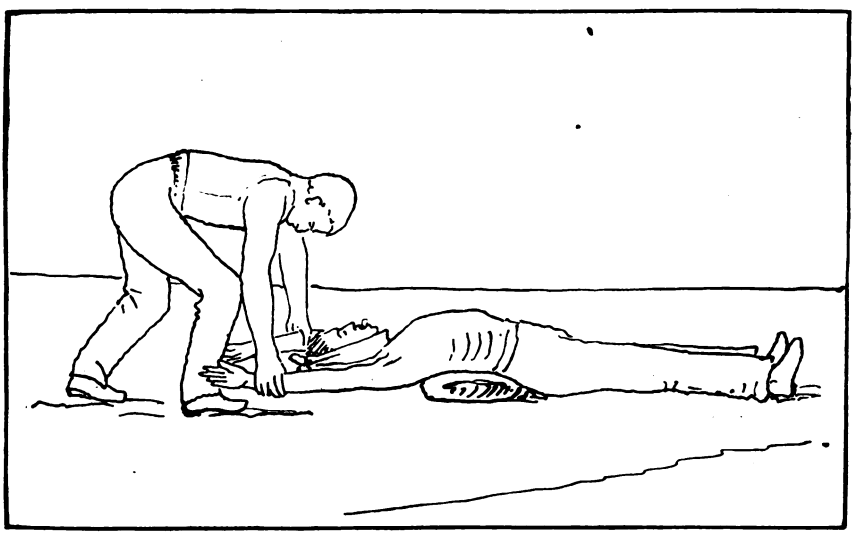


FIG. 7.—Movements by one person to produce inspiration.

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. 7.)

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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. 8.)

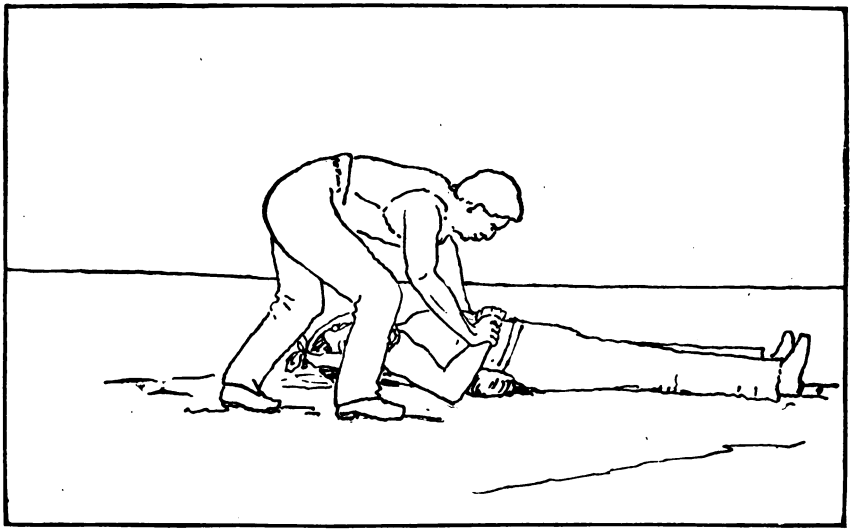


FIG. 8—Movements by one person to produce expiration.

Repeat these movements twelve to fifteen times every minute, etc.

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MEDALS OF HONOR.

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1876–1907.

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AWARDS OF LIFE-SAVING MEDALS.

1876-1907.

[Index to list of medalists follows General Index.]

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

Eight gold and 20 silver medals were awarded during the fiscal year 1906–7.

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.

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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.
Barnt 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 Caffeys 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 ferry-boat 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

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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

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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 5, 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 tripsthrough the stormy sea between the U. S. frigate Constellation and the wreck in a small boat in effecting the rescue. (An. Rpt., 1880.)	do	Do.
William A. Clark	Glen Arbor, Mich.	Rescuing, at great risk to his life, two men, the survivors of the crew of seven of the wrecked schooner W. B. Phelps, Nov. 20. 1870, near Glen Arbor. (An. Rpt., 1880.)	do	Apr. 8, 1880
Charles A. Rosman	do	do	do	Do.
W. C. Ray	do	do	do	Do.
John Tobin	do	do	do	Do.
John Blanchfield	do	do	do	Do.
Charles H. Valentine	Keeper 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. Kiah	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

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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 Pointe au Sable, Mich. (An. Rpt., 1880.)	Silver medal	Do.
Charles Gnewuch	Manistee, Mich	Rescuing from drowning twenty-four persons at various times between November, 1874, and October, 1880. (An. Rpt., 1881.)	Gold medal	Apr. 18, 1881
William P. Chadwick	Keeper of life-saving station.	Rescue of the crew of the schooner George Taulane, wrecked on the coast of New Jersey in the terrible storm of Feb. 3, 1880. (An. Rpt., 1881.)	do	June 10, 1881
Peter Sutfin	Surfman	do	do	Do.
Tylee C. Pearce	do	do	do	Do.
Benjamin Truex	do	do	do	Do.
William Vannote	do	do	do	Do.
Charles Seaman	do	do	do	Do.
John Flemming	do	do	do	Do.
William H. Brower	do	do	do	Do.
Lewis Truex	do	do	do	Do.
Abram J. Jones	do	do	do	Do.
Charles W. Flemming	do	do	do	Do.
Demerest T. Herbert	do	do	do	Do.
William L. Chadwick	Volunteer	do	do	Do.
Isaac Osborn	do	do	do	Do.
David B. Fisher	do	do	do	Do.
David B. Clayton	do	do	do	Do.
Abner R. Clayton	do	do	do	Do.
Abner Herbert	do	do	do	Do.
Charles P. Smith	Queens County, N. Y.	Heroic conduct at the time of the burning of the steamer Seawanaka, of which he was captain, June 28, 1880, whereby nearly all of the three hundred persons on board were saved. (An. Rpt., 1881.)	do	June 25, 1881
Ida Lewis-Wilson	Keeper of Lime Rock lighthouse, 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. Rept., 1881.)	do	July 16, 1881
Isaac H. Grant	Keeper of White Head lighthouse, 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

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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 lighthouse, 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. 15, 1884
William E. Bowman...	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	.....do.....	Do.
William Wilson.....	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., of a twelve-year-old lad, Oct. 22, 1882. (An. Rpt., 1884.)	.....do.....	Mar. 31, 1884
F. C. Bartholomew.....	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	.....do.....	June 19, 1884
C. A. Harrison.....	.....do.....	.....do.....	.....do.....	Do.
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

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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. Tuncks	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 5 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.

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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'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal.	Aug. 12, 1885
Joseph Greenwald	St. Louis, Mo	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	.....do.....	Dec. 2, 1885
James Larson	Sister Bay, Wis ...	Rescuing, unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and snowstorm. (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, 1885. (An. Rpt., 1887.)	Silver medal.	July 22, 1886
Michael J. Bradford ...	Of the Volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug. 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal...	July 26, 1886
Jesse B. Bean.....	.....do	.....do	Silver medal .	Do.
E. Owens	.....do	.....do	.....do..	Do.

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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.
Axil 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.)	Silver medal	May 26, 1887

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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.

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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.....	Charlottesvile, 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

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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

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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 Quiniault 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.

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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 Cleopatra and Crystal Wave, wrecked in a collision off the capes of the Delaware early in the morning of Oct. 29, 1889. (An. Rpt., 1890.)	Silver medal	Apr. 23, 1890
Dennis Tracy	Bangor, Me	Rescue of several persons from drowning in the Penobscot and Kenduskeag rivers at various times during the year 1880. (An. Rpt., 1890.)	do	Do.
Frank Tompkins	Governors Island, N. Y.	Rescue from drowning in the Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An. Rpt., 1890.)	do	Do.
James S. Donahue	Keeper of lighthouse 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 into Lackawaxen Creek, which at the time was much swollen by recent heavy rains, July 27, 1890.	Silver medal	Sept. 11, 1890
Harry H. Moore	Brooklyn, N. Y	Rescuing a girl from drowning near Coscob, Conn., Aug. 6, 1890.	do	Sept. 30, 1890
Lawrence O. Lawson	Keeper of life-saving station.	Rescue of the crew of the steamer Calumet, wrecked some fifteen miles from the Evanston Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous, and the rescue was effected only after the display of extraordinary 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 beyond their depth by the tide, Aug. 30, 1890.	do	Do.
Daniel J. Reagan	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal	Dec. 22, 1890
Thomas F. Freel	New York	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884–1889.	do	Jan. 9, 1891
Alfred Mitchell	Erie, Pa.	Rescuing, while in command of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young, while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal	Jan. 10, 1891

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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. 26, 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.

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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.

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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 Coskata Station, Nantucket, Mass., Jan. 21, 1892. The men were saved only by the utmost skill and bravery, and were brought to land after battling for twenty-three hours against wind and sea. (An. Rpt., 1892.)	Gold medal...	Apr. 2, 1892
Jesse H. Eldridge.....	Surfman.....	.....do.....	Silver medal..	Do.
Roland H. Perkins....	.....do.....	.....do.....	.....do.....	Do.
Charles 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 Erndale, 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. VanAmringe..	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.

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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.

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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 tne 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

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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, 1885, 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

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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 Porte des Morts light-station.	Rescuing, on the night of Oct. 28, 1892, the crew of the schooner A. P. 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

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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

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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
Albert 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.
Frank Sweezey.....	Fire department, Bridgeport, Conn.	Bravely rescuing from drowning two boys who had capsized in a small boat, on Mar. 31, 1893, by jumping from a bridge, and, encumbered by his clothing and unaided, succeeded in landing them safely on shore.	....do.....	Aug. 28, 1894
Harry King.....	San Francisco, Cal.	Heroically swimming to the rescue, Oct. 31, 1893, of a fisherman whose boat had capsized in the breakers off the California coast, and who was unable to reach the shore.	Gold medal...	Sept. 26, 1894.
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.	Silver medal..	Do.
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).

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List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award,	Date of award.
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
Benjamin G. Cameron.	Keeper of life-saving station.	Rescuing and assisting to rescue 108 persons from shipwreck on various occasions from 1875 to 1897.	.....do	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 acplished in the face of grave difficulties, and at the imminent risk of his own life.	.....do	July 28, 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, 1889.

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List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal	Oct. 17, 1899
P. Anderson	do	do	do	Do.
A. Henrikson	do	do	do	Do.
Andrew O. Lilleland	do	do	do	Do.
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	Do.
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 capsize 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

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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 rescuer 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.

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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 capsize 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	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
Horatio Drinkwater	do	do	do	Do.
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

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List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Seth L. Ellis.....	Harwichport, Mass. (surfman, Monomoy Station).	At great hazard endeavored to save crew of barge Wadena, which was ashore on Shovelful Shoal, Mass., and afterwards aided members of life-saving crew on their overturned boat until their strength was exhausted.	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.

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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. Corscaden	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.

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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
Laurits Haugens	Seaman, U. S. steamer Isla de Luzon.	do	do	Do.
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, 1895.	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.
Hugh F. Doherty	Brooklyn, N. Y.	Rescuing persons from drowning on various occasions.	do	Aug. 25, 1903
Louis B. Diggins	Washington, D. C.	Rescuing two women from drowning at Virginia Beach, Va., Sept. 1, 1902.	do	Oct. 7, 1903
H. D. Fadden	Coxswain, U. S. Navy.	Rescuing a comrade who had fallen overboard at sea, June 30, 1903.	do	Do.
William E. Cope	Rochester, N. Y.	Rescuing a woman who had fallen overboard from a steamer in the harbor of Charlotte, N. Y., July 23, 1903.	do	Oct. 22, 1903
August Kirchner	Chicago, Ill	Rescuing a man from drowning in Lake Michigan, July 26, 1903.	do	Do.
Cornelius F. Sullivan	Ordinary seaman, U. S. Navy.	Rescuing a shipmate from drowning in the harbor of Culebra, P. R., May 4, 1902.	do	Do.
Isaac W. Truex	Keeper Ship Bottom Life-Saving Station.	Rescue of five men from the wreck of the barkentine Abiel Abbott, Jan. 20, 1903.	Gold medal	Jan. 15, 1904
C. V. Conklin	Surfman	do	do	Do.
James H. Cranmer	do	do	do	Do.
J. Horace Cranmer	do	do	do	Do.
Barton P. Pharo	do	do	do	Do.
Walter Pharo	do	do	do	Do.
A. B. Salmons	do	do	do	Do.
George Mathis	Keeper Long Beach Life-Saving Station.	do	do	Do.
M. D. Kelly	Surfman	do	do	Do.
W. E. Pharo	do	do	do	Do.
W. N. Capps	Surfman, Virginia Beach Life-Saving Station.	Rescuing two men from drowning, at Virginia Beach, Va., Oct. 10, 1903.	do	Do.
Michael M. Haley	Private, U. S. Marine Corps.	Making a brave effort to rescue a man from drowning, at Mayaguez, P. R., Dec. 20, 1902.	Silver medal	Do.
Captain John K. Andersen.	Fort Pierce, Fla.	Rescuing a man from drowning, at Squan Beach, N. J., June 13, 1903.	Gold medal	Mar. 12, 1904
Harry Andersen	Manasquan, N. J.	do	do	Do.
Chas. E. Boker	do	Rescue of two men from drowning, at Squan Beach, N. J., June 13. 1903.	do	Do.
Captain Robert F. Longstreet.	Keeper Squan Beach Life-Saving Station.	do	do	Do.
Albert Latham	Surfman, Blue Point Life-Saving Station.	Rescue of two men from drowning, at the wreck of the schooner Benjamin C. Cromwell, Feb. 22, 1904.	do	Do.
Frank B. Raynor	do	do	do	Do.

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List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. F. Halsey, jr.....	Surfman, Quogue Life-Saving Station.	Rescuing a man from drowning, at the wreck of the schooner Augustus Hunt, Jan. 22, 1904.	Gold medal...	Mar. 12, 1904
Frank D. Warner.....	.....do.....	.....do.....	.....do.....	Do.
John Spofford	Seaman, U. S. S. Sprigg Carroll.	Rescuing a man from drowning, in the harbor of New London, Connecticut, Dec. 19, 1903.	Silver medal..	May 25, 1904
Nils Nelson.....	Assistant keeper, Sakonnet Light-House.	Rescuing a man from drowning, near West Island, Rhode Island, July 24, 1903.	Gold medal...	June 25, 1904
Michael J. Coyne.....	Metropolitan police, New York.	Rescued, by jumping from a wharf at the foot of Corlears street, New York City, Feb. 27, 1903, a man who was drifting out with the tide; recovered and swam with him until aid reached them from the shore.	.....do.....	July 21, 1904
James Hamilton	Kelleys Island, Ohio.	Bravely rescuing one man and two women from the wreck of the steamer George Dunbar, off Middle Island, Lake Erie, June 29, 1902.	.....do.....	Do.
Fred Dishinger, sr.....	.....do.....	.....do.....	.....do.....	Do.
Fred Dishinger, jr.....	.....do.....	.....do.....	.....do.....	Do.
Charles R. Weston.....	Second officer, U. S. Transport Service.	Heroic daring in rescuing two men from drowning off San Juan, Porto Rico, Aug. 8, 1899.	.....do.....	Aug. 3, 1904
Frank A. McGregor...	Gunner, U. S. Navy.	Saving the lives of two men who were in danger of drowning by the capsizing of a sailboat in the harbor of Bellingham, Washington, June 22, 1904.	Silver medal..	Do.
Michael J. Burke.....	Mate, steamer Minnahanonck.	Rescuing a man and a woman from drowning in the East River, New York, Feb. 14, 1899, and May 12, 1903.	Gold medal...	Aug. 4, 1904
Samuel T. Mackall....	Second lieutenant, Eleventh U. S. Infantry.	Rescued, on Aug. 2, 1902, with great bravery and at peril of his life, two soldiers from drowning in the Malabang River, island of Mindanao.	.....do.....	Do.
Lucien B. Gardener...	Sergeant, Eleventh U. S. Infantry.	Bravely swimming to the rescue of a drowning comrade in the Malabang River, Philippine Islands, Aug 2, 1902.	Silver medal..	Do.
Lawrence Doyle.....	Corporal, Eleventh U. S. Infantry.	.....do.....	.....do.....	Do.
F. Miguchi.....	Cook, U. S. Revenue-Cutter Service.	Extraordinary heroism in rescuing, Aug. 17, 1904, a sailor who had drifted into deep water. Miguchi leaped overboard, encumbered by his clothing, dived for the man, who had sunk beneath the surface, recovered and swam with him until aid reached them.	.....do.....	Sept. 21, 1904
Patrick H. McMahon..	Master of steamer Mystic.	Rescuing, on July 12, 1904, by prompt action, superior skill, and with considerable risk, a man who was endangered while bathing in Lake Erie.	.....do.....	Do.
John P. Boyle.....	Private, U. S. Coast Artillery.	Rescuing a man from drowning off Fort Monroe, Virginia, on Apr. 8, 1901.	.....do.....	Do.

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List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Thompson	Chief carpenter, U. S. Navy.	Rescued, with great skill and heroism, Lieutenant-Commander Henry B. Wilson, U. S. Navy, who had capsized in a boat from the U. S. S. Saratoga, off San Fernando, Trinidad, Feb. 24, 1887.	Silver medal..	Jan. 12, 1905
Daniel J. Sullivan.....	Metropolitan police, New York.	Bravely swimming to the rescue of a man who had fallen into the Harlem River, New York, and sunk in 15 feet of water Aug. 4, 1904.	.....do	Jan. 18, 1905
Joseph Ridley	New York, New York.	Heroic services in rescuing a man and a child from drowning in the East River, New York, on Oct. 30, 1896, and Oct. 17, 1900.	Gold medal...	Mar. 1, 1905
Thomas S. Quinn.....	Patrolman, New York police.	Rescuing a man from drowning in the East River, New York, on Oct. 28, 1904, under circumstances of great personal hazard.	Silver medal..	Mar. 21, 1905
William H. Gaskill....	Keeper of life-saving station.	Rescue of six men from the wreck of the schooner Sarah D. J. Rawson, on Lookout Shoals, North Carolina, Feb. 9, 10, 1905.	Gold medal...	Apr. 12, 1905
Kilby Guthrie	Surfman.....	.....do.....	.....do	Do.
Walter M. Yeomans...	.....do	.....do.....	.....do	Do.
Tyre Moore.....	.....do	.....do.....	.....do	Do.
John A. Guthrie.....	.....do	.....do.....	.....do	Do.
James W. Fulcher.....	.....do	.....do.....	.....do	Do.
John E. Kirkman.....	.....do	.....do.....	.....do	Do.
Calupt T. Jarvis.....	.....do	.....do.....	.....do	Do.
Joseph L. Lewis.....	Former surfman..	.....do.....	.....do	Do.
Henry Ulke, jr.....	Second lieutenant, U. S. Revenue-Cutter Service.	Rescuing a man who fell into the East River, New York, Feb. 3, 1905.	Silver medal..	Do.
John R. Hanby.....	Wilmington, North Carolina.	Heroically rescuing a bather from drowning in the surf at Wrightsville Beach, North Carolina, on Aug. 13, 1904.	.....do	June 6, 1905
C. C. Williamson	.....do	.....do.....	.....do	Do.
Thomas Richards.....	Saint Michael, Alaska.	Gallantly effecting the rescue of three men who had drifted to sea on an ice floe and were cast upon an uninhabited island 10 miles from shore, Feb. 9, 1905.	.....do	June 7, 1905
Thomas Thompson.....	.....do	.....do.....	.....do	Do.
Charles White	.....do	.....do.....	.....do	Do.
John L. Carlberg	Master of sloop Irene.	Bravely rescuing ten men of the wrecked steamer Spartan, off the coast of New Jersey, during a severe gale, Sept. 16, 1903.	.....do	June 22, 1905
Carl A. Aspenburg.....	Sloop Irene.....	.....do.....	.....do	Do.
Charles J. Sheridan ...	Patrolman, New York police.	Rescued, by jumping from a wharf at the foot of Bloomdale street, New York City, Oct. 4, 1902, a boy in the act of drowning and swam with him to a pier.	.....do	July 7, 1905
Alfred Sorensen	Master of steamer Clara Clarita.	Bravely rescuing 17 men of the wrecked steamer Astral off the Maine coast during a severe storm, on Dec. 15, 1902.	.....do	Do.
H. H. Kittel.....	Coxswain, U. S. Navy.	Bravely swimming to the rescue of a shipmate who had been thrown overboard from the U. S. S. Kearsarge off Newport News, Va., on May 9, 1905.	.....do	Oct. 5, 1905

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List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
August Mollen.....	Little Chute, Wis.	Heroically rescuing a companion from drowning in the Fox River, Wisconsin, on July 18, 1905.	Silver medal..	Oct. 11, 1905
Lewis Roy Crawford..	Philadelphia, Pa..	Gallantly effecting the rescue of 9 boys, who had capsized in a sailboat in the Delaware River, on July 4, 1900.	.....do.....	Do.
Charles E. Fife.....	Cleveland, Ohio...	Heroic services in rescuing a boy from drowning in Lake Erie on Aug. 4, 1903.	.....do.....	Do.
James Murray.....	Metropolitan police, New York.	Rescuing a man from drowning in Gowanus Canal, New York, on Feb. 8, 1905, under circumstances of great personal hazard.	.....do.....	Do.
John Coulon.....	Chicago, Ill.....	Rescued, with great skill and heroism, a boy who had fallen into the East River, New York, on July 6, 1905.	.....do.....	Do.
William Heinemann...	Keeper of light station.	Rescuing from drowning on July 4, 1905, by prompt action, superior skill, and with considerable risk, 34 persons from the capsized schooner Gertie Rhodes.	.....do.....	Oct. 24, 1905
John Russell.....	Department of Docks and Ferries, New York.	Heroic services in rescuing persons in danger of drowning in the East River, New York, on June 14, 1902, Feb. 4, 1904, and Apr. 8, 1904.	.....do.....	Nov. 11, 1905
Emile M. Wagner	Seaman, U. S. Navy.	Bravely swimming to the rescue of a shipmate who had fallen into the sea from the U. S. battleship Alabama, on Sept. 27, 1905.	.....do.....	Dec. 11, 1905
Henry J. Schiller	Lakeside, Ohio ...	Rescuing a boy from drowning in Lake Erie, on Aug. 30, 1905.	.....do.....	Dec. 15, 1905
John J. Sweeney	New York, N. Y..	Bravely saving 3 men and 2 girls from drowning in the East River, New York, on Apr. 19, 1903, July 16, 1904, Nov. 12, 1904, and Oct. 13, 1905.	.....do.....	Feb. 27, 1906
Patrick J. Lynch.....	Fireman, New York City.	Bravely rescuing from fire and flood a score of passengers from the ill-fated excursion steamer General Slocum, on June 15, 1904.	.....do.....	Mar. 24, 1906
Michael J. O'Loughlin.	Metropolitan police, New York.	Heroic conduct in leaping into the East River, New York, and saving a man from drowning, on June 5, 1905	Gold, second service bar.	May 12, 1906
Nells Nilsen.....	Keeper Sand Island Light Station, Ala.	On Dec. 1, 1905, while Nilsen and a man namen Harian Hansen were going in a small sailboat from the light station to Fort Morgan, Ala., Hansen fell overboard. Abandoning the boat, Nilsen went to Hansen's assistance and swam with him to the shore, nearly a mile distant. Hansen died before Nilsen reached land.	Gold medal..	May 21, 1906
Philip C. Pregenzer....	Fire Department, New York City.	On Aug. 2, 1904, and Aug. 23, 1905, respectively, rescued Mrs. Annie Geraghty and Adolph G. Haaslacher, bathers at Coney Island.	Silver medal..	June 5, 1906

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List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Stanley Dooley.....	Coxswain, revenue cutter Onondaga.	On Mar. 3, 1906, jumped overboard while the Onondaga was lying at anchor off Norfolk, Va., and rescued Philip Lee, a shipmate, who had accidentally fallen into the water.	Silver medal..	June 6, 1906
Mark Watson Horne..	Pittsburg, Pa....	On Aug. 29, 1905, rescued a boy named Ross Theodore Whistler, who had gone beyond his depth while bathing at York Harbor Beach, Me. At the time of this rescue Horne was 11 years old.	Silver.....	July 6, 1906
Matthew J. McGrath..	Metropolitan police, New York City.	On Nov. 19, 1905, near the hour of midnight, McGrath jumped from the Lenox Avenue Bridge, New York City, into the Harlem River—a sheer drop of 50 feet—and rescued John Hartigan, who had fallen into the river from a dock near the bridge named.	Gold medal...	Do
John F. Conroy	Boston, Mass.....	Saved bathers from drowning in waters adjacent to L street bath house, South Boston, Mass., as follows: June 23, 1900, Francis Desmond; June 6, 1901, Ernest W. Beck; July 31, 1902, Mark Ellis; June 30, 1905, Francis Murphy and another boy whose name is not given; Aug. 2, 1905, John Drea and Harry Adler.	Silver medal..	Sept. 8, 1906
John Wade.....	New York City...	On June 15, 1904, displayed extreme bravery in rescuing, with his tug the "Wade," upward of 200 persons from the burning excursion steamer General Slocum.	Gold medal...	Do.
Frank T. Ryan.....	Private in U. S. Army.	On July 4, 1906, Ryan and Jesse J. Paschal went to the assistance of a comrade, August N. Duster, who was about to drown in the surf at Fort Screven, Ga. Paschal was overcome by Duster and was himself about to drown, when Thomas McGrail, another soldier, swam out and rescued him. Ryan took Duster ashore.	Silver medal..	Nov. 16, 1906
Jesse J. Paschal.....	.....do.....	.....do.....	.....do.....	Do.
Thomas McGrail.....	.....do.....	.....do.....	.....do.....	Do.
Joseph H. Batts.....	Fireman, Niagara Falls, N. Y.	On June 5, 1906, saved, at great peril of his life, an insane man named Amos Schweitzer from going over the falls. Schweitzer had waded out to within 15 feet of the precipice. His rescuers secured him by creeping along a ladder extended over the water.	Gold medal...	Dec. 1, 1906
Thomas Conroy.....	.....do.....	.....do.....	.....do.....	Do.
James Collins.....	Metropolitan police, New York City.	On June 15, 1904, Collins and a fellow-officer, Hubert C. Farrell, went in a small boat to the burning steamer General Slocum and rescued 22 persons, at imminent risk of their lives.	.....do.....	Do.
Hubert C. Farrell.....	.....do.....	.....do.....	.....do.....	Do.

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List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
H. L. Bodden	Carpenter on revenue cutter Winona.	On Sept. 27, 1906, Bodden, in charge of a boat's crew from the "Winona," rescued 5 persons from the schooner Hy Zollinger, disabled by a hurricane and in danger of being wrecked at the mouth of the Pascagoula River, Miss.	Silver medal	Mar. 9, 1907
C. Petersen	Master-at-arms revenue cutter Winona.	On Sept. 27, 1906, a hurricane wrecked the East Pascagoula River light station, leaving only 2 walls and the tower standing. Petersen and a shipmate went to the wrecked structure in a boat and rescued the keeper and his family.	do	Do.
P. Petersen	Quartermaster on revenue cutter Winona.	do	do	Do.
John W. Smith	Block Island, R. I.	On Feb. 12, 1907, put to sea in schooner Elsie and picked up 8 survivors of the steamer Larchmont, which had sunk the day previously in Block Island Sound in collision with the schooner Harry P. Knowlton.	do	Mar. 18, 1907
G. Elwood Smith	do	do	do	Do.
Albert W. Smith	do	do	do	Do.
Harry L. Smith	do	do	do	Do.
Louis E. Smith	do	do	do	Do.
Earl A. Smith	do	do	do	Do.
Jeremiah M. Littlefield	do	do	do	Do.
Edgar Littlefield	do	do	do	Do.
Laurance Angel	First Lieutenant Porto Rico Provisional Regiment of Infantry.	On Sept. 20, 1906, swam 500 yards from Fort El Moro, Porto Rico, and, at great risk of his life, supported an exhausted man until the arrival of a launch.	Gold medal	Mar. 21, 1907
Charles W. Jordon	First assistant keeper, Boston light station.	In the early morning of Mar. 20, 1906, rescued 6 men, crew of the schooner C. C. Lane, stranded on Little Brewster Island, Boston Harbor.	Silver medal	Do.
Henry C. Towle	Second assistant, Boston light station.	do	do	Do.
William C. Malcolm	Private in Eighth U. S. Infantry.	On June 4, 1906, swam to the assistance of Lieut. W. C. Whitener, Eighth Infantry, who was in danger of drowning in the Strait of Iloilo, P. I., and supported him until a boat from the shore picked both men up. The act of Private Malcolm was one of extreme bravery.	Gold medal	Mar. 27, 1907
Lawrence W. McMaster.	Chicago, Ill	On Sept. 2, 1905, with his yacht Delight, rescued 6 persons from the yacht San Toy, capsized in Lake Michigan, several miles off Michigan City, Ind., during a storm.	Silver medal	Do.
André Menou	Marseillan, France.	On Nov. 8, 1877, rescued part of the crew of the American bark Ellen Stevens, wrecked on the Mediterranean coast of France, between Cette and Agde.	do	June 22, 1907

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AND OTHER CASUALTIES
AT HOME AND ABROAD.

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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, 1907.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1906–1907.

The following is the thirty-fourth 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 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.

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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. *Founderings.*—Embracing founderings which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking sunken wrecks, piers, snags or ice.

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

3. *Collisions.*—Embracing all collisions between vessels only.

4. *Other causes.*—Embracing disasters resulting from various causes, as follows:

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, 1906.

Since the publication of the annual statement for the fiscal year ending June 30, 1906, information has been received of the occurrence of disasters during the year to 76 American vessels; also the loss of 38 lives on 35 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.
Founderings:						
Vessels	3	.....	2	6	.....	11
Tonnage	407	.....	326	337	.....	1,070
Passengers	.....	.....	.....	60	.....	60
Crews	4	.....	6	45	.....	55
Strandings:						
Vessels	4	1	5	2	.....	12
Tonnage	3,207	10	9,107	35	.....	12,359
Passengers	143	.....	.....	.....	.....	143
Crews	59	2	61	3	.....	125
Collisions:						
Vessels	10	.....	7	7	1	25
Tonnage	2,936	.....	16,796	7,421	463	27,618
Passengers	35	.....	.....	28	.....	63
Crews	51	.....	99	80	7	237
Other causes:						
Vessels	10	3	4	10	1	28
Tonnage	7,897	1,412	3,525	1,754	1,564	16,152
Passengers	381	9	.....	18	.....	408
Crews	332	100	42	107	14	595
Totals:						
Vessels	27	4	18	25	2	76
Tonnage	14,447	1,422	29,756	9,547	2,027	57,199
Passengers	559	9	.....	106	.....	674
Crews	446	102	208	235	21	1,012
Vessels totally lost:						
Vessels	8	1	3	9	1	22
Tonnage	497	10	410	233	463	1,613
Passengers	.....	.....	.....	.....	.....	.....
Crews	15	2	8	18	7	50

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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 damaged:						
Vessels	19	3	15	16	1	54
Tonnage	13,950	1,412	29,346	9,314	1,564	55,586
Passengers	559	9	.....	106	.....	674
Crews	431	100	200	217	14	962
Vessels not damaged:						
Vessels	5	1	2	23	4	35
Tonnage	2,715	.....	3,817	5,648	5,636	17,816
Passengers	.....	.....	.....	425	21	446
Crews	95	.....	28	370	99	592
Lives lost	6	1	2	23	6	38
Aggregate:						
Vessels	32	5	20	48	6	111
Tonnage	17,162	1,422	33,573	15,195	7,663	75,015
Passengers	559	9	.....	531	21	1,120
Crews	541	102	236	605	120	1,604
Lives lost	6	1	2	23	6	38

Twenty-one of the persons lost, as reported above, fell overboard as a result of misstepping, losing their balance, etc., and 2 as a result of intoxication; 1 sunk with a vessel while asleep; 1 was scalded by the breaking of a steam pipe; 1 fell between two vessels; 1 was aboard a fishboat when run down by a steamer; 2 were killed by the blowing out of a manhole gasket of a boiler; 1 was struck on the head by a lump of coal that fell from a coal tower; 1 died as a result of having a leg crushed in a pilot wheel; 1 walked overboard while asleep; 2 were washed overboard by a sea; 2 were drowned by the capsize of a fishing dory; 1 while attempting to board a vessel by jumping, and 1 by getting caught in a shaft.

As the foregoing could not properly be included in the tables for the current fiscal year, 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 previous reports.

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, 1906.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels	33	1	23	23	7	87
Tonnage of vessels totally lost	6,625	.....	23,302	537	7,801	38,265
Tonnage of vessels damaged	2,033	240	1,186	1,138	.....	4,597
Value of vessels.....dollars	213,650	8,000	708,210	103,700	203,000	1,236,560
Value of cargoes.....do	69,265	40,000	180,100	9,350	70,550	369,265
Loss to vessels.....do	160,750	3,000	700,310	59,950	203,000	1,127,010
Loss to cargoes.....do	62,040	20,000	171,795	5,550	70,550	329,935
Insurance on vessels.....do	93,620	.....	404,750	21,665	67,800	587,835
Insurance on cargoes.....do	40,905	.....	71,385	.....	31,150	143,440
Laden	25	1	18	4	7	55
Ballast	8	.....	5	19	.....	32
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	20	.....	19	12	7	58
Casualties involving partial and unknown damage	13	1	4	11	.....	29
Number of passengers	.....	.....	.....	66	1	67
Number in crews	112	1	193	207	92	605
Total on board	112	1	193	273	93	672
Number of lives lost	28	.....	76	1	31	136

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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, 1906—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
STRANDINGS.						
Number of vessels	138	53	121	15	22	349
Tonnage of vessels totally lost	12,706	10,979	33,240	721	6,252	63,898
Tonnage of vessels damaged	60,277	21,972	211,725	8,663	6,438	309,075
Value of vessels.....dollars	3,811,745	2,835,755	12,915,275	445,800	1,209,400	21,217,975
Value of cargoes.....do	2,378,555	762,360	1,743,740	69,630	237,195	5,191,480
Loss to vessels.....do	988,655	1,236,655	2,046,750	53,300	550,925	4,876,285
Loss to cargoes.....do	288,635	354,715	169,525	5,430	217,070	1,035,375
Insurance on vessels.....do	1,551,900	1,329,575	8,182,625	283,400	755,700	12,103,200
Insurance on cargoes.....do	311,500	271,010	325,430	20,000	87,695	1,015,635
Laden	92	37	88	9	12	238
Ballast	46	16	33	6	10	111
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	57	25	38	6	17	143
Casualties involving partial and unknown damage	81	28	83	9	5	206
Number of passengers	732	662	48	56	117	1,615
Number in crews	1,203	1,006	1,742	242	414	4,607
Total on board	1,935	1,668	1,790	298	531	6,222
Number of lives lost	26	8	25	.....	141	200
COLLISIONS.						
Number of vessels	187	52	117	49	25	430
Tonnage of vessels totally lost	4,453	.....	1,615	138	1,009	7,215
Tonnage of vessels damaged	160,128	43,163	267,087	32,499	27,509	530,386
Value of vessels.....dollars	11,755,915	2,450,500	12,319,800	1,023,880	2,416,100	29,966,195
Value of cargoes.....do	2,746,945	636,610	1,948,495	93,815	1,105,750	6,531,615
Loss to vessels.....do	560,040	37,370	329,680	72,055	169,300	1,168,445
Loss to cargoes.....do	313,195	515	7,205	4,260	12,850	338,025
Insurance on vessels.....do	5,829,370	937,900	7,491,850	249,500	1,299,000	15,807,620
Insurance on cargoes.....do	689,105	356,415	682,350	3,500	661,045	2,392,415
Laden	85	28	65	18	18	214
Ballast	78	20	34	19	6	157
Unknown whether laden or not	24	4	18	12	1	59
Wrecks involving total loss	17	.....	3	2	7	29
Casualties involving partial and unknown damage	170	52	114	47	22	405
Number of passengers	4,123	716	131	129	351	5,450
Number in crews	2,349	865	1,705	429	554	5,902
Total on board	6,472	1,581	1,836	558	905	11,352
Number of lives lost	5	1	7	11	1	25
OTHER CAUSES.						
Number of vessels	134	32	103	92	99	460
Tonnage of vessels totally lost	5,363	1,583	14,229	5,272	17,255	43,702
Tonnage of vessels damaged	70,220	31,042	142,158	17,280	151,067	411,767
Value of vessels.....dollars	8,562,590	3,348,015	10,076,950	1,811,135	11,816,695	35,615,385
Value of cargoes.....do	1,686,915	401,340	1,189,305	171,910	3,838,505	7,287,975
Loss to vessels.....do	602,565	358,700	676,955	604,435	675,215	2,917,870
Loss to cargoes.....do	100,280	13,450	147,450	33,075	247,715	541,970
Insurance on vessels.....do	4,193,440	1,703,500	7,367,400	787,835	7,788,165	21,840,340
Insurance on cargoes.....do	1,127,575	56,500	795,220	85,340	1,074,365	3,139,000
Laden	63	19	67	27	84	260
Ballast	71	13	36	65	15	200
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	43	5	18	37	21	124
Casualties involving partial and unknown damage	91	27	85	55	78	336
Number of passengers	2,044	1,164	560	1,385	768	5,921
Number in crews	1,694	692	1,902	1,218	2,477	7,983
Total on board	3,738	1,856	2,462	2,603	3,245	13,904
Number of lives lost	17	5	8	22	86	138
RECAPITULATION.						
Number of vessels	492	138	364	179	153	1,326
Tonnage of vessels totally lost	29,147	12,562	72,386	6,668	32,317	153,080
Tonnage of vessels damaged	292,658	96,417	622,156	59,580	185,014	1,255,825
Aggregate	321,805	108,979	694,542	66,248	217,331	1,408,905
Laden	265	85	238	58	121	767
Ballast	203	49	108	109	31	500
Unknown whether laden or not	24	4	18	12	1	59
Wrecks involving total loss	137	30	78	57	48	350

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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, 1906—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
RECAPITULATION—continued.						
Casualties involving partial and unknown damage	355	108	286	122	105	976
Number of passengers	6,899	2,542	739	1,636	1,237	13,053
Number in crews	5,358	2,564	5,542	2,096	3,537	19,097
Total on board	12,257	5,106	6,281	3,732	4,774	32,150
Number of lives lost[a]	76	14	116	34	259	499
Value of vessels.....Dollars..	24,343,900	8,642,270	36,020,235	3,384,515	15,645,195	88,036,115
Value of cargoes.....do....	6,881,680	1,840,310	5,061,640	344,705	5,252,000	19,380,335
Aggregate.....do....	31,225,580	10,482,580	41,081,875	3,729,220	20,897,195	107,416,450
Losses to vessels.....do....	2,312,010	1,635,725	3,753,695	789,740	1,598,440	10,089,610
Losses to cargoes.....do....	764,150	388,680	495,975	48,315	548,185	2,245,305
Aggregate.....do....	3,076,160	2,024,405	4,249,670	838,055	2,146,625	12,334,915
Insurance on vessels.....do....	11,668,330	3,970,975	23,446,625	1,342,400	9,910,665	50,338,995
Insurance on cargoes.....do....	2,169,085	683,925	1,874,385	108,840	1,854,255	6,690,490
Aggregate.....do....	13,837,415	4,654,900	25,321,010	1,451,240	11,764,920	57,029,485

[a] In addition to the number of lives lost here reported, 38 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 537.

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 1905–6 and 1906–7, with the percentage of increase or decrease of the latter compared with the former:

	1905–6.	1906–7.	Increase(+). Decrease(—).
Number of vessels involved:			
Atlantic and Gulf coasts	465	651	+ 40.00
Pacific coast	134	156	+ 16.42
Great Lakes	346	389	+ 12.43
Rivers	154	172	+ 11.69
At sea and in foreign waters	151	210	+ 39.07
Aggregate	1,250	1,578	+ 26.24
Value of vessels and cargoes:			
Atlantic and Gulf coasts	$28,558,680	$29,191,305	+ 2.21
Pacific coast	$10,094,090	$11,131,175	+ 10.27
Great Lakes	$39,684,340	$56,053,715	+ 41.25
Rivers	$3,246,770	$7,632,645	+135.09
At sea and in foreign waters	$20,805,445	$23,606,845	+ 13.46
Aggregate	$102,389,325	$127,615,685	+ 24.64
Losses to vessels and cargoes:			
Atlantic and Gulf coasts	$3,034,970	$3,603,990	+ 18.74
Pacific coast	$2,019,395	$2,286,220	+ 13.21
Great Lakes	$4,227,065	$2,583,155	— 38.89
Rivers	$798,875	$1,644,765	+105.89
At sea and in foreign waters	$2,122,875	$5,415,280	+155.10
Aggregate	$12,203,180	$15,533,410	+ 27.30
Tonnage of vessels involved:			
Atlantic and Gulf coasts	307,358	435,964	+ 41.84
Pacific coast	107,557	138,917	+ 29.16
Great Lakes	664,786	918,693	+ 38.18

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	1905-6.	1906-7.	Increase (+). Decrease (—).
Tonnage of vessels involved—Continued.			
Rivers	56,701	76,687	+ 35.25
At sea and in foreign waters	215,304	270,816	+ 25.78
Aggregate	1,351,706	1,841,077	+ 36.24
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts	28,650	64,475	+125.05
Pacific coast	12,552	11,473	— 8.59
Great Lakes	71,976	28,535	— 60.36
Rivers	6,435	8,231	+ 27.91
At sea and in foreign waters	31,854	63,054	+ 97.94
Aggregate	151,467	175,768	+ 16.04

On the 30th of June, 1907, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States was 24,180, with a total tonnage of 6,857,021. Of this number 1,507 vessels, having a total tonnage of 1,671,360, met with casualties during the year, being 6.23 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, 1907, 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	10,050	808	1 to 12.44
Sailing vessels	10,866	607	1 to 17.90
Barges	3,264	92	1 to 35.48
Total	24,180	1,507	1 to 16.04

During the year 501 vessels were reported as having met with collisions, but as 2 vessels were engaged in each collision (though in a few instances 3 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.

Sixty-four foreign vessels, having an aggregate tonnage of 144,746, 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, 7 others collided with American vessels at sea, involving a tonnage of 24,971.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 234 persons perished by drowning, or by accident on board, out of crews employed on 227 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

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to the number on board, and the ratio of lives lost to the number of casualties for the last thirty-two 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	878	1 to 20.65	1 to 1.77
1876-77	1,547	22,307	826	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	28,331	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	1,551	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
1901-2	1,306	29,937	526	1 to 56.10	1 to 2.49
1902-3	1,172	28,387	351	1 to 80.87	1 to 3.34
1903-4	1,182	33,577	1,454	1 to 23.08	1 to .81
1904-5	1,209	31,890	267	1 to 119.43	1 to 4.53
1905-6	1,250	30,464	499	1 to 61.05	1 to 2.51
1906-7	1,578	35,768	571	1 to 62.64	1 to 2.77

[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
1901-2	1,129	25,569	335	1 to 76.32	1 to 3.37
1902-3	1,023	25,459	215	1 to 118.41	1 to 4.76
1903-4	1,016	27,120	1,281	1 to 21.17	1 to .79
1904-5	1,048	26,209	119	1 to 22.04	1 to 8.81
1905-6	1,099	25,711	240	1 to 107.13	1 to 4.58
1906-7	1,368	30,396	449	1 to 67.69	1 to 3.05

[a] This number is exclusive of lives lost where vessels suffered no damage.

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STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1907.

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, 1907, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Months.	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	26	$1,439,900	2	11	$118,125	.....	2
August	43	2,731,125	1	24	267,105	.....	1
September	168	2 769,015	6	42	603,615	7	6
October	51	1,452,425	3	25	220,840	2	3
November	38	3,233,500	5	24	766,140	.....	5
December	48	769,745	3	25	531,145	3	3
January	45	1,691,000	2	24	348,300	1	2
February	49	1,904,405	7	23	287,765	1	7
March	37	2,063,685	3	21	488,450	1	3
April	49	2,806,200	5	33	513,905	.....	4
May	30	2,867,265	7	19	249,940	1	7
June	22	837,335	1	11	230,375	.....	1
Total	606	24,565,600	45	282	4,625,705	16	44

Months.	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	25	$126,285	.....	3	7	$30,195	.....	6
August	39	166,035	.....	5	13	18,900	.....	12
September	162	709,000	.....	12	21	64,725	.....	34
October	50	229,580	.....	4	13	46,525	.....	17
November	36	142,735	.....	7	9	19,760	.....	20
December	43	165,540	.....	8	15	197,045	.....	16
January	43	214,675	.....	4	17	90,890	.....	10
February	47	515,225	.....	9	13	95,080	1	17
March	36	209,625	.....	4	14	42,100	.....	11
April	46	262,600	.....	8	18	37,005	.....	19
May	27	104,550	.....	10	9	22,180	.....	18
June	21	72,200	.....	2	8	21,535	.....	4
Total	575	2,918,050	.....	76	157	685,940	1	184

[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.

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TABLE 2.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Months.	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	10	15	3	.....	28	3,422	19,963	2,239	285	14
August	9	30	1	4	44	1,275	25,191	1,029	636	.....
September	58	104	6	6	174	14,267	42,992	597	1,236	52
October	25	25	3	1	54	4,191	15,686	166	339	30
November	14	22	5	2	43	4,733	46,983	850	602	6
December	15	28	3	5	51	4,783	18,770	69	428	5
January	16	27	1	3	47	6,418	31,999	319	352	3
February	14	33	7	2	56	9,929	40,073	438	479	215
March	12	24	3	1	40	6,568	48,965	517	444	.....
April	16	30	5	3	54	4,032	38,208	637	579	7
May	6	21	7	3	37	2,352	30,019	130	421	2
June	10	11	1	1	23	2,505	12,640	129	201	.....
Total	205	370	45	31	651	64,475	371,489	7,120	6,002	334

TABLE 3.—*Abstract of returns of disdsters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Months.	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	15	$1,034,515	8	$113,005	$1,147,520	10	3	3	2	15
August	21	1,461,975	8	212,450	1,674,425	19	11	4	6	19
September	24	717,500	12	302,865	1,020,365	116	17	34	26	119
October	19	989,335	8	96,550	1,085,885	30	10	5	12	24
November	21	1,051,680	11	623,140	1,674,820	15	7	7	11	14
December	19	492,200	6	50,550	542,750	21	11	11	14	20
January	20	954,900	14	89,445	1,044,345	21	6	6	7	20
February	25	1,044,130	10	196,850	1,240,980	19	6	12	15	25
March	20	1,273,385	5	111,000	1,384,385	13	9	7	11	15
April	21	1,596,200	15	495,105	2,091,305	19	6	14	16	17
May	15	2,068,975	8	63,950	2,132,925	13	4	9	15	10
June	7	617,300	3	103,700	721,000	12	6	4	3	11
Total	227	13,302,095	108	2,458,610	15,760,705	308	96	116	138	309

TABLE 4.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	2	5	21	8	5	6	4	1	2	3	4	3	64
Stranded	6	8	89	22	8	17	17	18	17	19	7	6	234
Collided	14	22	26	12	26	22	19	24	14	22	22	7	230
Capsized	1	....	3	....	....	....	....	....	....	....	....	1	5
Damage to hull, masts, rigging, etc	1	....	7	....	1	....	....	....	....	2	....	....	11
Damage to machinery	....	1	2	1	....	....	1	....	2	2	....	1	10
Explosion of boilers	....	....	....	1	....	....	....	....	....	1	....	....	2
Fire	4	5	3	6	1	3	4	5	4	2	2	3	42
Ice	....	....	....	....	....	....	....	4	1	....	....	....	5
Sprung a leak	....	1	....	....	....	....	....	....	....	....	1	....	2
Struck bridge, pier, obstruction, wreck, etc	....	2	23	4	2	3	1	4	....	2	1	1	43
Miscellaneous	....	....	....	....	....	....	1	....	....	1	....	1	3
Total	28	44	174	54	43	51	47	56	40	54	37	23	651

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TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, distinguishing the cause of each disaster.*

Class and cause of disaster.	Founderings.	Strandings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides	.....	17	.....	.....	17
Darkness	.....	1	.....	.....	1
Fog	.....	30	.....	.....	30
Gales, hurricanes, etc	33	132	37	.....	202
Heavy seas	8	6	4	.....	18
Snow storms	.....	2	.....	.....	2
Total of Class 1	41	188	41	.....	270
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew	.....	15	.....	.....	15
Error of pilots	.....	4	.....	.....	4
Total of Class 3	.....	19	.....	.....	19
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery	.....	.....	10	.....	10
Explosion of boilers	.....	.....	2	.....	2
Total of Class 4	.....	.....	12	.....	12
Class 5.—Other causes:					
Absence of lights or buoys	.....	5	.....	.....	5
Capsized	3	.....	.....	.....	3
Fire	.....	.....	40	.....	40
Ice	.....	2	5	.....	7
Missed stays	.....	4	.....	.....	4
Spontaneous combustion	.....	.....	2	.....	2
Sprung a leak	18	5	1	.....	24
Struck bridge, obstruction, rock, etc	.....	4	18	.....	22
Miscellaneous	2	5	4	.....	11
Unknown	.....	2	.....	.....	2
Total of Class 5	23	27	70	.....	120
Aggregate	64	234	123	.....	421

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

TABLE 6.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, 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	6	2	2	4	2	2	2	2	1	2	....	29
Bad management	....	1	....	....	2	....	....	1	....	....	....	....	4
Darkness	....	....	2	....	....	....	....	....	....	....	....	....	2
Error in judgment	....	....	....	....	1	....	1	....	....	1	....	....	3
Error of pilots	....	....	....	....	....	....	....	....	....	....	2	....	2
Fault of other vessel	1	7	5	2	3	8	6	8	2	6	5	....	53
Fault of tug towing	....	....	....	....	....	2	2	....	....	1	....	....	5
Fog	4	3	2	....	4	....	2	2	6	8	2	7	40
High and baffling winds	....	....	8	2	....	....	....	....	....	....	4	....	14
Misunderstanding signals	2	....	2	....	4	2	2	2	....	....	....	....	14
Snow storms	....	....	....	....	....	....	....	2	....	2	....	....	4
Tides and currents	2	....	2	....	....	....	....	2	....	....	2	....	8
Unavoidable	....	2	....	2	4	1	1	....	1	....	....	....	11
Miscellaneous	1	....	....	....	....	....	....	....	....	....	....	....	1
Unknown	....	3	3	4	4	7	3	5	3	3	5	....	40
Total	14	22	26	12	26	22	19	24	14	22	22	7	230

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TABLE 7.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, 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	5	4	1	6	6	6	4	3	6	7	1	51
Barks	....	....	17	....	1	2	....	....	....	1	....	....	21
Barkentines	....	....	1	....	....	1	....	....	2	....	....	....	4
Ferryboats	2	1	3	2	3	3	3	4	3	3	1	....	28
Schooners	12	17	95	30	16	25	21	22	12	24	16	9	299
Scows	....	....	....	....	....	....	....	2	1	....	....	....	3
Ships	....	....	....	....	....	....	....	....	....	1	....	....	1
Sloops	....	1	5	2	....	1	5	....	....	2	1	3	20
Steamers	10	19	46	14	16	12	12	24	18	17	10	10	208
Steam yachts	2	1	2	2	....	....	....	....	....	....	1	....	8
Yachts	....	....	....	1	....	1	....	....	....	....	....	....	2
Unknown	....	....	1	2	1	....	....	....	1	....	1	....	6
Total	28	44	174	54	43	51	47	56	40	54	37	23	651

TABLE 8.—*Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, showing nationality and description, and distinguishing those totally lost and those 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	....	....	....	....	....	2	....	....	....	....	....	1	....	....
British barkentines	....	....	....	....	1	....	....	....	....	....	....	....	....	....
British schooners	....	....	....	....	1	....	1	1	1	....	....	2	1	....
British steamers	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Dutch steamers	....	....	....	....	....	....	....	....	....	....	....	1	....	....
French steamers	....	2	....	....	....	....	....	....	....	....	....	....	....	....
German ships	....	....	....	....	....	....	....	....	....	1	....	....	....	....
Italian steamers	....	....	....	....	....	1	....	....	....	....	....	....	....	....
Norwegian barks	....	....	....	....	6	5	....	....	....	....	1	....	....	....
Norwegian steamers	....	....	....	....	2	....	....	....	....	....	....	....	1	....
Portuguese barks	....	....	....	....	....	1	....	....	....	....	....	....	....	....
Total	....	2	....	....	10	9	1	1	1	1	1	4	2	1
Aggregate	2		.....		19		2		2		5		3	

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	....	....	....	....	....	....	....	....	....	....	....	3	3
British barkentines	....	....	....	....	....	....	....	....	....	....	1	....	1
British schooners	....	1	....	....	....	1	....	....	....	....	4	5	9
British steamers	....	1	....	2	....	2	....	....	....	1	....	7	7
Cuban steamers	....	1	....	....	....	....	....	1	....	....	....	2	2
Dutch steamers	....	....	....	....	....	....	....	....	....	....	....	1	1
French steamers	....	1	....	....	....	....	....	....	....	....	....	3	3
German ships	....	....	....	....	....	....	....	....	....	....	....	1	1
Italian steamers	....	....	....	....	....	....	....	....	....	....	....	1	1
Norwegian barks	....	....	1	....	....	....	....	....	....	....	8	5	13
Norwegian steamers	....	....	....	....	....	1	....	1	....	....	3	2	5
Portuguese barks	....	....	....	....	1	....	....	....	....	....	1	1	2
Portuguese ships	....	....	....	....	....	1	....	....	....	....	....	1	1
Total	....	4	1	2	1	5	....	2	....	1	17	32	49
Aggregate	4		3		6		2		1		49		.....

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TABLE 9.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, showing the tonnage and distinguishing the number of those totally lost and those 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	5	4	6	8	38	59	18	9	4	3	8	10	5	6
Over 100 and not exceeding 200 tons	1	2	1	7	5	11	4	2	5	4	1	5	4	5
Over 200 and not exceeding 300 tons	1	....	1	5	2	6	1	2	1	6	1	2	3	1
Over 300 and not exceeding 500 tons	....	3	....	4	2	9	....	6	1	2	1	8	....	6
Over 500 and not exceeding 700 tons	....	....	1	3	1	3	....	2	1	2	2	4	....	2
Over 700 and not exceeding 1,000 tons	2	4	....	....	4	5	1	2	1	....	....	1	2	....
Over 1,000 and not exceeding 1,500 tons	1	1	....	1	5	8	....	1	....	4	1	1	1	7
Over 1,500 and not exceeding 2,000 tons	....	....	....	2	1	3	1	1	1	....	1	....	1	....
Over 2,000 and not exceeding 2,500 tons	....	....	....	1	....	1	....	1	....	1	....	2	....	....
Over 2,500 and not exceeding 3,000 tons	....	1	....	1	....	2	....	....	....	....	....	....	....	3
Over 3,000 and not exceeding 3,500 tons	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 3,500 and not exceeding 4,000 tons	....	....	....	....	....	1	....	....	....	....	....	....	....	....
Over 4,000 and not exceeding 4,500 tons	....	....	....	1	....	1	....	1	....	....	....	....	....	....
Over 4,500 and not exceeding 5,000 tons	....	....	....	1	....	....	....	....	....	1	....	1	....	....
Over 5,000 and not exceeding 6,000 tons	....	2	....	....	....	....	....	....	....	1	....	....	....	....
Over 6,000 tons	....	....	....	....	....	....	....	....	....	2	....	....	....	1
Unknown	....	1	....	1	....	7	....	2	....	3	....	2	....	....
Total	10	18	9	35	58	116	25	29	14	29	15	36	16	31
Aggregate	28		44		174		54		43		51		47	

Burden of vessels.	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.	
Not exceeding 100 tons	2	10	4	6	7	6	2	8	6	3	105	132	237
Over 100 and not exceeding 200 tons	1	7	1	2	2	2	..	3	1	1	26	51	77
Over 200 and not exceeding 300 tons	1	1	1	3	....	4	1	4	1	2	14	36	50
Over 300 and not exceeding 500 tons	2	1	....	1	3	3	2	....	....	1	11	44	55
Over 500 and not exceeding 700 tons	1	4	2	1	4	6	....	3	1	....	13	30	43
Over 700 and not exceeding 1,000 tons	5	4	1	1	....	5	....	....	....	2	16	24	40
Over 1,000 and not exceeding 1,500 tons	....	8	3	6	....	4	1	5	1	1	13	47	60
Over 1,500 and not exceeding 2,000 tons	1	3	....	....	....	3	....	....	....	....	6	12	18
Over 2,000 and not exceeding 2,500 tons	....	....	....	1	....	....	....	....	....	1	....	8	8
Over 2,500 and not exceeding 3,000 tons	1	1	....	3	....	1	....	1	....	1	1	14	15
Over 3,000 and not exceeding 3,500 tons	....	....	....	1	....	1	....	2	....	1	....	5	5
Over 3,500 and not exceeding 4,000 tons	....	....	....	....	....	....	....	....	....	....	....	1	1
Over 4,000 and not exceeding 4,500 tons	....	....	....	....	....	1	....	....	....	....	....	4	4
Over 4,500 and not exceeding 5,000 tons	....	....	....	....	....	....	....	1	....	....	....	4	4
Over 5,000 and not exceeding 6,000 tons	....	....	....	....	....	....	....	....	....	....	....	3	3
Over 6,000 tons	....	1	....	1	....	1	....	1	....	....	....	7	7
Unknown	....	2	....	2	....	1	....	3	....	....	....	24	24
Total	14	42	12	28	16	38	6	31	10	13	205	446	651
Aggregate	56		40		54		37		23		651		.....

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.

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TABLE 10.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, 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	5	7	30	8	7	10	5	8	9	15	7	2	113
Over 5 and not exceeding 10 years	3	4	18	7	3	4	4	10	2	7	5	7	74
Over 10 and not exceeding 15 years	3	10	31	6	5	4	5	9	8	8	....	1	90
Over 15 and not exceeding 20 years	6	4	19	8	....	7	8	9	4	3	9	1	78
Over 20 and not exceeding 25 years	4	4	23	5	9	7	7	7	2	9	1	2	80
Over 25 and not exceeding 30 years	1	5	15	3	4	5	1	4	5	2	4	3	52
Over 30 and not exceeding 35 years	3	5	14	8	4	7	10	2	5	4	6	1	69
Over 35 and not exceeding 40 years	1	3	12	3	3	3	3	3	2	2	2	3	40
Over 40 and not exceeding 45 years	....	....	1	....	3	....	1	1	....	1	....	2	9
Over 45 and not exceeding 50 years	....	....	2	1	2	....	1	1	....	2	....	1	10
Over 50 years	1	1	2	2	....	2	2	....	1	....	....	....	11
Unknown	1	1	7	3	3	2	....	2	2	1	3	....	25
Total	28	44	174	54	43	51	47	56	40	54	37	23	651

TABLE 11.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1907, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	15	19	119	24	14	20	20	25	15	17	10	11	309
Asphalt	....	....	....	....	....	....	....	....	....	....	....	1	1
Cement plaster, sand, etc	2	1	1	1	....	....	1	....	....	1	1	....	8
Chemical	....	....	....	....	....	....	....	....	1	....	....	....	1
Coal	4	5	1	7	9	8	11	11	5	10	7	2	80
Cotton	....	....	....	1	....	....	....	....	....	1	....	....	2
Fertilizers	....	1	1	....	1	....	....	....	1	2	....	....	6
Fish, oysters, etc	....	3	6	2	1	4	1	....	3	1	3	....	24
Fruit, coffee, etc	....	1	....	....	....	....	....	....	1	....	....	....	2
Grain	....	....	....	....	....	....	1	1	....	....	....	....	2
Ice	....	1	2	....	....	....	....	....	....	1	....	....	4
Iron, iron ore, etc	....	1	1	1	....	....	....	....	....	....	....	....	3
Lime	1	1	....	....	....	....	1	....	....	....	....	....	3
Lumber	1	4	24	7	3	6	4	5	5	7	4	....	70
Merchandise (general)	1	2	7	1	2	2	4	2	5	2	2	2	32
Naval stores	....	....	1	....	....	1	....	....	....	1	....	....	3
Petroleum	....	1	2	2	....	....	....	....	1	....	....	....	7
Provisions	....	....	....	2	1	1	....	1	....	1	1	1	8
Salt	....	....	1	1	....	....	....	....	....	....	....	....	2
Stone, brick, etc	....	....	....	....	1	1	....	....	....	1	....	1	4
Sugar	1	....	....	....	1	....	....	1	....	....	....	....	3
Wood	....	....	....	....	1	2	1	....	....	....	1	....	5
Miscellaneous	1	3	2	2	4	3	1	3	....	5	1	3	28
Unknown	2	1	6	3	5	3	2	7	3	4	7	1	44
Total	28	44	174	54	43	51	47	56	40	54	37	23	651

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TABLE 12.—*Summary Atlantic and Gulf coasts.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	64	12,446	2,799	15,245	36	28	....	38	26	77	238	315	54
Strandings	234	39,427	59,385	98,812	127	107	....	124	110	74	1,665	1,739	53
Vessels collided	230	6,713	258,531	265,244	85	101	44	17	213	5,482	2,835	8,317	185
Other causes	123	5,889	50,774	56,663	50	73	....	26	97	1,487	1,264	2,751	42
Total	651	64,475	371,489	435,964	298	309	44	205	446	7,120	6,002	13,122	334

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.

PACIFIC COAST.

TABLE 13.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1907, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Months.	Number and value of vessels.		Number of vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	5	$73,000	.....	2	$12,500	.....	.....
August	10	2,981,000	.....	6	376,000	.....	.....
September	13	508,300	.....	10	207,045	.....	.....
October	13	690,600	1	4	74,000	.....	1
November	15	356,000	3	8	140,000	.....	3
December	12	365,100	1	8	49,120	1	1
January	22	845,480	1	8	65,550	2	1
February	10	851,500	1	4	56,000	.....	1
March	16	872,400	3	10	150,980	.....	3
April	4	435,000	.....	3	88,000	.....	.....
May	7	481,000	.....	3	40,000	1	.....
June	19	1,181,400	.....	10	231,200	1	.....
Total	146	9,640,780	10	76	1,490,395	5	10

Months.	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	$51,325	.....	.....	1	$8,000	.....	1
August	8	584,200	.....	2	4	230,100	.....	2
September	13	195,720	.....	.....	3	25,550	.....	7
October	13	181,100	.....	1	1	20,000	.....	4
November	13	59,715	.....	5	1	500	.....	10
December	12	24,500	.....	1	4	2,560	.....	6
January	21	153,595	.....	2	3	870	.....	8
February	10	103,950	.....	1	.....	.....	.....	5
March	16	237,595	.....	3	5	51,175	4	4
April	4	30,400	.....	.....	1	5,000	.....	2
May	6	116,500	.....	1	.....	.....	.....	4
June	18	183,365	.....	1	4	20,500	.....	7
Total	139	1,921,965	.....	17	27	364,255	4	60

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.

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TABLE 14.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1907, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Months.	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	3	2	.....	.....	5	1,849	252	3	55	.....
August	4	4	1	1	10	604	19,542	1,254	441	.....
September	4	9	.....	.....	13	2,370	5,642	166	251	2
October	4	9	1	.....	14	778	11,871	20	205	4
November	2	11	2	3	18	325	13,238	71	160	45
December	3	9	1	.....	13	71	7,916	76	198	1
January	7	14	1	1	23	890	12,632	165	284	.....
February	3	7	1	.....	11	790	12,976	185	321	.....
March	5	11	3	.....	19	1,585	16,083	182	262	6
April	1	3	.....	.....	4	785	4,740	650	84	.....
May	2	4	.....	1	7	321	7,266	217	144	.....
June	3	15	.....	1	19	1,105	15,286	358	430	2
Total	41	98	10	7	156	11,473	127,444	3,347	2,835	60

TABLE 15.—*Abstract of returns of disasters to vessels on the Pacific coast during thd year ending June 30, 1907, showing the number of vessels and cargoes insured ane uninsured, and the amount of insurance, where known.*

Months.	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	4	$29,500	.....	.....	$29,500	1	1	.....	1	3
August	4	2,340,710	2	$28,000	2,368,710	2	1	4	3	4
September	4	200,000	1	75,000	275,000	5	4	4	5	3
October	5	380,000	1	18,000	398,000	4	1	5	3	9
November	8	149,000	3	76,500	225,500	4	3	6	5	7
December	7	136,000	1	2,600	138,600	3	4	3	5	3
January	8	247,500	1	15,000	262,500	9	5	6	5	12
February	6	459,600	.....	.....	459,600	1	1	4	4	6
March	4	375,000	.....	.....	375,000	6	4	9	9	6
April	2	275,000	1	5,000	280,000	.....	1	2	1	1
May	2	65,000	.....	.....	65,000	2	.....	3	4	3
June	12	680,200	3	142,000	822,200	3	4	4	4	8
Total	66	5,337,510	13	362,100	5,699,610	40	29	50	49	65

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TABLE 16.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1907, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	....	1	1	....	1	1	1	....	1	1	....	....	7
Stranded	2	5	6	7	1	4	7	7	5	1	3	5	53
Collided	2	2	4	6	13	2	9	2	10	2	2	8	62
Capsized	....	....	1	....	....	....	....	....	1	....	....	....	2
Damage to cargo	....	....	....	....	....	....	....	....	....	....	....	1	1
Damage to hull, masts, etc	....	....	....	....	2	2	....	....	....	....	....	....	4
Damage to machinery	....	....	....	....	....	1	....	....	....	....	1	3	5
Explosion of gas	....	....	....	....	....	....	....	....	....	....	....	1	1
Fire	1	2	1	....	....	1	2	2	1	....	....	....	10
Ice	....	....	....	....	....	....	1	....	....	....	....	1	2
Sprung a leak	....	....	....	....	1	....	....	....	....	....	....	....	1
Struck dock, obstruction, etc	....	....	....	1	....	2	3	....	1	....	1	....	8
Total	5	10	13	14	18	13	23	11	19	4	7	19	156

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1907, distinguishing the cause of each disaster.*

Class and cause of disaster.	Foun-derings.	Strand-ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides	.....	5	.....	.....	5
Fog	.....	13	1	.....	14
Gales, hurricanes, etc	1	12	7	.....	20
Heavy seas	2	4	1	.....	7
Snowstorms	.....	4	.....	.....	4
Total of Class 1	3	38	9	.....	50
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart	.....	1	.....	.....	1
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew	.....	5	.....	.....	5
Error of pilots	.....	2	.....	.....	2
Total of Class 3	.....	7	.....	.....	7
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery	.....	.....	5	.....	5
Class 5.—Other causes:					
Explosion of gas	.....	.....	1	.....	1
Fire	.....	.....	10	.....	10
Ice	.....	.....	2	.....	2
Sprung a leak	2	2	1	.....	5
Struck rock, wharf, etc	.....	2	5	.....	7
Miscellaneous	2	2	.....	.....	4
Unknown	.....	1	1	.....	2
Total of Class 5	4	7	20	.....	31
Aggregate	7	53	34	.....	94

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TABLE 18.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1907, showing the number of vessels collided and distinguishing the cause of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	....	....	....	....	....	....	....	....	....	....	2	2	4
Bad management	....	....	....	2	....	....	....	....	....	....	....	....	2
Darkness	2	....	....	....	....	....	....	....	....	....	....	....	2
Error in judgment	....	....	....	....	1	....	1	....	....	....	....	....	2
Error of pilot	....	....	....	....	....	....	1	....	....	....	....	....	1
"Fault of other vessel"	....	1	....	1	1	....	4	1	1	....	....	....	9
Fault of tug towing	....	....	2	....	5	....	....	....	....	....	....	2	9
Fog	....	....	....	....	3	....	2	....	2	2	....	4	13
High, baffling winds	....	....	....	....	2	2	....	....	2	....	....	....	6
Misunderstanding signals	....	1	....	....	....	....	1	....	....	....	....	....	2
Tides and currents	....	....	2	2	....	....	....	....	5	....	....	....	9
Unavoidable	....	....	....	1	....	....	....	....	....	....	....	....	1
Unknown	....	....	....	....	1	....	....	1	....	....	....	....	2
Total	2	2	4	6	13	2	9	2	10	2	2	8	62

TABLE 19.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1907, 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	....	....	....	4
Barks	1	....	1	....	2	....	....	1	1	....	....	2	8
Barkentines	....	....	....	....	....	....	....	....	....	....	1	2	3
Brigantines	....	....	....	....	....	....	....	....	....	....	1	....	1
Schooners	1	2	4	4	8	2	6	4	8	1	....	2	42
Scows	....	....	1	....	....	1	....	....	....	....	....	1	3
Ships	....	....	....	2	1	1	....	....	1	....	1	....	6
Steamers	3	7	7	6	7	9	17	6	8	3	4	12	89
Total	5	10	13	14	18	13	23	11	19	4	7	19	156

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1907, showing nationality and description, and distinguishing those totally lost and those damaged.*

Nationality and rig.	October.		November.		December.		March.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British ships	....	2	....	1	....	....	....	....	....	3	3
British steamers	....	....	....	....	....	1	....	....	....	1	1
French barks	....	....	....	1	....	....	....	1	....	2	2
Norwegian steamers	....	....	....	....	....	....	....	1	....	1	1
Total	....	2	....	2	....	1	....	2	....	7	7
Aggregate	2		2		1		2		7		.....

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TABLE 21.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1907, showing the tonnage and distinguishing the number of those totally lost and those 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	1	1	2	....	3	3	3	1	....	2	3	2	5	3
Over 100 and not exceeding 200 tons	....	1	1	....	....	....	....	1	2	1	....	....	....	1
Over 200 and not exceeding 300 tons	....	....	....	....	....	....	....	....	....	1	....	1	....	1
Over 300 and not exceeding 500 tons	1	....	1	....	....	....	....	1	....	2	....	3	2	2
Over 500 and not exceeding 700 tons	....	....	....	1	....	1	....	1	....	3	....	1	....	4
Over 700 and not exceeding 1,000 tons	....	....	....	1	....	3	1	1	....	2	....	....	....	1
Over 1,000 and not exceeding 1,500 tons	1	....	....	2	....	2	....	1	....	2	....	1	....	1
Over 1,500 and not exceeding 2,000 tons	....	....	....	....	....	....	....	1	....	1	....	1	....	1
Over 2,000 and not exceeding 2,500 tons	....	....	....	1	1	....	....	2	....	2	....	1	....	....
Over 2,500 and not exceeding 3,000 tons	....	....	....	....	....	....	....	1	....	....	....	....	....	2
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	....	....	....	....	....	....	....	....	....	....
Unknown	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Total	3	2	4	6	4	9	4	10	2	16	3	10	7	16
Aggregate	5		10		13		14		18		13		23	

Burden of vessels.	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.	
Not exceeding 100 tons	1	....	4	1	....	....	....	....	1	....	23	13	36
Over 100 and not exceeding 200 tons	....	....	....	3	....	....	2	....	....	3	5	10	15
Over 200 and not exceeding 300 tons	1	....	....	....	....	....	....	1	1	....	2	4	6
Over 300 and not exceeding 500 tons	1	1	....	2	....	....	....	....	....	....	5	11	16
Over 500 and not exceeding 700 tons	....	....	....	2	....	....	....	....	....	5	....	18	18
Over 700 and not exceeding 1,000 tons	....	1	....	....	1	....	....	1	1	2	3	12	15
Over 1,000 and not exceeding 1,500 tons	....	....	1	....	....	2	....	1	....	4	2	16	18
Over 1,500 and not exceeding 2,000 tons	....	3	....	....	....	....	....	1	....	1	....	9	9
Over 2,000 and not exceeding 2,500 tons	....	2	....	2	....	....	....	....	....	....	1	10	11
Over 2,500 and not exceeding 3,000 tons	....	1	....	1	....	1	....	....	....	....	....	6	6
Over 3,000 and not exceeding 3,500 tons	....	....	....	2	....	....	....	....	....	1	....	3	3
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	....	....	....	....	....	....	....	....	....	....	....	....	.....
Over 5,000 and not exceeding 6,000 tons	....	....	....	....	....	....	....	....	....	....	....	....	.....
Over 6,000 tons	....	....	....	....	....	....	....	....	....	....	....	1	1
Unknown	....	....	....	1	....	....	....	....	....	....	....	1	1
Total	3	8	5	14	1	3	2	5	3	16	41	115	156
Aggregate	11		19		4		7		19		156		.....

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

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TABLE 22.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1907, 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	....	6	3	4	5	1	5	3	3	3	1	7	41
Over 5 and not exceeding 10 years	1	1	2	4	3	4	6	3	3	....	1	2	30
Over 10 and not exceeding 15 years	1	....	1	....	2	....	2	....	3	....	....	....	9
Over 15 and not exceeding 20 years	2	....	1	4	5	4	2	2	4	1	1	2	28
Over 20 and not exceeding 25 years	....	1	2	....	2	1	2	2	1	....	1	1	13
Over 25 and not exceeding 30 years	1	2	1	2	1	1	2	1	....	....	2	3	16
Over 30 and not exceeding 35 years	....	....	3	....	....	1	2	....	2	....	....	4	12
Over 35 and not exceeding 40 years	....	....	....	....	....	1	2	....	2	....	1	....	6
Over 40 and not exceeding 45 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 45 and not exceeding 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Unknown	....	....	....	....	....	....	....	....	1	....	....	....	1
Total	5	10	13	14	18	13	23	11	19	4	7	19	156

TABLE 23.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1907, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	3	4	3	9	7	3	12	6	6	1	3	8	65
Asphaltum	....	1	....	....	....	....	....	....	....	....	....	....	1
Coal	....	....	....	....	....	....	1	....	2	....	....	....	3
Copper ore	....	....	1	....	....	....	....	....	....	....	....	....	1
Explosives	....	....	1	....	....	....	....	....	....	....	....	....	1
Fish	....	1	....	....	....	....	....	....	....	....	....	....	1
Gold ore	....	....	....	1	1	....	....	....	....	....	....	....	2
Grain	....	....	....	....	....	1	....	....	....	....	....	....	1
Lime	1	....	....	....	....	....	....	....	....	....	....	....	1
Lumber	1	2	2	2	6	3	4	2	5	1	2	5	35
Merchandise (general)	....	2	2	1	....	2	3	2	2	1	1	3	19
Petroleum	....	....	....	....	....	1	....	....	....	....	....	1	2
Provisions	....	....	....	....	....	....	1	....	....	....	....	....	1
Stone, brick, etc	....	....	....	....	....	....	....	....	1	....	....	....	1
Sugar	....	....	1	....	1	....	....	....	....	....	....	2	4
Wood	....	....	1	....	....	....	....	....	....	....	....	....	1
Miscellaneous	....	....	2	....	....	2	1	....	....	1	1	....	7
Unknown	....	....	....	1	3	1	1	1	3	....	....	....	10
Total	5	10	13	14	18	13	23	11	19	4	7	19	156

TABLE 24.—*Summary Pacific coast.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown, whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.[a]	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	7	223	3,284	3,507	4	3	.....	3	4	1	26	27	....
Strandings	53	9,293	36,624	45,917	31	22	.....	25	28	1,344	1,391	2,735	6
Vessels collided	62	189	58,969	59,158	28	24	10	4	58	1,476	757	2,233	45
Other causes	34	1,768	28,567	30,335	18	16	.....	9	25	526	661	1,187	9
Total	156	11,473	127,444	138,917	81	65	10	41	115	3,347	2,835	6,182	60

[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.

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GREAT LAKES.

TABLE 25.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Months.	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	34	$3,594,000	3	25	$713,075	1	3
August	48	6,344,900	1	36	868,940	.....	1
September	39	4,019,000	.....	25	321,565	1	.....
October	64	7,227,650	2	51	889,905	.....	2
November	40	4,245,500	1	26	804,340	1	1
December	28	3,984,800	.....	18	2,163,005	1	.....
January	4	749,000	.....	2	540,000	.....	.....
February	.....	.....	.....	.....	.....	.....	.....
March	1	325,000	.....	1	40,000	.....	.....
April	50	8,319,200	1	35	1,138,715	2	1
May	42	5,242,200	2	30	912,120	2	2
June	27	3,058,500	2	14	552,300	2	2
Total	377	47,109,750	12	263	8,943,965	10	12

Months.	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	30	$136,780	.....	7	6	$2,960	.....	23
August	46	260,520	.....	3	5	64,650	.....	32
September	36	221,900	.....	3	7	28,025	.....	19
October	58	326,065	.....	8	17	38,700	.....	36
November	38	227,000	.....	3	7	29,265	.....	21
December	27	387,030	.....	1	10	102,330	.....	9
January	4	68,000	.....	.....	1	300	.....	1
February	.....	.....	.....	.....	.....	.....	.....	.....
March	1	600	.....	.....	.....	.....	.....	1
April	49	131,790	.....	2	9	10,440	.....	29
May	41	253,975	.....	3	6	53,800	.....	28
June	23	172,800	.....	6	4	66,225	.....	14
Total	353	2,186,460	.....	36	72	396,695	.....	213

[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.

TABLE 26.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Months.	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	4	26	3	4	37	696	82,239	143	565	.....
August	5	41	1	2	49	3,055	107,933	666	892	.....
September	11	25	1	2	39	5,224	67,116	57	591	7
October	13	45	2	6	66	7,382	134,691	10	938	2
November	7	31	1	2	41	6,586	83,627	.....	672	.....
December	7	20	.....	1	28	4,831	70,380	25	502	2
January	.....	4	.....	.....	4	.....	12,222	.....	29	1
February	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	.....	1	.....	.....	1	.....	2,909	.....	46	.....
April	5	44	1	1	51	641	152,757	5	906	15
May	2	39	2	1	44	120	109,785	58	762	5
June	.....	23	2	4	29	.....	66,499	28	429	.....
Total	54	299	13	23	389	28,535	890,158	992	6,332	32

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TABLE 27.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Months.	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	12	$1,840,300	10	$117,440	$1,957,740	16	7	9	12	8
August	26	4,006,000	11	302,050	4,308,050	18	13	5	13	12
September	13	1,879,300	3	23,200	1,902,500	22	11	4	12	13
October	33	5,603,880	28	358,740	5,962,620	28	10	5	15	13
November	23	2,624,000	12	253,575	2,877,575	16	7	2	9	13
December	15	2,409,800	10	1,703,620	4,113,420	7	.....	6	9	9
January	3	720,000	1	265,000	985,000	1	1	.....	.....	2
February	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	1	325,000	1	25,000	350,000	.....	.....	.....	.....	.....
April	33	6,891,000	15	502,785	7,393,785	11	2	7	21	13
May	27	4,124,000	9	207,420	4,331,420	8	5	9	20	10
June	12	1,681,910	3	91,945	1,773,855	11	5	6	10	11
Total	198	32,105,190	103	3,850,775	35,955,965	138	61	53	121	104

TABLE 28.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	2	2	2	....	1	....	....	....	5	....	....	13
Stranded	11	14	12	23	22	14	2	....	....	10	8	7	123
Collided	16	20	14	23	6	6	....	....	....	12	20	17	134
Capsized	....	....	1	....	....	....	....	....	....	....	....	....	1
Damage to cargo	....	....	....	1	1	....	....	....	....	1	....	1	4
Damage to hull, masts, rigging, etc	....	....	....	1	4	....	....	....	....	1	1	....	7
Damage to machinery	4	4	3	2	2	....	....	....	1	3	6	....	25
Fire	2	3	3	7	4	4	1	....	....	1	3	2	30
Ice	....	....	....	....	....	2	....	....	....	12	1	....	15
Sprung a leak	....	1	....	1	....	....	....	....	....	....	....	....	2
Struck bridge, pier, obstruction, wreck, etc	3	5	4	6	2	1	1	....	....	6	5	2	35
Total	37	49	39	66	41	28	4	....	1	51	44	29	389

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1907, distinguishing the cause of each disaster.*

Class and cause of disaster.	Founderings.	Strandings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides	.....	3	.....	.....	3
Darkness	.....	9	.....	.....	9
Fog	.....	19	.....	.....	19
Gales, hurricanes, etc	3	30	9	.....	42
Heavy seas	1	.....	3	.....	4
Snow storm	.....	15	.....	.....	15
Stress of weather	.....	.....	1	.....	1
Total of Class 1	4	76	13	.....	93
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart	.....	2	.....	.....	2
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew	.....	3	.....	.....	3
Error of pilot	.....	2	.....	.....	2
Total of Class 3	.....	5	.....	.....	5
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery	.....	.....	17	.....	17

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TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1907, distinguishing the cause of each disaster*—Continued.

Class and cause of disaster.	Founderings.	Strandings.	Other causes.	Missing vessels.	Total.
Class 5.—Other causes:					
Absence of lights or buoys	.....	6	.....	.....	6
Capsized	1	.....	1	.....	2
Fire	.....	.....	29	.....	29
Ice	.....	1	17	.....	18
Missed stays	.....	1	.....	.....	1
Spontaneous combustion	.....	.....	1	.....	1
Sprung a leak	7	3	2	.....	12
Struck bridge, pier, rock, etc	.....	11	37	.....	48
Miscellaneous	1	17	2	.....	20
Unknown	.....	1	.....	.....	1
Total of Class 5	9	40	89	.....	138
Aggregate	13	123	119	.....	255

TABLE 30.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the number of vessels collided, and distinguishing the cause of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	3	8	8	6	....	....	....	....	....	4	4	5	38
Bad management	....	....	....	1	....	....	....	....	....	....	1	....	2
Error in judgemnt	....	....	....	....	....	....	....	....	....	....	....	1	1
"Fault of other vessel"	6	2	1	6	....	....	....	....	....	....	7	3	25
Fault of tug towing	....	1	....	2	1	....	....	....	....	....	....	....	4
Fog	....	4	....	2	....	2	....	....	....	....	2	2	12
High baffling winds	....	2	....	....	4	....	....	....	....	....	....	....	6
Ice	....	....	....	....	....	4	....	....	....	2	2	....	8
Misunderstanding signals	1	....	2	....	....	....	....	....	....	....	....	....	3
Tides, currents, etc	....	....	....	....	....	....	....	....	....	2	....	....	2
Unavoidable	4	2	2	3	....	....	....	....	....	4	1	4	20
Unknown	2	1	1	3	1	....	....	....	....	....	3	2	13
Total	16	20	14	23	6	6	....	....	....	12	20	17	134

TABLE 31.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	2	2	1	7	1	1	....	....	....	1	....	1	16
Schooners	6	7	8	14	8	1	1	....	....	4	6	3	58
Steamers	28	40	29	44	31	25	3	....	1	45	36	24	306
Steam canal boats	....	....	....	....	....	....	....	....	....	....	1	....	1
Steam yachts	....	....	1	....	....	....	....	....	....	....	....	1	2
Scows	....	....	....	....	1	1	....	....	....	1	....	....	3
Yachts	1	....	....	1	....	....	....	....	....	....	1	....	3
Total	37	49	39	66	41	28	4	....	1	51	44	29	389

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TABLE 32.—*Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1907, showing nationality and description, and distinguishing those totally lost and those damaged.*

Nationality and rig.	July.		November.		December.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British schooners	....	....	....	....	1	....	1	....	1
British steamers	....	1	....	2	1	....	1	3	4
Total	....	1	....	2	2	....	2	3	5
Aggregate	1		2		2		5		.....

TABLE 33.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the tonnage and distinguishing the number of those totally lost and those 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	1	2	1	2	3	1	2	3	2	1	4	1	....	....
Over 100 and not exceeding 200 tons	1	....	1	....	....	3	....	1	1	....	....	....	....	....
Over 200 and not exceeding 300 tons	2	3	1	3	....	....	1	....	....	2	....	....	....	....
Over 300 and not exceeding 500 tons	....	3	1	2	4	2	4	3	....	2	1	....	....	1
Over 500 and not exceeding 700 tons	....	3	....	3	2	3	3	3	....	....	....	....	....	1
Over 700 and not exceeding 1,000 tons	....	2	....	2	1	2	1	3	1	3	....	1	....	....
Over 1,000 and not exceeding 1,500 tons	....	1	....	2	....	1	1	3	....	3	....	2	....	....
Over 1,500 and not exceeding 2,000 tons	....	1	....	4	1	4	1	5	2	5	....	3	....	....
Over 2,000 and not exceeding 2,500 tons	....	4	1	11	....	3	....	10	1	3	2	3	....	....
Over 2,500 and not exceeding 3,000 tons	....	1	....	1	....	....	....	2	....	2	....	....	....	....
Over 3,000 and not exceeding 3,500 tons	....	....	....	1	....	1	....	2	....	3	....	1	....	....
Over 3,500 and not exceeding 4,000 tons	....	5	....	3	....	....	....	2	....	4	....	1	....	....
Over 4,000 and not exceeding 4,500 tons	....	1	....	....	....	....	....	5	....	3	....	3	....	1
Over 4,500 and not exceeding 5,000 tons	....	4	....	2	....	3	....	6	....	1	....	2	....	....
Over 5,000 and not exceeding 6,000 tons	....	1	....	3	....	3	....	1	....	....	....	2	....	....
Over 6,000 tons	....	2	....	4	....	2	....	3	....	2	....	2	....	1
Unknown	....	....	....	1	....	....	....	1	....	....	....	....	....	....
Total	4	33	5	44	11	28	13	53	7	34	7	21	....	4
Aggregate	37		49		39		66		41		28		4	

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TABLE 33.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the tonnage and distinguishing the number of those totally lost and those damaged*—Continued.

Burden of vessels.	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.	
Not exceeding 100 tons	....	....	....	....	3	1	1	2	....	4	17	17	34
Over 100 and not exceeding 200 tons	....	....	....	....	....	2	1	....	....	1	4	7	11
Over 200 and not exceeding 300 tons	....	....	....	....	2	2	....	2	....	2	6	14	20
Over 300 and not exceeding 500 tons	....	....	....	....	....	2	....	3	....	....	10	18	28
Over 500 and not exceeding 700 tons	....	....	....	....	....	2	....	....	....	2	5	17	22
Over 700 and not exceeding 1,000 tons	....	....	....	....	....	1	....	2	....	1	3	17	20
Over 1,000 and not exceeding 1,500 tons	....	....	....	....	....	....	....	4	....	2	1	18	19
Over 1,500 and not exceeding 2,000 tons	....	....	....	....	....	2	....	7	....	2	4	33	37
Over 2,000 and not exceeding 2,500 tons	....	....	....	....	....	8	....	5	....	2	4	49	53
Over 2,500 and not exceeding 3,000 tons	....	....	....	1	....	1	....	2	....	3	....	13	13
Over 3,000 and not exceeding 3,500 tons	....	....	....	....	....	....	....	....	....	1	....	9	9
Over 3,500 and not exceeding 4,000 tons	....	....	....	....	....	4	....	3	....	3	....	25	25
Over 4,000 and not exceeding 4,500 tons	....	....	....	....	....	2	....	1	....	1	....	17	17
Over 4,500 and not exceeding 5,000 tons	....	....	....	....	....	9	....	4	....	2	....	33	33
Over 5,000 and not exceeding 6,000 tons	....	....	....	....	....	1	....	3	....	2	....	16	16
Over 6,000 tons	....	....	....	....	....	8	....	3	....	1	....	28	28
Unknown	....	....	....	....	....	1	....	1	....	....	....	4	4
Total	....	....	....	1	5	46	2	42	....	29	54	335	389
Aggregate	.....		1		51		44		29		389		.....

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, 1907, 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	14	12	11	18	7	8	2	....	1	19	9	6	107
Over 5 and not exceeding 10 years	3	10	1	7	7	4	....	....	....	7	4	5	48
Over 10 and not exceeding 15 years	2	3	6	10	9	3	....	....	....	4	10	4	51
Over 15 and not exceeding 20 years	5	11	3	13	6	5	....	....	....	11	8	7	69
Over 20 and not exceeding 25 years	4	5	3	8	....	2	....	....	....	2	3	2	29
Over 25 and not exceeding 30 years	....	3	3	2	6	1	1	....	....	2	5	2	25
Over 30 and not exceeding 35 years	4	1	3	3	2	1	....	....	....	2	2	....	18
Over 35 and not exceeding 40 years	1	3	7	3	4	1	....	....	....	1	1	2	23
Over 40 and not exceeding 45 years	3	....	2	1	....	1	1	....	....	2	....	1	11
Over 45 and not exceeding 50 years	....	....	....	....	....	....	....	....	....	....	1	....	1
Over 50 years	1	....	....	....	....	....	....	....	....	....	....	....	1
Unknown	....	1	....	1	....	2	....	....	....	1	1	....	6
Total	37	49	39	66	41	28	4	....	1	51	44	29	389

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TABLE 35.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	8	12	13	13	13	9	2	....	....	13	10	11	104
Cement, plaster, sand, etc	1	....	....	....	....	....	....	....	....	2	....	1	4
Coal	10	6	5	17	7	6	....	....	....	24	10	3	88
Copper ore	....	1	....	....	....	1	....	....	....	....	....	....	2
Fish	....	1	....	....	....	....	....	....	....	1	....	....	2
Fruit, coffee, nuts, etc	....	....	....	1	....	....	....	....	....	....	....	....	1
Grain	1	5	1	1	2	5	1	....	....	4	2	3	25
Iron ore	7	10	11	19	10	1	....	....	....	....	10	5	73
Lumber	3	4	....	9	5	1	....	....	....	3	5	2	32
Merchandise, general	4	4	2	2	....	3	....	....	1	1	2	....	19
Provisions	....	1	....	....	....	1	....	....	....	....	2	1	5
Salt	....	....	....	....	....	....	....	....	....	1	....	....	1
Stone, brick, etc	....	3	3	....	....	....	....	....	....	....	....	....	6
Sugar	....	....	....	1	....	....	....	....	....	1	....	....	2
Wood	....	....	2	....	....	....	....	....	....	....	....	....	2
Miscellaneous	....	1	2	1	3	1	1	....	....	....	1	1	11
Unknown	3	1	....	2	1	....	....	....	....	1	2	2	12
Total	37	49	39	66	41	28	4	....	1	51	44	29	389

TABLE 36.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1907, showing the number of vessels and distinguishing the lakes and connecting rivers on which they occurred.*

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie	6	14	10	10	14	7	2	....	....	8	10	3	84
Lake Huron	1	4	1	9	4	4	....	....	....	3	4	4	34
Lake Michigan	10	11	11	10	8	5	....	....	1	11	10	7	84
Lake Ontario	....	....	....	1	1	....	....	....	....	....	....	....	2
Lake Superior	1	6	2	13	5	5	....	....	....	10	7	1	50
Lake St. Clair	4	2	....	....	1	1	....	....	....	....	....	....	8
Detroit River	6	3	3	5	....	2	1	....	....	2	7	6	35
St. Clair River	4	4	4	9	5	....	....	....	....	2	2	3	33
St. Mary River	5	5	8	9	2	2	....	....	....	14	4	4	53
Strait of Mackinac	....	....	....	....	1	2	1	....	....	1	....	1	6
Total	37	49	39	66	41	28	4	....	1	51	44	29	389

TABLE 37.—*Summary Great Lakes.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.[a]	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	13	2,775	398	3,173	9	4	....	11	2	1	71	72	17
Strandings	123	17,416	276,664	294,080	97	26	....	23	100	684	2,097	2,781	4
Vessels collided	134	3,000	379,081	382,081	87	35	12	5	129	54	2,228	2,282	2
Other causes	119	5,344	234,015	239,359	80	39	....	15	104	253	1,936	2,189	9
Total	389	28,535	890,158	918,693	273	104	12	54	335	992	6,332	7,324	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 26.

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TABLE 38.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, showing the number and value of vessels and cargoes and amount of loss to same, where known.*

Months.	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	12	$634,500	.....	9	$67,615	.....	1
August	6	137,000	.....	1	500	.....	.....
September	16	733,750	1	7	439,850	1	1
October	19	1,711,700	2	7	372,500	.....	2
November	18	494,200	3	7	94,765	.....	3
December	21	531,000	2	10	140,855	.....	2
January	11	99,700	.....	1	600	.....	.....
February	18	757,435	4	7	304,310	.....	4
March	7	174,350	.....	2	40,060	.....	.....
April	7	282,500	.....	1	72,000	.....	.....
May	7	191,000	1	3	6,800	.....	1
June	17	287,920	.....	4	57,735	.....	.....
Total	159	6,035,055	13	59	1,597,590	1	14

Months.	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	$32,600	.....	2	5	$28,980	.....	5
August	6	16,500	.....	.....	1	250	.....	.....
September	14	75,000	.....	3	2	5,200	.....	7
October	19	187,700	.....	2	5	75,550	.....	4
November	18	44,740	.....	3	4	3,510	.....	6
December	21	77,370	.....	2	8	23,885	.....	4
January	11	35,300	.....	.....	1	550	.....	.....
February	17	324,310	.....	5	5	261,860	.....	6
March	7	7,350	.....	.....	1	60	.....	1
April	7	274,450	.....	.....	1	72,000	.....	.....
May	7	29,325	.....	1	1	1,000	.....	3
June	15	66,875	.....	2	1	400	.....	3
Total	152	1,171,520	.....	20	35	473,245	.....	39

[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, 1907, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Months.	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	9	.....	2	12	168	8,885	389	294	.....
August	1	5	.....	.....	6	61	797	14	69	1
September	6	8	1	2	17	1,104	10,376	212	296	.....
October	6	13	2	.....	21	768	11,632	443	536	3
November	4	14	3	.....	21	169	4,733	93	260	.....
December	7	14	2	.....	23	586	8,336	85	252	9
January	4	7	.....	.....	11	632	1,187	15	81	1
February	6	11	4	1	22	2,488	12,876	21	188	4
March	3	4	.....	.....	7	28	2,308	24	56	1
April	4	3	.....	.....	7	1,843	76	70	79	4
May	2	5	1	.....	8	81	2,331	247	148	.....
June	6	9	.....	2	17	303	4,919	70	126	1
Total	50	102	13	7	172	8,231	68,456	1,683	2,385	24

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TABLE 40.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Months.	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	2	$101,000	1	$12,500	$113,500	6	5	4	4	2
August	3	66,500	.....	.....	66,500	3	1	.....	.....	5
September	8	211,000	2	112,000	323,000	6	1	3	6	8
October	9	375,500	5	295,000	670,500	8	2	4	2	12
November	7	171,665	2	70,515	242,180	10	5	4	3	11
December	11	232,800	3	100,520	333,320	8	3	4	6	11
January	4	20,000	.....	.....	20,000	4	.....	3	1	10
February	7	239,000	4	298,200	537,200	8	2	7	5	11
March	2	108,000	1	29,000	137,000	5	1	.....	.....	5
April	3	156,000	1	100,000	256,000	4	.....	.....	.....	6
May	5	101,000	3	6,800	107,800	2	.....	1	1	4
June	10	187,750	1	41,000	228,750	6	3	1	.....	13
Total	71	1,970,215	23	1,065,535	3,035,750	70	23	31	28	98

TABLE 41.—*Abstract of returns of disasters on the rivers of the United States during the year ending June 30, 1907, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	2	2	3	2	1	3	1	3	2	2	....	2	23
Stranded	4	1	2	3	4	1	2	....	....	....	2	1	20
Collided	2	....	6	6	8	6	....	10	....	....	2	4	44
Capsized	....	....	....	....	....	1	....	....	....	....	....	....	1
Damage to hull, masts, rigging, etc	....	....	....	1	....	....	....	....	....	....	....	....	1
Damage to machinery	2	1	3	2	1	2	1	....	....	....	....	....	12
Explosion of boilers	....	....	....	....	....	1	1	1	....	....	....	....	3
Fire	....	1	2	4	5	6	4	1	3	5	3	8	42
Ice	....	....	....	....	....	1	....	2	1	....	....	....	4
Struck bridge, snag, etc	2	1	1	3	2	2	2	5	....	....	1	2	21
Sprung a leak	....	....	....	....	....	....	....	....	1	....	....	....	1
Total	12	6	17	21	21	23	11	22	7	7	8	17	172

TABLE 42.—*Abstract of returns of disasters (excluding collisions) on the rivers of the United States during the year ending June 30, 1907, distinguishing the cause of each disaster.*

Class and cause of disaster.	Founderings.	Strandings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides	.....	2	1	.....	3
Darkness	.....	1	.....	.....	1
Fog	.....	.....	1	.....	1
Gales, hurricanes, etc	3	4	4	.....	11
Total of class 1	3	7	6	.....	16
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew	1	1	.....	.....	2
Error of pilots	.....	1	.....	.....	1
Total of class 3	1	2	.....	.....	3
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery	.....	.....	12	.....	12
Explosion of boilers	.....	.....	3	.....	3
Total of class 4	.....	.....	15	.....	15

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TABLE 42.—*Abstract of returns of disasters (excluding collisions) on the rivers of the United States during the year ending June 30, 1907, distinguishing the cause of each disaster*—Continued.

Class and cause of disaster.	Founderings.	Strandings.	Other causes.	Missing vessels.	Total.
Class 5.—Other causes:					
Absence of lights or buoys	.....	1	.....	.....	1
Capsized	4	.....	.....	.....	4
Fire	.....	.....	42	.....	42
Ice	.....	.....	4	.....	4
Sprung a leak	10	.....	1	.....	11
Struck bridge, obstruction, rock, etc	.....	6	16	.....	22
Miscellaneous	3	4	1	.....	8
Unknown	2	.....	.....	.....	2
Total of class 5	19	11	64	.....	94
Aggregate	23	20	85	.....	128

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

TABLE 43.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, 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
Darkness	....	....	....	....	....	....	....	....	....	....	2	....	2
"Fault of other vessel"	1	....	....	....	2	....	....	4	....	....	....	2	9
Fault of tug towing	....	....	2	2	....	....	....	2	....	....	....	....	6
Fog	....	....	....	2	2	6	....	....	....	....	....	....	10
Tides and currents	....	....	....	2	....	....	....	....	....	....	....	....	2
Unavoidable	....	....	....	....	....	....	....	....	....	....	....	2	2
Miscellaneous	....	....	....	....	1	....	....	....	....	....	....	....	1
Unknown	1	....	2	....	3	....	....	4	....	....	....	....	10
Total	2	....	6	6	8	6	....	10	....	....	2	4	44

TABLE 44.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, 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	....	3	2	3	3	....	2	....	....	1	....	15
Ferryboats	....	....	....	1	1	1	....	....	1	....	....	1	5
Schooners	2	....	4	....	1	2	1	5	....	1	....	2	18
Steamers	8	6	10	18	15	17	10	14	6	6	7	14	131
Steam canal boats	1	....	....	....	....	....	....	1	....	....	....	....	2
Steam yachts	....	....	....	....	1	....	....	....	....	....	....	....	1
Total	12	6	17	21	21	23	11	22	7	7	8	17	172

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TABLE 45.—*Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1907, showing nationality and description, and distinguishing those totally lost and those damaged.*

Nationality and rig.	December.		February.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamers				1		1	1
Danish steamers		1				1	1
French steamers				1		1	1
Total		1		2		3	3
Aggregate	1		2		3		

TABLE 46.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, showing the tonnage and distinguishing the number of those totally lost and those 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	3	4	1	5	2	4	4	5	5	2	6
Over 100 and not exceeding 200 tons	1	1	....	....	....	2	....	....	....	3	1	3	....	....
Over 200 and not exceeding 300 tons	....	....	....	1	....	1	....	3	....	1	1	1	1	....
Over 300 and not exceeding 500 tons	....	2	....	1	2	1	....	2	....	4	....	1	1	....
Over 500 and not exceeding 700 tons	....	1	....	....	....	1	1	2	....	1	....	1	....	....
Over 700 and not exceeding 1,000 tons	....	1	....	....	....	2	....	....	....	....	....	1	....	1
Over 1,000 and not exceeding 1,500 tons	....	2	....	....	....	....	....	2	....	....	....	1	....	....
Over 1,500 and not exceeding 2,000 tons	....	1	....	....	....	....	....	1	....	1	....	....	....	....
Over 2,000 and not exceeding 2,500 tons	....	1	....	....	....	1	....	....	....	....	....	2	....	....
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	....	....	....	....	....	....	....	1	....	....	....	....	....	....
Over 4,000 and not exceeding 4,500 tons	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 4,500 and not exceeding 5,000 tons	....	....	....	....	....	1	....	....	....	....	....	....	....	....
Over 5,000 and not exceeding 6,000 tons	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 6,000 tons	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Unknown	....	....	....	....	....	1	....	2	....	3	....	1	....	....
Total	1	11	1	5	6	11	6	15	4	17	7	16	4	7
Aggregate	12		6		17		21		21		23		11	

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TABLE 46.—*Abstract of return of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, showing the tonnage and distinguishing the number of those totally lost and those damaged*—Continued.

Burden of vessels.	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.	
Not exceeding 100 tons	5	4	3	2	2	3	2	2	6	5	39	39	78
Over 100 and not exceeding 200 tons	....	2	....	....	....	....	....	1	....	....	2	12	14
Over 200 and not exceeding 300 tons	....	1	....	1	1	....	....	....	....	....	3	9	12
Over 300 and not exceeding 500 tons	....	2	....	....	....	....	....	1	....	2	3	16	19
Over 500 and not exceeding 700 tons	....	....	....	....	....	....	....	1	....	2	1	9	10
Over 700 and not exceeding 1,000 tons	....	1	....	....	....	....	....	1	....	1	....	8	8
Over 1,000 and not exceeding 1,500 tons	....	....	....	....	....	....	....	....	....	....	....	5	5
Over 1,500 and not exceeding 2,000 tons	....	....	....	....	1	....	....	....	....	1	1	4	5
Over 2,000 and not exceeding 2,500 tons	1	1	....	1	....	....	....	....	....	....	1	6	7
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	....	1	....	....	....	....	....	....	....	....	....	2	2
Over 4,000 and not exceeding 4,500 tons	....	1	....	....	....	....	....	....	....	....	....	1	1
Over 4,500 and not exceeding 5,000 tons	....	....	....	....	....	....	....	....	....	....	....	1	1
Over 5,000 and not exceeding 6,000 tons	....	....	....	....	....	....	....	....	....	....	....	....	.....
Over 6,000 tons	....	....	....	....	....	....	....	....	....	....	....	....	.....
Unknown	....	3	....	....	....	....	....	....	....	....	....	10	10
Total	6	16	3	4	4	3	2	6	6	11	50	122	172
Aggregate	22		7		7		8		17		172		.....

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 39.

TABLE 47.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, 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	4	2	4	5	7	8	2	4	1	....	2	5	44
Over 5 and not exceeding 10 years	5	1	4	6	1	5	5	7	1	4	2	3	44
Over 10 and not exceeding 15 years	2	2	1	2	1	3	2	3	2	....	....	3	21
Over 15 and not exceeding 20 years	1	1	....	1	3	2	....	2	1	....	....	1	12
Over 20 and not exceeding 25 years	....	....	3	3	3	2	....	1	....	1	1	2	16
Over 25 and not exceeding 30 years	....	....	3	2	3	....	1	....	1	1	1	2	14
Over 30 and not exceeding 35 years	....	....	1	....	....	....	1	1	1	....	1	....	5
Over 35 and not exceeding 40 years	....	....	....	....	....	....	....	1	....	....	....	1	2
Over 40 and not exceeding 45 years	....	....	....	....	....	1	....	....	....	1	1	....	3
Over 45 and not exceeding 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 50 years	....	....	....	....	....	1	....	....	....	....	....	....	1
Unknown	....	....	1	2	3	1	....	3	....	....	....	....	10
Total	12	6	17	21	21	23	11	22	7	7	8	17	172

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TABLE 48.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	2	5	8	12	11	11	10	11	5	6	4	13	98
Coal	....	....	....	....	....	1	....	1	....	....	1	2	5
Cotton	....	....	....	1	1	2	....	1	....	....	1	....	6
Fertilizers	1	....	1	....	....	....	....	1	....	....	....	....	3
Fish	1	....	....	....	1	....	....	....	....	....	....	....	2
Grain	....	....	....	1	1	1	....	....	....	....	....	1	4
Lumber	....	....	2	....	....	....	....	2	....	....	1	1	6
Merchandise, general	2	....	4	4	....	1	1	2	1	....	....	....	15
Provisions	....	....	....	....	1	1	....	....	1	....	....	....	3
Sand, etc	1	....	....	....	....	....	....	....	....	....	....	....	1
Stone	....	....	....	....	....	2	....	....	....	....	....	....	2
Sugar	....	....	....	....	1	1	....	....	....	....	....	....	2
Miscellaneous	4	1	1	1	2	1	....	....	....	1	....	....	11
Unknown	1	....	1	2	3	2	....	4	....	....	1	....	14
Total	12	6	17	21	21	23	11	22	7	7	8	17	172

TABLE 49.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1907, distinguishing the rivers on which they occurred.*

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alabama	....	....	....	....	....	1	....	....	....	....	....	....	1
Apalachicola	....	1	....	....	....	....	....	....	....	....	....	....	1
Appomattox	1	....	....	....	....	....	....	....	....	....	....	....	1
Arkansas	....	....	....	....	....	....	....	....	....	....	1	....	1
Atchafalaya, Louisiana	....	....	....	....	2	....	....	....	1	....	....	....	3
Bayou des Allemand, Louisiana	....	....	....	....	....	....	1	....	....	....	....	....	1
Black River, Louisiana	....	....	1	....	....	....	....	....	....	....	....	....	1
Cape Fear	1	....	1	....	....	....	....	....	....	....	....	....	2
Chickahominy	....	....	....	....	....	....	1	....	....	....	....	....	1
Colorado	....	....	....	....	....	1	....	....	....	....	....	....	1
Columbia	....	....	....	3	3	1	....	....	....	1	....	....	8
Connecticut	....	....	....	1	....	....	....	....	....	....	....	....	1
Delaware	3	2	4	2	4	7	1	4	2	1	....	4	34
Elk River, Maryland	....	....	....	....	....	....	....	....	....	....	1	....	1
Green River, Kentucky	....	....	....	....	....	....	1	....	1	....	....	....	2
Hudson	1	....	....	2	....	2	....	....	....	1	2	1	9
Indian River, Florida	....	....	....	....	....	....	....	....	....	....	1	....	1
James	....	....	....	....	....	1	....	3	....	....	....	....	4
Kennebec	....	1	....	....	....	....	....	....	....	....	....	....	1
Maurice, New Jersey	....	....	....	....	....	....	1	....	....	....	....	....	1
Mississippi	2	1	4	2	4	4	2	6	....	1	....	3	29
Missouri	....	....	....	1	....	....	....	1	1	....	....	1	4
Mokolumne, California	....	....	....	1	....	....	....	....	....	....	....	....	1
Monongahela	....	....	....	....	....	....	....	....	1	....	....	....	1
Nanticoke, Delaware	....	....	....	....	....	....	....	....	....	....	....	1	1
Nassau, Florida	....	....	....	....	....	....	....	1	....	....	....	....	1
Neuse, North Carolina	....	....	....	....	....	....	1	1	....	....	....	....	2
Ocmulgee, Georgia	....	....	....	....	....	....	1	....	....	....	....	....	1
Ohio	1	....	....	4	1	1	1	2	....	....	1	2	13
Ouachita, Louisiana	....	....	....	1	....	....	....	....	....	....	....	....	1
Pascagoula, Mississippi	....	....	1	....	....	....	....	....	....	....	....	....	1
Pearl, Mississippi	....	....	....	....	....	....	....	....	....	....	1	....	1
Penobscot	....	....	1	....	....	....	....	....	....	....	....	....	1
Potomac	....	....	....	....	1	....	....	....	....	....	....	....	1
Red River, Louisiana	....	....	....	1	1	....	....	1	....	....	....	1	4
Sacramento, California	....	1	....	....	....	1	....	....	....	....	....	....	2
San Joaquin, California	....	....	....	....	2	1	....	....	....	....	....	....	3
Savannah	....	....	1	....	....	....	....	....	....	....	....	....	1
St. Johns, Florida	....	....	2	....	....	....	....	....	1	3	....	....	6
St. Lawrence	1	....	....	3	1	1	....	....	....	....	1	1	8
Tanana, Alaska	1	....	....	....	....	....	....	....	....	....	....	....	1
Tennessee	....	....	1	....	2	....	....	1	....	....	....	....	4
Tombigbee	....	....	....	....	....	....	....	....	....	....	....	1	1
Wadmelaw, South Carolina	....	....	....	....	....	....	1	....	....	....	....	....	1
White River, Arkansas	....	....	....	....	....	1	....	1	....	....	....	....	2
Willamette, Oregon	1	....	....	....	....	....	....	1	....	....	....	2	4
Yazoo, Mississippi	....	....	....	....	....	1	....	....	....	....	....	....	1
Yukon, Alaska	....	....	1	....	....	....	....	....	....	....	....	....	1
Total	12	6	17	21	21	23	11	22	7	7	8	17	172

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TABLE 50.—*Summary, rivers of the United States.*

Nature of casualties.	Number of vessels.	Tonnage, of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.[a]	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	23	847	785	1,632	6	17	.....	14	9	3	161	164	5
Strandings	20	1,606	8,420	10,026	13	7	.....	6	14	383	267	650	....
Vessels collided	44	2,182	36,660	38,842	15	15	14	1	43	392	589	981	2
Other causes	85	3,596	22,591	26,187	26	59	.....	29	56	905	1,368	2,273	17
Total	172	8,231	68,456	76,687	60	98	14	50	122	1,683	2,385	4,068	24

[a] In this column are included the casualties in which no damage was sustained by the vessels, fo the number of which see appropriate column in Table 39.

AT SEA AND IN FOREIGN WATERS.

TABLE 51.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Months.	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	11	$974,850	2	6	$23,240	2	2
August	10	329,000	1	7	136,300	.....	1
September	54	4,570,500	.....	47	1,330,885	1	.....
October	15	1,273,400	2	11	464,965	.....	2
November	9	264,400	.....	7	57,950	.....	.....
December	24	1,167,500	.....	19	468,040	1	.....
January	16	1,426,000	.....	14	775,360	.....	.....
February	12	1,500,000	2	11	307,300	1	2
March	14	3,283,000	1	12	557,910	1	1
April	18	1,432,500	.....	14	378,000	1	.....
May	7	807,935	1	7	77,810	.....	1
June	10	1,915,500	1	6	84,500	3	1
Total	200	18,944,585	10	161	4,662,260	10	10

Months.	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	11	$84,800	.....	2	5	$13,840	.....	5
August	10	139,750	.....	1	4	43,000	1	3
September	52	678,750	.....	2	35	207,120	.....	13
October	15	74,100	.....	2	7	108,930	2	4
November	9	48,600	.....	.....	4	10,950	.....	3
December	23	330,800	.....	1	16	146,525	.....	4
January	16	128,500	.....	.....	9	68,275	.....	5
February	11	108,700	.....	3	7	37,800	2	5
March	14	2,560,940	.....	1	5	400,230	.....	9
April	18	100,550	.....	.....	8	19,800	.....	7
May	7	34,835	.....	1	2	3,310	1	5
June	10	46,675	.....	1	1	18,500	.....	8
Total	196	4,337,000	.....	14	103	1,078,280	6	71

[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 52.

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TABLE 52.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Months.	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	6	5	2	.....	13	2,319	19,308	.....	156	.....
August	6	4	1	.....	11	3,067	6,940	330	217	8
September	21	31	.....	2	54	14,289	48,522	175	913	74
October	5	10	2	.....	17	1,567	16,333	30	257	4
November	4	5	.....	.....	9	890	3,680	.....	88	7
December	12	11	.....	1	24	10,080	13,577	21	368	5
January	7	9	.....	.....	16	2,980	12,049	50	322	3
February	6	5	2	1	14	3,111	24,502	132	335	12
March	4	10	1	.....	15	21,750	12,898	95	441	8
April	3	15	.....	.....	18	1,601	17,791	304	312	1
May	3	4	1	.....	8	1,118	14,325	.....	86	.....
June	3	7	1	.....	11	282	17,837	95	345	.....
Total	80	116	10	4	210	63,054	207,762	1,232	3,840	122

TABLE 53.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Months.	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	3	$16,500	2	$7,800	$24,300	6	3	4	5	3
August	5	247,900	1	15,000	262,900	3	.....	3	7	3
September	36	2,409,170	25	781,100	3,190,270	11	8	7	15	6
October	5	367,975	4	72,915	440,890	6	1	6	8	4
November	5	190,800	3	38,000	228,800	4	2	.....	2	2
December	12	637,500	8	74,725	712,225	8	5	4	7	4
January	12	1,339,885	8	240,990	1,580,875	3	3	1	3	2
February	7	1,201,000	4	22,500	1,223,500	2	1	5	9	....
March	5	2,971,500	1	8,000	2,979,500	6	3	4	10	1
April	16	920,960	6	205,055	1,126,015	.....	3	2	6	3
May	4	710,760	3	9,495	720,255	1	2	3	3	....
June	6	1,490,000	.....	25,000	1,740,000	2	4	3	6	1
Total	116	12,503,950	65	1,500,580	14,229,530	52	35	42	81	29

TABLE 54.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, 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	7	....	2	2	2	3	1	1	1	1	23
Stranded	3	6	6	8	1	4	9	1	2	1	3	1	45
Collided	4	2	3	4	....	....	2	6	4	....	2	4	31
Abandoned	....	....	2	....	1	5	....	....	1	1	....	....	10
Capsized	....	....	3	....	....	....	....	1	....	....	....	....	4
Damage to cargo	....	....	1	1	1	2	....	1	....	1	....	....	7
Damage to hull, masts, rigging, etc	1	1	26	3	1	4	1	2	5	10	1	2	57
Damage to machinery	2	....	1	1	....	2	1	....	1	3	....	3	14
Fire	....	....	1	....	....	1	1	....	....	....	....	....	3
Never heard from	....	1	3	....	1	....	....	....	....	....	....	....	5
Sprung a leak	1	....	1	....	2	4	....	....	1	1	1	....	11
Total	13	11	54	17	9	24	16	14	15	18	8	11	210

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TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1907, distinguishing the cause of each disaster.*

Class and cause of disaster.	Foun-derings.	Strand-ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides	.....	3	.....	.....	3
Darkness	.....	3	.....	.....	3
Fog	.....	6	.....	.....	6
Gales, hurricanes, etc	15	19	61	.....	95
Heavy seas	.....	2	6	.....	8
Snow storms	.....	1	.....	.....	1
Stress of weather	.....	.....	3	.....	3
Total of Class 1	15	34	70	.....	119
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart	.....	1	.....	.....	1
Defective rigging	.....	.....	1	.....	1
Total of Class 2	.....	1	1	.....	2
Class 3.—Causes connected with navigation and seamanship:					
Error of officers	.....	6	.....	.....	6
Error of pilots	.....	1	.....	.....	1
Total of Class 3	.....	7	.....	.....	7
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery	.....	.....	11	.....	11
Class 5.—Other causes:					
Capsized	1	.....	.....	.....	1
Fire	.....	.....	3	.....	3
Sprung a leak	5	.....	2	.....	7
Struck obstruction, wreck, etc	.....	.....	2	.....	2
Waterlogged	.....	.....	11	.....	11
Miscellaneous	1	2	5	.....	8
Unknown	1	1	1	5	8
Total of Class 5	8	3	24	5	40
Aggregate	23	45	106	5	179

TABLE 56.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, 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.
Bad management	....	....	1	....	....	....	....	....	....	....	....	....	1
"Fault of other vessel"	....	....	2	1	....	....	....	2	2	....	....	3	10
Fog	4	2	....	2	....	....	2	2	2	....	2	....	16
Unknown	....	....	....	1	....	....	....	2	....	....	....	1	4
Total	4	2	3	4	....	....	2	6	4	....	2	4	31

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TABLE 57.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, 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
Barks	....	1	....	....	....	5	2	1	....	....	....	1	10
Barkentines	....	....	3	2	1	3	2	....	1	....	....	....	12
Brigs	....	1	1	....	....	....	....	....	1	....	....	....	3
Schooners	7	6	37	7	5	9	6	6	4	13	5	3	108
Scows	....	....	....	1	....	....	....	....	....	....	....	....	1
Ships	1	....	1	1	....	1	....	1	1	....	....	1	7
Steamers	3	3	10	5	3	6	5	6	5	5	3	6	60
Steam yachts	....	....	....	....	....	....	....	....	1	....	....	....	1
Unknown	1	....	....	1	....	....	....	....	....	....	....	....	2
Total	13	11	54	17	9	24	16	14	15	18	8	11	210

TABLE 58.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, showing the tonnage and distinguishing the number of those totally lost and those 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	....	2	1	2	2	2	....	1	....	1	1
Over 100 and not exceeding 200 tons	2	1	2	....	2	2	1	....	....	1	1	1	2	3
Over 200 and not exceeding 300 tons	....	1	....	....	....	....	....	....	1	....	2	1	....	....
Over 300 and not exceeding 500 tons	1	1	1	1	5	4	1	....	....	1	....	3	2	1
Over 500 and not exceeding 700 tons	....	1	....	....	5	6	....	2	1	2	2	2	....	1
Over 700 and not exceeding 1,000 tons	....	....	1	1	2	6	1	1	....	....	1	2	2	....
Over 1,000 and not exceeding 1,500 tons	1	1	....	....	1	4	....	....	....	....	3	....	....	....
Over 1,500 and not exceeding 2,000 tons	....	....	1	1	1	1	....	1	....	....	2	....	....	....
Over 2,000 and not exceeding 2,500 tons	....	....	....	....	2	4	....	2	....	1	....	2	....	1
Over 2,500 and not exceeding 3,000 tons	....	....	....	....	....	1	....	1	....	....	....	....	....	....
Over 3,000 and not exceeding 3,500 tons	....	....	....	....	....	1	....	....	....	....	....	....	....	....
Over 3,500 and not exceeding 4,000 tons	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Over 4,000 and not exceeding 4,500 tons	....	....	....	....	....	2	....	....	....	....	....	....	....	....
Over 4,500 and not exceeding 5,000 tons	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Over 5,000 and not exceeding 6,000 tons	....	....	....	1	1	1	....	....	....	....	....	....	....	....
Over 6,000 tons	....	1	....	1	....	....	....	1	....	....	....	....	....	....
Unknown	....	1	....	....	....	....	....	2	....	....	....	....	....	....
Total	6	7	6	5	21	33	5	12	4	5	12	12	7	9
Aggregate	13		11		54		17		9		24		16	

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TABLE 58.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, showing the tonnage and distinguishing the number of those totally lost and those damaged*—Continued.

Burden of vessels.	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.	
Not exceeding 100 tons	2	....	1	....	1	1	....	....	1	....	16	5	21
Over 100 and not exceeding 200 tons	1	....	....	1	....	1	....	....	2	....	13	10	23
Over 200 and not exceeding 300 tons	....	....	....	1	....	....	1	1	....	1	4	5	9
Over 300 and not exceeding 500 tons	....	....	1	3	1	1	2	....	....	2	14	17	31
Over 500 and not exceeding 700 tons	2	1	1	3	....	3	....	....	....	....	11	21	32
Over 700 and not exceeding 1,000 tons	....	1	....	....	....	4	....	1	....	....	7	16	23
Over 1,000 and not exceeding 1,500 tons	....	1	....	....	1	1	....	1	....	....	6	8	14
Over 1,500 and not exceeding 2,000 tons	1	....	....	1	....	1	....	....	....	....	5	5	10
Over 2,000 and not exceeding 2,500 tons	....	3	....	1	....	....	....	....	....	1	2	15	17
Over 2,500 and not exceeding 3,000 tons	....	....	....	....	....	1	....	....	....	1	....	4	4
Over 3,000 and not exceeding 3,500 tons	....	....	....	....	....	....	....	1	....	2	....	4	4
Over 3,500 and not exceeding 4,000 tons	....	....	....	....	....	....	....	....	....	....	....	2	2
Over 4,000 and not exceeding 4,500 tons	....	1	....	....	....	1	....	....	....	....	....	4	4
Over 4,500 and not exceeding 5,000 tons	....	....	....	....	....	....	....	....	....	....	....	1	1
Over 5,000 and not exceeding 6,000 tons	....	....	....	1	....	1	....	....	....	1	1	5	6
Over 6,000 tons	....	1	1	....	....	....	....	1	....	....	1	5	6
Unknown	....	....	....	....	....	....	....	....	....	....	....	3	3
Total	6	8	4	11	3	15	3	5	3	8	80	130	210
Aggregate	14		15		18		8		11		210		.....

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, 1907, 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	4	....	10	2	1	3	5	2	6	6	2	3	44
Over 5 and not exceeding 10 years	1	....	4	....	1	2	2	....	2	5	1	4	22
Over 10 and not exceeding 15 years	2	2	4	5	1	....	1	6	2	2	1	....	26
Over 15 and not exceeding 20 years	....	2	15	3	1	4	5	1	....	1	1	....	33
Over 20 and not exceeding 25 years	1	1	11	4	3	6	2	3	1	3	....	2	37
Over 25 and not exceeding 30 years	1	2	6	....	1	1	....	1	3	....	1	1	17
Over 30 and not exceeding 35 years	....	2	3	1	1	4	....	....	1	....	....	....	12
Over 35 and not exceeding 40 years	2	....	1	....	....	4	....	1	....	1	2	1	12
Over 40 and not exceeding 45 years	....	1	....	....	....	....	....	....	....	....	....	....	1
Over 45 and not exceeding 50 years	....	....	....	....	....	....	1	....	....	....	....	....	1
Over 50 years	1	1	....	....	....	....	....	....	....	....	....	....	2
Unknown	1	....	....	2	....	....	....	....	....	....	....	....	3
Total	13	11	54	17	9	24	16	14	15	18	8	11	210

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TABLE 60.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1907, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	3	3	6	4	2	4	2	....	1	3	....	1	29
Asphalt	....	....	1	....	....	....	....	....	....	....	....	....	1
Cement, plaster, sand, etc	....	....	1	1	1	....	....	....	....	1	....	....	4
Coal	1	3	6	....	....	2	....	5	1	2	1	1	22
Copper ore	....	....	....	....	....	....	1	....	....	....	....	....	1
Cotton	....	....	1	....	....	....	....	....	....	....	....	....	1
Fertilizers	....	....	2	1	....	....	1	....	....	....	....	....	4
Fish, oysters, etc	1	....	2	1	....	1	4	1	....	2	....	....	12
Gold ore	....	....	....	....	1	....	....	1	....	....	....	....	2
Fruit, coffee, nuts, etc	....	....	1	1	....	1	1	....	....	....	....	1	5
Ice	1	....	....	....	....	....	....	....	....	....	....	....	1
Lumber	1	2	20	2	4	13	4	3	8	7	3	3	70
Logwood	....	....	....	....	....	....	....	....	....	....	1	....	1
Merchandise (general)	2	1	6	3	1	2	2	1	2	1	....	3	24
Naval stores	....	....	1	....	....	....	....	....	....	....	....	....	1
Petroleum	....	....	4	1	....	1	....	....	1	....	....	1	8
Provisions	1	....	....	....	....	....	....	....	....	....	....	....	1
Salt	....	....	1	1	....	....	....	....	....	....	....	....	2
Stone, brick, etc	....	....	....	....	....	....	1	....	....	....	1	....	2
Sugar	....	....	....	....	....	....	....	....	1	1	1	....	3
Miscellaneous	1	1	2	....	....	....	....	1	....	1	....	....	6
Unknown	2	1	....	2	....	....	....	2	1	....	1	1	10
Total	13	11	54	17	9	24	16	14	15	18	8	11	210

TABLE 61.—*Summary at sea and in foreign waters.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.[a]	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	23	12,435	.....	12,435	19	4	.....	23	.....	.....	136	136	45
Strandings	45	37,070	27,650	64,720	32	13	.....	30	15	498	1,141	1,639	8
Vessels collided	31	667	48,135	48,802	18	3	10	3	28	196	467	663	1
Other causes	111	12,882	131,977	144,859	102	9	.....	24	87	538	2,096	2,634	68
Total	210	63,054	207,762	270,816	171	29	10	80	130	1,232	3,840	5,072	122

[a] In this column are included the casualties in which no damage was sustained by the vessel, 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, 1907.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of vessels	49	7	5	3	64
Tonnage of vessels totally lost	15,143	.....	2,517	.....	17,660
Tonnage of vessels damaged	102,996	15,271	5,924	2,895	127,086
Aggregate	118,139	15,271	8,441	2,895	144,746
Laden	26	.....	2	.....	28
Ballast	8	1	1	.....	10
Unknown whether laden or not	15	6	2	3	26
Wrecks involving total loss	17	.....	2	.....	19
Casualties involving partial and unknown damage	32	7	3	3	45

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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, 1907*—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of passengers					
Number in crews	447	27	59		533
Number of lives lost	15		1		16
Value of vessels.....dollars..	634,000	50,000	205,000		889,000
Value of cargoes.....do....	233,210		47,000		280,210
Aggregate.....do....	867,210	50,000	252,000		1,169,210
Losses to vessels.....do....	361,450	15,000	106,000		482,450
Losses to cargoes.....do....	96,840		37,000		133,840
Aggregate.....do....	458,290	15,000	143,000		616,290
Insurance on vessels.....do....	40,000		100,000		140,000
Insurance on cargoes.....do....	15,500				15,500
Aggregate.....do....	55,500		100,000		155,500

NOTE.—Besides the foreign vessels above reported 7 others collided with American vessels at sea, involving a tonnage of 24,971.

TABLE 63.—*General summary.*

Nature of casualties.	Vessels.	Tonnage of vessels—		Value of—		Losses to—	
		Totally lost.	Damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Founderings:							
Atlantic and Gulf coasts....	64	12,446	2,799	$362,050	$88,225	$243,850	$65,870
Pacific coast	7	223	3,284	163,600	46,200	19,400	26,650
Great Lakes	13	2,775	398	72,900	29,935	59,500	4,480
Rivers	23	847	785	164,450	44,060	76,800	15,760
At sea or in foreign waters..	23	12,435		372,085	133,325	372,085	133,325
Total	130	28,726	7,266	1,135,085	341,745	771,635	246,085
Strandings:							
Atlantic and Gulf coasts....	234	39,427	59,385	3,775,815	1,083,175	1,441,565	300,800
Pacific coast	53	9,293	36,624	5,100,600	673,670	1,535,995	325,000
Great Lakes	123	17,416	276,664	14,540,000	3,284,805	922,035	171,765
Rivers	20	1,606	8,420	671,700	195,755	73,830	38,350
At sea or in foreign waters..	45	37,070	27,650	5,145,400	845,795	3,028,550	513,280
Total	475	104,812	408,743	29,233,515	6,083,200	7,001,975	1,349,195
Vessels collided:							
Atlantic and Gulf coasts....	230	6,713	258,531	14,882,330	2,477,720	775,515	90,540
Pacific coast	62	189	58,969	2,435,680	635,580	108,400	25
Great Lakes	134	3,000	379,081	19,676,500	3,485,915	498,755	133,675
Rivers	44	2,182	36,660	2,812,120	945,210	463,855	316,500
At sea or in foreign waters..	31	667	48,135	2,060,000	332,865	83,265	10,340
Total	501	12,751	781,376	41,866,630	7,877,290	1,929,790	551,080
Other causes:							
Atlantic and Gulf coasts....	123	5,889	50,774	5,545,405	976,585	457,120	228,730
Pacific coast	34	1,768	28,567	1,940,900	134,945	258,170	12,580
Great Lakes	119	5,344	234,015	12,820,350	2,143,310	706,170	86,775
Rivers	85	3,596	22,591	2,386,785	412,565	557,035	102,635
At sea or in foreign waters..	111	12,882	131,977	11,367,100	3,350,275	853,100	421,335
Total	472	29,479	467,924	34,060,540	7,017,680	2,831,595	852,055
Grand total	1,578	175,768	1,665,309	106,295,770	21,319,915	12,534,995	2,998,415

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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.									
Founderings:											
Atlantic and Gulf coasts	$146,500	48,045	36	28	.....	38	2[illegible]	77	238	315	54
Pacific coast	105,000	5,000	4	3	.....	3	4	1	26	27	....
Great Lakes	10,000	21,500	9	4	.....	11	2	1	71	72	17
Rivers	22,500	36,000	6	17	.....	14	9	3	161	164	5
At sea or in foreign waters	143,520	37,815	19	4	.....	23	.....	.....	136	136	45
Total	427,520	148,360	74	56	.....	89	41	82	632	714	121
Strandings:											
Atlantic and Gulf coasts	1,199,550	302,600	127	107	.....	124	110	74	1,665	1,739	52
Pacific coast	3,360,310	51,500	31	22	.....	25	28	1,344	1,391	2,735	6
Great Lakes	9,396,300	1,293,780	97	26	.....	23	100	684	2,097	2,781	4
Rivers	307,000	131,955	13	7	.....	6	14	383	267	650	....
At sea or in foreign waters	4,732,360	142,395	32	13	.....	30	15	498	1,141	1,639	8
Total	18,995,520	1,922,230	300	175	.....	208	267	2,983	6,561	9,544	70
Vessels collided:											
Atlantic and Gulf coasts	8,457,710	1,777,915	85	101	44	17	213	5,482	2,835	8,317	185
Pacific coast	854,200	303,000	28	24	10	4	58	1,476	757	2,233	45
Great Lakes	13,084,310	1,978,305	87	35	12	5	129	54	2,228	2,282	2
Rivers	656,000	597,720	15	15	14	1	43	392	589	981	2
At sea or in foreign waters	1,391,620	214,960	18	3	10	3	28	196	467	663	1
Total	24,443,840	4,871,900	233	178	90	30	471	7,600	6,876	14,476	235
Other causes:											
Atlantic and Gulf coasts	3,498,335	330,050	50	73	.....	26	97	1,487	1,264	2,751	42
Pacific coast	1,018,000	2,600	18	16	.....	9	25	526	661	1,187	9
Great Lakes	9,614,580	557,190	80	39	.....	15	104	253	1,936	2,189	9
Rivers	984,715	299,860	26	59	.....	29	56	905	1,368	2,273	17
At sea or in foreign waters	6,236,450	1,105,410	102	9	.....	24	87	538	2,096	2,634	68
Total	21,352,080	2,295,110	276	196	.....	103	369	3,709	7,325	11,034	145
Grand total	65,218,960	9,237,600	883	605	90	430	1,148	14,374	21,394	35,768	571

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TABLE 63.—*General summary*—Continued.

RECAPITULATION—GENERAL SUMMARY.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Number of vessels	651	156	389	172	210	1,578
Tonnage of vessels totally lost	64,475	11,473	28,535	8,231	63,054	175,768
Tonnage of vessels damaged	371,489	127,444	890,158	68,456	207,762	1,665,309
Aggregate	435,964	138,917	918,693	76,687	270,816	1,841,077
Laden	298	81	273	60	171	883
Ballast	309	65	104	98	29	605
Unknown whether laden or not	44	10	12	14	10	90
Wrecks involving total loss	205	41	54	50	80	430
Casualties involving partial and unknown damage	446	115	335	122	130	1,148
Number of passengers	7,120	3,347	992	1,683	1,232	14,374
Number in crews	6,002	2,835	6,332	2,385	3,840	21,394
Total on board	13,122	6,182	7,324	4,068	5,072	35,768
Number of lives lost [a]	333	60	32	24	122	571
Value of vessels.....dollars	24,565,600	9,640,780	47,109,750	6,035,055	18,944,585	106,295,770
Value of cargoes.....do	4,625,705	1,490,395	8,943,965	1,597,590	4,662,260	21,319,915
Aggregate.....do	29,191,305	11,131,175	56,053,715	7,632,645	23,606,845	127,615,685
Losses to vessels.....do	2,918,050	1,921,965	2,186,460	1,171,520	4,337,000	12,534,995
Losses to cargoes.....do	685,940	364,255	396,695	473,245	1,078,280	2,998,415
Aggregate.....do	3,603,990	2,286,220	2,583,155	1,644,765	5,415,280	15,533,410
Insurance on vessels.....do	13,302,095	5,337,510	32,105,190	1,970,215	12,503,950	65,218,960
Insurance on cargoes.....do	2,458,610	362,100	3,850,775	1,065,535	1,500,580	9,237,600
Aggregate.....do	15,760,705	5,699,610	35,955,965	3,035,750	14,229,530	74,456,560

[a] In addition to the number of lives lost here reported, 234 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 805.
[b] Amount of insurance is on 678 vessels and 313 cargoes.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea or in foreign waters, involving loss of life, during the year ending June 30, 1907, 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.*

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.	Crew.	Lives lost.	Place of disaster.
1906.											
July 4	Kingston	American barge	1,070	Newport News, Va.	Providence, R. I.	Total	Coal		3	1	Off Shinnecock, L. I.
Aug. 4	John J. Hagan	American steamer	26	Philadelphia, Pa.	Towing	Partial			4	1	Philadelphia, Pa.
Sept. 17	Oliver S. Barrett	American schooner	634	Port Royal, S. C.	New York, N. Y.	Total	Lumber		9	8	At sea.
Sept. 17	Nelson E. Newberry	do	588	do	do	do	do		8	6	Do.
Sept. 18	Nellie Floyd	do	458	New York	Savannah, Ga.	do	Coal		7	1	Off Frying Pan Shoals, N. C.
Sept. 25	Olivia	do	9	Mobile, Ala.	Dauphin Island Bay, Ala.	do			3	3	Dauphin Island Bay, Ala.
Sept. 26	Alice	do	11	do	Bull Bayou, Ala.	Partial	Fish	2	2	4	Navy Cove, Mobile Bay, Ala.
Sept. 26	Fred. P. Litchfield	American barge	1,040	Port Arthur, Tex.	New York, N. Y.	Total	Asphalt		8	8	At sea.
Sept. 26	S. O. Co. No. 90	do	2,019	do	do	do	Petroleum		9	9	Do.
Sept. 27	Wm. H. Warren	American schooner	31	Pensacola, Fla.	Fishing	do			7	7	Off St. Joseph Point, Fla.
Sept. 27	Ethel	do	7			do			3	1	Heron Bay, Ala.
Sept. 27	Falcon	do	11			do	Oysters		3	3	Mississippi Sound.
Sept. 27	Two Friends	American sloop	6	Alabama Port, Ala.	Heron Bay, Ala.	do	Ballast		2	2	Mobile Bay, Ala.
Sept. 27	City of Concord	American steamer	385	Lorain, Ohio	St. Clair, Mich.	do	Coal		12	2	Lake Erie.
Oct. 6	Edward Wright	American schooner	23	Baltimore, Md.	Eastern Bay, Md.	do			2	2	Chesapeake Bay.
Oct. 11	Ella Powell	do	133	St. George, N. Y.	Westerly, R. I.	do	Coal		2	1	Long Island Sound.
Oct. 18	Saint Lucie	American steamer	165	Miami, Fla.	Knights Key, Fla.	do	Camp supplies.	73	24	21	Off Elliott Key, Fla.
Oct. 31	Silver Star	American schooner	35	North River, Va.	Hampton, Va.	do	Lumber		3	1	Chesapeake Bay.
Dec. 6	Great Admiral	American ship	1,575	Port Townsend, Wash.	San Pedro, Cal.	do	do		18	2	At sea.
Dec. 7	Buena Ventura	American barge	1,526	Norfolk, Va.	Providence, R. I.	do	Coal		5	3	Off Montauk Point, L. I.
1907.											
Jan. 12	Felicidad	American sloop	6	Las Cabras, P. R.	Fajardo, P. R.	do	Charcoal		3	1	Isla de Ramos, P. R.
Feb. 5	Bala	American schooner	678	Newport News, Va.	Boston, Mass.	do	Coal		3	3	At sea.
Mar. —	Rita	Gasoline yacht	29	Miami, Fla.	New York City	do			8	8	Do.
Apr. 9	Frank W. Cummiskey.	American barge	351	Baltimore, Md.	Richmond, Va.	do	Coal		2	2	Chesapeake Bay.
Apr. 12	Arcadia	American steamer	230	Manistee, Mich.	Two Rivers, Wis.	do	Lumber	1	8	9	Lake Michigan.
Apr. 18	Annie B	do	9	Jacksonville, Fla.	Jacksonville, Fla.	Partial	Ballast		3	1	St. Johns River, Fla.
Apr. 22	Eden	American schooner	40	Philadelphia, Pa.	Oystering	do	do		10	3	Delaware River.

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Apr. 22	Susquehanna	American barge	314	New York City	New London, Conn.	Total	Coal		1	1	Long Island Sound.
Apr. 23	Search Light	American steamer	9	Harbor Beach, Mich	Fishing	do	Fish		6	6	Lake Huron.
May 14	Wm. T. Howes	American barge	600	Jersey City, N. J	New Haven, Conn.	do	Coal		1	1	Long Island Sound.

Total: Vessels, 30; tonnage, 12,108; total losses, 26; partial 4; number of passengers, 76; number in crews, 179; number of lives lost, 121.

STRANDINGS.

1906.											
July 4	Ella G. Eells	American schooner	256	New Bedford, Mass.	Windsor, N. S.	Total	Ballast		5	4	Machias Bay, Me.
Sept. 17	Ethel	American bark	734	Charleston, S. C.	Elizabethport, N. J.	do	Lumber		11	2	Little River Inlet, S. C.
Sept. 25	Oyster Plant	American schooner	10			Partial	Ballast		2	1	Heron Bay, Ala.
Sept. 26	Daisy	do	33	New Orleans, La	Horn Island, Miss.	Total	do		5	1	Horn Island, Miss.
Sept. 27	Caldwell H. Colt	do	64	Pensacola, Fla.	Fishing	Partial	do		8	1	Pensacola Bay, Fla.
Sept. 27	King of Avon	British schooner	462	Cienfuegos, Cuba	Mobile, Ala.	Total	do		15	14	Mobile Bay, Ala.
Sept. 27	Agnes	American schooner	8	Bayou La Batre, Ala.	Mobile Bay, Ala.	do	do		3	3	Do.
Sept. 27	Louisa B	do	11	Mobile, Ala.	Dauphin Island, Ala	Partial	do		2	2	Dauphin Island, Ala.
Sept. 27	Lyrebird	do	10	do	Heron Bay, Ala.	Total	do		2	2	Heron Bay, Ala.
Sept. 27	Margaret B	do	13	Biloxi, Miss.	Dauphin Island, Ala	do	do		2	2	Bayou La Batre, Ala.
Oct. 5	Shasta	do	476	San Pedro, Cal.	Portland, Oreg.	do	do		16	1	Point Conception, Cal.
Oct. 8	Pasadena	American barge	1,892	Ashtabula, Ohio	Superior, Wis.	do	Coal		10	2	Portage Canal, Mich., Lake Superior.
Oct. 25	Skagit	American barkentine.	443	San Francisco, Cal.	Port Gamble, Wash.	do	General		10	2	Clo-oose, Vancouver Island, B. C.
Oct. 26	Sehome	American schooner	11	Petersburg, Alaska.	Frederick Sound, Alaska.	do	Ballast		3	3	Point Gardner, Admiralty Island, Alaska.
Nov. 15	Lugano	do	174	South Gardiner, Me.	New York City	do	Laths		5	3	Point Judith, R. I.
Nov. 16	Marshall Perrin	do	149	Bridgeport, Conn.	Bangor, Me.	do	Ballast		3	2	Saco Bay, Me.
Dec. 4	Alert	American steamer	145	Sydney, N. S. W	Bay of Islands, N. F.	do	do		12	1	At sea.
Dec. 4	Emma R. Harvey	American schooner	286	East Apple River, N. S.	Boston, Mass.	do	Lumber		7	2	Digby Point, N. S.
Dec. 6	Monarch	British steamer	2,017	Port Arthur, Ont	Sarnia, Ont.	do	Wheat		33	1	Isle Royale, Lake Superior.
Dec. 7	R. L. Ireland	American steamer	4,470	Ashtabula, Ohio	Superior, Wis.	Partial	Coal		22	1	Gull Island, Lake Superior.
1907.											
Jan. 4	Alice T. Boardman	American schooner	123	Portland, Me.	Hyannis, Mass.	do	Lumber		5	1	Handkerchief Shoal, Mass.
Jan. 10	Agnes May	British schooner	92	Boston, Mass.	St. John, N. B.	do	Ballast		4	1	Cranberry Island, Me.
Jan. 10	Richard Wainwright.	American schooner	133	Bay of Islands, N. F.	Gloucester, Mass	Total	Fish		10	1	Bay St. George, N. F.
Jan. 19	Horace G. Morse	do	437	St. Johns, N. B.	Philadelphia, Pa	do	Lumber		7	2	At sea.
Feb. 6	Hilda	do	647	Philadelphia, Pa	Savannah, Ga.	do	Coal		7	7	Diamond Shoals, N. C.
Feb. 18	Girard	do	841	do	Cambridge, Mass.	do	do		4	2	Cape Cod, Mass.
Feb. 18	Alaska	do	855	do	Lynn, Mass.	do	do		4	4	Do.
Mar. 4	Corona	American steamer	1,492	San Francisco	Eureka, Cal.	do	General	95	52	2	Humboldt Bar, Cal.

Total: Vessels, 28; tonnage, 16,284; total losses, 22; partial losses, 6; number of passengers, 95; number in crews, 269; number of lives lost, 70.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

COLLISIONS.

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.
1906.											
July 7	No name[a]	Skiff								1	Norfolk, Va.
July 19	No name[b]	do							2	2	Penobscot River, Me.
July 28	No name[c]	do							1	1	Seal Harbor, Me.
Sept. 6	Nelson Miles	American steamer	391	Cleveland, Ohio	Algoma Mills, Ont.	Total	Coal	3	13	2	St. Clair River.
Sept. 19	E. E. Frost	do	10	Buffalo, N. Y		No damage.	Unknown		3	1	Buffalo, N. Y.
Sept. 22	S. O. Co. No. 10	do	48	New York, N. Y.	Towing	Partial	Ballast		9	1	New York Harbor.
Oct. 13	Adirondack	do	3,644	do	Albany, N. Y.	do	General	192	110	1	Hudson River.
Oct. 13	Saratoga	do	1,438	Troy, N. Y.	New York, N. Y.	do	do	86	58	1	Do.
Oct. 23	C. F. Sargent	American ship	1,704	San Francisco, Cal	do	do	Lumber		16	1	At sea.
Nov. 18	Dix	American steamer	130	Seattle, Wash	Port Blakely, Wash.	Total	Ballast	70	6	45	Puget Sound, Wash.
Nov. 23	Brandon	do	47	New York, N. Y.	Jersey City, N. J	Partial	General		5	1	New York Harbor.
Dec. 29	Paterson	do	1,057	Jersey City, N. J	New York, N. Y.	do	do	8	7	1	Do.
1907.											
Feb. 11	Larchmont	do	1,605	Providence, R. I.	do	Total	do	150	45	178	Near Watch Hill, R. I.
Apr. 1	John D. Dailey	do	79	New York, N. Y.		Partial	Ballast		9	2	New York Harbor.
Apr. 30	N. Y. C. & H. R. R.	do	457	do		do	General		10	1	Do.
May 8	Anna J. Kipp	do	42	do		do	Ballast		5	1	Do.
May 8	Hustler	do	24	Mobile, Ala		No damage.	Unknown		4	1	Mobile Bay, Ala.
May 14	No name[d]	Steam launch								1	San Pablo Bay, Cal.

[a] Collison with steamer Dorothea. [b] Collision with steamer Bristol. [c] Collision with steamer Sappho. [d] Collision with steamer Vallejo.

Total: Vessels, 18; tonnage, 10,676; total losses, 3; partial losses, 9; no damage, 6; number of passengers, 509; number in crews, 303; number of lives lost, 235.

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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.
1906.												
July 1	Platina	Am. bk	203	Marquesas Islands	Whaling	No damage.	Ballast		30	1	At sea	Small boat struck by whale.
July 1	Amy	Am. str	9	New York, N. Y	Pleasure trip	do	do	13	2	1	New York Bay	Fell overboard.
July 1	Salvator	Am. sc	467	Bristol Bay, Alaska.	San Francisco, Cal.	do	do		28	1	Bristol Bay, Alaska.	Fell overboard from small boat while attempting to board vessel.
July 2	C. W. Morse	Am. str	4,307	New York, N. Y	Albany, N. Y	do	Unknown	928	52	1	Hudson River	Fell overboard.
July 3	Lizzie Maud	Am. sc	83	Vinal Haven, Me.		do	do		17	1	Penobscot Bay, Me.	Lost overboard.
July 4	North Star	Am. str	1,999	New York, N. Y	Portland, Me	do	General			1	Massachusetts Bay	Fell overboard.
July 4	State of Ohio	do	1,221	Put-in-Bay, Ohio	Cleveland, Ohio	do	Ballast	820	70	1	Lake Erie	Do.
July 4	Greenland	do	296	Pittsburg, Pa	Charleston, W. Va.	do	General	57	42	1	Ohio River	Do.
July 6	Flirt of the Wave	Am. sc	35			do	Ballast		3	1	Chesapeake Bay	Fell overboard heaving up anchor.
July 6	James A. Garfield	do	28	Baltimore, Md	Chester River	do	do		3	1	Chester River	Fell overboard.
July 10	Restless	Am. str	475	New London, Conn.	Fishers Is., N. Y	do	Unknown	16	13	1	New London, Conn.	Crushed between steamer and dock.
July 10	Andrew Hicks	Am. bk	303	San Francisco, Cal.	Dutch Harbor, Alaska.	do	do		39	1	At sea	In small boat, struck by whale.
July 11	Thelma	Am. str	23	Newport, R. I	Pleasure trip	do	Ballast		4	1	Newport, R. I	Swimming to tender, became entangled in grass.
July 11	Number Seven	Am. bge	898	Boston, Mass	Baltimore, Md	do	Unknown		4	1	Chesapeake Bay	Lost overboard.
July 11	Horn Point	Am. slp	12	Elizabeth River, Va.	Norfolk, Va	do	General		4	1	Elizabeth River, Va.	Yawl capsized while carrying out anchor.
July 11	Bagasse	Am. str	57	New Iberia, La	Pellets Landing	do	Unknown		10	1	Bayou Teche, La	Fell overboard.
July 15	Tuscarora	do	2,386	Buffalo, N. Y	Chicago, Ill	do	Provisions		24	1	Chicago River, Ill	Fell overboard between ship and dock.
July 16	Wiwurna	do	98	Bath, Me	Boothbay, Me	do	General	81	9	1	Pinecliff, Me	Fell from rail while handling trunk.
July 16	Lizzie Bay	do	198	Cincinnati, O	Madison, Ind	do	do	14	35	1	Ohio River	Fell overboard while intoxicated.
July 20	H. W. Williams	do	691	South Haven, Mich.	Chicago, Ill	do	Unknown	100	25	1	Chicago, Ill	Tried to leap on board, struck head on fender and sank.
July 22	Madeleine	do	74	Saybrook Pt., Conn.	Hartford, Conn	do	Ballast	130	8	1	Connecticut River	Fell overboard.
July 25	Jewel	do	201	Evansville, Ind	Henderson, Ky	do	Unknown	437	15	1	Ohio River	Walked overboard.
July 26	Freddie W. Alton	Am. sc	86	Lying at wharf		do	do		4	1	Flushing, N. Y	Fell overboard while boarding vessel.
July 27	Cornelia C	Am. str	26	do		do	do			1	Columbus, Miss	Fell overboard.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

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.
1906.												
July 28	R. Dunbar	Am. str.	252	Paducah, Ky	Nashville, Tenn	No damage.	Grain	....	54	1	Cumberland River	Tried to jump from the vessel and fell overboard.
July 29	Nora	Am. st. yt.	8	Anglesea, N. J	Pleasure trip	Partial.	Ballast	30	3	9	Hereford Inlet	Yacht capsized.
July 29	Rough Rider	Am. sc.	37	Lying in river		No damage.	Unknown	....	4	1	Tickfaw River, La.	Fell overboard.
July 30	Greenwood	Am. str.	270	Lying at wharf		....do	Ballast	19	38	1	Charleston, W. Va.	Do.
July 30	Rome	....do	1,721	Lying at dock		....do	General	....	21	1	Milwaukee, Wis	Fell overboard while boarding vessel.
July 31	Ocheesee	....do	82	Apalachicola, Fla	River Junction, Fla	....do	Unknown	....	12	1	Apalachicola River	Fell overboard.
July 31	Kate Adams	....do	595	Memphis, Tenn	Arkansas City, Ark	....do	General	75	65	1	Mississippi River	Do.
Aug. 1	Christopher Columbus.	Am. str.	1,511	Lying at wharf		....do	Unknown	....	150	1	Milwaukee, Wis	Fell overboard from staging on ship's side.
Aug. 2	Jamestown	....do	13			....do	Ballast	....	59	1	Potomac River	Fell overboard.
Aug. 3	Berks	Am. bge	379	Norfolk, Va	Philadelphia, Pa	....do	Unknown	....	2	1	Delaware River	Slipped and fell overboard while handling line from tug.
Aug. 4	Prentiss	Am. str.	406	Humboldt Bay, Cal.	San Francisco, Cal	....do	Lumber	....	16	1	Off Cape Mendocino	Killed by falling into crank pit.
Aug. 5	City of Chicago	....do	1,436	Lying at dock		....do	Ballast	2473	65	1	St. Joseph, Mich.	Fell overboard while trying to jump on board from dock.
Aug. 6	Cohassett	Am. sc.	965	Wilmington, Del	Buenos Ayres, S. A.	....do	Unknown	....	9	1	At sea	Fell overboard from aloft.
Aug. 9	Abyssinia	Am. bge	2,037	Lake Linden, Mich.	Ashland, Wis	....do	Ballast	....	8	1	Lake Michigan	Fell overboard while cleaning out yawl at its davits.
Aug. 9	William Stone	Am. str.	439	New York		....do	Unknown	....	14	2	New York Harbor	Fell overboard.
Aug. 10	Red River	....do	97	New Orleans La	Up Red River	....do	.....do	....	13	1	Red River	Do.
Aug. 11	Cruiser	....do	341	Pittsburg, Pa		....do	.....do	....	23	1	Ohio River	Fell overboard while sitting on rail.
Aug. 12	John Roberts	....do	355	Lying at dock		....do	.....do	....	8	1	Chicago, Ill	Struck by falling sand bucket.
Aug. 15	Roulette	Am. sc.	83	New York, N. Y.	Fishing	....do	Ballast	....	14	1	Off Long Island, N. Y.	Fell overboard while picking up fish boats.
Aug. 15	W. C. Bradley	Am. str.	175	Columbus, Ga	Apalachicola, Fla	....do	.....do	20	36	1	Chattahoochee River.	Fell overboard.

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Aug. 17	Rival	do	244	Towing		do	do		13	1	Lock No. 4, Ohio River.	Do.
Aug. 17	Alvira	do	469	Dicky's Landing, Cal.		do	Fruit		26	1	Sacramento River	Jumped overboard while sick.
Aug. 18	Empire City	do	4,118	Duluth, Minn	Conneaut, Ohio	do	Iron ore		27	2	Lake Erie	Scalded by bursted boiler flue, and died from injuries received.
Aug. 19	Madeleine	do	74	Saybrook, Conn	Hartford, Conn	do	Ballast	157	7	1	Connecticut River	Fell overboard.
Aug. 19	Badger	Am. str	9	Neenah, Wis	Pleasure trip	do	do	14	2	1	Lake Winnebago	Do.
Aug 20	Turret Chief	Br. str	1,197	Kingston, Ontario	Sault Ste. Marie, Ont	do	Unknown		19	1	Lake Erie	Fell through hatch.
Aug 21	General Lincoln	Am. str	398	Lying at wharf		do	do	792	17	1	Boston, Mass	Crushed in crank pit.
Aug. 22	Germania	do	73	Pinner's Pt., Va	Norfolk Va	do	Ballast		4	1	Norfolk, Va	Fell overboard while securing tug's line to barge.
Aug. 24	Chippewa	do	996	Mackinac Island	Sault. Ste. Marie, Mich.	do	General	125	52	1	Lake Huron	Fell overboard.
Aug. 25	Patience	do	292	Providence, R. I	Camden, N. J	do	Unknown		14	1	Block Island Sound.	Do.
Aug. 25	John P. Ehrman	Am. sc	61	Urbanna, Va	Baltimore, Md	do	do	2	4	1	Chesapeake Bay	Fell overboard by parting of halyards.
Aug. 25	City of the Straits	Am. str	1,094	Lying at dock		do	do		34	1	Toledo, Ohio	Fell overboard while trying to recover freight that had fallen from dock.
Aug. 26	George Dittly	do	28	do		do	Ballast	120	6	1	Edgewater Landing, Lake Erie.	Fell between boats in trying to jump from one to another.
Aug. 27	Hosmer	do	52	Clarendon, Ark	Pendleton, Ark	do	Unknown		9	1	Arkansas River	Fell overboard.
Aug. 28	Fannie C. Hart	do	476	Green Bay, Wis	Sault Ste. Marie, Mich.	do	do	16	28	1	Green Bay, Wis	Jumped overboard—supposed to be insane.
Aug. 29	Ackert	do				do				1	Tennessee River	Fell overboard from barge when struck by steamer.
Aug. —	C. P. Dixon	Am. sc	717	Philadelphia, Pa	Fajardo, Porto Rico	Total	Coal		8	8	At sea	Never heard from.
Sept. 1	Alex Gibson	Am. shp	2,104	Guaymas, Mexico	Port Townsend, Wash.	No damage.	Unknown		19	1	At sea	Jumped overboard while insane.
Sept. 3	Neptune	Am. str	73	New York	Glenwood, N. Y	do	Ballast	100	7	1	Long Island Sound.	Fell overboard while sitting on rail.
Sept. 3	Eclipse	do	148	Davenport, Iowa		do	Unknown		12	1	Mississippi River	Fell overboard.
Sept. 4	Crescent	do	116	Newport, R. I	Glenwood Landing, L. I.	do	do		15	1	Block Island Sound.	Explosion of boiler tube.
Sept. 4	Tourist	Am. slp. yt.	10	North Beach, N. Y	Oyster Bay	do	Ballast	12	2	1	Long Island Sound	Struck by boom and knocked overboard.
Sept. 5	A. Booth	Am. sc	71	Moss Neck, Va	Newberne, N. C	do	Unknown		4	1	Albemarle Sound	Fell overboard from jib boom.
Sept. 6	Walrus	Am. str	9	Bell Island, Alaska	Ketchikan, Alaska	Total	General	6	1	2	Tongass Narrows, Alaska.	Vessel destroyed by fire.
Sept. 8	Perryville	Am. bge	387	Baltimore, Md	Washington, D. C	No damage.	Coal		2	1	Potomac River	Fell overboard.
Sept. 8	Benj. F. Packard	Am. shp	2,156	do	San Francisco, Cal	do	Unknown		24	1	At sea	Fell overboard while unbending sail.
Sept. 9	Hassalo	Am. str	561	Lying at wharf		do	General	84	40	1	Stella, Wash	Fell from gang plank.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

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.
1906.												
Sept. 12	Zenith City	Am. str.	3,850	Lying at wharf		No damage.	Unknown		25	2	Cleveland, Ohio	Fell overboard from small boat.
Sept. 12	Tarascon	do	660	Louisville, Ky	Evansville, Ind	do	Ballast	49	60	1	Ohio River	Fell overboard while intoxicated.
Sept. 13	Shawmut	do	1,624	Jacksonville, Fla	Philadelphia, Pa	do	Unknown		24	1	At sea	Lost overboard.
Sept. 13	Gertrude	do	285	River Junction, Fla.	Apalachicola, Fla	do	do	10	36	1	Apalachicola River	Fell overboard.
Sept. 13	Mata C. Hover	do	14	Hover, Wash		do	do		4	1	Columbia River	Boat capsized while carrying out anchor.
Sept. 14	Georgia Lee	Am. str.	595	Memphis, Tenn	Ashport, Tenn	do	General	50	54	1	Mississippi River	Fell overboard.
Sept. 15	Grey Hound	Am. sc.	13	Norfolk, Va	James River	do	Ballast		6	1	James River	Fell into hatchway.
Sept. 16	Arbutus	Am. slp.	9	Boston, Mass	Pleasure trip	do	do			1	Boston Harbor	Knocked overboard by boom.
Sept. 16	Mildred	Am. sc.	72	do	Fishing grounds	do	do		14	1	At sea	Capsizing of dory.
Sept. 16	Moro Castle	Am. str.	6,004	New York	Habana, Cuba	Partial	General	113	130	1	do	Lost overboard in a hurricane.
Sept. 16	Twilight	Am. sc.	376	Charleston, S. C	Philadelphia, Pa	Total	Lumber		7	6	do	Vessel capsized in a hurricane.
Sept. 16	Isabella Gill	do	585	New York	Mayport, Fla	do	Coal		8	8	do	Never heard from.
Sept. 16	Alfred Mitchell	Am. str.	1,751	Lying at dock		No damage.	Iron ore		19	1	Escanaba, Mich	Fell into hold.
Sept. 16	Lurline	do	481	Astoria, Oreg	Portland, Oreg	do	Unknown		34	1	Columbia River	Fell overboard.
Sept. 17	R. D. Bibber	Am. sc.	769	Savannah, Ga	New York	Total	Lumber		7	1	At sea	Vessel capsized in a hurricane.
Sept. 17	Millie R. Bohannan.	do	686	Philadelphia, Pa	Jacksonville, Fla	Partial			8	1	do	Lost overboard in a hurricane.
Sept. 17	James D. Dewell	do	603	Charleston, S. C	do	Total	do		7	7	do	Never heard from.
Sept. 17	S. O. Co. No. 86	Am. bge.	1,102	Duluth, Minn	Whiting, Ind	No damage.	Unknown		7	1	Lake Superior	Fell overboard while sitting on the rail.
Sept. 18	Job. H. Jackson	Am. sc.	519	Tampa, Fla	Philadelphia, Pa	Partial	Lumber		7	3	At sea	Washed overboard from waterlogged vessel.
Sept. 18	Wonder	Am. str.	99	Sandusky, Ohio	Pelee Island, Canada.	No damage.	Unknown		5	1	Lake Erie	Slipped and fell overboard.
Sept. 19	Homer Ramsdell	do	1,181	New York	Newburgh, N. Y	do	do	28	48	1	Hudson River	Fell into crank pit and was crushed.
Sept. 20	Maude Palmer	Am. sc.	1,745	Lying at anchor		do	Ballast		11	1	Baltimore Harbor	Burned in turpentine explosion.

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Sept. 20	Matanzas	....do....	2,600	Lying at dock		....do...	Iron ore	....	10	1	Ashtabula, Ohio....	Fell overboard while asleep on the rail.
Sept. 21	Edwin B. Gardner.	Am.str...	122	Glasco, N. Y	Rondout, N. Y	....do...	Ballast	20	5	1	Hudson River	Fell overboard while sitting on the rail.
Sept. 21	Altona	....do....	321	Lying at dock		....do...	Unknown..	12	21	1	Portland, Oreg	Knocked overboard by colliding with another deck hand.
Sept. 22	Valley Belle	....do....	118			....do...	.....do.....	....	15	1	Ohio River	Fell overboard.
Sept. 22	Lily	Am. sc....	142	San Francisco, Cal..	Umpqua River, Oreg	....do...	General	....	6	1	At sea	Fell overboard while intoxicated.
Sept. 23	City of South Haven.	Am. str...	1,719	South Haven, Mich.	Chicago, Ill	....do...	Unknown...	156	60	1	Lake Michigan	Lost overboard.
Sept. 27	Asa T. Stowell ...	Am. sc....	419	Pensacola, Fla	Habana, Cuba	Total...	Lumber	....	7	7	At sea	Never heard from.
Sept. 27	Nellie	....do....	8	Alabama Port, Ala.	Heron Bay, Ala	....do...	Ballast	....	3	3	Mississippi Sound..	Vessel capsized in a hurricane.
Sept. 27	Never Tell	....do....	8			No damage.	Unknown...	....	5	1	.....do	Lost overboard in a hurricane.
Sept. 27	Anna M. Stammer.	....do....	419	Gulfport, Miss	Cartagena, Colombia.	Total...	Lumber	....	8	8	At sea	Never heard from.
Sept. 27	Peerless	Am. str...	76	Lying at dock		No damage.	Ballast	....	7	1	Cleveland, Ohio....	Dove down to clear tug's propeller and got line around body.
Sept. 28	No. 17, M. F. D...	....do....	136	....do		....do...	.....do.....	....	10	1	Milwaukee, Wis....	Fell into hold of vessel.
Sept. 29	Barge No. 2, L. M. car ferry.	Am. bge..	1,548	Lying at anchor....		Partial..	R. R. cars...	....	6	3	Chicago, Ill	Vessel capsized.
Oct. 2	Progress	Am. str...	195			No damage.	Unknown...	....	7	1	Pittsburg, Pa	Fell overboard.
Oct. 3	Monarch	....do....	463	Chena, Alaska	Dawson, Y. T	....do...	Ballast	....	....	1	Yukon River	Fell overboard while intoxicated.
Oct. 4	City of the Straits	....do....	1,094	Lying at dock		....do...	Unknown...	25	43	1	Cleveland, Ohio....	Slipped and fell overboard.
Oct. 5	Vulcan	....do....	50	Memphis, Tenn	Surveying	....do...	Ballast	....	9	1	Mississippi River...	Fell overboard.
Oct. 8	Pittsburg	....do....	1,273	New York, N. Y....	Jersey City, N. J...	....do...	.....do.....	150	15	1	New York Harbor..	Do.
Oct. 10	Bun Hersey	....do....	35	St. Paul, Minn		....do...	Unknown...	....	....	1	Mississippi River...	Do.
Oct. 10	Chetco	....do....	103	San Francisco, Cal..	San Vicente, Cal	....do...	.....do.....	....	10	1	San Vicente, Cal....	Fell overboard from small boat.
Oct. 12	James Gayley....	Am. str...	4,777	Lorain, Ohio	Duluth, Minn	....do...	Coal	....	22	1	Lake Superior	Fell from ladder and was killed.
Oct. 13	Queen	....do....	2,727	Victoria, British Columbia.	San Francisco, Cal.	....do...	General	292	86	1	At sea	Jumped overboard while insane.
Oct. 14	Colonia	Am. st. yt.	259	At anchor		Partial..	Ballast	....	27	5	Oyster Bay, Long Island Sound.	Explosion of boiler.
Oct. 15	Stephen G. Loud.	Am. sc....	499	New York	Jacksonville, Fla...	No damage.	Unknown...	....	7	1	At sea	Lost overboard.
Oct. 15	Sadie Lee	Am. str...	247	Lying at wharf		....do...	Cotton	....	25	1	Memphis, Tenn	Fell overboard.
Oct. 15	Raymond Horner	....do....	688	Pittsburg, Pa	Cincinnati, Ohio....	Partial.	Ballast	....	50	1	Lock No. 18, Ohio River.	Pilot house struck by overhead cable.
Oct. 17	Emma Eliza	Am. sc....	22	Key West, Fla	Cape Florida, Fla...	....do...	.....do.....	....	4	1	At sea	Lost overboard in hurricane.
Oct. 18	Mary	Am. str...	218	Detroit, Mich	St. Clair Flats	No damage.	.....do.....	....	8	1	Lake St. Clair	Crushed in machinery.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

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.
1906.												
Oct. 19	Shasta	Am. sc.	95	San Pablo Bay, Cal.	San Francisco, Cal.	No damage.	Unknown.		4	1	San Francisco Bay.	Knocked overboard by swinging boom.
Oct. 20	R. R. Rhodes	Am. str.	1,576	At ore dock		do	Iron ore		16	1	Escanaba, Mich.	Fell into hold of vessel.
Oct. 20	Enterprise	do	297	Pittsburg, Pa.	Cincinnati, Ohio	do	Coal		23	1	Ohio River	Tripped over rope and fell overboard.
Oct. 20	Lurline	Am. bgn.	358	Lying at wharf		do	Ballast		8	1	Linton, Oreg.	Fell overboard while climbing on vessel from wharf.
Oct. 23	Venus	Am. str.	53	do		do	Unknown.		5	1	Baltimore, Md.	Fell overboard while suffering from fit.
Oct. 23	S. O. Co. 94	Am. bge.	4,167	Port Arthur, Tex.	New York	do	do		13	1	At sea	Fell overboard.
Oct. 25	Luzon	Am. str.	3,582	Lying at dock		do	do		21	1	Buffalo, N. Y.	Fell overboard while intoxicated.
Oct. 26	Augustus	Am. sc.	64	Kenosha, Wis	St. Joseph, Mich.	do	Ballast		2	1	Lake Michigan	Lost overboard.
Oct. 27	Douglas Houghton.	Am. str.	5,332	Lying at dock		do	Unknown.			1	Conneaut, Ohio	Fell into hold.
Oct. 28	Confianza	do	88	San Francisco, Cal.	Big Sur Landing, Cal.	do	do		9	1	Big Sur Landing, Cal.	Small boat swamped in swell.
Oct. 31	Bertha	do	56	Scranton, Miss.	Galveston, Tex.	do	do		9	1	S. W. Pass, Gulf of Mexico.	Lost overboard.
Nov. 2	Gleaner	Am. bkn.	413	Coos Bay, Oreg.	San Francisco, Cal.	do	do		10	1	Near Coos Bay	Fell overboard while furling jib.
Nov. 3	Twin Sisters	Am. sc.	806	Lying at dock		do	Ballast			1	Tonawanda, N. Y.	Fell through hatch.
Nov. 3	William S. Mack.	Am. str.	3,720	Chicago, Ill	Duluth, Minn	do	do		20	1	Calumet River	Head crushed against draw of bridge.
Nov. 5	Nourmahal	Am. sc.	115	Gloucester, Mass.	Bay of Islands, N. F.	do	Unknown.		8	1	At sea	Washed overboard by heavy sea.
Nov. 5	Helen D	Am. str.	7	Ballard, Wash.	Tacoma, Wash	do	Ballast		4	1	Puget Sound	Fell overboard.
Nov. 10	Minnehaha	do	46	Black Rock, Ark.	Newport, Ark.	do	Unknown.		10	1	White River, Ark.	Fell overboard while securing lines to barge.
Nov. 10	Ottawa	do	77	Lying at dock		do	do		6	1	Portland, Oreg.	Fell overboard.
Nov. 11	Manomet	Am. sc.	73	Gloucester, Mass.	Fishing	do	do		14	1	At sea	Capsizing of dory.
Nov. 11	Ethel Mildred	do	96	On fishing grounds		do	do		16	1	Off Barnegat, N. J.	Lost overboard.
Nov. 11	Oliver H. Perry	Am. str.	76	Lying at dock		do	do		4	1	Put in Bay Harbor, Lake Erie.	Slipped on rail and fell between boat and dock.
Nov. 12	Lillie B	Am. sc.	13	Suwanee Bay, Fla.	Sponge fishing	do	do		3	1	Off Suwanee Bay, Fla.	Blown overboard in squall.

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Nov. 12	E. J. Earling	Am. str.	6,657	Lying at dock		do	do			1	Duluth, Minn.	Knocked overboard by ore bucket.
Nov. 13	Nannie C. Bohlin	Am. sc.	130	Providence, R. I.	St. Nichols, C. V. I.	do	General	36	21	1	At sea	Washed overboard in heavy sea.
Nov. 13	Robt. L. Fryer	Am. bge.	527	Bayfield, Wis.	Chicago, Ill.	do	Lumber		7	1	Lake Michigan	Fell overboard in high sea.
Nov. 18	Viola	Am. sc.	20	Brunswick, Ga		do	Unknown		3	1	St. Simons Sound, Ga.	Knocked overboard by boom.
Nov. 21	J. N. Harbin	Am. str.	142	Memphis, Tenn	Pine Bluff, Ark	do	do	17	44	1	Mississippi River	Lost overboard.
Nov. 24	Gamble	Am. sc.	726	San Francisco, Cal.	Port Gamble, Wash.	do	General		9	1	At sea	Fell from forecastle to main deck.
Nov. 27	Joseph H. Cromwell.	do	82	Boston, Mass.	Fishing grounds	do	Fish		14	1	do	Lost overboard.
Nov. 28	Wm. R. Huston	do	548	Bath, Me.	New York	do	Unknown		7	1	Vineyard Haven, Mass.	Caught in line around steam winch and crushed.
Nov. 29	Senator	do	110	Canso, N. S.	Port Hawkesbury, C. B.	do	do		18	1	At sea	Fell overboard.
Nov. 30	Henry S. Little	do	1,096	Philadelphia, Pa.	Portland, Me.	do	Coal		9	2	Off Atlantic City	One fell overboard, other thrown from boat by jamming of boat fall.
Nov. —	Henry Sutton	Am. sc.	602	Nova Scotia	Baltimore, Md	Total	Plaster		7	7	At sea	Never heard from.
Dec. 1	City of Traverse	Am. str.	1,153	Lying at dock		No damage.	Unknown		18	1	Chicago, Ill.	Fell overboard.
Dec. 4	Henry B. Hall	do	1,152	do		do	Coal		16	1	Charlotte, N. Y.	Fell through hatch
Dec. 5	Sweetheart	Am. sc.	538	Ashland, Wis	North Tonawanda, N. Y.	do	Lumber		7	1	Lake Erie	Fell overboard.
Dec. 6	Daisy Farlin	do	406	New York	Jacksonville, Fla	do	Oil		8	1	At sea	Lost overboard.
Dec. 6	Harriet G	Am. bge.	252	San Francisco, Cal.	Coos Bay, Oreg	do	Unknown		16	1	do	Knocked overboard by main boom.
Dec. 11	Lillian H	Am. str.	41	Memphis, Tenn	Fox Island, Miss	do	Ballast		11	1	Mississippi River	Fell overboard.
Dec. 16	Almande	do	73	Sublett, Ky	Bridgeport, Ala	do	Unknown		9	1	Tennessee River	Fell overboard from barge in tow.
Dec. 17	Florence Shay	Am. sc.	407	Hampton Roads, Va	New York	do	do		7	1	At sea	Lost overboard.
Dec. 17	W. H. Hoy	Am. str.	19	Lying at dock		do	do		5	1	New York Harbor	Fell overboard.
Dec. 19	W. T. Scovell	do	244	Vicksburg, Miss		Total	Cotton	40	25	9	Mississippi River	Explosion of boiler.
Dec. 22	Narrow Gauge	Am. sc.	23	San Francisco, Cal.		No damage.	Unknown		2	1	San Francisco Bay	Knocked overboard by fore boom.
Dec. 24	Istrouma	Am. str.	253	Baton Rouge, La.		do	Ballast	1	9	1	Mississippi River	Jumped overboard, supposed to be insane.
Dec. 25	Henry Lourey	do	646	Cincinnati, Ohio	Pittsburg, Pa	do	do		32	1	Ohio River	Lost overboard.
Dec. 30	Fame	Am. sc.	130	Boston, Mass.	Fishing grounds	do	Unknown		20	1	Off White Islands, Nova Scotia.	Dory run down by schooner.
Dec. 31	City of Panama	Am. str.	1,490	San Francisco, Cal.	Mazatlan, Mexico	Partial	General	60	60	1	Off San Francisco bar.	Washed overboard while securing lashings.
1907.												
Jan. 1	Uncle Sam	do	80	Lying at wharf		do	Ballast		5	1	Newbern, N. C	Explosion of boiler.
Jan. 1	Perdita	do	209	Seattle, Wash	Union City, Wash	No damage.	Unknown	82	20	1	Puget Sound, Wash.	Fell overboard.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

OTHER CAUSES—Continued.

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1907.												
Jan. 3	Brunswick	Am. str.	512	San Francisco, Cal.	Fort Bragg, Cal.	No damage.	Unknown	30	23	1	Off Point Arena, Cal.	Lost overboard.
Jan. 4	Manhattan	do	1,892	Portland, Me.	New York	do	General	14	37	1	Vineyard Sound, Mass.	Fell overboard.
Jan. 4	Dolphin	do	62			do	Unknown			1	At sea	Insane, jumped overboard.
Jan. 5	Andrew Christy	do	830	Lying at wharf		do	do	6	6	1	East St. Louis, Ill.	Tried to step from steamer to wharf boat and fell overboard.
Jan. 6	Witch of the Wave	Am. sc.	18	Galveston, Tex.	Greens Bayou, Tex.	do	do		2	1	Galveston Bay, Tex.	Fell overboard.
Jan. 7	Wrestler	Am. bkn.	470	Astoria, Oreg.	San Francisco, Cal.	do	Lumber		10	1	At sea	Fell to deck from aloft.
Jan. 9	Mabelle E. Leavitt	Am. sc.	21	Boston, Mass.	Plymouth Bay, Mass.	do	Fish		7	2	Plymouth Bay, Mass.	Dory capsized in squall.
Jan. 10	Zapora	Am. str.	289	Nanaimo, British Columbia.	Fishing	do	Unknown		38	1	Off Queen Charlotte Islands.	Fell overboard.
Jan. 12	Ferd. Herold	do	900	Lying at wharf		do	do		27	1	Memphis, Tenn.	Tried to jump from steamer to barge; fell overboard.
Jan. 13	Lauretta Spedden	do	26	Baltimore, Md.	Annapolis, Md.	do	do		6	1	Baltimore Harbor	Scalded by boiler explosion and died from injuries.
Jan. 15	J. J. Flaherty	Am. sc.	162	Bay of Islands, Newfoundland.	Gloucester, Mass.	do	do		10	1	At sea	Washed overboard in gale.
Jan. 18	Paragon	do	115	Gloucester, Mass.	Fishing	do	do		17	1	do	Lost overboard.
Jan. 19	Margaret Dillon	do	77	Boston, Mass.	do	do	do		14	1	Boston Bay	Do.
Jan. 20	Corsica	do	61	Baltimore, Md.	Centerville, Md.	do	do		6	1	Corsica River, Md.	Was thrown overboard by becoming entangled in mainsheet in jibing.
Jan. 20	Three Brothers	do	54		Baltimore, Md.	do	do		3	1	Chesapeake Bay	Thrown overboard by breaking of rigging.
Jan. 20	Melbourne	do	510	Lying at dock		Partial	Ballast		1	1	Detroit River	Vessel broke away from dock in gale. Lost overboard.
Jan. 22	Comanche	Am. str.	3,856	New York	Jacksonville, Fla.	No damage.	General	225	82	1	At sea	Jumped overboard.
Jan. 22	Elizabeth C	do	16	Fishing trip		do	Unknown			1	Off Atlantic City, N. J.	Dory capsized while setting out lines for fish.

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Jan. 23	La Fayette	do	77	Mount Carmel, Ill.	Macklins Landing	do	do		10	1	Wabash River	Fell overboard from barge in tow of steamer.
Jan. 24	Wm. W. Curtin	Am. bge.	398	Georgetown, D. C.	Norfolk, Va	do	do			1	Potomac River	Fell overboard.
Jan. 24	Pere Marquette No. 19.	Am. str.	2,626	Ludington, Mich.	Manitowoc, Wis	do	R. R. cars	3	36	1	Lake Michigan	Killed while unmooring steamer.
Jan. 25	A. P. Gorman	Am. sc.	12	Oystering	Baltimore, Md	do	Oysters		6	1	Chesapeake Bay	Fell overboard while lowering dredge.
Feb. 5	Grand Rapids	Am. str.	14	Pensacola, Fla	Holley, Fla	do	General	14	3	1	Pensacola Bay, Fla.	Fell overboard while intoxicated.
Feb. 5	Parker	Am. str.	75	Chattanooga, Tenn.		Partial.	Ballast		10	3	Tennessee River	Explosion of boiler.
Feb. 10	Volante	Am. sc.	125	Blaine, Wash	San Francisco, Cal.	No damage.	Unknown		6	1	At sea	Knocked overboard by foreboom.
Feb. 11	Sara Louise	Am. str.	63	Newbern, N. C	Snow Hill, N. C	Partial.	Fertilizer		5	1	Neuse River	Vessel struck snag and sunk.
Feb. 13	El Rio	do	16	Mobile, Ala	Stockton, Ala	No damage.	do	2	5	1	Tensas River, Ala.	Fell overboard.
Feb. 15	The Doctor	do	28	Quartermasters Harbor, Wash.	Seattle, Wash	do	Ballast		5	1	Puget Sound	Do.
Feb. 16	Ida A	do	28	Point Reyes, Cal.	San Francisco, Cal.	do	Unknown		3	1	Off California coast.	Do.
Feb. 18	Dictator	Am. sc.	126	Gloucester, Mass.	Fishing	do	do		22	1	At sea	Washed overboard in gale.
Feb. 20	Alice	Am. str.	132	New Orleans, La.	Amite River, La.	do	do	3	20	1	Lake Maurepas, La.	Fatally injured by boiler explosion.
Feb. 22	Marion	do	206	Charleston, S. C.	Beaufort, S. C.	Total	General	45	13	24	Wadmelaw Sound, S. C.	Vessel destroyed by fire.
Feb. 23	Gussie	do	998		Tampa, Fla	No damage.	Unknown		24	1	Tampa Bay, Fla.	Struck by walking beam of steamer.
Feb. 25	Norfolk	do	1,248	Lying at wharf		do	do	106	51	1	Norfolk, Va	Crushed in machinery while packing valve.
Feb. 28	Nome City	do	939	do		do	do	10	26	1	Rainier, Oreg	Fell overboard.
Feb. —	Bessie K	do	98	Bandon, Oreg	San Francisco, Cal.	Total	Lumber		9	9	Off Coquille River	Vessel capsized.
Mar. 6	Preceptor	Am. sc.	123	Gloucester, Mass.	Fishing	No damage.	Unknown		18	2	At sea	Lost in dory while attending trawls.
Mar. 6	Bahada	Am. str.	132	Seattle, Wash	Cape Flattery, Wash	do	Ballast		9	1	do	Fell overboard.
Mar. 13	Comal	do	2,934	New York	Mobile, Ala	do	Unknown	6	50	1	Gulf of Mexico	Lost overboard.
Mar. 14	Alonzo C. Church	do	332	East St. Louis, Ill.	St. Louis, Mo.	do	do	150	5	1	Mississippi River	Fell overboard while casting off line from wharf boat.
Mar. 14	St. Johns	do	81	Jacksonville, Fla.	Horse Landing, Fla.	Partial.	Ballast		9	1	St. Johns River	Suffocated in fire on vessel.
Mar. 15	Farnsworth	do	41	Pearl River, Miss.	Gulfport, Miss.	No damage.	Unknown		9	1	Mississippi Sound	Skiff capsized while working about raft.
Mar. 18	James Lee	do	569	Lying at wharf		do	General	82	57	1	Memphis, Tenn	Fell overboard.
Mar. 21	Stacker Lee	do	710	do		do	Cotton and general merchandise.	60	86	1	Barfield, Ark	Do.
Mar. 22	Mystery	Am. sc.	31	Petaluma, Cal.	San Francisco, Cal.	Total	Stone		4	4	San Francisco Bay, Cal.	Schooner capsized.
Mar. 25	Three Marys	do	1,151	Baltimore, Md.	Charleston, S. C.	No damage.	Coal		9	1	At sea	Washed overboard by heavy sea.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

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.
1907.												
Mar. 29	Ettie A. Lee	Am. sc.	43	Freeport, Fla.	Pensacola, Fla.	No damage.	Lumber		2	1	Pensacola Bay, Fla.	Fell overboard.
Apr. 2	Thomas F. Austin	do	81	Fernandina, Fla.	Charleston, S. C.	Partial.	Fish		17	1	At sea	Washed overboard in hurricane.
Apr. 2	Sallie C. Marvil	do	568	Brunswick, Ga.	Perth Amboy, N. J.	do	Lumber		8	1	Off Cape Canaveral, Fla.	Washed overboard in gale.
Apr. 2	Virginia Lyons	do	57	Mobile, Ala.	Fishing	No damage.	Unknown		10	1	Mobile Bay	Fell overboard while intoxicated.
Apr. 4	Scotia	Am. str.	181	Jenner Landing, Cal.	San Francisco, Cal.	do	do		17	1	Jenner Landing, Cal.	Small boat swamped while landing in heavy sea.
Apr. 5	Yucatan	do	3,535	Seattle, Wash.	Valdez, Alaska	do	General	140	72	1	At sea	Jumped overboard while suffering from delirium tremens.
Apr. 6	Niagara	Am. sc.	112	Gloucester, Mass.	Fishing	do	Unknown		18	1	Off Cape Ann	Fell overboard.
Apr. 9	Perryville	Am. bge.	387	Baltimore, Md.	Richmond, Va.	do	Coal		3	1	Chesapeake Bay	Washed overboard in gale.
Apr. 9	Ciscoe	Am. str.	15	Cleveland, Ohio.	Fishing	do	Unknown			1	Lake Erie	Lost overboard.
Apr. 12	Grand Isle	do	61	Lying at wharf		do	do		16	1	New Orleans, La.	Fell overboard while drawing water.
Apr. 14	Alda	do	73	Clarendon, Ark.	Des Arc, Ark.	do	Ballast	2	10	1	White River, Ark.	Fell overboard.
Apr. 16	Commodore	do	20	Shady Side, Md.	Baltimore, Md.	do	Unknown		2	1	Chesapeake Bay	Knocked overboard by mainsail.
Apr. 16	Pilot	do	229	Lying at wharf		do	do		14	1	Pensacola, Fla.	Fell overboard while coming on board.
Apr. 18	Olivia	Am. sc.	14	New Orleans, La.	Bay St. Louis, Miss.	do	do		2	1	Lake Ponchartrain, La.	Fell overboard while intoxicated.
Apr. 19	Edna C.	Am. str.	90	Pensacola, Fla.		do	do		6	1	Pensacola Bay	Fell overboard.
Apr. 21	John C. Gault	do	1,212	Alpena, Mich.	Cleveland, Ohio	do	do		22	1	Lake Huron	Lost overboard.
Apr. 22	Lucille Nowland	do	472	Little Rock, Ark.	Memphis, Tenn.	do	do	10	64	1	Mississippi River	Fell overboard.
May 4	Tulane	do	19	Bayou La Fourche, La.		do	do			1	Bayou La Fourche, La.	Do.
May 7	J. E. Trudeau	do	242	New Orleans, La.	Bay St. Louis, Miss.	do	do			1	Mississippi River	Do.
May 12	Priscilla	Am. sc.	73	Piankatank, Va.	Baltimore, Md.	do	do		4	1	Chesapeake Bay	Do.
May 13	Iolanda	Am. str.	53	San Francisco, Cal.	Fishing	do	Ballast		9	1	Golden Gate, Cal.	Do.
May 15	Ruth No. 2	do	141	Apalachicola, Fla.	River Junction, Fla.	do	General	59	26	1	Apalachicola, Fla.	Fell overboard while intoxicated.
May 15	Myron	do	676	Tonawanda, N. Y.	Ashtabula, Ohio	do			14	1	Lake Erie	Do.

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May 15	Milton	do	23	Lying at wharf		do	Unknown		3	1	Napa Junction, Cal.	Fell overboard.
May 16	Ocheesee	do	82	Apalachicola, Fla	Paramore, Fla	do	Ballast		6	1	Apalachicola River, Fla.	Fell off gang plank while loading with wheelbarrow.
May 21	Naomi	do	1,181	Grand Haven, Mich.	Milwaukee, Wis.	Partial	General	56	35	5	Lake Michigan	Vessel on fire and burned to death.
May 25	Letitia	Am. sc	245			No damage.	Unknown		8	1	Astoria Harbor, Oreg.	Jumped overboard while insane.
May 27	M. A. Hanna	Am. str	3,116	Cleveland, Ohio	Port Arthur, Ontario.	do	Coal		22	1	Lake Huron	Lost overboard.
May 30	Belle	do	74	Pensacola, Fla	Vernon, Fla	do	General		9	1	Choctawhatchee River.	Do.
June 4	Chas. Chamberlain.	do	189	Gulfport, Miss.	New Orleans, La	do	Unknown			1	Gulf of Mexico	Do.
June 11	Mary F. Howlett	Am. sc	27	Bayside, N. J	Oystering	do	do		8	1	Delaware Bay	Knocked overboard by main boom.
June 12	Ohio	Am. str	3,488	Nome, Alaska	St. Michael, Alaska	Partial	General	165	135	2	Off Cape Nome, Alaska.	Killed by the vessel being stove in by the ice.
June 15	Astral	Am. shp	3,292	Honolulu, Hawaii	Philadelphia, Pa	No damage.	Unknown		34	1	At sea	Fell to deck while furling topsail.
June 18	Della	Am. str	12	Kansas City, Mo	Leavenworth, Kans.	Total	Ballast		4	1	Missouri River	Vessel struck on bridge pier and sunk.
June 22	Leader	do	39	Baltimore, Md	Rock Creek, Md.	No damage.	do	23	5	1	Baltimore Harbor	Fell overboard while intoxicated.
June 24	A. H. Schultz	Am. sc	74	Cambridge, Md		do	do		4	1	Chesapeake Bay	Fell from yawl while cleaning it.
June 27	Lurline	Am. str	481	Astoria, Oreg.	Portland, Oreg	do	do	35	31	1	Columbia River	Fell overboard.

Total: Vessels, 254; tonnage, 167,347; total losses, 14; partial losses, 19; no damage, 221; number of passengers, 9,028; number in crews, 4,501; number of lives lost, 372.

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TABLE 65.—*Summary of wrecks and casualties on or near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1907, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	16	.....	3	3	8	30
Tonnage	4,298	.....	624	75	7,021	12,018
Passengers	75	.....	1	.....	.....	76
Crews	66	.....	26	17	70	179
Lives lost[a]	54	.....	17	5	45	121
Strandings:						
Vessels	17	3	3	.....	5	28
Tonnage	4,482	1,979	8,379	.....	1,444	16,284
Passengers	.....	95	.....	.....	.....	95
Crews	87	71	65	.....	46	269
Lives lost[a]	52	6	4	.....	8	70
Collisions:						
Vessels	7	1	1	2	1	12
Tonnage	3,335	130	391	5,082	1,704	10,642
Passengers	158	70	3	278	.....	509
Crews	90	6	13	168	16	293
Lives lost[a]	185	45	2	2	1	235
Other causes:						
Vessels	5	4	3	7	14	33
Tonnage	1,049	5,018	3,239	1,243	11,900	22,449
Passengers	75	231	56	40	113	515
Crews	54	200	42	108	234	638
Lives lost[a]	42	9	9	17	68	145
Totals:						
Vessels	45	8	10	12	28	103
Tonnage	13,164	7,127	12,633	6,400	22,069	61,393
Passengers	308	396	60	318	113	1,195
Crews	297	277	146	293	366	1,379
Lives lost[a]	333	60	32	24	122	571
Vessels totally lost:						
Vessels	30	6	6	2	21	65
Tonnage	10,288	2,149	4,924	256	12,450	30,067
Passengers	268	171	4	40	.....	483
Crews	191	82	82	29	177	561
Lives lost[a]	301	57	22	10	107	497
Vessels damaged:						
Vessels	15	2	4	10	7	38
Tonnage	2,876	4,978	7,709	6,144	9,619	31,326
Passengers	40	225	56	278	113	712
Crews	106	195	64	264	189	818
Lives lost[a]	32	3	10	14	15	74
Vessels not damaged:						
Vessels	63	21	44	65	34	227
Tonnage	16,625	3,926	69,536	21,369	33,476	144,932
Passengers	1,385	124	3,852	2,453	699	8,513
Crews	540	244	963	1,381	745	3,873
Lives lost	66	21	46	66	35	234
Aggregate:						
Vessels	108	29	54	77	62	330
Tonnage	29,789	11,053	82,169	27,769	55,545	206,325
Passengers	1,693	520	3,912	2,771	812	9,708
Crews	837	521	1,109	1,674	1,111	5,252
Lives lost	399	81	78	90	157	805

[a] Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 571 lives lost on vessels sustaining material damage, 362 were lost on steamers and 209 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 244, sailing vessels 89; Pacific coast, steamers 52, sailing vessels 8; lakes, steamers 26, sailing vessels 6; rivers, steamers 21, sailing vessels 3; at sea, steamers 19, sailing vessels 103.

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows						2					2
Brooklin				1							1
Ellsworth				1							1
Gotts Island			1				2				3
Horseshoe Ledge							1				1
Moose Island				1							1
Placentia Island		1	1								2
Staples Ledge							1				1
Swan Island		1									1
Tuppers Ledge									1		1
York Narrows			1								1
Blue Hill Bay approaches:											
Black Ledge								1			1
Johns Island Ledge						1			1		2
Little Duck Island		1									1
Scrag Island					1						1
Boothbay:											
Boothbay and Townsend Harbor	2	2		4							8
Spruce Point				1							1
Squirrel Island			1							1	2
Tumblers Island						1					1
Cape Elizabeth				1		1		1			3
Broad Cove				1							1
Portland Head		1									1
Richmond Island	1			1					1		3
Spurwink River	1										1
Trundys Reef			1	1		1			1	1	5
Zebs Cove									1		1
Cape Neddick:											
Boon Island	1										1
Boon Island Ledge					1						1
Cape Porpoise					1						1
Bumpkin Island				1							1
Folly Island			1								1
Goat Island	1				1						2
Green Island							1				1
Cape Small Point					1						1
Bald Head Rocks					1						1
Fullers or Glovers Rock	1							1			2
Wood Island	1										1
Casco Bay:											
Aldens Rock				1	1						2
Bangs Island	1										1
Broad Sound									1		1
Bush Island								1			1
Bustings Island									1		1
Cousins River								1			1
Cundy Harbor							1				1
Cushings Island								2			2
Great Chebeag Island				1							1
Green Islands and Reef	1										1
Haddock Rock, Broad Sound						1					1
Long Island		1					1			1	3
Peaks Island		1	1				1				3
Ragged Island					1						1
Ram Island and Ledge			1			2		1			4
Turnip Island								1			1
Cobscook Bay:											
West Pembroke		1									1
Cranberry Island, Great	1	2	1	1		2			1		8
Sperlin Rock									1		1
Thompsons Ledge	1										1
West Bunkers Ledge									1	1	2
Cranberry Island, Little			1		2		1			1	5
Bakers Island and Bar	2							1			3
Cutler and approaches	1	2		1						1	5

[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.

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
MAINE—continued.											
Damariscotta River and approaches:											
Bantam Rock		1						1		1	3
Damiscove Island			2	3	3						8
Fishermans Island		1									1
Hypocrites, The					1						1
Linekins Neck				1							1
Pumpkin Ledges									1		1
Ram Island	1			1		1					3
Thread of Life Ledge		1									1
Thumbcap Island					1						1
Deer Island Thoroughfare:											
Long Ledge	1										1
McGlatherys Island		1									1
Russ Island					1						1
Deer Isle:											
Greens Landing								1			1
Eastport Harbor					1			1			2
Eggemoggin Reach:											
Billings Cove									1		1
Island Ledge							1				1
Pumpkin Island Ledge					1						1
Punch Bowl	1										1
Englishmans Bay:											
Little Spruce Ledge								1			1
The Brother			1								1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck	4	3	2	4		3	1	3	2	4	26
Fox Island Thoroughfare:											
Browns Cove						1					1
Cross Island Ledges		1									1
Stimpsons Island										1	1
Frenchmans Bay:											
Crabtree Ledge		1									1
Egg Rock			1				1				2
Porcupine Island				1							1
Pulpit Ledge	1										1
Sullivan Harbor		1	1								2
Turtle Island										1	1
Winter Harbor			1				1			1	3
Frenchmans Bay approaches:											
Schoodic Island							1				1
Gouldsboro Harbor								1			1
Kennebec River (mouth of)			1	1	2			1		1	6
Atkins Bay	1										1
Dix Island		1									1
Hospital Point (rock near)	1										1
Hunniwells Beach		2			2	2	1			1	8
Hunniwells Point							1				1
Long Island	1										1
Pond Island	1	1		1							3
Stage Island				2							2
Sugar Loaves, The	1	2		1		1				2	7
Whales Back			1	1							2
Kennebec River approaches:											
Jackknife Ledge										1	1
Seguin Island and Ledges	1										1
Kennebunkport					1						1
Lubec Narrows		1	2	3							6
Machias Bay:											
Cross Island	2		1	1	1	1			1		7
Dogfish Ledges	1										1
Fosters Island										1	1
Libbey Islands		2				1				1	4
Machias										2	2
Starboard Island Ledge									1		1
Stone Island Ledge			1								1
Machias Bay, Little:											
Cape Wash Island		1									1
Double Headed or Double Shot Island	1							1			2

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
MAINE—continued.											
Moosabec Reach				1					1	1	3
Beals Island							1				1
Brig Ledge, Fishermans Island Passage			1								1
Browney Island and Ledges, Fishermans Island Passage				1	1		1				3
Fessenden Ledge			1								1
Freemans Rock							1	1			2
Great Wass Island						1					1
Green Island Ledge	1										1
Head Harbor Island							1				1
Indian River					1						1
Jonesport				1	1		1				3
Kellys Point and ledges near	1										1
Mistake Island								1			1
Stanleys Ledge										1	1
Stevens Island, Fishermans Island Passage			1							1	2
Mount Desert Island:											
Bass Harbor Bar and Head	1	1		1					2		5
Bear Island				1						1	2
Long Ledge	1							1			2
Otter Point										1	1
Seal Harbor					2						2
Southwest Harbor	1	2						1			4
Mount Desert Rock						1					1
Muscle Ridge Channel:											
Ash Island										1	1
Birch Island								1			1
Channel Rock			1								1
Clam Ledges	2										2
Crescent Island (near)					1						1
Dix Island							1	1			2
Fawn Ledge									1		1
Fishermans Island									1		1
Gangway Ledge									1		1
Garden Island Ledge					1				1		2
Grindstone Ledge			1	4	2						7
Hay Island Ledge	1		1	1					1		4
High Island								1			1
Hurricane Ledge			1								1
Lark Ledges		1									1
Lobster Cove		1									1
Long Ledge, Seal Harbor			1			1					2
Monroe Island					1						1
Northwest Ledge	1										1
Otter Island Ledge		1		1							2
Rackliffs Island, Seal Harbor	1										1
Seal Harbor	2			1				2			5
Sheep Island and Shoals	1							1		1	3
Spruce Head Island	2	1				1		1			5
Sunken Ledge									1		1
Upper Gangway Ledges	1	1				1	1				4
White Head Island		1	1			1	1		1		5
Yellow Ledge								1			1
Muscongus Bay:											
Friendship		1						1			2
Kegs, The		1									1
Martins Point										1	1
Pemaquid Point							2				2
Muscongus Bay approaches:											
Duck Rocks						1				1	2
Monhegan Island				3		1		1			5
Narraguagus Bay and approaches:											
Baldwins Head		1									1
Jerrys Ledge		1									1
Penobscot Bay:											
Browns Head								1			1
Cape Jellison										1	1
Isle au Haut				1				1		1	3
Long Island					1		1				2
Odoms Ledge						1					1
Seal Island	1	1				1			1		4
Vinal Haven Island						1		1	1		3

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
MAINE—continued.											
Penobscot Bay, East:											
Airys Ledge								1			1
Brimstone Island						1					1
Burnt Cove					1						1
Halibut Ledge					1						1
Pond Island				1							1
Thurlow Island							1				1
Penobscot Bay, West:											
Bantam Ledge							1				1
Barley Ledge						1					1
Camden		1									1
Drunkards Ledge					1						1
Great Spruce Head		1									1
Heron Neck (ledge near)	1										1
Inner Bay Ledges	1							1		1	3
Matinicus Ledge									1		1
Metinic Island										1	1
Northern Triangles, The	1										1
Roaring Bull Ledges			1					1			2
Rockland		2		2					1		5
Saddle Island										1	1
Seal Ledge		1						1			2
Southeast Breakers	2										2
Southern Triangles						1					1
Sprague Ledge	1					1					2
Two-Bush Island and Reef	1			1	1					1	4
Pigeon Hill Bay:											
Green Island			1								1
Petit Manan Island and Point		3	2			2		1			8
Portland Harbor					1	1					2
Simontons Cove								1			1
Portsmouth Harbor (Maine side):											
Clarks Island	1				1						2
Fishing Islands		1			2		3	1	2		9
Gerrish Island					1	2		1			4
Hicks Rocks						1					1
Kittery Point			1						1	1	3
Logys Ledge								3			3
Phillips Rocks					1						1
West Sister							1				1
White Islands					1						1
Wood Island				1		1					2
Prospect Harbor					1						1
Moultons Ledge						1					1
Spruce Point				1							1
Quoddy Roads		2		2	1			3		1	9
Lubec										1	1
Sail Rock					1						1
Wallace Cove										1	1
West Quoddy Head						1				3	4
Saco Bay:											
Ferry Beach	1									1	2
Negro Island Ledge	2	1		1	2			2		1	9
Old Orchard Beach	1										1
Prouts Neck				1							1
Scarboro Beach					1						1
Sharps Rocks										1	1
Stage Island				2							2
Stratten Island						1					1
Wood Island										1	1
St. Croix River:											
Robbinston		1									1
St. Georges River and approaches:											
Allens Island					1			1			2
Brothers, The	1										1
Burnt Island						1					1
Caldwells Island	1										1
Davis Island								1			1
Griffins Island		1									1
Gunning Rocks		1									1
Harts Island Bar and Ledges	1	1		2	2	2	1	2	1		12
Hay Ledge						1	1				2
Hoopers Island		1	1					1			3

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
MAINE—continued.											
St. Georges River and approaches—Continued.											
Little Seavey Island									1	1	2
Marshalls Point	1			1	1			1			4
Mosquito Island									1		1
Old Man Ledge			1			1		1			3
Otis Cove			1								1
Port Clyde		3	1	2		1					7
Sisters, The					1						1
Stone Island			1	1							2
Stone Point			1								1
Thomaston			1								1
Thompsons Island and Ledges						1			1		2
Turkey Point				1							1
Two-Bush Island					1						1
Sheepscot Bay and River:											
Barters Island										1	1
Cuckolds, The		1									1
Fire Island		1									1
Sawyers Island				1					1		2
Southport Island				1							1
Tennants Harbor		1		1							2
Long Cove			1								1
Southern Island								1		1	2
Wheelers Bay:											
Clarks Island									1		1
Southern Island Reef							1				1
York River and approaches:											
Godfreys Cove						1					1
NEW HAMPSHIRE.											
Foss Ledges						1					1
Hampton:											
Great Boars Head	1			1							2
Hampton Beach	1										1
Isles of Shoals:											
Appledore Ledge			1								1
Cedar Ledges	1	1									2
Duck Island			1	1				1			3
Portsmouth Harbor (New Hampshire side										1	1
Fort Point			1			2					3
Frost Point										1	1
Great Island						1				1	2
Jerrys Point	2	1				2	2				7
Odiornes Point		1						1			2
Rocks, mouth of harbor		1									1
Rye Ledge			1		1		1				3
Stielmans Rocks				1		1		1			3
Wallis Sands				1				1			2
Western Ledges					1						1
MASSACHUSETTS.											
Beverly Bay				4							4
Boston Bay and Harbor		3	3	1					1		8
Bird Island Flats						1					1
Black Rock and Channel		2						1	1		4
Black Rock, Cohasset		1									1
Brewsters, The	1	3	2					1	2	3	12
Bumkin Island									1		1
Castle Island		1			2		2				5
Cohasset Harbor		2									2
Commercial Point			1								1
Deer Island					1		1				2
Devils Back		1			1			2	1	2	7
Dorchester Bay		1		1				1	1		4
Gallups Island		4				1	3	1	1		10
Georges Island	1	1				2	1		1	7	13
Graves, The	1									1	2
Great Fawn Bar								1			1
Hardings Ledge	1						2		1		4
Hull Beach		2									2
Hunts Ledge			1		1						2

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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
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
MASSACHUSETTS—continued.											
Boston Bay and Harbor—Con.											
Long Island					1			1			2
Lovells Island		2	1		1	1	1	4	3		13
Lower Middle				2			1			1	4
Middle Ground		2	2		1	2		1			8
Minots Ledge	1			1							2
Moon Island		1									1
Nantasket Beach	1										1
Nixs Mate								3	2		5
Nut Island		1									1
Peddocks Island					1				1		2
Pig Rocks						1					1
Pines Point	1										1
Pleasure Bay			1	1						1	3
Point Allerton						1	2			1	4
Point Shirley	1										1
Quincy Beach		3								1	4
Rainsford Island		3									3
Ram Head					1	1		1	3	3	9
Shag Rocks				1	2						3
Spectacle Island		2									2
Thompsons Island		3						1			4
Toddy Rocks	4	3	1		1						9
Weymouth		1									1
Brant or Green Harbor Point		2				2					4
Buzzards Bay:											
Angelica Point		1									1
Cuttyhunk Harbor		1			1		1			1	4
Dumpling Rock			1					2			3
Great Ledge				1							1
Gull Island										1	1
Husseys Rock				1							1
Mishaum Ledge									1		1
Mosher Ledge								1			1
Nashawena Island										2	2
New Bedford Harbor		1									1
Cape Ann:											
Annisquam			1				1				2
Averys Ledge		1									1
Bay View		1							1		2
Braces Cove			1				1				2
Dog Bar			1	2	2	1	1	1			8
Dollivers Neck	4								1	1	6
Eastern Point	1	1		1	1	1	2	1			8
Gap Head							1				1
Gloucester	5	6			1	1			1		14
Kettle Island							1				1
Lanesville			1	1						1	3
Londoner, The						1	1		2		4
Long Beach					1						1
Milk Island					1	1				1	3
Muscle Point							1				1
Pigeon Cove	6	6			1	1		1			15
Rockport		3	2	1	1	1		2	1		11
Salvage, The				1						2	3
Straitsmouth Island					1				1		2
Ten-Pound Island	2	5									7
Thatchers Island					1						1
Cape Cod:											
Bearses Shoal	1					1					2
Cahoons Hollow			1		1						2
Chatham	2	2	2					1			7
Chatham Bar						1		3	1	1	6
Highland Light				1		1				2	4
Monomoy Point	3			1		1	1	1			7
Nauset Beach	2	1	2	1	1	1	1		1	2	12
Orleans Beach	1	2	1		2		1				7
Pamet River										2	2
Peaked Hill Bar	4	4	1	2	2	1		3	1	2	20
Pollock Rip	2	1	2	1	1			3	1	2	13
Race Point	3	3		2	4		3	2		6	23
Shovelful Shoal	2	4	3	6	6	2	3	3	2	1	32
Stone Horse Shoal					1	1	2			1	5
Cape Cod Bay:											
Barnstable						2		2			4
Beach Point				1							1

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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
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
MASSACHUSETTS—continued.											
Cape Cod Bay—Continued.											
Brewster		1									1
Long Point			1		1	1					3
Provincetown		18				2	2		1		23
Sandwich								1			1
Sandy Neck						1					1
Truro							1				1
Wood End	2	3	4	2	5	2	7	3		1	29
Duxbury Beach						1					1
Gurnet Point		2	1		1		3			1	8
Ipswich Bay:											
Essex Bar										2	2
Ipswich Bar	2	4			1		2	2	4	2	17
Lynn Harbor							1				1
Marblehead and approaches		4							1		5
Marshfield			1								1
Marthas Vineyard:											
Cape Poge			1						2	1	4
Cedar Tree Neck		1		1							2
Chappaquiddick Point		1		1					1		3
Cottage City						1			1		2
East Chop				1				1			2
Edgartown		1									1
Gay Head	2			1		1				3	7
Menemsha Bight	3	2			1			4	1	2	13
No Mans Land							1			1	2
Vineyard Haven	1	22	1	3	2	1		1	2		33
Wasque Shoal					2						2
West Chop				1	1	1	1				4
Nahant Bay:											
Nahant	1			1					1		3
Shag Rock		1									1
Nantucket:											
Bar and Bay		2	1	2	1	1	2	2			11
Coskata		1				1	1	1			4
Great Neck		1									1
Great Point and Great Rip	2		1	1		1		1			6
Maddequet								2			2
Surfside	1										1
Nantucket Shoals	2	1		1	1	2				1	8
Nantucket Sound:											
Bishop and Clerks Shoal				1				1			2
Chatham Roads				2	1						3
Common Flats						1		1			2
Dog Fish Bar				1						1	2
Handkerchief Shoal	2	1	2	3	3	2	3	4		3	23
Hardings Beach					1					1	2
Hawes Shoal								1		1	2
Horseshoe Shoal	1							1	1		3
Hyannis		1		1	1						3
Kill Pond Bar						1			1		2
Long Shoal								1			1
Muskeget Island	1	1			2						4
Mutton Shoal		1									1
Osterville	1										1
Skiff Island Shoal										1	1
Shovelful Shoal (near Tuckernuck Shoal)	1										1
Tuckernuck Shoal	1			1	2						4
Newburyport approaches:											
Newburyport Bar		4	2	3	8	3	5	4	4		33
Plum Island Point		1									1
Salisbury Point			1					1			2
Plum Island	1		2		2	2			1		8
Plymouth Bay:											
Browns Bank	4			7	2		2		2	2	19
Cow Yard, The		1									1
Dicks Flat							1	1			2
Plymouth	1	9	1		1						12
Saquish Head		1		3							4
Salem Harbor and approaches:											
Bakers Island and Shoals	1				1	1					3
Endeavor Rocks	1										1
Half Tide Rock									1		1
House Island		1									1

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
MASSACHUSETTS—continued.											
Salem Harbor and approaches—Continued.											
Juniper Point				2							2
Misery Island								1			1
Salem Harbor	1	2			1		1				5
Scituate		2		1							3
Fourth Cliff				1					2	1	4
North Scituate		1		1		1					3
Vineyard Sound:											
Cuttyhunk Island		1	3		1	1	2	1			9
Falmouth					2						2
Hedge Fence Shoal	1		1	2				1		2	7
L'Homme Dieu Shoal					1						1
Middle Ground	1				1						2
Nashawena Island		1		2		1			1		5
Naushon Island		1	1							1	3
Nobska Point				1					1		2
Pasque Island	1							1		1	3
Quicks Hole	1										1
Robinsons Hole					1						1
Sow and Pigs		2	1	2					1		6
Tarpaulin Cove		1				1		1			3
Woods Hole	1		3			3			1		8
RHODE ISLAND.											
Block Island:											
Block Island Breakwater	4	2	2	1	1	1		2			13
East side of	3	1		1	2						7
Grove Point						1					1
New Harbor			1	1	1		2		1		6
New Shoreham							1	3	3	1	8
Northwest shore of	4										4
Sandy Point	2	1	1					1			5
South Shore						1	1	3		1	6
West side of	1	1	1				2				5
Little Narragansett Bay	1										1
Narragansett Bay:											
Adams Point								1			1
Bonnet Point								1			1
Brentons Point and Reef								1			1
Castle Hill		1									1
Church Point						1					1
Coal Mine Point									1		1
Coddington Point		1									1
Conanicut Island			1				1	1			3
Cormorant Rock								1			1
Dumpling Rock										1	1
Dutch Island		1				1	2				4
Eastons Beach				2							2
Fish Rock		1									1
Gardiners Neck		1									1
Goat Island					1				1		2
James Ledge								1			1
Jones Ledge				1							1
Muscle Bed Shoal		1									1
Nayatt Point						1					1
Newport	1	4			1		2	1	1		10
Patience Island				1							1
Pine Tree Beach										1	1
Portsmouth			1								1
Providence River									1		1
Prudence Island		7			1	1					9
Rose Island		1									1
Sachuest Neck and Beach				1							1
Sakonnet Point			2						1		3
Warwick Neck						1		2			3
Whale Rock						1					1
Noyes Beach			1								1
Point Judith	2	2		2			1	2	1	3	13
Quonochontaug Beach						1					1
Watch Hill						1			1	2	4
Catumb Reef	2			1						1	4
Napatree Point		3	1							2	6
Spindle Reef							1				1
Sugar Reef								1			1

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
CONNECTICUT.											
Branford Harbor							1		1	1	3
Bridgeport	1				1						2
Connecticut River (mouth of):											
Saybrook Bar					1		1	2			4
Fairfield Beach		1									1
Fishers Island Sound:											
Bartletts Reef	1	1									2
East Clump		1									1
Latimers Reef	3										3
Middle Clump				1							1
Mystic River (mouth of)		2	1								3
Noyes Rock					1						1
Ram Island Reef								1			1
Greenwich						1					1
Long Island Sound (near coast of Connecticut):											
Bartletts Reef				1							1
Captain Islands							1		1		2
Cockenoes Islands			1								1
Duck Island						1		2		1	4
Faulkners Island	1		1		2				1		5
Flat Island									1		1
Greens Ledge									1		1
Goose Island			1		1						2
Long Sand Shoal									1		1
Norwalk Islands		1	1					1			3
Penfields Reef								1			1
Smiths Reef								1			1
Thimbles, The		1	1								2
Wilsons Point				1							1
New Haven Harbor:											
New Haven							1		1		2
Savin Rock					1						1
New London Harbor and approaches		3		1			1				5
Black or Southeast Ledge					1						1
Cormorant Reef	1										1
Eastern Point					1						1
Saugatuck River (mouth of)	1	1									2
Shippan Point		1					1				2
Stamford Harbor					2						2
Stonington Harbor					2				1		3
Stratford Point					1						1
NEW YORK.											
Block Island Sound:											
Ford Pond Bay	2	2						2			6
Gardiners Island								1			1
Napeague Bay		1							1		2
Shagwong Reef		1									1
East River:											
Astoria				1							1
Barretto Point			1								1
Blackwells Island	1	1				1					3
Bowery Bay								1			1
Governors Island			1								1
Hell Gate		1	1	5	2	1	3	1	1		15
Hell Gate, Flood Rock			1								1
Hell Gate, Mill Rock	1		1								2
Hell Gate, Negro Head		1	1								2
Hell Gate, Rylanders Reef		1	1								2
Hell Gate, The Hogs Back	1	1	1		2						5
Lawrence Point	1							2			3
Man-of-War Rock	1	2						1			4
North Brother		1		1	3	1			2		8
Old Ferry Point		1									1
Randalls Island						1					1
Rikers Island					1						1
South Brother			1								1
Sunken Meadows, The	3	1	1		2					1	8
Wards Island					1		1	1		1	4

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
NEW YORK—continued.											
Gardiners Bay:											
Gardiners Island (see Block Island Sound).											
Long Beach Bar	1										1
Sag Harbor		1						1			2
Shelter Island			1								1
Long Island (outside):											
Amagansett						1			1		2
Coney Island	2						1			1	4
Coney Island (Sheepshead Bay)		1	1								2
Fire Island Beach	1	1	1	1			3	3	1	1	12
Fire Island Beach (Great South Bay)	2	7				3	6	11	21	10	60
Fire Island Inlet	5	2	1	5	6	9	6	6	1	2	43
Gilgo Inlet			1						2		3
Hempstead Bay			1								1
Jamaica Bay										1	1
Jones Beach						1					1
Long Beach	1	3		3	3	1		2	1		14
Mecox	1										1
Montauk Point		2	1				1		2		6
Moriches Beach	1	1	2		1						5
Moriches Beach (Moriches Bay)	1								1	1	3
Napeague		2				1					3
New or Jones Inlet	3		2	2	5	1	1	2	1		17
Quogue			1				1				2
Rockaway and Far Rockaway Beach			1	1		1	2		1		6
Rockaway Inlet and Shoals	2	3	1	3	7	1	3	1		1	22
Shagwong Point							1				1
Shinnecock Beach								1		1	2
Zachs Inlet		2					1				3
Long Island Sound:											
Big Tom Rock	1							1			2
City Island				1							1
Cold Spring Harbor							2				2
Davenport or Davids Island				1							1
Duck Pond Point		2									2
Eatons Neck			1	1	1	3	2			1	9
Execution Rocks							2	1	1	1	5
Fishers Island	1	2	1	2	1	1		5	1	2	16
Great Gull Island	2							1	1		4
Hallocks Landing					1						1
Hart Island	1		1		1	1				1	5
Hortons Point		1	1	1				1		1	5
Little Gull Island					2	1			1		4
Lloyds Neck			1			2					3
Luce Landing		1									1
Manursing Island										1	1
Matinicock Point			2	1							3
Mount Sinai		3									3
New Rochelle Harbor	1			1			1		1		4
Oak Neck Point								1			1
Old Field Point	1	1		1							3
Old Silas Reef	1										1
Oyster Pond or Orient Point		2				1					3
Peacock Point								1			1
Peconic Bay										1	1
Plum Island		1		3		1			1		6
Port Jefferson		2		1							3
Port Washington									1		1
Race Rock			1					1	3	1	6
Rocky Point		1	2							1	4
Rodmans Neck									1		1
Rye Point		1			1						2
Stepping Stones										1	1
Valiant Rock			1								1
Wicopessett Island									1		1
New York Bay and Harbor			1	1				1	1		4
Bay Ridge		1								1	2
Bedloes Island			1					1			2
Black Tom Island		1									1
Constable Point	1		1								2
East Bank					1						1

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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.
	1898	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
NEW YORK—continued.											
New York Bay and Harbor—Continued.											
Governors Island							1				1
Gravesend Bay							6				6
Great Kills					1						1
Nortons Point				1							1
Oyster Island					1						1
Princess Bay	1	1									2
Romer Shoal	2	3	1	4	2			1	2		15
South Brooklyn			1								1
Staten Island		1				1	2	1		1	6
Swash Channel			1	1						1	3
West Bank			1	1	1			1			4
NEW JERSEY.											
Absecon Inlet		3	4	2	2	7	3	1	2	6	30
Atlantic City		1		1		2		1		1	6
Barnegat Inlet	3	1		2	4	1	1	3	4	4	23
Brigantine Beach and Shoals	2		2		1	1	4	1	2		13
Cape May	1	2	1	1						1	6
Cold Spring Inlet		1	2	2	1						6
Corsons Inlet Bar	1		2								3
Delaware Bay (see also Delaware):											
Ben Davis Shoal				1	1						2
Cross Ledge	1										1
East Point					1						1
Egg Island Point			1							3	4
Green Creek				1							1
McCries Shoal					1						1
Maurice River Cove									1		1
Overfalls or South Shoals		1							1		2
Five Fathom Bank	1										1
Five Mile Beach						2	1				3
Great Egg Harbor and Inlet	3	10	13	10	4	3	1	2		1	47
Hereford Inlet	3	1	1		3	4	4	6		3	25
Highlands						1	2				3
Island Beach				2	2	2	1		1	2	10
Little Egg Harbor	5				2		2	2	1		12
Little Egg Harbor Inlet or New Inlet	5		5	5	2	3	1	2	5		28
Long Beach	1	3	1	2	3	2	1	1		2	16
Long Branch					1			1		1	3
Ludlam Beach		1							1		2
Monmouth Beach				1	1						2
Newark Bay, Shooters Island	2					1					3
Pecks Beach					1						1
Port Monmouth		1									1
Raritan Bay:											
Keyport		1			3						4
Perth Amboy		1									1
Raritan				1							1
Sandy Hook	3	4	2	3	2		6	3			23
Flynns Knoll		2			2			1			5
Horse Shoe	1			1		1	7		3	1	14
Seabright									1		1
Shrewsbury River				1	1	1	1	1	2		7
Spring Lake			1								1
Squan Beach	1		2					1	1		5
Tathams			1			1					2
Townsends Inlet			2	3		2			1	2	10
Tuckers Beach							1				1
Turtle Gut Inlet				1		1					2
DELAWARE.											
Cape Henlopen	5	2	3	3	3	2		1			19
Hen and Chickens Shoal	1				1						2
Delaware Bay (see also New Jersey):											
Brandywine Shoal		1				1			1		3
Bombay Hook								1			1
Broadkill River (mouth of)				1							1
Brown Shoal							1				1
Cedar Beach	2										2

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
DELAWARE—continued.											
Delaware Bay (see also New Jersey)—Continued.											
Fourteen Foot Bank	1										1
Joe Flogger Shoals	1	3									4
Lower Middle					1						1
Mispillion River	1						3				4
Old Bear Shoal							2				2
Ship John Shoal								1		1	2
Delaware Breakwater	1	3	1	1	1		1	1		1	10
Indian River Inlet		3	1		2	3	1		1		11
Lewes	6	3	2	2			1	5	1	3	23
Rehoboth Beach			1	1			1				3
MARYLAND.											
Chesapeake Bay:											
Bear Point	1										1
Bush River								1			1
Cedar Point	1				2	1			1		5
Chester River (mouth of)			1			1					2
Cornfield Point (mouth of Potomac River)	1										1
Cove Point				1							1
Dorchester Beach								1			1
Drum Point	1										1
Eastern Bay							1				1
Herring Bay		1									1
Holland Island				2							2
Holland Point						1					1
James Point				1							1
Long Point					1						1
Magothy River (mouth of)		2			2				1		5
Parkers Island						1					1
Patapsco River (mouth of)	2	1	1							1	5
Patuxent River (mouth of)		1									1
Point Lookout										1	1
Point No Point					1						1
Poplar Island					1			1			2
Plum Point									1		1
Rock Hall Creek						1					1
Sandy Point					1		1		1		3
Seven Foot Knoll						1					1
Sharps Island Bar					1						1
Swan Point	1										1
Tangier Beach									1		1
Tangier Island								2			2
Thomas Point Shoal	1						1	1			3
Fenwick Island		1									1
Green Run Inlet					1	1					2
Isle of Wight				1							1
North Beach	1			1			1		1		4
North Beach, Sinepuxent Bay	1			1							2
Ocean City			1							1	2
VIRGINIA.											
Assateague Island		1	2	2			1	1		2	9
Fishing Point	4	2	2	1	5	6	3	3	1	2	29
Ship Shoal					1	1					2
Turners Shoals	2			1	1	1				1	6
Assawaman Inlet	1							1			2
Cape Charles										1	1
Cape Henry	2	2	1	2	1				2	3	14
Chesapeake Bay:											
Back River Shoals								1			1
Farnham Creek		1									1
Great Wicomico River (mouth of)									1		1
Gwynns Island										1	1
Lynn Haven Roads										2	2
Middle Ground	1	3		1			1				6
Mobjack Bay										1	1
New Point Comfort	1		2							1	4
Old Point Comfort									1		1
Piankatank River (mouth of)			1	1							2

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
VIRGINIA—continued.											
Chesapeake Bay—Continued.											
Pongateague Creek (mouth of)		1									1
Potomac River (mouth of)	1										1
Smiths Point				1				1		1	3
Stingray Point		1		1				1			3
Tail of the Horse Shoe	1			1							2
Thimble Shoal									1		1
Watts Island		1									1
Willoughby Spit			1			1					2
Windmill Point										1	1
Wolf Trap Shoal						1					1
York River (mouth of)						1					1
Chincoteague Inlet		2	5	3	1	3	3		3	1	21
Chincoteague Shoals (off Fishing Point)				1					1		2
Cobbs Island	1					1					2
Carters Shoals	1	1				2	2	1	1		8
Sand Shoal Inlet	4	1	1								6
Dam Neck Mills			1				1				2
Elizabeth River:											
Lamberts Point			2								2
Middle Ground		1									1
False Cape			1	1	3	1		1	2	1	10
Pebble Shoals		1	3	1	1	3	1		1		11
Fishermans Island							1		1		2
Gargatha Inlet								2	1		3
Great Machipongo Inlet	2	2	1	3		1	3	3	2	2	19
Hampton Roads:											
Bush Bluff Shoal								1			1
Craney Island Flats			1								1
Hampton Bar				1		1					2
Newport News	1					1			1		3
Rip Raps	1					1			1		3
Sewalls Point		1									1
Hog Island	1		1		1	1	1	1			6
Little Island	1							1	4		6
Metomkin Inlet			1	1		3	1	2			8
New Inlet Shoals				1							1
Paramore Beach				1			1				2
Sand Shoal Inlet			1		1	1	1	1			5
Ship Shoal Inlet				3			1	2			6
Smiths Island		1					3		3	1	8
Isaac Shoals	2	1	1		2	2	2			1	11
Little Inlet Shoals	1										1
Virginia Beach				1			3				4
Wachapreague Inlet			2				3	1			6
Dawson Shoals	2	1			1			2	1	1	8
Wallops Beach	1	1	3	1			2		2		10
Winter Quarter Shoals					1				1		2
NORTH CAROLINA.											
Albemarle Sound:											
Camden Point										1	1
Croatan Sound				1	1						2
Greenfield Point (near)		1									1
Kitty Hawk Bay				1					1		2
Pasquotank River (mouth of)							1				1
Roanoke River (mouth of)	1						1				2
Beaufort Inlet								1	3	1	5
Big Kinnakeet (also see Pamlico Sound)			1			1					2
Bodies Island (also see Pamlico Sound)	1					1		1	1		4
Bogue Island and Inlet			2					3	2	1	8
Cape Fear and Frying Pan Shoals	1			1	2	3	1	2	1	5	16
Cape Fear River (mouth of)	3	1	3		3	4	3	3	2	1	23
Cape Hatteras			2	1		1		1	2		7
Diamond Shoals (inner and outer)	1		2	2	1	1		3		1	11
Cape Lookout	1	1	1	1	3	1	4	2	2	2	18
Cape Lookout Shoals	2			1	1	1	3	2			10
Chicamacomico	3		1					1	1		6

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
NORTH CAROLINA—continued.											
Core Beach		1	2			3		1	1		8
Core Sound	1	4		3		1		3	7	1	20
Currituck Beach							3				3
Currituck Sound	1	1							1	1	4
Jews Quarter Island				1							1
Drum Inlet					1						1
Durants (also see Pamlico Sound)		1		1							2
Gull Shoal (also see Pamlico Sound)		1	2	1	1	1		1	1	1	9
Hatteras Inlet (also see Pamlico Sound)			1			1					2
Kitty Hawk			1						1		2
Little Island										1	1
Little Kinnakeet (also see Pamlico Sound)		1	1								2
Lockwoods Folly Beach	1									1	2
Nags Head									1	1	2
New Inlet			1		1	1	1				4
Ocracoke Inlet	1		2		2	2		2	2	1	12
Ocracoke Island		1	2			2			2		7
Oregon Inlet			2			1					3
Pamlico Sound:											
Big Kinnakeet		2	2	1	1		3	1	1		11
Brant Island		1					1				2
Bluff Shoal								1			1
Chicamacomico										1	1
Cockle Shoal									1		1
Creeds Hill									1	1	2
Durants		2			1	1	1		1	2	8
Gull Island and Shoal		1		1			2				4
Harbor Island Bar									1	1	2
Hatteras Inlet										2	2
Hog Island Reef										1	1
Howard Reef							1				1
Little Kinnakeet	1				1						2
Maw Point										1	1
Log Shoal	1			1							2
Nine Foot Shoal										2	2
Ocracoke Inlet		2			1		1	7		2	13
Olivers Reef		1			1					2	4
Oyster Shoal		1	1	1			1		1	1	6
Pamlico Point	1					1					2
Porpoise Point			1								1
Roanoke Marshes			1								1
Robinson	1										1
Royal Shoals		1	1	1							3
Portsmouth Island			1							1	2
Shallotte Inlet			3				1				4
Southport			1								1
Wash Woods					1		1				2
Wrightsville Inlet	1										1
SOUTH CAROLINA.											
Bay Point		1									1
Bulls Bay						1					1
Calibogue Sound:											
Dafuskie Island		1									1
May River				1							1
Cape Romain		1		1							2
Capers Island		1									1
Charleston	1						2				3
Charleston Bar	1	2	1	1	2						7
Drunken Dick Shoal						1					1
Edisto Island		1									1
Fripps Island		1									1
Georgetown Breakers			1					1			2
Hilton Head Island		2				1					3
Hunting Island				1							1
Little River Inlet			1							3	4
Long Island		1									1
Morris Island	1		1								2
Port Royal Bar		2						1		1	4
St. Helena Sound and approaches							1			1	2
Singleton Swash										1	1

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
SOUTH CAROLINA—continued.											
Stono Inlet			1								1
Sullivans Island	1		2	1	2		1	1			8
Winyah Bay					1						1
Wolf Island Shoal										1	1
GEORGIA.											
Altamaha Sound		1		1							2
Brunswick		3	1	2						1	7
Cumberland Island and Shoals		1	2								3
Darien		1			1						2
Doboy Sound and approaches		1						1			2
Harris Neck		1									1
Jekyl Island		1									1
Long Island	1					1					2
Ossabaw Island						1					1
St. Simons Island				1							1
Sapelo Sound and approaches		1									1
Savannah River (mouth of)		2								1	3
Tybee Island		1	1	2							4
Wassaw Island	1					1					2
Wilmington River (mouth of)		1									1
Wolf Island, Spit, and Shoals	1				1		3				5
FLORIDA.											
Amelia Island	2										2
Apalachicola Bay		1								1	2
Carrabelle			3								3
Vincent Island		1									1
Barrancas				1							1
Biscayne Bay								2			2
Cape Florida										1	1
Cape Romano						1					1
Cape Sable						1					1
Caseys Pass				1							1
Charlotte Harbor Bar							1				1
Chester Shoals		1									1
Dog Island			7				2				9
Fernandina Bar and Harbor	1	3							1		5
Florida Reefs:											
Alligator Reef							1				1
Bird Key (near Tortugas)		1									1
Coal Bin Shoal							1				1
Coffins Patches					1				1		2
Conch Reef			1		1						2
Content Key		1									1
Cosgrove Shoal						1				1	2
Dog Island Reef									1		1
Egmont Key										1	1
Elbow Reef									1		1
Elliotts Key										2	2
French Reef				2							2
Fowey Rocks									1		1
Key West			1	1			1				3
Knights Key										1	1
Largo Key										1	1
Long Key										3	3
Looe Key		1									1
Marquesas Key	1							1			2
Molasses Reef					1			1		1	3
New Ground Shoal				1							1
Pacific Reef								1			1
Pulaski Shoal									1	1	2
Quicksands	1										1
Rebecca Shoal	1				1		1	1		1	5
Southwest Key							1	4	1	1	7
Tortugas	1	1	1	1	1	1		2		1	9
Triumph Reef								1			1
Virginia Key	1										1
Western Sambo							1				1
Fort Lauderdale			2	1				1	1		5
Fort Pickens Point				1							1
Gilberts Bar							1	2			3
Hillsboro Inlet		1									1
Indian Pass							1				1

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
FLORIDA—continued.											
Jupiter Inlet				2		1	1				4
Lake Worth Beach	1		1		1		1	1			5
Marco								1			1
Matacumbia										1	1
Mosquito Inlet				2							2
Mosquito Lagoon								1	1		2
Nassau Bar										1	1
New River Inlet				1							1
Orange Grove						1					1
Pensacola Bar		2		1		1					4
Pensacola Bay	2	3	2	1	2	3	2	1	1	33	50
Perdido River (mouth of)		1	1		1					1	4
St. Andrews Bay				1	1	1					3
St. Augustine Bar				1					1		2
St. Georges Island	1		7			1					9
St. Johns Bar		1	1	1	2	2				1	8
St. Joseph Point					1		2				3
Sanibel Island										1	1
Santa Rosa Island		2				1			1	1	5
Sarasota Pass			1	1							2
Sebastian				1							1
Tampa Bay				2						1	3
Anna Maria Key					1						1
Egmont Key				1					1		2
Mullet Shoal	1			1							2
Pass Agrille										1	1
ALABAMA.											
Mobile Bay and approaches:											
Alabama Port					2						2
Dixie Island			1								1
Fort Morgan						1				1	2
Huron Bay										1	1
Little Dauphin Island										5	5
Mobile Bar and Bay			2	1	2	1				33	39
Mobile Point								1			1
Mon Louis Island										1	1
Navy Cove							1				1
Petit Bois Island		1		1							2
Revenue Point	1										1
Sand Island		2		1							3
MISSISSIPPI.											
Mississippi Sound:											
Biloxi					1						1
Cat Island										2	2
Gulfport										1	1
Horn Island	1	2								2	5
Mississippi City					1						1
Pascagoula										2	2
Ship Island										4	4
LOUISIANA.											
Calcasieu Bar	1				1					1	3
Chandeleur Islands		2	1		3	1	3	2	1	1	14
Lake Pontchartrain	1		1								2
Little Constance Bayou		1									1
Mississippi River (mouth of)	3				1	1				1	6
Pass Fourchon		1									1
TEXAS.											
Aransas Bay							1				1
Aransas Pass			3	1	3	1	3				11
Bolivar Peninsula										3	3
Brazos Santiago	2		4	1	2	2	5	4	1		21
Galveston Bar	1	4	5	1	1		2	2	1	1	18
Galveston Bay and Harbor		1	1	6	1	1					10
Laporte				1							1
Pelican Spit	1			1	1						3
Galveston Island		5		1			1	1			8
Matagorda Bay					3						3
Matagorda Island			1								1

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
TEXAS—continued.											
Mustang Island	1	1	.....	1	2	.....	.....	.....	.....	.....	5
Pade Island	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Pass Cavallo	2	1	1	.....	.....	1	.....	.....	.....	1	6
Port Arthur	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Sabine Bank	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sabine Pass	.....	1	.....	.....	.....	.....	.....	.....	1	1	3
West of	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
St. Joseph Island	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
San Bernard Bar	2	.....	.....	.....	2	.....	.....	.....	.....	.....	4
San Luis Pass	.....	3	2	.....	.....	.....	.....	1	.....	.....	6
Velasco	.....	3	1	3	.....	.....	.....	.....	.....	.....	7
PORTO RICO.											
Arecibo	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Arroyo	.....	.....	.....	1	.....	1	.....	1	.....	.....	3
Cape San Juan	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Eagle Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Luquillo	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Ponce	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Salinas	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
San Juan	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Vieque or Crab Island	.....	.....	1	.....	.....	.....	.....	.....	.....	2	3
Yabucoa	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1

PACIFIC COAST.[a]

ALASKA TERRITORY.											
Admiralty Island	.....	.....	2	.....	.....	.....	.....	.....	.....	1	3
Akutan Pass	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Bristol Bay	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Cape Constantine	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Hinchenbrook	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cape Menchikof	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cape Nome	.....	1	1	8	1	5	1	.....	3	2	22
Cape Prince of Wales	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Cape Rodgnof	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cape Rodney	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Cape Romanzof	.....	.....	1	2	.....	.....	.....	.....	.....	.....	3
Cape York	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Chatham Strait	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Chignik Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Chirikoff Island	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Clarence Strait:											
Blashke Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Etolin Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Mount Andrew	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cold Bay Harbor	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cooks Inlet	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Coronation Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Dixons Entrance	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Devils Rock	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Dutch Harbor	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Frederick Sound, Five Fingers Rocks	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Geese Island, Kadiak Island	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Glen Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Golovin Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Goodnews Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Herringdon Bay	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Juneau	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Kadiak Island	.....	.....	1	2	.....	.....	.....	.....	2	.....	5
Kagalaska Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Kashevarof Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Kayak Island	.....	.....	.....	.....	.....	1	1	2	.....	.....	4
Kotzebue Sound	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cape Blossom	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Chamisso	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Kuskokwim Bay	.....	.....	.....	.....	.....	.....	.....	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.

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
ALASKA TERRITORY—continued.											
Long Island										1	1
Lynn Canal, Shelter Islands	1	1		1							3
Douglas Island							1				1
Eagle Harbor								1			1
Funters Bay							1				1
Haines Mission			1								1
Skagway	3										3
Sullivan Island				1							1
Taiya Sahnka		1									1
Midway Island, Stephens Passage		1									1
Montague Island		1						1			2
Nakchamik Island		1									1
Nelsons Lagoon										1	1
Nortons Sound									1		1
Nunivak Island			1		1				1		3
Nushagak River (mouth of)								1			1
Point Hope		1									1
Port Clarence Harbor					2						2
Pribilof Islands			1								1
Prince of Wales Island		1						1			2
Prince William Sound				1						1	2
Pybus Bay, Frederick Sound		1									1
Revillagigedo Channel, Mary Island		2									2
Revillagigedo Island						1					1
Rocky Point				1							1
Safety				1							1
St. Lawrence Island				2							2
St. Michael			6	1	1				3		11
Sannak Islands				2					1		3
Seal Rock		1									1
Shelikof Strait:											
Katmai Bay	2										2
Shumagin Islands			1					1	3	1	6
Sitka (near)								1			1
Spasskaia Island Icy Straits							1				1
Stephens Passage				1							1
Stuart Island				1							1
Tigalda Island		1									1
Tongass Narrows	1		1				1		1		4
Umnak Island						1					1
Unalaska Island	2					1					3
Unga Island				1	1		1		1		4
Unimak Island	1			1	1						3
Valdez										2	2
Wrangell Island								1			1
Wrangell Strait		1	1	1					1		4
HAWAII.											
Hawaii Island				3	2						5
Kahoolawr Island									1		1
Kauai Island				1	3						4
Lanai Island				1							1
Maui Island			1	2	1				2		6
Molokai Island				1							1
Oahu Island		1	2		2	2	1	1	2	3	14
WASHINGTON.											
Cape Disappointment					1						1
Cape Flattery	1				2	1				1	5
Cape Johnson						1					1
Grays Harbor							3	4	1	3	11
North Spit								1			1
Hoh River (mouth of)						1	1				2
Lapush					1						1
Ocean Beach							1				1
Puget Sound					1		1				2
Bear Point	1										1
Hoods Canal										1	1
Marrowstone Point							1	1			2
Meadow Point					1						1
Point Defiance							1				1
Point Jefferson										1	1

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
WASHINGTON—continued.											
Puget Sound—Continued.											
Point Nodule						1					1
Point No Point							1	1			2
Point Polnell					1						4
Point Wilson			2					1		1	1
Port Blakeley				1							1
Port Orchard										1	1
Port Townsend									1		1
Restoration Point										1	1
Richmond Beach							1				1
Rocky Point		1									1
Tacoma				1							1
West Point				1						1	2
Whitbey Island		1						1			2
Queets River (mouth of)										1	1
Shoalwater Bay or Willapa Bay	1	1		3		1		2		2	10
Strait of Fuca:											
Angeles Point						2	1				3
Clallam Bay										2	2
Gettysburg										1	1
Hein Bank							1				1
Neah Bay							1	1			2
New Dungeness	1										1
Pillar Point		1									1
Port Angeles									1		1
Sekon Point							1				1
Washington Sound:											
Bellingham Bay								2		1	3
Decatur Island					2						2
Fairhaven		1			1						2
Fidalgo Island		1									1
La Conner							1				1
Lummi Island				1			1				2
Obstruction Island		1									1
Orcas Island		1									1
Point Roberts				1	2						3
San Juan Island					1					1	2
Sinclair Island					1						1
Smith Island					2						2
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit				1				1	2	3	7
Columbia River Bar										1	1
Desdemona Sands						1	1	2		3	7
Peacock Spit						1	1				2
OREGON.											
Alseya Bay		1							1		2
Cape Arago		1	1	1	1				1		5
Cape Blanco							1				1
Cape Foulweather									1		1
Coos Bay Bar		1	1			2		2	4	2	12
Coquille River (mouth of)	3	9	2	4	6	4	3	6	3		40
Double Headed Rock							1				1
Nehalem River (mouth of)						1					1
Nestuggah Bay and Bar				2			2				4
Point Adams			3					1			4
Port Orford							1				1
Rogue River Bar					1	1		1			3
Siuslaw River (mouth of)			3		1	1	2	1	1		9
Tillamook Bar		1	2			1	1			1	6
Umpqua Bar	1		2					1	1	1	6
Yaquina Bar		1			1		1				3
Yaquina Head								1			1
CALIFORNIA.											
Albion River (mouth of)					1						1
Bihlers Point							1	1			2
Bodega Head						1			1		2
Bolinas Beach									1		1
Bolinas Point										1	1
Cape Mendocino									1		1
Caspar		1									1

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
CALIFORNIA—continued.											
Cayucos						1					1
Crescent City								1			1
Del Mar									1		1
Drakes Bay									1		1
Double Point				1							1
Duxbury Point		1		1							2
Farallones										1	1
Fish Rock						1					1
Fisks Mill					1						1
Fort Bragg, Mendocino County			1	1	1	1			2		6
Fort Ross				1							1
Golden Gate				1							1
Fort Point			1	1	1			1	1		5
Golden Gate Park				1	1			1		1	4
Lime Point				1	1	1	1				4
Point Diablo	1		1								2
Point Lobos				1							1
South Side					1		1	2			4
Greenwood Landing, Mendocino County		1									1
Half Moon Bay	1							1			2
Hueneme, Ventura County									1	1	2
Humboldt Bar	2	2	1		1	1	3	1	3	5	19
Iversons Landing						1					1
Kents Point, Mendocino County	1										1
Little River (mouth of)				1							1
Long Beach								1			1
Mare Island, San Pablo Bay			1								1
Monterey									1		1
Needle Rock										1	1
Pigeon Point										1	1
Pillar Point	1										1
Point Arena	1			2			1			1	5
Point Bonita				1			1				2
Point Conception										1	1
Point Esteros								1			1
Point Gorda				1	1	1	1			1	5
Point Loma										1	1
Point Montara Reef (near)			2								2
Point Pinos								1		1	2
Point Reyes							1				1
Point San Luis							1				1
Point San Pedros								1			1
Redondo Beach	1						1		1	1	4
Salt Point			1								1
San Diego Bay										1	1
San Francisco Bay and Harbor					1					2	3
Alcatraz Island		1									1
Alviso		1									1
Angel Island				1			1		1	2	5
Anita Rock		1									1
Arch Rock	1										1
Bird Rock	1										1
Brothers, The						1					1
Castro Rocks				1					1		2
Point Richmond					3			1			4
San Mateo			1								1
San Pablo Bay							1				1
Santa Barbara								1		1	2
Santa Barbara Islands:											
San Clemente Island										1	1
San Miguel Island			1	1	1				1		4
San Nicholas Island					1						1
Santa Cruz Island		1									1
San Pedro									2		2
Shelter Cove										1	1
Suisun Bay						1					1
Surf Beach								1			1
Timber Cove	1										1
Tomales Point	1						1				2
Ventura				1							1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

GREAT LAKES.[a]

Name of place.	Fiscal year ending June 30—										Total.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
LAKE ONTARIO.											
Big Sandy Creek, N. Y		1			1						5
Big Sodus, N. Y										1	1
Braddocks Point, N. Y			1								1
Cape Vincent							1		1		2
Charity Shoals	1								1		2
Charlotte				1						1	2
Devils Nose, N. Y						1					1
Ford Shoal								1			1
Fort Niagara, N. Y		1					1			1	3
Galloo Island						1					1
Grenadier Island, N. Y						1					1
Henderson Bay									1		1
Kingston, Ontario									1		1
Main Duck Island, N. Y								1			1
Oak Orchard Reef	1										1
Olcott							1				1
Oswego				2		2	1			2	7
Seven miles west of				2							2
Pultneyville, N. Y										1	1
Salmon Island, Canada						1					1
Salmon Point, Canada						1					1
South Bay Point, Ontario								1			1
Stony Point, N. Y		1			1	1					3
Thirty-Mile Point, N. Y			1								1
LAKE ERIE.											
Ashtabula, Ohio	2	1	3	1	3	2		2	1		15
Avon Point										1	1
Ballast Island Reef			1								1
Bar Point, Canada			2	2	2			2		2	10
Buffalo, N. Y	3		2	4	1	4	1	1	2	9	27
Cedar Point, Sandusky Bay, Ohio	1	1								1	3
Chick-e-nolee Reef, Canada					1						1
Cleveland, Ohio	4	1	4	1		2	1	1	9	2	25
Colchester Reef, Canada	1			1					1		3
Conneaut, Ohio										2	2
Dunkirk, N. Y										1	1
Erie, Pa	3							1	1	1	6
Euclid Beach, Ohio										2	2
Fairport, Ohio								1			1
Green Island								1			1
Grecian Shoal							1				1
Grubb Reef, Canada						1					1
Horse Shoe Reef	2		1		1	1		2		1	8
Huron, Ohio						1	1		1	1	4
Kelleys Island and Shoal, Ohio			1		1		2			1	5
Leamington, Ontario										1	1
Long Point, Canada		1		1	1	1				2	6
Lorain, Ohio				1		1			3	1	6
Marblehead, Ohio							1			1	2
Middle Island, Ohio									1		1
Morgan Point, Canada								1			1
Mouse Island Reef, Ohio		2	1			3				2	8
Niagara Reef, Ohio				1							1
Niagara River		1	3	1	1		2	2		1	11
North Bass Island, Ohio										3	3
Point Abino, Canada	1		1		1				1		4
Point au Pelée, Canada				2	1					1	4
Middle Ground		4		2							6
Port Burwell, Ontario										1	1
Port Colborne, Canada		2					1				3
Port Stanley, Ontario						1	1		1		3
Rattlesnake Island, Ohio										1	1
Redbird, Ohio										1	1
Roses Reef, Ontario						1					1
Sandusky Bay, Ohio			1	3		1		1		3	9
Seneca Shoal, N. Y					1						1
South Bass Island, Ohio							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.

[NOTE.—This list includes also places on the Canadian shore where American vessels have stranded.

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
LAKE ERIE—continued.											
Southeast Shoal, Ontario	1				2						3
Starve Island Reef, Ohio						2					2
Stony Point, Mich			1								1
Sturgeon Point, N. Y										1	1
Tecumseh Reef, Canada					1						1
Toledo, Ohio				1		1				1	3
Van Buren Point, N. Y		1									1
Waverly Shoal, N. Y	1	1						1	1	2	6
Westfield, N. Y									1		1
West Harbor Reef, Ohio	2										2
Windmill Point, Canada						2		2		2	6
DETROIT RIVER.											
Amherstburg, Canada		1	1						1	2	5
Ballards Reef	5			1	2				1	4	13
Belle Isle, Mich	1										1
Bois Blanc Island, Canada		1	1	1			1		1	1	5
Detroit River	1	1	2		3				3	2	12
Fighting Island	1									2	3
Grassy Island and Shoal					1					1	2
Limekiln Crossing	2	2	3	10	7	1	4	1	3	11	44
Peach Island										1	1
Stony Island			1								1
Sugar Island										1	1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich	2		1		1			1		1	6
Middle Ground, Mich				1		1			1	2	5
Port Edward, Canada	1				2						3
Port Huron, Mich	1										1
St. Clair Lake		1	3	4		2	1	1	3		15
St. Clair River	1	2	2		2		1	1	2	2	13
Stag Island, Canada		1	1				1	3		2	8
LAKE HURON.											
Alabaster, Mich			1		1	1					3
Alcona, Mich		1									1
Algoma Mills, North Passage, Ontario			1				1				2
Alpena, Mich	1								1		2
Ausable and Point Ausable, Mich		2	1	1	1	1				2	8
Black River Island and Reef, Mich		1					1	2			4
Boot Jack Island, Mich									1		1
Burnt Cabin Point Reef, Mich			4	1						1	6
Cape Hurd, Ontario						1					1
Charity Islands, Mich				2							2
Cockburn Island, Canada				1							1
Corsica Shoal, Mich	1					1	2				4
Detour Passage, Mich		4	1	3	2	2	1		2	2	17
Drummond Island, Mich							3			1	4
Duck Island, Mich				1			1			2	4
Elm Creek, Mich			1		1	1			1	2	6
False Presque Isle, Mich	2	1		1	2		1	1	1	1	10
Forest Bay, Mich					1						1
Fort Gratiot, Mich									2		2
Fox Island			1								1
Georgian Bay, Canada								2			2
Aird Island, Ontario									1		1
Ariel Rock										1	1
Barrow Bay					1						1
Bears Rump							1				1
Collingwood	1							1			2
Cove Island		1									1
Darch Island					1						1
Depot Harbor								1			1
Devils Island								1			1
Fitzwilliam Island					1						1
Giants Tomb Island				1							1
Green Island							1				1
Midland Harbor								1			1
North West Bank							1				1

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
LAKE HURON—continued.											
Georgian Bay—Continued.											
Russell Island					3						3
Scarecrow Island					4						4
Tobermory			1								1
Grindstone City, Mich		1	1								2
Gull Island, Mich						1					1
Hammonds Bay, Mich	1	1	1	1	1		1	1			7
Hardwood Point, Mich					1						1
Harrisville, Mich							1				1
Kincardine, Ontario				1		1					2
Lake View Beach, Mich		1		1	6		1	1		1	11
Maple Point, North Channel, Ontario					1						1
Martin Reef, Mich					1		1	1	1	1	5
Middle Island, Mich	1				3	1	1	1	2		9
Nine Mile Point, Mich				1		2		1	1		5
North Channel									1	2	3
North Point, Mich		1	1	3	2	2		3	1		13
Ottawa Point, Mich			1	6							7
Pointe aux Barques, Mich			1	1	3	5	1		1	3	15
Port Austin, Mich	1										1
Port Crescent								2			2
Port Hope, Mich			1			1			3		5
Presque Isle, Mich	1			2	1	1			1		6
Saginaw Bay, Mich						1				1	2
Sand Beach	1	4	2	1	5		1	1		1	16
Seven miles south of		1	1								2
Sanilac, Mich		1								1	2
Sturgeon Point, Mich			1								1
Sulphur Island, Mich		1									1
Tawas Harbor, Mich			1				1	1	1		4
Thunder Bay						1				1	2
Island and Reef, Mich	1	1	3	1	1		1	1	2		11
Tobin Reef, Mich			1								1
ST. MARYS RIVER.											
Fryingpan Island									1		1
Hay Lake	5	1	1		1						8
Mud Lake				1						1	2
Pipe Island	1	1						1			3
Pointe aux Pins, Canada			1								1
Round Island									2	2	4
Sailors Encampment			1	2		1			1	3	8
St. Marys River	1	2	1	6	6	6	3	6	8	8	47
Topsail Island		2	1								3
Vidal Shoal										1	1
LAKE SUPERIOR.											
Apostle Islands, Wis.:											
Gull Island	2										2
Madaline Island	1							2		1	4
Outer Island										1	1
Sand Island			1					1	1		3
Ashland, Wis									1		1
Baptism River (mouth of), Minn		1									1
Beaver Bay, Minn		1		1				2			4
Caribou Island, Canada					1					1	2
Carvers Bay, Mich										2	2
Chaquamegon Bay and Point, Wis			1							2	3
Copper Harbor, Mich		1									1
Copper Mine Point, Ontario				1							1
Crisps, Mich					1	1	2	1			5
Deer Park, Mich	1	2									3
Duluth, Minn		1	1	2		1			4		9
Eagle River, Mich		1	1				1		1		4
Encampment Island									2		2
French River, Minn								1			1
Fort William, Ontario										1	1
Fourteen Mile Point, Mich					1				1		2
Gooseberry River (mouth of), Minn						1				1	2
Grand Island, Mich		1					1		1		3
Grand Marais, Mich	1				3	1	1	1	1	1	9

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
LAKE SUPERIOR—continued.											
Grand Portage Island							1				1
Granite Point, Minn			1		1						2
Gratiot River (mouth of), Mich		3					1				4
Gull Island									3	1	4
Gull Point, Mich										1	1
Huron Island, Mich		1									1
Iron Ore River (mouth of)							1				1
Iroquois Island, Mich									1	1	2
Isle Royale, Mich		4			1				2	2	9
Keweenaw Bay, Mich				1						1	2
Bete Grise Bay						2					2
Point Abbaye	1									1	2
Point Isabelle									2		2
Knife Island, Minn					1		1				2
Lester River (mouth of)							1				1
Mamainse Point, Canada						1					1
Manitou Island, Mich								2			2
Marquette, Mich					2						2
Middle Ground, Mich			2								2
Ontonagon, Mich										1	1
Pan Cake Shoal, Ontario								1			1
Partridge Island, Mich									1		1
Pie Island, Ontario			1								1
Pointe au Sable, Mich					2			1	3		6
Point Iroquois, Mich								2			2
Presque Isle, Mich					1						1
Raspberry Island, Wis	1										1
Redmyer, Minn									2		2
Ship Canal, Mich		3	1	4				2	2	5	17
Split Rock Point, Minn			1	1					2		4
Sucker River (near), Mich							1				1
Superior, Wis										1	1
Taquamenon Island, Mich										1	1
Train Island, Mich					1						1
Two Harbors, Minn				1	1					1	3
Two Heart River, Mich		2			1						3
Two Islands, Minn									1		1
Vermilion Point, Mich	1	1		1	3	1	1	2			10
Victoria Isle, Canada						1					1
Waiska Bay, Mich	1										1
White Fish Point, Mich	1		4	1	1		2	1	1	2	13
STRAITS OF MACKINAC.											
Bois Blanc Island	5		3	3	3	1		2	2	3	22
Cecil Bay, Mich					1						1
Cheboygan, Mich	1			1	1	1			3	1	8
East Moran Bay									1		1
Goose Island, Mich	1										1
Graham Shoal, Mich	1				1				2		4
Mackinac Island, Mich	1	2			1	2		1	1	1	9
Major Shoal									1		1
Old Point Mackinac, Mich	3		1						2	1	7
Poe Reef, Mich									1		1
Pointe aux Chenes, Mich					1						1
Point au Sable									2		2
Round Island, Mich			1				4				5
St. Helena Island and Shoal, Mich		1			1			1			3
St. Martins Point, Mich								1			1
LAKE MICHIGAN.											
Ahnapee, Wis	1										1
Algoma, Wis				1		1					2
Baileys Harbor, Wis	1	1	1	4	2		1		1		11
Beaver Island, Mich	1	1		2	5			2	1	1	13
Big Rock Point, Mich						1					1
Big Summer Island, Mich		1								1	2
Calumet, Ill	1							2	1		4
Cana Island, Wis		1									1
Cat Head Point, Mich	1		1								2
Charlevoix, Mich				1	4		1	1		3	10
Chicago Harbor, Ill	1	1	2	2	2	3	2		1		14
Hyde Park	1										1
Clay Banks, Wis							1			2	3

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
LAKE MICHIGAN—continued.											
Craigs Bay				1							1
Deaths Door, Wis		2									2
Detroit Island, Wis.	2		1				1	1		1	6
Dunne Park, Ind										1	1
Empire, Mich					1						1
Epoufette, Mich										1	1
Fishermans Shoals, Wis			1	2					1	1	5
Fox Point, Wis	1			1	1		1	2	1		7
Frankfort, Mich	1	1				1			1		4
Garden Island, Mich			1		1						2
Glen Arbor, Mich			1								1
Glencoe, Ill					2				1		3
Glen Haven, Mich.		1			1	1					3
Good Harbor Bay and Reef, Mich				1	1						2
Grand Haven, Mich.					1		4	1			6
Grande Pointe au Sable, Mich.		2	1	2			1	1	1		8
Grand Traverse Bay, Mich					1		1	1			3
Gravel Island, Wis								1			1
Grays Reef, Mich									1		1
Green Bay:											
Arthur Bay, Mich					1						1
Bark River, Wis									1		1
Cedar River, Mich			2	1		1		1			5
Chambers Island, Wis	1				1	1					3
Chippewa Point, Mich					1						1
Eagle Harbor				1							1
Escanaba, Mich.								1			1
Eleven-foot Shoals, Mich		1									1
Ford River, Mich		1									1
Green Island, Wis		1									1
Hedge Hog Harbor, Wis.		2	1								3
Little Sturgeon Bay, Wis.									1		1
Nine-foot Shoal, Wis									1		1
Oconto Reef, Wis									1		1
Peninsula Point, Mich	1			1				1			3
Peshtigo River (mouth of), Wis	1	1	1							1	4
Point Rochereau, Mich									1		1
Red River (mouth of), Wis.								1			1
Round Island, Mich.										2	2
Sable Point, Wis.									1		1
Shoemakers Point				1							1
Sister Bay, Wis								1			1
Squaw Point, Mich										1	1
Sugar Creek, Wis			1								1
Whale Back Shoal, Mich					1					1	2
Grosse Point, Ill										1	1
Gull Island and Reef, Mich		1	1			1			2	1	6
High Island, Mich					2						2
Holland, Mich				1		3	2		2		8
Jacksonport, Wis		1			1	2			1		5
Kenosha, Wis.	1										1
Kewaunee, Wis										1	1
Little Point au Sable, Mich									1		1
Little Traverse Bay					1		1				2
Ludington, Mich		1			3				1		5
Manistee, Mich.	1	1			2				1		5
Manistique, Mich				1	1		1				3
Manitowoc, Wis				2	1					1	4
Mequon, Wis					1						1
Michigan City, Ind		1				1			1		3
Middle Village, Mich					1		1				2
Milwaukee, Wis	4	4	1	1	3	2	2	3	4	2	26
Mud Bay, Wis					1						1
Muskegon, Mich		3	1	1	1						6
Naubinway, Mich.										1	1
New Buffalo, Mich		1									1
North Bay, Wis				1							1
North Fox Island, Mich				2							2
North Manitou Island, Mich.	2	1	2	1			1	2		1	10
Otter Creek, Mich.				1			1				2
Outer Shoal, Wis									1		1
Pentwater, Mich			1		1		1				3
Petoskey, Mich									1	1	2
Pilot Island, Wis	1	1			3	1					6

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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.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
LAKE MICHIGAN—continued.											
Plum Island, Wis.	2	2	1		1					1	7
Pointe aux Barques, Mich.		1		1							2
Point Betsy, Mich.		1						1			2
Point Detour, Mich.		2									2
Portage Lake, Mich.									1	1	2
Port Sheldon, Mich.		1									1
Port Washington, Wis.									1	1	2
Poverty Island and Shoal (entrance to Green Bay), Mich.			1								1
Pyramid Point, Mich.	1										1
Racine, Wis.	1		2								3
Racine or Wind Point, Wis.						1			2		3
Racine Reef, Wis.	1			1			1	1			4
Rowleys Bay, Wis.									1	1	2
St. Joseph, Mich.	2			1		1					4
St. Martins Island, Mich.						3			1		4
Saugatuck, Mich.								1			1
Scotts Point, Mich.		1									1
Seul Choix Point, Mich.									1		1
Sheboygan, Wis.		1									1
Simmons Reef, Mich.					2	1	4	2	1		10
Skilligalee, Mich.		2				1			1	1	5
Sleeping Bear Point, Mich.	2		2			1		1	1		7
South Chicago, Ill.								1		1	2
South Fox Island, Mich.	1	1	1	1			1		2	1	8
South Haven, Mich.	3	2	1		1			1	1		9
South Manitou Island, Mich.	2	1	1		1	3	3	1		2	14
Spider Island, Wis.					1						1
Squaw Island, Mich.		1								1	2
Sturgeon Bay Canal, Wis.		2	1		3	2	2		2	3	15
Thompson, Mich.						1					1
Twin River Point, Wis.	2										2
Two Creeks, Wis.				1							1
Two Rivers, Wis.				1				1			2
Washington Island, Wis.		1			1		1				3
Waugoshance Island, Mich.					1					1	2
Waukegan, Ill.			1	1						2	4
White Fish Bay and Point, Wis.		1					1				2
White River Harbor, Mich.	1	1						2	1	1	6
White Shoal, Mich.					1		1				2
Whiting, Ind.					1						1
Wiggins Point, Mich.					1						1
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]

Abbey Island, Ireland			1								1
Africa:											
Aliwal Shoal, south coast								1			1
Axim, Gold Coast						1	1				2
Gorée		1									1
Port Elizabeth	1										1
Senegambia					1						1
West coast							1				1
Anadir Bay, Siberia										1	1
Argentine Republic:											
Bahia Blanca	1										1
Rosario					1						1
Atlas Strait, Malay Archipelago, Java	1										1
Australia, Bass Straits							1				1
Aves Island, Venezuela, Caribbean Sea			1								1
Azores							1			1	2
Bahamas					1					1	2
Abaco Island			1		2			1		1	5
Bimini Islands						1					1
Caicos Island and Reefs	1		1								2
Egg Island Reef							1				1

[a] In 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.

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TABLE 67.—*List of places where American vessels have stranded during the last ten years at sea and in foreign waters*—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
Bahamas—Continued.											
Eleuthera Island		1									1
Fortune Island	1										1
Gingerbread Ground					1					1	2
Great Bahama Bank		2									2
Harbor Island								1			1
Hog Cays								1			1
Hogsties Reef		1									1
Long Bank								1			1
Long Island						2					2
Rum Cay	1						1				2
Stirrup Key									1		1
Turks Island	1				2					1	4
Verd Cay				1							1
Walkers Cay		1									1
Watling Island	1										1
Bald Head, Siberia									1		1
Batavia, Java, East Indies	1										1
Bermudas	1				1	2				1	5
Brazil:											
Aracaju			1								1
Bahia				1							1
Cape St. Roque	1	1									2
Pernambuco							1				1
British Columbia:											
Arthurs Passage	1										1
Bailey Island				1							1
Barclay Sound	1							1			2
Bonilla Point							1				1
Carmanah			1						1		2
Chatham Sound							1				1
Clo-oose										1	1
Danger Reef			1								1
Denman Island				1							1
Discovery Passage		1			1			1	1		4
Entrance Island										1	1
Finlayson Channel	1										1
Fitzhugh Sound					1						1
Georgian Point								1			1
Grahams Island										1	1
Haddington Island										1	1
Hikish Narrows	1										1
Lasquiti Island						1					1
Mayne Island										2	2
Nanaimo					1						1
Nitinat	1										1
Pender Island				1							1
Seaforth Channel							1	1			2
Swanson Bay								1			1
Trial Island										1	1
Vancouver							1				1
Vancouver Island					1			1			2
Cape Breton Island	1										1
Arichat			1					1			2
Glace Bay							1				1
Indian Head								1			1
Louisburg								1			1
St. Peters Island		1									1
Cape La Hague, France							1				1
Cape Parry, Arctic Ocean										1	1
Cape Verde Islands							2				2
Cape Whittle, Labrador		1									1
Cardiff, Wales		1									1
Caroline Islands, Pacific Ocean		2									2
Casper Strait, Java Sea				1							1
Central America:											
Acajutla El Salvador							1				1
Alagarte Reef, Nicaragua	1										1
Bluefields, Nicaragua								1			1
Buttonwood Cay		1									1
Consiguina Point, coast of Nicaragua		1									1
Corinto, Nicaragua										1	1
Corker Key							1				1
Courtown Bank				1					1		2
Jerovidances Reef, coast of Honduras			1								1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years at sea and in foreign waters*—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
Central America—Continued.											
La Libertad, El Salvador					1						1
Old Providence Island				1							1
Patuca River (mouth of)						1					1
Two Kay Reef										1	1
China:											
Amoy			1								1
Hongkong		1						1		1	3
Macao							1				1
Pratas Reef						1					1
Shanghai							1				1
Shawcishan						1					1
Verecker Shoal			1								1
Cuba, West Indies:											
Baracoa					1						1
Batabaria										1	1
Cape Corienta									1		1
Cape San Antonio	1										1
Cardenas		1			1						2
Cay Largo						1					1
Cienfuegos	1								1		2
Colorado Reef				1				1			2
Isle of Pines					1					2	3
Nipe Bay							1				1
Nuevitas		1									1
Romano Key			1								1
Sagua la Grande Harbor	1	2	1	1				1			6
Salt Key Bank	1										1
San Carlos Reef		1									1
Santiago de Cuba			1								1
Dowsett Reef, near Layson Island			1								1
East Cape, Siberia								1	1		2
Falkland Islands, South Atlantic Ocean		1									1
Flinders Island, Tasmania		1									1
Haiti, Jacmel										1	1
Indian Point, Siberia				1							1
Jamaica, West Indies:											
Bear Bush Key			1								1
Kingston				1							1
Ochos Rios								1			1
Point Morant	1										1
Port Antonio, Fort Point			1					1			2
Port Maria (near)		1									1
St. Anns										1	1
Japan:											
Hakodate	1										1
Inoshima, Inland Sea			1								1
Najina Saki										1	1
Shimonaseki										1	1
Tokushima										1	1
Towi Saki				1							1
Yokohama										1	1
Lazaro Point		1									1
Leixoes, Portugal	1										1
Lowland Point, Cornwall, England		1									1
Magdalen Islands, Gulf of St. Lawrence		1				2			1		4
Malden Island, South Pacific Ocean	1										1
Mexico:											
Agiabampo	1										1
Alacran Reef		1				1	1				3
Altata Harbor					1						1
Alvarado Bar			1			1		1			3
Anagedas Reef				1							1
Bagdad		1									1
Campeche Bay									1		1
Arcos Cay						1					1
Arenas Cay	1										1
Traingles, The					1		1				2
Chamela Bay										1	1
Chiltepec										1	1
Chincorro Reef, off coast of Yucatan		1									1
Coatzacoalcos River Bar			1							1	2

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TABLE 67.—*List of places where American vessels have stranded during the last ten years at sea and in foreign waters*—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
Mexico—Continued.											
Cozumel Island		1									1
Frontera								1			1
Geronimo Island				1							1
Guaymas						1					1
Lower California	1										1
Lobos, Gulf of California						1					1
Mazatlan										1	1
Navidad Bay							1		1		2
Progreso						1					1
Rio Huach		1									1
Salina Cruz										2	2
San Blas						1					1
Santa Ana				1							1
Tampico			2		1						3
Tiopa								1			1
Tonala Bar					1						1
Topolobampo							1				1
Midway Islands							1	1		2	4
Montevideo, Uruguay						1					1
New Brunswick:											
Beaver Harbor									1		1
Bliss Island										1	1
Campobello Island	1		1		1		1		1	1	6
Grand Manan Island	1		1	1					1	1	5
Hopewell Cape		1									1
Musquash, Bay of Fundy						1					1
Quaco										1	1
St. John			1	1							2
Shediac										1	1
Newcastle, New South Wales						1					1
Newfoundland:											
Barnes Head		1									1
Bay of Islands						1		1		3	5
Bay of St. George										1	1
Grand Bay							1				1
Middle Island								1			1
Miquelon Islands										1	1
Pass Island, Hermitage Bay	1										1
Placentia Bay	1										1
Point Breen										1	1
Port aux Basques				1			1				2
Port au Port							1			2	3
St. Pierre Island (off south coast)	1										1
Sand Island		1									1
Nova Scotia:											
Argyle Harbor									1		1
Beaver Harbor							2				2
Beaver Island	1										1
Bon Portage										1	1
Brier Island					1						1
Cape Canso			1							1	2
Cape Negro	1										1
Cape Sable		1						1			2
Cape Sambro									1		1
Cheverie										1	1
Cranberry Isle						1					1
Digby							1			1	2
Emerald Island, Shelburne County	1										1
Goose Island		1									1
Green Island			1		1						2
Gull Island				1							1
Gullivers Cove				1							1
Gut of Canso		1		1					1		3
Liscomb Ledges	1								1		2
Little Harbor					1						1
Little Hope Island						1					1
Liverpool Harbor			1								1
Locke Port			1								1
Lunenburg						1		1			2
Madame Island			1								1
Mud Island					1						1
Port Medway		1									1
Pubnico						1					1
Sable Island		1	1				1				3

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TABLE 67.—*List of places where American vessels have stranded during the past ten years at sea and in foreign waters*—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
Nova Scotia—Continued.											
St. Margarets Bay	1										1
Shag Harbor							1				1
Seal Island					1		1				2
Shelburne	1							1			2
Wentworth Creek						1					1
Whitehead				1	2			1			4
White Point						1					1
Yarmouth		1		1			1				3
Palliser Bay, New Zealand								1			1
Papeete, Tahiti				1							1
Philippine Islands:											
Cavite									1		1
Corregidor Island					1						1
Maricaban									1		1
Plata River (mouth of), South America			1			1					2
Port à Paix, Haiti			1								1
Prince Edward Island		1									1
Georgetown	1										1
Tryon Shoal			1			1					2
Princess Channel, Java									1		1
Sabine Bank, Gulf of Mexico			1								1
Santo Domingo, West Indies:											
Azua	1										1
Porto Plata	1				1						2
Silver Bank	1										1
Sapy Strait, East Indies					1						1
Seal Rock, New South Wales			1								1
Sarrana Keys, Caribbean Sea			1								1
Sheerness, England				1							1
Smythes Channel, southwest coast of South America	1										1
Stadtland, Norway				1							1
Staten Island, Argentine Republic										1	1
Strait of Magellan, South America		1	1	1					1		4
Tigel Bar, Kamtchatka								1			1
United States of Colombia:											
Colon					1						1
San Blas Coast					1						1
Playa Clica						1					1
Venezuela:											
La Guayra										1	1
La Vela de Cora		1									1
Maricaibo								1			1
Punta de la Piedra		1									1
West Indies:											
Buen Ayre										1	1
St. Vincent		1									1
Santa Cruz		1			1						2
Tobago Island					1						1

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MEETINGS OF THE BOARD ON LIFE-SAVING APPLIANCES.

NOTE.—A meeting of the Board on Life-Saving Appliances is usually held each year in May or June. It was necessary, however, to postpone the meeting for the year 1905–6 until August in the next fiscal year. This explains the omission of any reference to the Board in the last annual report of the Service; also, why two meetings were called during the year 1906–7. The results of both meetings are published in this volume.

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REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

MEETING CONVENED IN AUGUST, 1906.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Massachusetts, August 27, 1906.

SIR: I have the honor to transmit herewith the report of the proceedings of the Board on Life-Saving Appliances at its meeting in Boston, Mass., August 16–27, 1906, together with the papers referred to it for consideration.

Very respectfully,

O. H. TITTMANN,
President of the Board.

Hon. SUMNER I. KIMBALL,
General Superintendent, United States Life-Saving Service,
Washington, District of Columbia.

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REPORT OF BOARD ON LIFE-SAVING APPLIANCES.

I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury by Department letter of January 3, 1882, met at Boston, Massachusetts, in the post-office building, room 147, at 10 a. m., August 16, 1906, at the call of the president of the Board, dated July 7, 1906, for the transaction of such business as should be properly brought before it.

Professor C. H. Peabody, having resigned as president of the Board, Mr. O. H. Tittmann, Superintendent of the Coast and Geodetic Survey, was appointed president, vice Peabody, by Department letter of May 22, 1906.

First Lieutenant K. W. Perry, U. S. Revenue-Cutter Service, having been relieved from duty in connection with the Life-Saving Service, First Lieutenant P. H. Uberroth, U. S. Revenue-Cutter Service, assistant inspector of life-saving stations, was designated recorder of the Board, vice Perry, by Department letter dated September 22, 1905.

Present: Mr. O. H. Tittmann, president; Lieutenant-Colonel D. A. Lyle, Ordnance Department, U. S. Army; Captain D. A. Hall, U. S. Revenue-Cutter Service; Lieutenant P. H. Uberroth, U. S. Revenue-Cutter Service, recorder; Superintendent J. G. Kiah, Eleventh life-saving district; Superintendent H. M. Knowles, Third life-saving district; Superintendent S. H. Harding, First life-saving district.

General Superintendent S. I. Kimball, Life-Saving Service, was also present.

II.—DOCKET.

CLASS I.—WRECK ORDNANCE.

1. Shearman's line-carrying projectile (John E. Shearman).
2. Improved shot and line block (United States Life-Saving Equipment Company).

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Hull-fin keel boat (Samuel Golden).
2. Northup's lifeboat (Ray A. Northup).
3. Patent collapsible boat (Engelhardt Collapsible Lifeboat Company).
4. Patent lifeboat (August Baumgart).
5. Norwegian sailing lifeboat (Oluf Thesen).
6. Williams's life car (C. F. Williams).
7. Improvement in McLellan boat wagon (C. H. McLellan).
8. Omission of cork fenders from new surfboat (A. L. Remick).
9. Wire rope (Durable Wire Rope Company).
10. Rope for shot-line (Abercrombie & Fitch).
11. Hawser cutter (F. S. Allen).
12. Illuminating block (John W. Dalton).
13. Life-preserver (J. B. Hamilton).
14. Patent water light (Marine Torch Company).
15. Thermalite bag (C. H. McLellan).
16. Patent mast hoop (Charles F. Ward).
17. Portable vibrator (Lambert Snyder Company).
18. Dalton's combined heaving stick and grapple (John W. Dalton).
19. Dalton's autosignal safety breeches buoy (John W. Dalton).
20. Life-saving ocean wave carrier (F. S. Clifford).
21. Allen's tripod for hawser (F. S. Allen).

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III.—COMMITTEES.

1. Committees Appointed.

CLASS I.—WRECK ORDNANCE.

1. On Shearman's line-carrying projectile: Lieutenant-Colonel D. A. Lyle, Lieutenant P. H. Uberroth, Superintendent H. M. Knowles.
2. On United States Life-Saving Equipment Company's improved shot and line block: Lieutenant-Colonel D. A. Lyle, Captain D. A. Hall, Superintendent H. M. Knowles.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Golden's hull-fin keel boat: The full board.
2. On Northup's lifeboat: The full board.
3. On Engelhardt's collapsible boat: The full board.
4. On Baumgart's patent lifeboat: The full board.
5. On Norwegian sailing lifeboat: The full board.
6. On Williams's life car: The full board.
7. On improvement in McLellan boat wagon (C. H. McLellan): Superintendent S. H. Harding, Superintendent J. G. Kiah, Superintendent H. M. Knowles.
8. On the omission of cork fenders from new surfboat (A. L. Remick): Superintendent H. M. Knowles, Superintendent J. G. Kiah, Superintendent S. H. Harding.
9. On Durable Wire Rope Company's wire rope: Captain D. A. Hall, Superintendent S. H. Harding, Superintendent H. M. Knowles.
10. On Abercrombie & Fitch's rope for shot-line: Superintendent J. G. Kiah, Lieutenant P. H. Uberroth, Superintendent S. H. Harding.
11. On Allen's hawser cutter: Captain D. A. Hall, Superintendent H. M. Knowles, Superintendent S. H. Harding.
12. On Dalton's illuminating block: Captain D. A. Hall, Superintendent J. G. Kiah, Superintendent H. M. Knowles.
13. On Hamilton's life-preserver: Superintendent H. M. Knowles, Captain D. A. Hall, Superintendent J. G. Kiah.
14. On Marine Torch Company's patent water light: Lieutenant-Colonel D. A. Lyle, Superintendent J. G. Kiah, Lieutenant P. H. Uberroth.
15. On thermalite bag (C. H. McLellan): Superintendent J. G. Kiah, Lieutenant-Colonel D. A. Lyle, Superintendent H. M. Knowles.
16. On Ward's mast hoop: Superintendent S. H. Harding, Lieutenant P. H. Uberroth, Superintendent J. G. Kiah.
17. On Lambert Snyder Company's portable vibrator: Lieutenant-Colonel D. A. Lyle, Superintendent S. H. Harding, Superintendent J. G. Kiah.
18. On Dalton's combined heaving stick and grapple: Superintendent J. G. Kiah, Superintendent S. H. Harding, Superintendent H. M. Knowles.
19. On Dalton's autosignal safety breeches buoy: Superintendent H. M. Knowles, Captain D. A. Hall, Superintendent J. G. Kiah.
20. On Clifford's life-saving ocean wave carrier: Lieutenant-Colonel D. A. Lyle, Lieutenant P. H. Uberroth, Superintendent J. G. Kiah.
21. On Allen's tripod for hawser: Superintendent H. M. Knowles, Captain D. H. Hall, Superintendent S. H. Harding.

2. Committees Reported.

CLASS I.—WRECK ORDNANCE.

1. On Shearman's line-carrying projectile.
2. On United States Life-Saving Equipment Company's improved shot and line block.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Golden's hull-fin keel boat.
2. On Northup's lifeboat.
3. On Engelhardt's collapsible boat.
4. On Baumgart's life-saving boat.
5. On Norwegian sailing lifeboat (Oluf Thesen).
6. On Williams's life car.
7. On improvement in McLellan boat wagon (C. H. McLellan).
8. On omission of cork fenders from new surfboat (A. L. Remick).

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9. On Durable Wire Rope Company's wire rope.
10. On Abercombie & Fitch's rope for shot-line.
11. On Allen's hawser cutter.
12. On Dalton's illuminating block.
13. On Hamilton's life-preserver.
14. On Marine Torch Company's patent water light.
15. On thermalite bag (C. H. McLellan).
16. On Ward's mast hoop.
17. On Lambert Snyder Company's portable vibrator.
18. On Dalton's combined heaving stick and grapple.
19. On Dalton's autosignal safety breeches buoy.
20. On Clifford's life-saving ocean wave carrier.
21. On Allen's tripod for hawser.

IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the Board to explain the construction of their devices and to set forth the merits claimed for them.

V.—TESTS.

1. Shearman's line-carrying projectile.
2. United States Life-Saving Equipment Company's improved shot and line block.
3. Improvement in McLellan boat wagon (C. H. McLellan).
4. Allen's hawser cutter.
5. Dalton's illuminating block.
6. Dalton's combined heaving stick and grapple.
7. Dalton's autosignal safety breeches buoy.
8. Hamilton's life-preserver.
9. Marine Torch Company's patent water light.

VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—WRECK ORDNANCE.

1. *Shearman's line-carrying projectile.*

Results.—This projectile is a modified form of the Cordes projectile tried in 1896. The groove along the side of shot has been made smaller and the wire attached to the base is also smaller. The shot-line boxes are in the form of a long frustum of a square pyramid, with a short base, having the sides straight instead of inclined. It was stated that the cast-iron shot weighed "about 20 pounds."

The following tests were made:

First test:

Powder charge	ounces	5
Elevation	degrees	20
Weight of projectile	pounds	20
Shot-line		No. 4
Length of rod attached to base of shot	inches	26
Diameter of rod (Browm and Sharpe wire gauge)		No. 10
Length of shot	inches	14

Result.—Wire broke off at base of shot; projectile lost in water; very little line carried out.

The result indicated that there was some mistake about the weight of the shot, which were all of the same size. A Service shot and a Shearman projectile were both weighed upon the same scales with the following result, viz:

Service shot	pounds	18⅞
Shearman shot	do	16¼

Second test:

Powder charge	ounces	4
Elevation	degrees	20
Weight of projectile	pounds	16¼
Shot-line		No. 4

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Result.—Wire again broke at base of shot, straightening out the loop. About 50 yards of line carried out.

Third test:

Powder charge	ounces..	2
Elevation	degrees..	20
Weight of projectile	pounds..	16¼
Shot-line		No. 4

Result.—Wire held, but loop nearly straightened out; range, 224 yards.

Mr. Shearman stated that he had ordered a ¼-inch wire for the shot, and that the workman had made a mistake and substituted a smaller wire, and requested that the case be continued until he could remedy the error. The request was granted, and the subject continued on the docket as unfinished business.

2. *United States Life-Saving Equipment Company's improved shot and line block.*

Results.—This is a Service shot with the shank removed and replaced by a screw tang carrying a sheave and light steel frame, having a provision for a small electric light to outline its flight. It is designed to carry out a double shot-line rove through the sheave, the line being paid out from 2 faking boxes, 1 on each side of the gun. When assembled, the frame of the sheave is in contact with the base of the projectile. The block will probably be about 8 inches long, 4 inches wide, and 2 inches in depth, weighing, complete, about 4 pounds. It is intended that the illuminated block carrying the double line be fired over the vessel and hauled back by the life-saving crew, until it is found by the crew on the vessel and the block made fast to one of the masts or to the rigging, thus establishing a double line of communication between the ship and shore. The shot is loaded the same as the Service projectile, and the frame rests in contact with the face of the muzzle of the gun. The shot submitted was an experimental projectile and the inventors stated that it was not yet completely developed.

Test (*Miller-Dalton shot*).—Exhibition firing of projectile for carrying out double line, using Service shot fitted with illuminating block, etc.

Powder charge	ounces..	4
Elevation	degrees..	22
Shot-line		No. 4
Weight of projectile	pounds..	26
(Base of projectile flush with face of muzzle of gun. Point of projectile 2 inches from powder charge, leaving air space of 2 inches with a 4 ounce charge.)		
Range	yards..	198
Ricochet	feet..	18½
Deviation of line at 75 yards	do...	55
Maximum deviation of line	do...	71
Deviation of shot at 198 yards	do...	36½

The 2 lines were carried out, and the projectile was not observed to reverse in flight. The only apparent injury was to the rim of the sheave, which was indented by striking the stony beach.

As the device is not yet perfected, the president of the company requested that it be continued on the docket, and that a committee be appointed to test it some time before the next meeting of the Board and report to the Board at that time. The request was granted and the subject continued on the docket as unfinished business.

1. *Golden's hull-fin keel boat.*

Results.—This is a 40-foot power life-saving boat with a hull fin about 26 inches wide at the widest part. It is built of soft steel, with a cabin 17 feet long by 7 feet wide by 6 feet high, lighted and heated, furnished with folding berth, medicine chest, and searchlight. It has an engine in the hull fin beneath the floor. All machinery is designed to be handled by 1 man, leaving the rest of the crew free to assist in rescue work. The cockpit is 12 by 6 feet, furnished with lockers. The boat may carry mast and sail, if desired. The machinery serves as ballast. The boat is claimed to be "noncapsizable," and with air-tight compartments "nonsinkable." The propeller is placed well forward, to prevent "racing." The weight "being central and very low," the boat is claimed to be very steady, easily handled, and "maneuvered with greater rapidity than any other life-saving boat ever designed."

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The boat is submitted by blueprints, photographs, and description.

Recommendation.—After careful consideration of the data before the Board, and understanding that there is a boat in existence fitted up by Mr. Golden with his power apparatus, it is respectfully recommended that the General Superintendent designate 2 officers of the Life-Saving Service, 1 at least of whom should be a member of this Board, to proceed to Buffalo, N. Y., and carefully inspect, and test, so far as practicable, this boat, and to make a report thereon, which report should be submitted to this Board at its next meeting for its further consideration.

2. *Northup's lifeboat.*

Results.—This boat is submitted by Ray A. Northup, surfman, Grays Harbor life-saving station, by letter, description, model, and drawings, and is not covered by caveat or letters patent. It consists of a rough model of a hull with double bottom, self-bailing and, from the midship section to stern, has 2 keels, between which and just abaft the midship section the propeller is to be placed, being protected by the keels, should the boat ground. It is claimed by the inventor that the boat will handle more readily, and at the same time prevent the propeller from racing on account of being placed so near amidships. The motive power, which is not described, is to be placed in the middle of the boat, in a small compartment built in and around the double bottom, and to be covered with a portable water-tight hood.

Opinion.—The Board is of the opinion that the suggestion of locating the propeller in the center of a power lifeboat, or surfboat, as described, is of sufficient importance to require the most careful consideration before its adoption. The plans presented by the inventor are not, in the judgment of the Board, sufficiently developed in point of mechanism and capacity for carrying crew and passengers to enable it to correctly estimate their merits. The Board therefore defers its decision until a working model of the boat is submitted, by which trial tests can be made.

3. *Engelhardt's collapsible lifeboat.*

Results.—This boat is presented by a copy of specifications and letters patent, and a blueprint, which do not show that it possesses any advantages over the boats now in use in the Service. The weight of the boat is given at 60 pounds to the foot in length, which would make 1,500 pounds weight for a boat 25 feet long. As no model is submitted to show how such a boat is operated, and as the explanations contained in papers submitted are not clear on that point, it is believed that in order to fully understand and report intelligently upon the matter a working model, or a more complete description, should be submitted.

In a communication dated November 2, 1903, to the General Superintendent of the Life-Saving Service, the president of the Engelhardt Collapsible Lifeboat Company states that the boats "are intended for use on shipboard only, although the same boat with a few modifications can be used with great advantage as a surfboat at life-saving stations." In the correspondence since the above-mentioned date it does not appear that the modifications suggested as above have been made in its construction.

Opinion.—The Board is of the opinion that, so far as the evidence before it shows, this boat is not adapted to the needs of the Service.

4. *Baumgart's life-saving boat.*

Results.—An illustration and a description of this boat, from the letters patent received by Mr. Baumgart from the Patent Office at Washington, were submitted to the Board at its meeting May 23, 1905, but as no model of the device was shown at that time, and as a letter was received from the inventor dated May 25, 1905, stating that he was having some improvements patented which were not out of the Patent Office, the Board recommended that it be dropped from the docket.

By a letter dated February 22, 1906, addressed to the General Superintendent of the Life-Saving Service by Mr. Baumgart, the Board was informed that the improvements had been allowed through the Commissioner of Patents, and that a model of the boat had been forwarded. This model was received and examined by the Board and found to be incomplete in many details, as described by the cut submitted and the letters patent.

On careful examination of the model submitted, the device is found to have many objectionable features, which seem to unfit it for the use of the Life-Saving Service. The outer shell, or air chamber, over the midship section of the hull does not give sufficient flat surface to sustain the boat in an upright position in a choppy or rough

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sea. The motive power is not shown by the cut presented, but is presumably furnished by the crew at a hand crank. No provision is made to propel the boat by oars or sail should the machinery at any time become disabled. No arrangement is provided for anchoring, and the complicated construction of the boat adds much to its weight, which would make launching from the beach difficult.

Opinion.—It is the opinion of the Board that the boat does not possess any improvements or advantages over the lifeboats now in use in the Service.

5. *Norwegian sailing lifeboat.*

Results.—This boat is submitted by several letters, 2 blueprints, and a publication of the Norwegian Life-Saving Society for the year 1905. It was brought to the attention of the Department by Mr. Oluf Thesen, of Philadelphia, Pa.

The boat is yawl rigged with a displacement of 25 tons, and with a sail area of 1,570 square feet. There are 3 water-tight compartments. The boat has a cast-iron keel about 13 feet long, weighing about 5 tons, placed under the wooden keel amidships. The continuations of this keel are of hard wood, tapering to both ends of the boat. There is a cabin, with openings below for stowing ballast, and so arranged as to "form, as it were, an inner boat, which will float when the outer skin is damaged." This boat is designed for a seagoing craft to cruise outside in the open sea in the heaviest weather and to be easily handled, to enable it to thread the narrow rocky passages and navigate the deep narrow fiords which characterize the Norwegian coast. It is intended to go to sea and follow the fishing fleets to warn vessels of possible danger, to give bearings and sailing directions to shipmasters, and, when necessary, to pilot vessels to harbor or positions of safety. Experience has shown that this boat is peculiarly adapted to the service required upon the rocky and precipitous coasts of Norway.

In our Service none of the life-saving crews is now stationed upon vessels, nor could they be without the authority of Congress. Under existing law and regulations an ocean-patrol service, similar to that for which the Norwegian boat is designed, is already being performed by the seagoing steam vessels of the U. S. Revenue-Cutter Service, that are assigned to certain districts with orders to cooperate with the life-saving crews at the various coast stations. In addition to these revenue-cutters, there are connected with nearly every seaport powerful ocean-going steam tugs belonging to the several maritime exchanges and salvage companies, which are also available in case of need for cooperation with the Life-Saving Service. Again, contiguous life-saving stations are connected by telephone wherever practicable, which, with the extension and improvement of the wireless telegraph, adds much to the efficiency of the Service.

By a recent act of Congress authority was granted to the Department to construct a large seagoing tug, to cooperate with a life-saving crew, to be stationed at the entrance to the Strait of San Juan de Fuca, where the tug will also have her headquarters. The intention is that this vessel shall proceed with the life-saving crew to any shipwreck occuring along the northwestern coast of the United States, or on the shores of Vancouver Island, British Columbia, within a radius of many miles from the mouth of the Strait.

It is thought that this vessel, the revenue-cutters, and the rapidly increasing number of power boats used by the Service, will furnish more effective service of the kind indicated than could be afforded by craft of the type represented by the Norwegian boat.

Opinion.—In view of the foregoing, and after mature consideration, the Board is of the opinion that the adoption of a boat of the type of the Norwegian sailing lifeboat for the Life-Saving Service of the United States is not advisable.

6. *Williams's life car.*

Results.—This device is submitted by a description and rough sketch. The inventor proposes "a life car similar to those now in use, of such material and size as the Department may decide, with bulkheads in each end, about one-fourth of the length of the car, with a substantial steel rod in each end from the bow of the car to the bulkhead, and projecting through the bulkhead about 12 inches, the ends forming a spindle, and on these spindles to suspend another car or cradle inside the car. Thus the occupant being placed in the safety cradle can be hauled through the breakers without being exposed to the water or weather." The inventor claims that the car may roll or capsize without subjecting the occupant to "any unpleasantness," as the outside car would merely rotate about the inside car or safety cradle, and that women, children, and invalids could be taken ashore "with perfect safety" and without exposure.

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The construction indicated would require a larger and heavier car than the present Service life car if the inner car or cradle is to have sufficient capacity to carry 1 or more occupants. The Service seeks to decrease the weight of this apparatus wherever possible, provided it can be done without impairing its efficiency. The portability of the apparatus is of vital importance.

The difficulty and danger in embarking persons in this movable cradle, through the hatch of the outer car, is apparent, and in many cases would be impracticable if not impossible. The increase in volume and weight would be disadvantageous.

Opinion.—The Board is of the opinion that this life car is not adapted to the needs of the Service.

7. *Improvement in the McLellan boat wagon.*

Results.—Upon request of Captain C. H. McLellan, U. S. Revenue-Cutter Service, inspector of life-saving stations, dated April 24, 1905, the Board, at its meeting held in May, 1905, considered a proposition to substitute an automobile axle for the present front axle of the McLellan boat wagon. After a careful examination, by the full Board, of the letters and drawings submitted by Captain McLellan it was decided that the changes suggested would be of advantage to the Life-Saving Service, and recommendations were therefore made to the effect that the General Superintendent of the Service have at least 1 wagon fitted up in accordance with the ideas of Captain McLellan and placed in service for trial. The recommendation of the Board was approved by the General Superintendent, and a boat wagon embodying the proposed changes was built and shipped to the Point Allerton life-saving station, Second district, for a practical test before the Board.

On August 22, 1906, the Board proceeded to the station named and made the following tests: The wagon, bearing a Beebe-McLellan self-bailing surfboat, was taken from the boat room by the keeper and crew of the station, and trials were made in going ahead, backing, and turning, after which the wagon was hauled to the beach and the boat launched from it. In all the tests the automobile axle demonstrated its value as an improvement over the forward axle formerly used on this wagon.

Opinion.—The Board is of the opinion that the automobile axle is a decided improvement over the axle in general use on the boat wagons of the Service, and recommends its adoption.

8. *Omission of cork fenders from new surfboat.*

Results.—This proposition comes before the Board by letter from Keeper A. L. Remick of the Rye Beach life-saving station, in which he requests permission to dispense with the fenders on the surfboat recently received at his station. He contends that they are not needed for buoyancy, so long as the boat is equipped with air chambers sufficient for that purpose. He considers them unsafe in cold weather, when they are liable to become iced and cumbersome under sail, and also in going alongside wrecked vessels, where they are liable to catch under protruding chain-plate bolts or other projections and capsize the boat.

The communication, bearing indorsements of the General Superintendent, the district superintendent, and the keeper mentioned, was referred to the Board for its views. The matter was thoroughly discussed by the individual members, reference being made to the advantages and usefulness of these fenders on several occasions.

Opinion.—The Board is of the opinion that all surfboats of the Service should be equipped with cork fenders, the diameter of which shall not exceed 5 inches.

9. *Durable Wire Rope Company's wire rope.*

Results.—This rope was submitted to the Board by letter, together with 2 samples of different sizes, which were explained by a representative of the company. The same article was brought before the Board in 1902. It is made of selected steel wire, each strand being served with selected tarred hemp marline, to prevent friction between strands and individual wires and to make the rope rust proof and protect it from climatic changes (see page 450, Annual Report 1902).

Opinion.—The Board is of the opinion that the rope is not adapted for general use in the Life-Saving Service.

10. *Abercrombie and Fitch's rope for shot-lines.*

Results.—This is the same line that was considered by the Board at its meetings held in 1904 and 1905, respectively. As no samples were submitted, thus leaving the matter in the same condition as when last considered (see pp. 439, 440, Report of Life-Saving Service for 1905), the device is dropped from the docket.

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11. *Allen's hawser cutter.*

Results.—This device is submitted to the Board by letters of description, photographs, and a working model. It consists of a composition metal sheath 4½ inches long, 2 inches wide, and 2½ inches high in the middle, with a wooden bottom for the knife to cut on, and a clearance for the hawser to pass through equal to 1 1/16 inches. The cutter proper is made in the form of a chisel, 1 9/16 inches wide at the cutting edge, and 9 inches in length, with a hole 1⅞ inches from the cutting edge, through which it is secured to the sheath by a ¼-inch screw bolt when ready for use. The outer end of the cutter has a large eye, into which is spliced a tail of 6-thread manila line for bending onto the whip. When not in use the cutter is placed in the sheath, flat side down, and held there by two ¼-inch screw bolts passing through both sides of the sheath. To adjust it to the hawser for use remove both screw bolts, take out the knife, or cutter, place the sheath over the hawser, then return the cutter, pass 1 of the screw bolts through the center hole of the sheath and knife, and screw it in snugly. See that the handle of the cutter points toward the wreck, bend on the tail rope to the whip and haul out; when out to the end of the hawser let go the whip and haul back on the reverse side. With a taut hawser 1 man can cut it, but when slack 2 men will be required to accomplish this. It is less complicated than the one now in use in the Life-Saving Service, and weighs 2⅞ pounds less. It is simple in construction, quickly adjusted for use, and has no guys or slip ropes to foul.

Opinion.—The Board is of the opinion that it is adapted to the needs of the Life-Saving Service.

Recommendation.—The Board recommends that this device be adopted for use in the Service.

12. *Dalton's illuminating block.*

Results.—This is a life-saving device consisting of a Service shot with a shank having an inch hole in the outer end for attaching one end of a heavy cotton line, the other end being fastened to a block carrying a sheave and fitted with an electric light and a storage battery, with a compression spring interposed to lighten the shock of discharge upon the line. A shot-line is passed over the sheave in such a manner as to be carried out as a double line, 2 faking boxes being used, 1 on each side of the gun.

Trials.

First test:

Weight of projectile complete, including shank.....pounds..	19.75
Length of shank (about).....inches..	5
"Concussion spring," steel wire, length about 10 inches, diameter about 2 inches, 1¾-inch cotton rope attached about 3 feet long.	
Shot-line.....	No. 4
Powder charge.....ounces..	2
Elevation.....degrees..	22
Range.....116 yards, 10 inches.	
Deviation of shot.....feet..	15

Second test (projectile and attachments same as in first test):

Shot-line.....	No. 4
Powder charge.....ounces..	4
Elevation.....degrees..	25
Range, line carried out.....yards..	92
Deviation of shot (about).....feet..	65

Action.—Line parted at shot; projectile struck on rocky beach and broke transversely. Part of the projectile was recovered. The part containing the shank was not found.

As the device was not perfected the inventor requested that action by the Board be deferred until its next meeting.

The subject was continued upon the docket as unfinished business.

13. *Hamilton's life-preserver.*

Results.—This device is fully described by drawings and letters patent dated December 9, 1902, submitted therewith. It is constructed of cork 6 inches wide by 2 inches thick and covered with canvas. It encircles the body like the ordinary ring buoy, having an opening 16 inches in diameter, and is held in position by 2 straps of webbing

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passed right and left over the head of the wearer, forming a cross in the straps on chest and back. When not in use it can be folded, forming a semicircle, thus reducing its size for stowage.

The inventor appeared before the Board and explained the advantages claimed for the appliance. He was also present at the Point Allerton life-saving station when it was given trial tests by the crew in the surfboat while rowing, handling the steering oar, and jumping into the boat. In the first and second maneuvers it proved cumbersome, the wide flange being in the way, thus preventing the free movement of the arms while handling the oars. It also interfered with the free action of the wearer in jumping into the boat, by coming in contact with the boat fenders and gunwale.

Opinion.—The Board is of the opinion that the device presents no advantages over the cork jackets now in general use in the Life-Saving Service.

14. *Marine Torch Company's patent water light.*

Results.—The Marine Torch Company makes several sizes of lights designed for various purposes. The light submitted is known as the "Standard" water light. It is cylindrical in shape with convex end, armed with removable water caps. The length is 11 inches, diameter 8 inches, weight 3 pounds and 10 ounces, time of burning, one hour. The case is made of tin plate, rendered water-tight and air-tight by being hermetically sealed by soldering. The principal parts are the carbide chamber, 9 inches long and 5 inches in diameter; the phosphide chamber, 1½ inches long and 1⅞ inches in diameter, an aluminum burner with brass tube, and the top and bottom caps, which are removable to allow the ingress of water when used.

The illuminating gas is furnished by calcium carbide, which is ignited by the calcium phosphide upon the removal of the end caps and submergence in water. A lead weight (about 10 ounces) is placed in the end opposite to the phosphide chamber to maintain uppermost the end armed with the burner. Two rings are placed, 1 near the upper end, and 1 at the middle point of a rectilinear element of the case, to facilitate towing or anchoring in the water. For use at sea the caps or seals are torn from the ends and the light thrown into the water with sufficient force to submerge the phosphide chamber, thus permitting the ingress of water and igniting the light. For use on the beach the seals are removed and the light plunged into a bucket or tub of water, which causes it to ignite. The light burns about one hour and, it is claimed, gives 300 candlepower.

In the tests at Point Allerton life-saving station one light was placed in a bucket of water on the beach to illuminate the scene of operations of the crew; another in a tub of water near the station, and 2 were carried out to sea several hundred yards. Each gave a very satisfactory light for from forty-five minutes to one hour.

Prices.

From 1 to 100	each..	$1.75
From 100 to 500	do...	1.50
From 500 and over	do...	1.25

Opinion.—The Board is of the opinion that this light is well adapted to the needs of the Life-Saving Service.

15. *Thermalite bag.*

Results.—This is claimed to be a substitute for a hot-water bag, or hot-water bottle, and to be superior to either for use where the latter is indicated. It is also claimed to be durable, inexpensive, and always ready for service; affording, besides, an invaluable addition to medicine chests, in that it can be carried to points where there are no facilities for procuring hot-water bags. It consists of a rubber bag filled with a substance, the nature of which is not stated, that can be prepared for use by certain boiling operations. There is no evidence before the Board upon which to base an opinion as to its merits. Its consideration more properly comes within the province of the medical profession, whose members are familiar with such apparatus and the application of the same to hospital practice, etc.

The cost varies from $1.25 for the small size to $3 for those of 4 quarts capacity.

Recommendation.—The Board respectfully recommends that the General Superintendent refer this "thermalite bag" to the Surgeon-General of the Public Health and Marine-Hospital Service, with request for an opinion as to the value and practicability of the device upon which the Board can form an intelligent opinion. Until further data are available the subject will be dropped from the docket.

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16. *Ward's mast hoop.*

Results.—This device, which it is stated is patented, is submitted by letter, description, drawing, and model. It consists of a hoop of wood hinged to a metal segment, having a threaded end attached to the hoop, which is provided with a reduced threaded portion and an internal recess, into which the end of the segment rests. A threaded cap nut, consisting of a larger bore and fitted to engage the threaded end attached to the wood part of the hoop, and a smaller bore adapted to engage the wire part of the hoop, form the connection by which the hoop can be put on and taken from the mast. The wire part is strung with 9 small hard-wood rollers, intended to lessen the friction between the hoop and mast in hoisting or taking in sail. This simple contrivance can be readily used for the purpose intended.

Opinion.—Although this device possesses merit which might be of value to large fishing boats and vessels engaged in commerce, the Board is of the opinion that it is not adapted for use in the Life-Saving Service, where small spars and sails are used and stowed, as is customary in the Service.

17. *Lambert Snyder Company's portable vibrator.*

Results.—It is claimed that this instrument will instantaneously increase circulation. The device consists of a small steel bar with one end bent, the curved part being covered with rubber tubing and having a removable knob on the other end. A sliding bar arm with 2 knobs passes over the long bar and moves along the latter producing vibrations. There is no evidence before the Board to show that the vibrator will assist in restoring the respiration of the apparently drowned or start suspended circulation. The company offers to supply it to the Service for $18 the dozen.

Opinion.—The Board is of the opinion that the adaptation of the device to the needs of the Service has not been shown.

18. *Dalton's combined heaving stick and grapple.*

Results.—This device is submitted by model, and papers explaining its mechanism. It is 2 feet 3 inches in length and consists of a wooden handle with a metal sheave in the upper end and a steel grapple of 3 hooks fastened to the lower end of the handle by screwing onto same, with a universal joint between the fastening and the grapple. It is designed, as the inventor claims, to take the place of the Service heaving stick and the Service grapnel, which are usually carried in the boats. The grapple proper is made of ⅜-inch round steel, with sharpened, barbed ends, and attached to each hook or grapple is a flat metal spring with a slot in the outer end to straddle the point of the hooks and act as a pawl to securely hold to anything caught. The weight of the device is 2 pounds and 6 ounces. The inventor claims that owing to the universal joint it will engage and hold to almost any kind of wreckage, that it will adapt itself to wreckage when struck and bound in any direction, and that in case of lines being struck a catch is assured.

The device was thoroughly tested at the Point Allerton life-saving station on August 22, 1906, before the full Board, in connection with the regular Service heaving stick with the following results:

Dalton device:		
First throw	feet	77
Second throw, grapple unscrewed and flew off handle.		
Third throw	do	86
Fourth throw	do	52
Fifth throw	do	81
Sixth throw	do	74
Seventh throw (line fouled in going out)	do	51
Eighth throw	do	58
Ninth throw	do	69
Tenth throw	do	80⅔
Service stick:		
First throw	do	86
Second throw	do	72
Third throw	do	71
Fourth throw	do	87
Fifth throw	do	95

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From the above record it will be seen that a greater distance was reached with the Service heaving stick than with the Dalton device, and as this is one of the most important requisites in an article of this kind, it does not seem to possess any advantage over the Service heaving stick. The fact that the Dalton device has the grapple attachment does not seem to give it the advantages claimed by the inventor, inasmuch as it can not be thrown so great a distance as the one now in use. The Service heaving stick is usually thrown from a rescuing boat to a wrecked vessel with the view of having those on board make fast the line attached, so that the boat may be maneuvered as desired, and in view of this it is believed that it is superior to the former for life-saving purposes. The Service grapnel is intended for use in wreckage where there is no one present to make the heaving line fast, and has generally given satisfaction.

The price quoted for the Dalton combined heaving stick and grapple is $10 each.

Opinion.—The Board is of the opinion that the device does not possess any advantages over the regular Service heaving stick and the grapnel now in use in the Service. Besides, it is much more expensive.

19. *Dalton's autosignal safety breeches buoy.*

Results.—This device is submitted by a working model, with description, drawings, and specifications in detail. The buoy is an improvement over the regular ring breeches buoy by having an electric signal light attachment designed to show the position of the buoy in transit, to aid persons in getting into it, and to be used in signaling to those on shore, a red light for the last-mentioned purpose acting automatically when an occupant is properly seated in the apparatus ready to be hauled ashore.

Attached to the suspending lanyards, and a little below the traveler block, is a cushion buoy of inflated rubber, covered with painted canvas. Between this buoy and the ring bolt of the traveler are interposed 2 supports, which are made of hollow wood and incase 2 of the lanyards. These supports, being arranged on opposite sides, hold the traveler block up and away from the cushion buoy. Below this buoy the lanyards are left free to slack, so that the breeches will not be forced under. Thus arranged the block can not strike the occupant of the breeches, and only the cushioning buoy can come in contact with him. Suspended from the traveler ring is an automatic signal light, which consists of a casing inclosing an electric bulb, the current being furnished by a storage battery. A bell-crank lever operates a screen of red glass, while a spring attachment assists in the return of the screen to its normal or open position. A lanyard, with one end attached to the end of the bell-crank lever, passes through a guide and out through the bottom of the case and, passing down through the casing, is looped across the breeches buoy, following the line of the ridge of the seat of the breeches. The light is arranged to show green toward the vessel, white down into the breeches, and white toward the shore, until the red screen is tripped to cover the bulb, when the light will change and indicate that the buoy is occupied.

The inventor appeared before the Board and explained the use of the device, and was also present at the Point Allerton life-saving station on August 22, 1906, when it was given practical tests by night with the regular beach apparatus, by sending the buoy out to the drill pole and landing a man, as in actual service. Each test developed the fact that there is merit in the device as submitted, which, however, requires further careful consideration, inasmuch as there appears to be some imperfection in the lighting attachment of sufficient importance to demand improvement.

Mr. Dalton stated that the company up to the present time had used exhaustive methods in their efforts to present the best light possible. It is thought, however, that a system for lighting the buoy might be developed that would be more reliable, and perhaps reduce the cost of the contrivance. In regard to this the inventor thought an improvement in the lights might be possible, and stated that he would be glad to give the subject further attention and study, expressing his willingness to make such changes as the Board thought desirable.

Opinion.—The Board is of the opinion that a breeches buoy with such a signal light attachment possesses considerable merit.

Recommendation.—The Board recommends that the General Superintendent purchase 3 or more of these buoys, to be placed at such stations as he may direct, for the purpose of giving them further trial over the water, and that reports thereon be submitted to the Board at its next meeting.

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20. *Clifford's life-saving ocean wave carrier.*

Results.—This apparatus, called a "life-saving ocean wave carrier from wreck to shore," is submitted by a short description and a pencil sketch. It resembles the life car in outward form and is described as "duck or egg shaped, upper and lower surfaces flattened." It is made in 2 pieces or shells with a canvas sack attached inside to a framework of iron mounted on gimbals, intended to be so arranged as to preserve the occupant in an upright position. It may be opened from either the inside or the outside. As the device is evidently intended to be carried on shipboard for use from ship to shore, it does not come within the province of the Board, and will therefore be dropped from the docket.

21. *Allen's tripod for hawser.*

Results.—This device is submitted to the Board by letter, and a miniature model having 3 solid wooden legs secured to a round brass plate by lag screws with square heads and shoulders. The plate is large enough to permit the fastening of an eyebolt, to which a small purchase tackle is hooked for hoisting the snatch block, through which the hawser is rove, with the view of keeping the latter as high above the surf as possible when operating the breeches buoy. The tripod appears to be of heavy construction, and requires a tackle and fall and a snatch block, which add considerably to the weight of the apparatus carried in the beach cart. Its weight and the cost to the Service are not given.

Opinion.—The Board, so far as it can judge from the small model submitted, is of the opinion that this apparatus has no advantages over the tripod and crotch now in general use in the Service.

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REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

MEETING CONVENED IN JUNE, 1907.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Massachusetts, July 3, 1907.

SIR: I have the honor to transmit herewith the report of the proceedings of the Board on Life-Saving Appliances at its meeting in Boston, Massachusetts, June 24 to July 3, 1907, together with the papers referred to it for consideration.

Very respectfully,

O. H. TITTMANN,
President of the Board.

Hon. SUMNER I. KIMBALL,
General Superintendent, United States Life-Saving Service,
Washington, District of Columbia.

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REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury by Department letter of January 3, 1882, met at Boston, Massachusetts, in the post-office building, room 147, at 10 a. m. June 24, 1907, at the call of the president of the Board, dated May 26, 1907, for the transaction of such business as should be properly brought before it.

Captain P. H. Uberroth, U. S. Revenue-Cutter Service, having been relieved from duty in connection with the Life-Saving Service, First Lieutenant A. L. Gamble, U. S. Revenue-Cutter Service, assistant inspector of life-saving stations, was designated as recorder of the Board, vice Uberroth, by Department letter dated May 9, 1907.

Captain D. A. Hall, U. S. Revenue-Cutter Service, having been detached from duty in connection with the Life-Saving Service, was relieved from duty as a member of the Board by Department letter dated May 28, 1907.

Mr. Edwin E. Chapman, superintendent Tenth life-saving district was designated a member of the Board by Department letter dated May 28, 1907.

Present: Mr. O. H. Tittmann, president; Colonel D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant A. L. Gamble, U. S. Revenue-Cutter Service, recorder; Superintendent J. G. Kiah, Eleventh life-saving district; Superintendent H. M. Knowles, Third life-saving district; Superintendent S. H. Harding, First life-saving district; Superintendent E. E. Chapman, Tenth life-saving district.

Hon. Beekman Winthrop, Assistant Secretary of the Treasury, and General Superintendent S. I. Kimball, Life-Saving Service, were also present.

II.—DOCKET.

CLASS I.—WRECK ORDNANCE.

1. Shearman's line-carrying projectile (John E. Shearman).
2. Improved shot and line block (United States Life-Saving Equipment Company).
3. Anchor projectile (E. S. Clough).
4. Oil-carrying projectile (Chas. A. Glover).
5. Semple's shot-line tracer, model 1907 (John B. Semple).
6. Device for illuminating shot-line (John H. Bowers).
7. Autosignal safety breeches buoy (John W. Dalton).
8. Patent rescue buoy (J. C. Quarterman).
9. Faking box (David Kahnweiler's Sons).
10. Waterproof shot-line box (F. S. Allen).

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Hull-fin keel boat (Samuel Golden).
2. Northup's lifeboat (Ray A. Northup).
3. Closed lifeboat (F. S. Allen).
4. Light-draft steamer for life-saving purposes (F. S. Scarborough).
5. Improvement in beach and boat cart axles (W. O. Forsyth).
6. Launching carriage for 34-foot power lifeboat (F. H. Newcomb).
7. Cradle for hauling surfboats (H. M. Knowles).
8. Boat anchor (A. F. Eells).
9. Dalton's illuminating block (John W. Dalton).
10. Antifouling device for whip and hawser (F. A. Allen).
11. Collins's life-preserver (Michael Collins).
12. Patrol lantern (C. C. Kenyon).
13. Lanterns for Life-Saving Service (J. G. Kiah).
14. Improvements in beach apparatus cart (J. G. Kiah).

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15. Acetylene beach light (F. E. Baldwin Manufacturing Company).
16. New burner for acetylene light (J. B. Colt Co.).
17. "Milburn light" (Alexander Milburn Company).
18. Improved watchman's portable clock (Newman Clock Company).
19. Telephonic communication between wreck and shore (Rev. H. J. Ward).
20. Marble's waterproof match safe for Life-Saving Service (A. T. Thorson).
21. Hand line-bearing ball and grapple (John W. Dalton).

III.—COMMITTEES.

1. Committees Appointed.

Class I.—Wreck Ordnance.

1. On Sherman's line-carrying projectile: Colonel D. A. Lyle, Superintendent H. M. Knowles, Superintendent S. H. Harding.
2. On improved shot and line block (United States Life-Saving Equipment Company): Superintendent H. M. Knowles, Superintendent J. G. Kiah, Superintendent S. H. Harding.
3. On E. S. Clough's anchor projectile: Superintendent E. E. Chapman, Colonel D. A. Lyle, Lieutenant A. L. Gamble.
4. On C. A. Glover's oil shell: Colonel D. A. Lyle, Superintendent H. M. Knowles, Superintendent J. G. Kiah.
5. On Semple's shot-line tracer: Colonel D. A. Lyle, Superintendent E. E. Chapman, Superintendent J. G. Kiah.
6. On J. H. Bowers's device for illuminating shot-lines: Superintendent J. G. Kiah, Colonel D. A. Lyle, Lieutenant A. L. Gamble.
7. On Dalton's autosignal safety breeches buoy: Superintendent H. M. Knowles, Superintendent S. H. Harding, Superintendent E. E. Chapman.
8. On Quarterman's patent rescue buoy: Superintendent S. H. Harding, Colonel D. A. Lyle, Superintendent J. G. Kiah.
9. On Kahnweiler's faking box: Colonel D. A. Lyle, Superintendent J. G. Kiah, Superintendent E. E. Chapman.
10. On Allen's waterproof shot-line box: Colonel D. A. Lyle, Superintendent J. G. Kiah, Superintendent E. E. Chapman.

Class II.—Boats and Miscellaneous Appliances.

1. On Golden's hull-fin keel boat: The full Board.
2. On Northup's lifeboat: The full Board.
3. On Allen's closed lifeboat: The full Board.
4. On light-draft steamer for life-saving purposes (F. S. Scarborough): The full Board.
5. On improvements in beach and boat cart axles (W. O. Forsyth): Superintendent H. M. Knowles, Superintendent S. H. Harding, Superintendent J. G. Kiah.
6. On launching carriage for 34-foot power lifeboat (F. H. Newcomb): Superintendent E. E. Chapman, Superintendent J. G. Kiah, Superintendent S. H. Harding.
7. On cradle for hauling surfboats (H. M. Knowles): Superintendent S. H. Harding, Superintendent J. G. Kiah, Superintendent E. E. Chapman.
8. On Eells's boat anchor: Lieutenant A. L. Gamble, Superintendent H. M. Knowles, Superintendent S. H. Harding.
9. On Dalton's illuminating block: Colonel D. A. Lyle, Superintendent J. G. Kiah, Superintendent E. E. Chapman.
10. On Allen's antifouling device for whip and hawser: Superintendent E. E. Chapman, Superintendent J. G. Kiah, Lieutenant A. L. Gamble.
11. On Collins's life-preserver: Colonel D. A. Lyle, Superintendent J. G. Kiah, Superintendent H. M. Knowles.
12. On patrol lantern (C. C. Kenyon): Superintendent J. G. Kiah, Superintendent H. M. Knowles, Superintendent S. H. Harding.
13. On lanterns for Life-Saving Service (J. G. Kiah): Superintendent J. G. Kiah, Superintendent H. M. Knowles, Superintendent S. H. Harding.
14. On improvements in beach apparatus cart (J. G. Kiah): Superintendent J. G. Kiah, Superintendent S. H. Harding, Superintendent E. E. Chapman.
15. On F. E. Baldwin Manufacturing Company's acetylene beach light: Superintendent E. E. Chapman, Superintendent J. G. Kiah, Lieutenant A. L. Gamble.
16. On J. B. Colt Co.'s new burner for acetylene light: Superintendent H. M. Knowles, Superintendent E. E. Chapman, Colonel D. A. Lyle.

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17. On the "Milburn light:" Superintendent S. H. Harding, Colonel D. A. Lyle, Superintendent H. M. Knowles.
18. On Newman's improved portable watchman's clock: Superintendent J. G. Kiah, Superintendent H. M. Knowles, Superintendent E. E. Chapman.
19. On Ward's device for telephonic communication between wreck and shore: Superintendent H. M. Knowles, Superintendent S. H. Harding, Superintendent J. G. Kiah.
20. On Marble's waterproof match safe: Superintendent E. E. Chapman, Superintendent S. H. Harding, Superintendent H. M. Knowles.
21. On Dalton's line-bearing ball and grapple: Superintendent S. H. Harding, Superintendent J. G. Kiah, Superintendent H. M. Knowles.

2. Committees Reported.

CLASS I.—WRECK ORDNANCE.

1. On Shearman's line-carrying projectile.
2. On improved shot and line block (U. S. Life-Saving Equipment Company).
3. On Clough's anchor projectile.
4. On Glover's oil-carrying projectile.
5. On Semple's shot-line tracer (model 1907).
6. On Bowers's device for illuminating shot line.
7. On Dalton's autosafety breeches buoy device.
8. On Quarterman's patent rescue buoy.
9. On Kahnweiler's faking box.
10. On Allen's waterproof shot-line.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Golden's hull-fin keel boat.
2. On Northup's lifeboat.
3. On Allen's closed lifeboat.
4. On F. S. Scarborough's project for light-draft steamer for life-saving purposes.
5. On Forsyth's improvement in beach and boat-cart axles.
6. On launching carriage for 34-foot power lifeboat (F. H. Newcomb).
7. On cradle for hauling surfboats (H. M. Knowles).
8. On Eells's boat anchor.
9. On Dalton's illuminating block.
10. On Allen's antifouling device for whip and hawser.
11. On Collins's life-preserver.
12. On patrol lantern (C. C. Kenyon).
13. On lanterns for Life-Saving Service (J. G. Kiah).
14. On improvements in beach apparatus cart (J. G. Kiah).
15. On F. E. Baldwin Manufacturing Company's acetylene beach light.
16. On J. B. Colt Co.'s new burner for acetylene light.
17. On "Milburn light."
18. On Newman's improved watchman's portable clock.
19. On Ward's telephonic communication between wreck and shore.
20. On Marble's waterproof match safe for the Life-Saving Service.
21. On Dalton's hand-line bearing ball and grapple.

IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the Board to explain the construction of their devices and to set forth the merits claimed for them.

V.—TESTS.

1. Semple's shot-line tracer.
2. Dalton's autosafety breeches-buoy device.
3. Allen's antifouling device for whip and hawser.
4. Baldwin Manufacturing Company's acetylene beach light.
5. "Milburn light."
6. Marble's waterproof match safe.
7. Dalton's hand-line bearing ball and grapple.

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VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—WRECK ORDNANCE.

1. *Shearman's line-carrying projectile.*

Results.—This projectile was before the Board at its last meeting, in August, 1906, and certain tests were made. Mr. Shearman stated at that time that an error had been made by the workmen in substituting a smaller wire than the one ordered, and requested that the case be continued until he could remedy the error. The case was continued as requested. Under date of June 22, 1907, Mr. John E. Shearman, of Deering Center, Maine, a son of the inventor, wrote that his father had been injured in a carriage accident, and had not been able to have a new projectile prepared for submission at this meeting, and requested that in case the Board should retain the subject on its docket he be notified of the date of its next meeting in order that he might then be able to properly present the matter.

The request was granted, and the subject continued on the docket as unfinished business.

2. *United States Life-Saving Equipment Company's improved shot and line block.*

Results.—This is a Service projectile with a block and sheave replacing the shank of the shot, designed to carry out a double line to a wreck. The case was continued from the last meeting, to enable the inventors to perfect the device.

No new or improved device has been presented since the last meeting of the Board.

Mr. B. F. Gibby, who claimed to control a majority of the stock of the company submitting the device, appeared before the Board and requested a continuance of the subject until a future meeting of the Board.

Mr. John W. Dalton, president of the company, subsequently made the same request.

Their request was granted, and the subject continued on the docket as unfinished business.

3. *Anchor projectile (E. S. Clough).*

Results.—This projectile consists of 8 different parts, besides links, flukes, and pins. It is of somewhat complicated construction for a missile designed to be projected by gunpowder, where every point or pin is liable to weaken it.

It is formed essentially of a steel head or body, with 4 exterior grooves into which the flukes close when not in action, and with an axial cavity to accommodate the draw-rod, spiral spring, links, and pins, which are liable to rust or corrode, and of a cylindrical shank or extension some 18½ inches long for inserting in a Lyle gun.

A life line is connected with a collar, sliding to the rear when the projectile is fired, bringing up near the rear end of the shank and throwing out the flukes during the flight of the projectile. The weight is 45 pounds and the cost $125. It is claimed that the projectile has been thrown 600 feet with 6 ounces of powder.

This shot is a modification and combination of the Manby shot, with flukes inserted, and of the old French "fleche" of the French apparatus.

Very little use has been found in the Life-Saving Service for such a device, and this fact, taken in connection with the weight, complexity of construction, and cost of the projectile, renders it of doubtful utility.

Opinion.—The Board is of the opinion that the device is not adapted to the needs of the Life-Saving Service.

4. *Oil-carrying projectile (Charles A. Glover).*

Results.—This projectile is essentially the Hunt projectile, described in former reports, substituting for the coils of line in the body of the shot an oil chamber with a valve and stopper arrangement at the rear end of the shell to retain the oil in flight and a lead ball free to move from end to end of the body and designed to open the valve and force out the stopper, permitting the escape of the oil. The action is so designed as to be automatic when the projectile strikes the water, the oil escaping and rising to the surface, due to its lesser specific gravity. The 3.5-inch projectile is stated to be 22 inches long; total weight of apparatus (shell), 12½ ounces; weight of lead ball, 1 pound; weight of valve, stopper, and slip cap, 1½ pounds; capacity, about 2 quarts of oil.

Price varies according to size; suitable size for use in Lyle gun, $5 each.

Action.—Loaded in gun or mortar with weighted end down. When fired, shot reverses, lead ball inside rolls to rear end of projectile, closing the valve and pushing

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stopper out. On striking the water, the ball falls back toward the weighted point, releasing the valve and permitting the outflow of oil.

The only record of firing brought before the Board is that of three 3.5-inch projectiles fired April 5, 1907, at Bellport station, Long Island, before the assistant inspector of life-saving stations.

From these shots it is apparent that the action of the oil on the breaking seas was about what was to be expected from the use of oil on rough seas in shoal water. No tests were made at this time, as there was no rough water in the vicinity of Boston during the session of the Board.

An extended experience with this subject during a long period has convinced the Board that oil is of very little use within the scope of the operations of life-saving crews, which are chiefly confined to shoal water and along shelving beaches.

Opinion.—The Board is of the opinion that this projectile could not be adopted with advantage to the Service.

5. *Semple's shot-line tracer.*

Results.—This device is submitted by a single sample and 2 blueprints. One drawing is a general view of the tracer attached to the projectile; the other shows the ignition apparatus of the new tracer. This model differs from the previous one in having a sheet-metal case to clasp on the shank of the projectile. This case is fastened by a metal tongue passing through the side of the case and folding down to hold it in position, thus replacing the 2 wires in the old model, which passed around the shank and were twisted together at each end of the tracer to hold it in place. It also has a new igniter. The cost is 75 cents each in lots of 20.

Test.—The tracer was tested at the Point Allerton life-saving station on Friday night, June 28, 1907. The following data are available. Lyle gun and shot, 2½-inch; No. 7 shot-line; powder charge, 4 ounces; elevation, 20 degrees. Semple tracer carefully adjusted and attached, estimated range over 350 yards, too dark to see point of fall. Tracer failed to light, and, in hauling in, line was not found. Too dark to determine whether it became detached in flight or by hauling in. An old model tracer was then fired, but did not ignite; line fouled and broke, and shot was lost at sea.

Opinion.—The Board is of the opinion that the 1907 model possesses no advantage over the old form, so far as could be determined from the test of the single tracer submitted.

6. *Bowers's device for illuminating shot-lines.*

Results.—It is proposed by the inventor to thread the shot-line through a series of short luminous tubes 6 inches in length, and fastened at such distances apart as not to interfere with faking, say, 3 feet apart. The object is to render the line visible at night.

Opinion.—The Board is of the opinion that this device is impracticable. (1) Because of the difficulty of its application to shot-lines; (2) because of the difficulty of faking; (3) because of the great deviation and diminution of range due to the increased resistance of the air; (4) because the luminosity would not be sufficient to be of any practicable value.

There are other objections, but the above are sufficient to show that it is not adapted to the needs of the Service.

7. *Dalton's autosignal safety breeches buoy.*

Results.—This buoy was before the Board at its last meeting, when it was given a practical trial at the Point Allerton station and its consideration came over as unfinished business on account of some imperfections. At that time it was thought that an improvement might be made in the method of lighting, one that would prove more reliable; also a better adjustment in the hanging of the buoy. Further trial tests were made over the water at the Jamestown Exposition and Brenton Point stations, and also again at the Point Allerton station. The keepers' reports on the device were favorable, but suggested certain changes in the length of the slings and a different method of attaching the device to the traveler block.

Opinion.—The Board is of the opinion that the slings should be shortened to a length of 1 foot 11 inches between the bottom of the circular cushion (under the light box) to the top of buoy, and that the use of the metallic sheet hook should be discontinued and replaced by a seizing of the slings to the traveler block, thus shortening the hang of the buoy by several inches. The price asked for this device, $150, is excessive. The Board respectfully recommends to the General Superintendent of the Life-Saving Service the adoption of this buoy for the Service, provided it can be obtained at a reasonable price, and that he supply one to each of such stations as he may deem advisable.

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8. *Quarterman's rescue buoy.*

Results.—This device is patented by Jerusha C. Quarterman, of Titusville, Florida, and is submitted by letter, with printed drawing and specifications, no working model being furnished.

The invention consists of a tubular ring cushion constructed of rubber or other air tight material and inflated with air through a suitably located valve. The cushion body of the buoy is inclosed in a network of rope attached to a heavier rope, which extends around both the outer and inner rims of the cushion body. A rope is looped around the cushion body from the outside in a manner to form a series of loop handholds, and a second rope is likewise short looped in such a manner that they cross the space of the larger loops, thus affording a line of handholds for people struggling in the water To the surrounding supporting rope is attached a becket, to which a towline may be astened. The inventor claims that this device could be useful in the Life-Saving Service, "as 1 life-saver can readily tow several of such buoys and pass them to struggling persons, enabling them to grasp the buoy and find a support until towed ashore."

While the buoy may possess merit, as stated by the inventor, in case of shipwreck at sea the following objections are noted:

First. It is liable to the deterioration that always takes place in rubber when the material is in storage, and also to damage from puncture.

Second. Its many loops subject it to danger of becoming entangled in floating wreckage.

Third. The breeches buoy and life car in use in the Service fill the requirements claimed for the rescue buoy.

Opinion.—The Board is of the opinion that this type of buoy is not adapted to the needs of the Life-Saving Service.

9. *Faking box for shot-line (David Kahnweiler's Sons).*

Results.—These faking boxes were submitted by an illustration, cut from the catalogue of Murray & McMinnie Company, Glasgow, Scotland.

The boxes are cylindrical, 13½ inches long, and 10½ inches in diameter. The body is of metal, with wooden top and bottom. Contents, 1,600 feet of line, size of line not given. The line is coiled on a reel, one side of reel removed, box passed over coil, reel upended and spindle withdrawn, leaving coil in box. The end of line attached to the shot is covered with an asbestos tube, to prevent the burning of the line. The company claims a range of 1,500 feet and "sometimes" farther.

The method of firing from coils has frequently been tested. Every coil that goes out puts a twist in the line and the whirls assume in the air a fusiform figure with a curvilinear axis. This has been found to materially increase the resistance of the air and thus diminish the range.

Opinion.—The Board is of the opinion that this method of faking, while convenient, is inferior to the present method in use in the Life-Saving Service.

10. *Allen's waterproof shot-line box.*

Results.—This is a cylindrical can or box containing a coil of line. One end is open to press over the coil and has a cover fastened down by 2 thumbscrews, making a water-tight fit. The opposite end has a small hole through which the other end of the line protrudes and is fastened either to a staple or a cork and the hole plugged up, so as to be water-tight. When wanted for use, draw out the cork, cut off the end of the line, and tie it to the shot.

The line has one end passed through a hole in the reel arbor and made fast, the line coiled on the reel, the ease passed over it, and then removed from the reel. Let the arbor drop through the coil, drawing out the inner end of the line, to which the plug is then attached. Place a rubber gasket on the open end and fasten down the cover with the thumbscrews. The inventor recommends the interposition of about 3 feet of galvanized-iron rope between the shot and the end of the line, to prevent its snapping off when a larger-sized charge is used.

Opinion.—The Board is of the opinion that this arrangement presents no salient features having advantages superior to those now in use in the Service.

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CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. *Golden's hull-fin keel boat.*

1. *Results.*—A committee consisting of Superintendents Chapman and Kiah was appointed to examine and report upon this boat in Buffalo, New York. Their report was submitted to the General Superintendent October 9, 1906, and states that the boat possesses many valuable features, such as quick turning, starting, and stopping. It was at all times under perfect control. The boat tested differed in the following particulars from the blueprint submitted: She had no cabin or self-bailing cockpit, but was merely an open boat with engine located in the fin keel. Mr. Golden's description was as follows: "This is a 40-foot power lifeboat with a fin hull about 26 inches wide. It is built of soft steel with a cabin 17 feet long by 7 feet wide, lighted and heated, and is furnished with a folding berth, medicine chest, and a searchlight. The engine is in the fin keel beneath the floor. All machinery is designed to be handled by 1 man, leaving the balance of the crew to assist in wreck work. The cockpit is 12 by 6 feet, and is furnished with lockers. The boat may carry mast and sail, if desired. The machinery serves as ballast. The boat is noncapsizable and nonsinkable, having air-tight compartments. The propeller is placed well forward, to prevent racing. The weight being central and very low, makes her very steady, easily maneuvered, and handled with greater rapidity than any other life-saving boat ever designed."

On June 25, Mr. Golden appeared before the Board and gave much information concerning the boat.

Opinion.—The Board is of the opinion that the fin-keel feature, which affords quicker maneuvering, is a meritorious one, and that the construction of a boat embodying this feature is desirable.

Recommendation.—It is recommended that the General Superintendent confer with Mr. Golden, and, if practicable, have a power lifeboat constructed embodying these principles.

2. *Northup's lifeboat.*

Results.—This boat was before the Board at its last meeting, at which time the Board deferred "its decision until a working model of this boat is submitted by which trial tests can be made."

As no model has yet been submitted, the subject was continued on the docket for future action.

3. *Allen's closed lifeboat.*

Results.—This boat is submitted by rough drawings, scale of 1 foot to the inch, accompanied by letter fully describing all its parts and workings in detail. A working model was also furnished, 1 foot 10 inches long, breadth amidships 6 inches, tapering at each end to a width of 3½ inches. The average depth is 3½ inches.

The construction is of wood, pine sides, with top and bottom of thin Spanish cedar, double planked, with oilcloth placed between to prevent leak. The boat is designed to float either side up, and is equipped with steering device, sails, leeboards, anchor, etc. On the top or bottom amidships is a manhole 2 inches in diameter covered by a metallic hatch, on a hinge to be water-tight when closed. These hatch covers are held down by 2 spiral springs attached to the inside of each cover. Air is supplied below by a small funnel. Means are provided for catching fresh water on the deck, this is accomplished by placing 2 planks athwart ship. Although the inventor calls this a boat, it more resembles a sailing raft, having scow-shaped ends. He proposes that the crew be housed below in stormy weather. He refers to its special use in a case similar to the Larchmont disaster; also to its use on a hawser between a wreck and the shore. The probable cost is not submitted.

Opinion.—The Board is of the opinion that this boat is not adapted to the needs of the Life-Saving Service.

4. *Light-draft steamer for Life-Saving Service.*

Results.—This subject is presented to the Board by letters and a rough pen sketch submitted by Mr. F. L. Scarborough, of Avon, North Carolina. The scheme is to have a large light-draft steamer for use in the vicinity of Diamond Shoals, and at other points where similar conditions exist; the steamer to be manned by a life-saving crew and to be fitted out as a complete life-saving station, with boats, gun, life car, breeches

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buoy, etc. The vessel is designed to release stranded vessels and to carry survivors into port. It appears from the description that it is to be fitted with a turret amidships, of sufficient size to permit the crew to work the beach apparatus therein. The method submitted involves considerable objections, similar to those expressed by the Board at the last meeting upon the subject of the Norwegian sailing lifeboat. They hold in an equal degree against the adoption of this boat.

The Board recommends that no further action be taken in the matter.

5. *Forsyth's improvement in beach and boat cart axles.*

Results.—This improvement consists in changing the hubs, axles, and boxes of the beach apparatus, carts, and boat wagons now in use in the Service, the cost to be about $8 per wheel.

It is submitted to the Board for consideration by Wm. O. Forsyth, San Francisco, California. Each part is fully described in his letter, which is accompanied by a blueprint.

The writer claims that such an improvement would reduce friction, and that the principle of ball-roller bearings needs no argument to convince anyone of its great advantage. He also claims the wheel to be self-oiling and sand proof.

Opinion.—The Board is of the opinion that while such a change might improve the ordinary axles and wheels now in use in the Service, the advantage gained would not be commensurate with the necessary cost of making the change.

6. *Launching carriage for 34-foot power lifeboat.*

Results.—The plans, description, specifications, and estimated cost of this carriage are submitted by Captain F. H. Newcomb, U. S. Revenue-Cutter Service, inspector of life-saving stations. The plans were prepared in the office of the superintendents of construction of life-saving stations.

The carriage has a gauge of 5 feet 6¼ inches and is operated on a 20-pound steel T rail. It is a 4-wheel truck with 4 stanchions, 2 on each side, intended for lining up the boat on the carriage when hauling out, and is estimated to have a weight sufficient to insure its remaining on the track when launching in rough water. Captain Newcomb states that a rudely constructed carriage on substantially the same principles is in use at the Watch Hill life-saving station. It is used in launching the 25-foot Beebe power boat and works satisfactorily.

Estimated weight:		
Out of water	lbs..	2,639
Submerged	do..	2,129
Cost		$189.44

Opinion.—From the plans submitted the Board is of the opinion that this is a strong, substantially constructed carriage. The claim that its weight is sufficient to hold it on the track when submerged is an important feature. The 12-inch wheels, so constructed as to permit the use of a T rail, is also a strong point in its favor. This carriage can undoubtedly be used to advantage under certain conditions.

Recommendation.—The Board recommends this carriage to the favorable consideration of the General Superintendent for use at such stations as may be deemed advisable.

7. *Cradle for hauling surfboats.*

Results.—This device is submitted by H. M. Knowles, superintendent of the Third life-saving district, upon the suggestion of the General Superintendent of the Life-Saving Service in his indorsement upon Superintendent Knowles's letter of February 21, 1907. This indorsement mentions the fact that the drawings accompanying the superintendent's letter are incomplete, and that the subject would be referred to the Board on Life-Saving Appliances for consideration, with a view of eliciting improvements in the device.

Opinion.—From the description of the device given by Superintendent Knowles, the Board considers that the proposed cradle possesses sufficient merit to warrant its construction at the Point Judith station boathouse (Sand Hill Cove) and at the Sandy Point station, Block Island, the result of its use to be reported at the next meeting of the Board. A portable launching cradle is specially adapted to the needs at these stations.

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8. *Eells's boat anchor.*

Results.—The anchor is brought before the Board by Mr. A. F. Eells. Its weight is 25 pounds. The anchor can be furnished in any size desired. It is a single fluke stockless anchor, and where carried on large vessels the shank may be hove up in the hawse pipe. It consists of 2 parts: (1) A shank with the lower end goose necked to form a pivot on which is hung the fluke; the upper end forming an eye to which a hawser is bent; and (2) a fluke with the lower end so expanded that its weight will keep it upright along the shank when suspended. Through the expanded base is run a crossbar, to prevent the anchor landing on its side. The shank is prevented from slipping out of the fluke by a fore lock and a set screw. The nipping angle of the fluke with the direction of the strain, i. e., the line of the shank, is 45 degrees. This is limited by lugs cast on one side of the fluke.

Opinion.—As the anchor is to be given a test next month in Boston Harbor by the U. S. Revenue-Cutter Service, it is recommended that a final opinion be not formulated at this session; but that one or more officers of the Life-Saving Service be afforded an opportunity to witness the test and report to the General Superintendent upon the behavior of the anchor on that occasion. The device was continued on the docket as unfinished business.

9. *Dalton's illuminated block.*

Results.—This block is apparently designed to be used in connection with the U. S. Life-Saving Equipment Company's improved shot and line block, which is now before the Board. At the request of the parties concerned, both devices are continued on the docket until the next meeting of the Board.

10. *Allen's antifouling device for whip and hawser.*

Results.—This device is submitted by letter and drawings of Mr. F. S. Allen, of Cuttyhunk Island, Massachusetts. The device is a triangular or V-shaped tallyboard, measuring 16 inches across the head, with a depth from head to heel of 22 inches. The head is to be of hard wood, the middle section is of canvas stretched on a heavy steel wire frame, representing sheet brass, that is to be used in the manufacture of the appliance. The lower part is of lead to give it stability. The device is to be seized to the hawser in place of the present tallyboard No. 2, and is to be cut adrift from the hawser on arrival at the wreck. A knife for this purpose is attached to the device. The lee whip is bent on through its bight by means of holes in the head of the device provided for that purpose. The device was used in drill by the Point Allerton station crew before the Board, June 28, 1907. As the drill was not over water, no conclusions as to the merits of the device were formed.

Opinion.—The Board is of the opinion that this appliance should be tested at some station where there is a strong alongshore drift, and recommends that the General Superintendent have it forwarded to such place.

The subject was continued on the docket as unfinished business.

11. *Collins's life-preserver.*

Results.—This invention is submitted by printed specifications forming part of letters patent. No model or drawing giving dimensions or weights is available for examination. The inventor stated that he had no money to manufacture one of these life-preservers, but desired to sell to the Government the right to use it.

The life-preserver consists of a triangular-shaped frame of rubber tubing, whose base has the angles rounded. The base and rounded base angles, and a short distance along 2 of the sides of the isosceles triangle are attached to and embedded in a metallic frame of semicircular cross section, from whose middle point projects a rod for insertion in a gun or mortar, from which it is designed to be propelled by a charge of powder. Two horizontal rods project laterally along this rod, and are intended to engage in corresponding grooves cut in the bore of the gun. The object of these grooves is to maintain the point of the rubber triangle in its original position when firing and to increase its accuracy of flight. A short line carried upon a reel with a portion coiled upon the ground has one end passed through the swivel rings and thence through 2 rings on one side of the metallic framework and across the triangle and through 2 corresponding rings on the other side and thence back to a block, where it is attached, forming a sort of a becket to steady the life-preserver in flight.

This life-preserver is fired from a gun on shore or from one on a ship. The metallic parts would probably be heavy enough to submerge the greater part of the rubber

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triangle, leaving the point up. The device is impracticable and inexpedient. The inventor estimated that he should receive from $800 to $1,000 for his invention.

Opinion.—The Board is of the opinion that this life-preserver is not adapted to the needs of the Life-Saving Service.

12. *Patrol lantern (Kenyon).*

Results.—The lantern submitted to the Board is the personal property of Keeper C. C. Kenyon, Brentons Point life-saving station. It has been in use at his station for the last eighteen years, and has given entire satisfaction in all kinds of weather. It is manufactured by H. A. J. Helvig, 228 Pearl street, New York, and is quoted at $16.50 per dozen for galvanized iron, and $36 per dozen for brass—50 per cent off for cash to the Government.

It is recommended that authority be given to the standing committee on lanterns to confer with manufacturers, with a view of securing a suitable lantern for all purposes of the Service.

13. *Lanterns for the Life-Saving Service (Kiah).*

Results.—The type tested is a galvanized-iron tubular lantern, which the chairman of the standing committee on lanterns was authorized by the General Superintendent to place for trial at 3 stations in the Eleventh district. One was placed each at the Harbor Beach, Tawas, and Vermilion stations. From the reports received from the keepers it is shown that these lanterns will not keep lighted in a fresh breeze. The manufacturers claim them to be blizzard proof. Upon trial this claim was not made good.

Opinion.—The Board is of the opinion that this lantern is not adapted to the uses of the Life-Saving Service.

14. *Improvements for beach-apparatus cart (Kiah).*

Result.—Superintendent Kiah of the standing committee on miscellaneous improvements, one of the committees appointed by the Board at its last annual meeting, submitted to the General Superintendent, by letters dated April 5, 1907, the following matters for the consideration of the Board: (*a*) Ventilating shot box; (*b*) hawser crotch; (*c*) stakes to replace Service sand anchor.

The devices under (*a*) and (*b*) were not submitted to the Board, due to failure to give instructions to make shipment.

In a letter of April 22, 1907, in regard to the device under (*c*), Superintendent Kiah recommended that the matter be not submitted to the Board, for the reason that it was found that the stakes do not answer the purpose for which they were intended, their holding power being insufficient.

It is recommended that devices (*a*) and (*b*) be submitted to the Board at its next annual meeting, and they are accordingly continued as unfinished business.

15. *F. E. Baldwin Manufacturing Company's acetylene beach light.*

Result.—This light is presented by letters and full-size working model, classed as follows: (*a*) Lantern; (*b*) tripod; (*c*) generator.

The lantern is of a swivel type, 12 inches deep and 9 inches in diameter, supported upon a galvanized-iron tripod, 4 feet 6 inches to a leg, with cups at the heels to prevent the tripod from sinking into the sand. An automatic generator of galvanized iron (japanned), 11 inches high and 7 inches in diameter, is hung on a small chain between the legs of the tripod. The lantern is of brass with a Bausch mirror reflector. Total weight 33 pounds, cost $50. It is claimed to be a 400-candlepower light, good for twelve hours without attention. The light was given a thorough trial at Point Allerton station on the night of June 28, 1907. No representative of the company was present. The light did not develop sufficient power for use in the Service.

Opinion.—The Board is of the opinion that there are lights available which are superior to this one, and therefore does not recommend its adoption for use in the Life-Saving Service.

16. *New burner for acetylene light (J. B. Colt Co.).*

Results.—The manufacturers informed the Board that they had been unfortunate in making the proposed new burner, and would be unable to present it for consideration at this meeting. They requested that it be continued for future action.

The subject was continued on the docket as unfinished business.

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17. *The "Milburn light."*

Results.—This device is submitted by the Alexander Milburn Company, Baltimore, Maryland, by the president of the company, Mr. A. F. J. Johnson, who was present with a complete working model of the apparatus. It is an acetylene light. The gas generator consists of 2 parts, an outer tank holding the water, and an inner one holding the carbide. It is made in 3 sizes, the one tested being a No. 2. The outer or water tank is of galvanized steel, 9 inches square and 21 inches high. Into this fits the steel container holding 3 galvanized-steel trays, each half filled with carbide—2 pounds each—total charge 6 pounds. These are placed one above the other and the receptacle closed with a self-locking cover. It is then shipped over a center rod and submerged in the water tank. Water is let into the trays holding the carbide and the light is ready for use. The burner, together with the reflector, stands above the tank 3 feet 6 inches; height of reflector above the ground 5 feet 3 inches. The reflector is of nickled copper, 18 inches in diameter and 13 inches deep. It trains from side to side, and may be elevated or depressed. The weight of the No. 2 light when filled ready for use is 43 pounds, with reflector and burner 67 pounds. Cost without reflector $33, reflector and attachments $25 extra. The manufacturers claim that it costs but one-half cent per 100 candlepower. On June 28 this device was tested before the Board at the Point Allerton station, Mr. Johnson manipulating the apparatus. The night was calm and cloudless. The light was very powerful, fine printed matter being read at a distance of 360 feet and objects 600 feet away being plainly seen, small articles within a radius of 300 feet could be easily picked up from the beach. The test lasted twenty minutes, using the 500 and 1,000 candlepower burners. Salt water may be used for charging purposes, so the water is not added until arrival abreast of wreck.

Opinion.—The Board is of the opinion that the light is adapted for use in the Life-Saving Service.

Recommendation.—The Board recommends that the General Superintendent procure several of these lights for tests at such stations as he may select, and that the reports of the station keepers be submitted to the Board at its next meeting.

18. *Newman's improved portable watchman's clock.*

Results.—Clocks of this make have been used in the Service for the past three or more years and have given complete satisfaction. The clock presented is accompanied by an improved key safe. With the improvements submitted with the sample clock, such as slides to protect the dial from being broken and to prevent sand or dust from entering through the keyhole, which also has a leather protection, the clock possesses many advantages over those now in the Service. It meets all requirements as to a patrol and watchman's detector.

The key safe appears practical in every way, except that the key is so attached to the rear of the safe that it is necessary to remove the safe from the post in order to change the keys, which change the keeper often makes.

Opinion.—The Board is of the opinion that the clock is adapted to general use in the Service, but suggests that the General Superintendent urge the company to design a simpler method of detaching the stamping keys from the key safe.

19. *Ward's device for telephonic communication between wreck and shore.*

Results.—This is the invention of Rev. H. J. Ward, of Marysville, Snohomish County, Wash. He has applied for a patent on a "telephone life line and hawser." No sample was submitted. It consists of a rope or hawser with a core carrying a single wire, or 2 or more wires, twisted together, and covered with a waterproof insulation. If a single wire be used, it is designed to have it "placed corrugated;" if 2 or more wires, they are to be loosely twisted together, to allow for the stretch of the hawser under varying tension. The wire in the core forms a telephone line, and the device is completed by the attachment of instruments at each end.

Under date of June 8, 1907, the inventor reports that he was not at that time prepared to place his invention before the Board as he would like. The subject was continued on the docket for future consideration.

20. *Marble's waterproof match safe.*

Results.—This device was presented by Mr. A. T. Thorson, by letter, addressed to the General Superintendent of the Life-Saving Service, accompanied by several samples of the safe.

The box is a white-metal tube about 2⅝ inches in length, and ⅞ inch in diameter, threaded about ½ inch at the base. The cover is held in place by 2 arms reaching to

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a ½ inch threaded ring working over the base. It is guranteed to be absolutely water and air tight when properly adjusted.

Opinion.—After submitting this safe to a very severe test, which it withstood in every respect, the Board is of the opinion that it is adapted to the needs of the Service, and recommends that a supply of the safes be provided and placed in the Service as the General Superintendent may direct.

21. *Dalton's line-bearing ball and grapple.*

Results.—This device is submitted by John W. Dalton, by model, pencil drawing, and letter, describing its several parts. It consists of a corrugated lead-weighted wood ball 3 inches in diameter. A steel shank 6 inches long and ⅜ inch in diameter, and 3 steel points, or hooks, pierce and are securely fastened in the ball. The steel shank passes through the ball and is secured flush with the underside, leaving a 3-inch shank extending from the top side with a forged eye in the end, to which the heaving line is made fast. The hook shanks pass through the ball and are secured flush with its surface at the bottom. The points of the hooks extend outward from the top of the ball and are equally spaced apart and stand 3 inches out from the fastening shank, thus forming the grapnel. Total weight of device, 16 ounces; cost, $3 each. On June 28, 1907, test was made of this device before the Board at the Point Allerton life-saving station, Mr. Dalton being present.

Superintendent Chapman threw the heaving stick, with line attached, 97 feet; grapple with line attached, 86 feet.

Keeper Sparrow threw the heaving stick, with line attached, 98 feet; grapple with line attached, 95 feet.

Mr. Dalton's representative threw the heaving stick, with line attached, 75 feet; grapple with line attached, 59 feet.

The size of the line used in the test was 9-thread manila, throwing against a light south breeze.

Opinion.—The Board is of the opinion that this device has no advantages over similar devices that have been before the Board on previous occasions, nor over the heaving stick now in use in the Service.

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GENERAL INDEX.

For index to vessels see p. 483;
For index to medal awards see p. 497.

A.

	Page.
Abercrombie & Fitch's rope for shot lines	451
Acetylene beach light	468
Acetylene light, burner for	468
Aeronaut, rescue of	171
Albright, Benjamin	175
Allen's—	
Antifouling device for whip and hawser	467
Closed lifeboat	465
Hawser cutter	452
Tripod for hawser	456
Waterproof shot-line box	464
Anchor projectile	462
Anderson, John	52, 65
Ann Arbor Railroad Company	180
Antifouling device for whip and hawser, Allen's	467
Apparatus cart, improvements in	468
Appliances. (*See* Life-saving appliances.)	
Appropriations and expenditures	281
Assistant general superintendent, Life-Saving Service	5
Assistant inspectors, list of	5
Atlantic and gulf coasts—	
Active seasons on, periods of	11–13
Districts and stations on	11
Operations on, during year	14, 202–233
Autosignal safety breeches buoy, Dalton's	455, 463
Averill, Harrison N	183
Awards of medals. (*See* Medals.)	

B.

Baker, Maurice C	68
Baldwin Manufacturing Company's acetylene beach light	468
Ball, H. Ansel	31
Ball, Thaddeus A	31
Ballinger, J. G., Lieut., Revenue-Cutter Service	5, 57
Barco, Albert L	21
Barter, Edmund	50
Baumgart's life-saving boat	449
Beach cart and boat cart axles, Forsyth's improvement in	466
Beach apparatus cart, improvement in	468
Belgian Government, life-saving crews honored by	21
Bell, Howard W	44
Bellport station, loss of life near	67
Bence, John	173
Bennett and Schnorbach Company	53
Bennett, Edward A	53
Bennett, Frank C	185
Bennett, Thomas J	53
Bennett, Ward W	185
Berg, Martin	61
Bethany Beach, contract for station at	17
Black, Lewis	52

Digitized by Google

Page.
Black River, site for station at mouth of 17
Blakeney, Thomas J 5
Block Island. (*See* Larchmont disaster.)
Blue Point station, loss of life near 66
Board on life-saving appliances—
  Organization of 6
  Reports of 445 459
Boat anchor, Eell's 467
Boats and apparatus used during year 16
Boats and miscellaneous appliances 445, 459
Boat wagon, McLellan, improvement in 451
Bodies recovered. (*See* Services of crews, miscellaneous.)
Bolton, William 6
Bousher, Fred 52
Bowers's device for illuminating shot lines 463
Bowley, George W 5
Breeches buoy—
  Dalton's autosignal safety 455, 463
  Persons landed by 16
  Times used 16
Brown, surfman 183
Bunnell, William 46
Butler, James 174

C.

Calvert, Clarence 173
Campbell, Fred 47
Cape Beale, disaster near 17
Cape Disappointment station, loss of life near 39, 40, 69
Capodice, Anthony 38
Capps, Walter N 21
Cargoes. (*See* Vessels and cargo.)
Carland, Charles 39, 49
Cason, Harry W 21
Casualties. (*See* Disasters to vessels.)
Chadwick, Edgar 21
Chamberlain, Max 52
Champlin, John 52
Champlin, Dr. John C 29
Chapman, Edwin E 5, 6
Charlotte station, loss of life near 58
Chinchilla, Michael 172
Chiswell, Benjamin M., Lieut., Revenue-Cutter Service 6
Cleary, Henry 20
Clifford's life-saving ocean wave carrier 456
Clock, watchman's 459
Clothing. (*See* Woman's National Relief Association.)
Cochran, Claude S., Lieut., Revenue-Cutter Service 5
Coffey, Thomas F 38
Cold Spring Inlet, site for station at 18
Collapsible life boat, Engelhardt's 449
Collins's life preserver 467
Colston, Blanche 174
Columbia River boating accidents 39, 40, 68
Cork fender, omission of, from surfboat 451
Coston signals, warnings given to vessels by 196
Cradle for hauling surfboats 466
Craig, Colin S., Lieut., Revenue-Cutter Service 5
Cribwork, disaster at Holland, Mich 52
Crosson, Jeremiah 44

D.

Dagget, E 173
Dahlgren, Arvid 41
Dalton, Arthur 172

Digitized by Google

Page.
Dalton's—
Autosignal safety breeches buoy 455, 463
Combined heaving stick and grapple 454
Illuminating block 452, 467
Line bearing ball and grapple 470
Danger signals to vessels, day and night 196
Deal station, loss of life near 44
Delon, Thomas H 21
Dempsy, John 46
Depeel, Florence 180
Devan, William M 19
Directions for restoring the apparently drowned 307
Disasters to vessels—
Apportionment of, to the several coasts and districts 14–15
Involving loss of life within the field of the Service during the year 1907 .. 33–69
Statistical statement of, for 1907 13
Statistics, additional, for 1906 356
Summary of, for years 1871–1907 17
Table of, comparative, for 1906 and 1907 359
Tables of, within the field of the Service during 1907 201–255
Tables of wrecks, collisions, and other casualties at home and abroad during 1907 353
Distressed persons, assistance to. (*See* Services of crews, miscellaneous.)
Districts. (*See* Life-saving districts.)
District superintendents, list of 5
Documented vessels, disasters to, during year 13
Dominy, Arthur 5
Drills, life-saving, at Jamestown Exposition 20
Duluth station, loss of life near 35
Durable Wire Rope Company's wire rope 451

E.

Eaton, Leonard E 21
Eckles, Harry L 30
Edmonds, Samuel P., Lieut., Revenue-Cutter Service 5, 68
Eell's boat anchor 467
Eldridge, Charles G 27
Elven, M 172
Engelhardt's collapsible lifeboat 449
Erickson, H 65
Ewell, Clayton 21
Expenditures. (*See* Appropriations and expenditures.)
Exposition at Jamestown, exhibit at 20

F.

Faking box for shot line 464
Farragut Yacht Club 77
Fires, assistance at. (*See* Services of crews, miscellaneous.)
Fisher, Frederick R 44
Fishermans Island, title for station site at 18
Flood at Louisville, Ky 19
Forbes, captain 67
Forsyth's improvement in beach and boat cart axles 466
Foster, John 182
Fox, Lewis 42
Frith, Harry 42

G.

Gamble, Aaron L., Lieut., Revenue-Cutter Service 6
Garibaldi, contract for station at 17
Garrison, Leonard T 21
Gasoline launches, persons landed by, and number of times used 16
Gay, Robert 26
Gee, William 173
General Superintendent, Life-Saving Service 5

Digitized by Google

Page.
Gightman, Joseph P..... 30
Glish, Frank..... 172
Golden's hull-fin keel boat..... 448, 465
Grapple, Dalton's line-bearing ball and..... 470
Gray, keeper..... 58
Great Lakes—
Active season on, period of..... 13
Districts and stations on, number of..... 11
Operations on, during year..... 15, 234–251
Green Hill, site for station at..... 18
Greenwald, James..... 172
Grun, Thomas..... 44
Gun, wreck. (*See* Wreck gun.)

II.

Haake, F. J., Lieut., Revenue-Cutter Service..... 5
Haig, Arthur..... 35
Haley, Frank T..... 26
Halste, John B..... 182
Hamilton's life-preserver..... 452
Hammet, Herbert..... 44
Hansen, Matthew..... 175
Hawser cutter, Allen's..... 452
Harding, Silas H..... 5, 6
Harrison, James B..... 29
Havens, John G. W..... 5
Hayes, John..... 31
Hayes, Samuel L..... 31
Hayes, Seymour..... 31
Heaving stick, number of times used..... 16
Heeg, Ralph..... 38
Heilman, R..... 176
Hennig, keeper..... 64
Henson, Gabriel..... 46
Hentry, Thomas..... 60
Hereford Inlet station, loss of life near..... 42
Herzog, William..... 181
Hicks, Clarence..... 179
Hicks, Joseph..... 186
High Head station, loss of life near..... 67
Highland station, loss of life near..... 61
Holland station, loss of life near..... 52
Holmes, Henry M..... 21
Holm, Oscar..... 47
Houghney, James..... 23
Howard, George..... 44
Hull-fin keel boat, Golden's..... 448, 465
Hurd, Russell..... 174
Hurricane along Gulf coast..... 18
Hutchings, William A..... 5
Hydrographic Office, assistance to..... 189, 190
Hyrcyek, John..... 172

I.

Illinois Naval Reserves..... 38
Illinois Steel Company..... 181
Illuminating blocks, Dalton's..... 452, 467
Illustrations, list of..... 4
Immigration Service, assistance to..... 183, 185, 188, 189
Injured persons, assistance to. (*See* Services of crews, miscellaneous.)
Inspector of life-saving stations..... 5
Inspectors, assistant, list of..... 5
Instructions to mariners in case of shipwreck..... 299
International code signals, warnings given to vessels by..... 196
Irish, Sumner..... 178
Isle of Shoals, site for station at..... 18

Digitized by Google

J.

Page.

Jackson Park station, rebuilding of ... 18
Jamestown Exposition, exhibit at ... 20
Janvier, Oliver ... 29
Jarvis, J. A ... 194
Jarvis, William ... 68
Jerrys Point, old station at ... 18
Johannsen, Gustaf ... 61
Johnsen, Edward ... 67
Johnsen, William L ... 46
Johnson, captain ... 43
Johnson, Joe ... 61
Juntilla, Carl ... 68

K.

Kelley, keeper ... 60
Kennedy, Norman ... 46
Kiah, Jerome G ... 5, 6
Kimball, Sumner I ... 5
Klimaslewski, Julian ... 30
Knowles, Herbert M ... 5, 6, 23, 25
Knudsen, surfman ... 186
Korpela, Matt ... 40
Kostka, Stephen ... 176

L.

Lakes. (*See* Great Lakes.)
Lambert Snyder Company's portable vibrator ... 454
Lanterns ... 468
Larchmont disaster, account of ... 25
Larrabee, Doctor ... 28
Larsen, captain ... 61
Launching carriage for power lifeboat ... 466
Lechaine, George ... 53
Letters acknowledging services of life-saving crews—
Baker, W. C., jr ... 269
Ballance, J. G. (of steamer Allison Miller) ... 266
Barter, Edmund (of schooner Lugano) ... 269
Baxter, F. B. (of schooner Laura L. Sprague) ... 277
Bender, Joseph (of schooner Alice McDonald) ... 272
Brown, George L ... 279
Charlevoix (Michigan), City of ... 265
Chisholm, J. D. (of steamer George Farwell) ... 268
Christinson, H. (of schooner Eliza Day) ... 277
Cotton, A. J. (of steamer Pilgrim) ... 278
Crow, Nat. F ... 269
Department of Commerce and Labor ... 271
Erie Fish Company ... 277
Ford, A. C. (of steamer Illinois) ... 267
Fullerton, E. L. (of schooner Stanley H. Minor) ... 276
Gardiner, E. C ... 264
Gardiner, W ... 264
Gaskill, Walter (of schooner Brant) ... 264
Gee, Mr. and Mrs ... 263
Greenfell, Mrs ... 267
Hanson, John Y. (of steamer Charles A. Street) ... 268
Hawkins, S. M ... 264
Holmes, J. A. (of steamer Gladstone) ... 267
Janney, R. E ... 267
John C. Seager Company ... 276
Joy Steamship Company ... 275
Kristiansen, John (of schooner Oneida) ... 278
Leane, Amasa (of tug Harold) ... 267
Louisville and Cincinnati Packet Company ... 275
Louisville and Evansville Packet Company ... 274
Louisville Home Telephone Company ... 274
Ludwig, L. C. (of schooner Emily and Eliza) ... 269
Mooney, Robert ... 263

Digitized by Google

Letters acknowledging services of life-saving crews—Continued. Page.
Murphy, S. M. (of barge Matanzas) 270
Norfolk and Southern Railroad Company 270
O'Keefe, W. J 279
Paarsen, August, jr 265
Philadelphia and Reading Transportation Line 277
Postal Telegraph-Cable Company 274, 275
Primrose, Elias (of schooner Tena A. Cotton) 272
Railway Mail Service 279
Ramus, Manuel B. (of schooner John S. Presson) 279
Revenue Cutter Service 271, 276
Riverton Lumber Company 277
Rolfe, William B. (of catboat Nina D.) 263
Schradzki, M. (of steamer Illinois) 266
Sears, Henry B. (of sloop Modoc) 266
Sellairs, George S 277
Smith, Jefferson S. (of schooner J. F. Whitcomb) 276
Taylor, William A. (of schooner Florence I. Lockwood) 270
Tower, Bedford (of schooner G. M. Cochrane) 270
Tuttle, H. S. (of schooner John I. Snow) 271
Winslow, Francis, Lieut., U. S. N. (retired) 265
Worden, W. P. (of yacht Thelma II) 266
Licensed vessels. (*See* Vessels.)
Liebert, Martis 28
Lifeboat—
Allen's closed 465
Englehardt's collapsible 449
Northup's 449, 465
Norwegian sailing 450
Lifeboats—
Mechanical power in 19
Persons landed by 16
Times used and trips made by 16
Life car, Williams's 450
Life-preserver—
Collins's 467
Hamilton's 452
Life-saving appliances—
Organization of board on 6
Reports of board on 443, 459
Various, number of times severally used 16
Life-saving boat, Baumgart's 449
Life-saving crews—
Letters acknowledging services of 261–279
Miscellaneous services of 170–196
Pensions and retirement for 22
Periods of employment of 11
Services of 71–170
Vessels warned from danger by signals of 196–200
Life-saving districts—
Assistant inspectors of 5
Number and limits of 11
Number of stations in each 11
Superintendents of 5
Life-saving medals. (*See* Medals.)
Life-Saving Service—
Appropriations and expenditures for maintenance of 281
Assistant general superintendent of 5
Exhibit of, at Jamestown Exposition 20
General superintendent of 5
Operations of, general summary of, 1871–1907 17
Operations of, tables showing, 1907 14, 15
Organization of 5
Statistical statement of operations of, 1907 13–16
Life-saving stations—
Apportionment of, to districts 11
Establishment of new 17
Inspector of 5

Digitized by Google

Life-saving stations—Continued. Page.
List of ... 289
Periods during which manned ... 11
Rebuilding and improvement of ... 18
Sites for ... 17
Succor afforded at ... 14
Superintendents of construction of ... 6
Surfmen employed at each, number of ... 11
Life skiffs, river—
Persons landed by ... 16
Times used ... 16
Light-draft steamer for Life-Saving Service ... 465
Light-House Establishment, assistance to ... 183, 184, 187, 188, 189, 191, 195
Lilly, Captain ... 43
Line-carrying projectile, Shearman's ... 447, 462
Little, Chas ... 172
Littlefield, A. N ... 29
Littlefield, Chas ... 31
Littlefield, Ira H ... 31
Littlefield, Walter R ... 31
Lone Hill station, loss of life near ... 67
Lorain, site for station at ... 17
Loss of life—
Detailed accounts of—
Alice T. Boardman, schooner, wreck of ... 59
Alva B., gasoline launch, capsize of ... 41
Blossom, rowboat, capsize of ... 35
Canoe, capsize of ... 36
Canoe, capsize of ... 44
Car Ferry No. 2, capsize of ... 45
Corona, steamer, wreck of ... 64
Cribwork disaster at Holland, Mich ... 52
Dinghy, capsize of ... 38
Fishboat, capsize of ... 39
Fishboat, capsize of ... 40
Fishboat, capsize of ... 68
Girard and Alaska, barges, wrecks of ... 61
Lugano, schooner, wreck of ... 50
Nora, gasoline sloop, capsize of ... 41
Pasadena, schooner barge, wreck of ... 47
Rescue, tug, capsize of boat belonging to ... 66
Scow, swamping of ... 49
Sprite, canoe, capsize of ... 58
Statistics of—
Additional, for year 1906 ... 356, 357
For 1907 ... 13, 14
For years 1875 to 1907 ... 361
Louisville, flood at ... 19
Lucas, A. T ... 62
Luch, A. A ... 173
Ludlam, H. S ... 42
Ludlam, Walter ... 42
Lyle, David A., Lieut. Col., U. S. Army ... 6

M.

Mahoney, John ... 171
Mako, Banks ... 50
Malbone, Bennett ... 21
Manfre, Philip ... 30
Maplewood, Conrad ... 173
Marble's waterproof match safe ... 469
Marcario, John ... 29
Marine Torch Company's patent water light ... 453
Marshall, surfman ... 177
Martin, Wesley ... 174
Mast hoop, Ward's ... 454
Match safe, Marble's ... 469

Digitized by Google

Page.
Maxam, Oliver M. 5
McCormick, keeper 47
McFarland, James L. 28
McFayden, acting keeper 62
McGinly, Harry 42
McGrath, William 175
McKinnon, Lawrence 174
McLellan boat wagon, improvement in the 451
McVey, George W 26
Medals, awards of—
For the years 1876–1907 317–351
For the year 1907 19, 350–351
Index to 497
Meetings of board on life-saving appliances 441, 457
Milburn light, the 469
Miscellaneous—
Fatalities 357
Rescues (*see also* Services of crews, miscellaneous) 16
Services of crews 16, 170–196
Mitchell, Chas. A 27, 30
Mitchell, Mike 189
Monomoy Point station, loss of life near 60
Mooney, Frederick H 30
Mooney, Robert 23
Moore, Samuel 44
Morgan, Patrick H 5
Morton, Charles 5
Mulligan, William 172
Munroe, Edward 180
Myrtle Island, title to site for station at 18

N.

Neah Bay, site for station at 17
Nelson, Alvin H 53
Nelson Lumber Company 184
Nelson, N. P 56
Nelson, Viola 171
Newcomb, Frank H., Capt., Revenue-Cutter Service 5
Newman's improved portable watchman's clock 469
Nicholsen, Walter 40
Night signals, vessels warned from danger by 196
Northup's lifeboat 449, 465
Northup, surfman 29
Northwestern University, assistance to 194
Norwegian sailing lifeboat 450

O.

O'Connell, Edward M 38
Oil-carrying projectile, Glover's 462
Old Chicago station, loss of life near 38, 45, 49
Olson, O. C 45
Omar, Mohammed 29
O'Neal, John R 21
O'Neal, William 21
Organization. (*See* Life-Saving Service.)

P.

Pacific coast—
Number of stations on 11
Operations on during year 15, 252–254
Periods during which stations are manned on 13
Patrol lantern (Kenyon) 468
Payne, George 182
Payne, Roy 31
Pensions and retirement, appeal for 22

Digitized by Google

Page.
Periods of employment of surfmen 11
Perkins, James 189
Perry, Elwin 31
Persons—
Involved in disasters to vessels 13
Landed by the several appliances 16
Lost, not on board vessels 357
Lost on vessels within the field of the service, accounts of 33–69
Rescue of, not on board vessels 16
Succored at stations 14
Peters, William 174
Pimes, Joseph 38
Plant, Mrs. B 174
Point Judith station, loss of life near 51
Pool, Chauncey D 54
Portage station, loss of life near 47
Power launches—
Persons landed by 16
Times used 16
Power, Leon K 58
Power lifeboat, launching carriage for 466
Power lifeboats 19
Price, Gertrude 177
Princess Anne Hotel, Va., burning of 194
Property—
Recovery of. (*See* Services of crews, miscellaneous.)
Saved and lost during 1907 13–15
Saved and lost, 1871–1907 17

Q.

Quarterman's rescue buoy 464

R.

Racine Gas Company 184
Randall, Frank W 38
Razukiewiz, Anton 28
Redding, George 42
Registered vessels. (*See* Vessels.)
Reisser, Conrad 173
Relief Association, Women's National 257
Rescue buoy, Quarterman's 464
Resuscitation of the apparently drowned—
Directions for the 307
Remarkable case of 23
(*See also* Services of crews, miscellaneous.)
Rezetio, Joe 50
Ried, Mathias 44
River life skiffs. (*See* Life skiffs, river.)
Rogers, Osie 21
Rogers, William 30
Rorke, Frank 67
Rose, S. Martin 31

S.

Sahaskey, Frank 171
St. Joseph station, loss of life near 36
Sanger, Bessie 174
Santa Rosa station, destruction of, and rebuilding of 18, 19
Schell, Herman 175
Schron, Robert E 38
Semple's shot-line tracer 463
Services of crews 73
Miscellaneous 170
Shaw, Hirman B 5

Digitized by Google

Page.

Shaw, Rudolph 179
Shearman's line-carrying projectile 447, 462
Sheffield, Arthur N 31
Sheffield, John G 31
Shot-line box, Allen's waterproof 464
Shot-line, faking box for 464
Shot-lines, Bowers's device for illuminating 463
Shot-line tracer, Semple's 463
Shivers, Herbert M 41
Sick, assistance to. (*See* Services of crews, miscellaneous.)
Signals, day and night danger 196
Simpkins, Louis 178
Sites for stations. (*See* Life-saving stations.)
Small boats—
  Persons landed by 16
  Times used 16
Smith, Charles 31
Smith, G. P 60
Smith, James 184
Smith, Joseph 52
Smithers, Carl 41
Snyder, Edward 44
Sonder, Richard 182
South Boston Yacht Club 91, 96
Staples, James 28
Stations. (*See* Life-saving stations.)
Station sites. (*See* Life-saving stations.)
Steadman, surfman 29
Stevens, William J 21
Stokely, Darthy 173
Strandings, places where occurred, during last ten years 411–440
Streeter, surfman 23, 28
Superintendent—
  Assistant general 5
  General 5
  Of telephone lines 6
Superintendents—
  District, list of 5
  Of construction 6
Surfboats—
  Cradle for hauling 466
  Persons landed by 16
  Times used 16
Surfmen, periods of employment of 11
Sutherland, Aubrey, and wife 36

T.

Tables—
  Accompanying report, titles of 503
  Of casualties within field of Service operations, 1907 201–255
  Showing places where vessels have stranded during last ten years 411–440
  Statistical, for year 1907 353–410
  Summarizing Service operations for 1907 ..... 14, 15
Taylor, Elisha M 24
Taylor, John 42
Teffts, keeper 51
Telephone lines—
  Efficiency of, demonstrated 31
  Superintendent of 6
Telephonic device, Ward's 469
Thermalite bag 453
Tittmann, Otto H 6
Tobin, Harry 186
Tolan, John 28
Tozier, Dorr F., Capt., Revenue-Cutter Service 5, 6
Trafton, Charles 176

Digitized by Google

Page.
Tripod for hawser, Allen's 456
Tug, ocean-going for service in North Pacific waters 17
Tunnell, William E 5
Two-mile beach station, contemplated abandonment of 18

U.

United States Engineers, assistance to 189, 190, 194, 196
United States life-saving company's improved shot and line block 448, 462

V.

Vann, James 28
Vessels—
Assistance to (*see also* Services of crews) 15
Disasters to. (*See* Disasters to vessels.)
Foreign, meeting disaster in United States waters 360
Mentioned in this report, list of 483
Places where stranded during last ten years 411–440
United States, tonnage of, and number registered, enrolled and licensed 360
Warned from danger by day and night signals 196
Vessels and cargoes—
Estimated value of, involved, saved, and lost 13–15
Tables of casualties involving 201
Vetter, Paul 179
Vibrator, portable 454
Vitze, Paul 199

W.

Wadsworth, F. G. F., Capt., Revenue-Cutter Service 6
Ward's mast hoop 454
Ward's telephonic device 469
Ware, Millard F 43
Warnings to vessels. (*See* Vessels.)
Watchman's clock 469
Water light, Marine Torch Company's 453
Weaver, Carl 44
Welcher, Captain 45
Weldon, Mr 37
West, Horace B., Capt., Revenue-Cutter Service 5
Whip and hawser, antifouling device for 467
Wilky, John 172
Willey, Owen S., Capt., Revenue-Cutter Service 5
Williams, Griffith 44
Williams, Walter J 21
Williams's life car 450
Willis, Oscar H 31
Wilson, C. D 178
Winram, Samuel B., Lieut., Revenue-Cutter Service 5
Winters, George 181
Wire rope 451
Women's National Relief Association 257
Woodard, Martin 53
Wood Island, site selected for station at 18
Wreck gun, times used and shots fired 16
Wreck ordnance (*see* Report of board on life-saving appliance) 445, 460
Wrecks and other casualties at home and abroad (tables) 353–361
Wroten, Charles H 21

Y.

Young, Oscar 28

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INDEX TO VESSELS MENTIONED IN THIS REPORT.

A.

	Page.
A. Brown, launch	156
Ada, sloop	168
Ada Madora, schooner	103
Addie, launch	101
Addie, schooner	187
A. E. Stewart, steamer	123
Agnes V. Gleason, schooner	81
A. H. B., launch	96
Ahlma, launch	76
Ailsa, launch	82
Alaska, barge	61, 63, 140
Albermarle, steamer	124
Alberta, launch	93
Alberta, schooner	113
Albert Drummond, sloop	143
Albion, schooner	108
Alex. Anderson, barge	153
Alice, schooner	147
Alice, sloop	74
Alice Hartman	160
Alice Maud, British schooner	123
Alice McDonald, schooner	129, 133, 134
Alice M. Guthrie, schooner	137
Alice T. Boardman, schooner	59, 130
Alida Hearn, schooner	110
Allison Miller, schooner	92
Alma, schooner	156
Alpha, schooner	137
Atlantic, schooner	107
Alva, sloop	74
Alva B., launch	41, 80
Alvira, launch	82
Amethyst, British steamer	86
A. M. Low, schooner	126
Angler, sloop	108
Angora, catboat	162
Anna, schooner	152
Anna Brown, schooner	159
Anna D., small boat	106
Anna F., schooner	141
Annie D. C., yacht	85
Annie E. Edwards, schooner	144, 146
Annie L., launch	92
Annie Laurie, launch	100
Anthon, launch	168
Antigoon, Belgian steamer	21
Arbitrator, schooner	84
Arbutus, launch	77
Ark, catboat	98
Arrowanna, launch	165
Audux, sloop	103
Augustus, schooner	110
Auk, catboat	102
Aurelia, steamer	122
Asbury Park, launch	126
Atlantic, steamer	98
Avilida, catboat	76

Digitized by Google

B.

	Page.
Bangor, schooner	119
Barbara, launch	168
Barbara, sloop	140
Bay View, launch	170
Beatrice, launch (on Lakes)	159
Beatrice, launch	170
Benjamin M. Wallace, schooner	179
Benjamin Russell, schooner	123, 147
Bertha B., launch	82
Bertha Wallace, steamer	158
Bertie Calkins, schooner	105
Bess, launch	75
Bessie, fishing sloop	190
Bessie, sailboat	107
Bessie C. Beach, schooner	125
Bessie K., skiff	146
Bessie Parker, British schooner	103
Bethayres, barge	61, 64
Big Four, dredge	136
Black Diamond, lighter	79
Blossom, rowboat	35
Boar, launch	75
Bob Teed, tug	80, 98, 175
Bon Ami, launch	158
Bo Peep, sloop	103
Boutwell, revenue cutter	134
Bradwell, launch	113
Brant, schooner	85
Brunette, steamer	98
Budweiser, sloop	156
Bulgaria, steamer	77, 85

C.

Cannot, catboat	94
Car Ferry No. 2	45
Car Float No. 68	144
Carrie, sharpie	98
Carrie B., yacht	100
Carrie Beeler, sloop	87
Carrie Bell, schooner	98
Carrie Grannis, schooner	143
Carrier, schooner	111, 159
Cassette, launch	97
Catherine G. Howard, schooner	135, 150
Cazadero, schooner	156
Cela S., yacht	160
C. F. Bielman, steamer	160
Chalfonte, sloop	93
Charles A. Foster, launch	132
Charles E. Wyman, schooner	93
Charles H. Sprague, schooner	73
Charles W. Parker, schooner	150
Chas. A. Street, steamer	153
Chas. B. Hill, steamer	120
Chelton Brothers, schooner	106, 128
Chester, launch	114
Chetopa, yacht	74
Chicasaw, launch	78
Chicota, launch	78
Chinchilla, launch	87
Chinook, schooner barge	147
Chip, sloop	89
Christie A. Cox, schooner	99
Christine, schooner yacht	162
Christopher Columbus, schooner	89

Digitized by Google

Page.
Clara, Austrian steamer 127
City of Chicago, steamer 190
City of Cincinnati, steamer 119
City of Grand Haven, schooner 93
City of Naples, steamer 73
Clara E., schooner 30
Clare E. Comes, schooner 92, 128
Coaster, schooner 135
Columbia, tug 147
Comfort, catboat 116
Commander, sloop 122, 143
Commodore, schooner barge 120
Commodore, sloop 103
Corona, steamer 64
Corwin, steamer 193
Countess, launch 95
Cozy, schooner 153
C. R. Bennett, schooner 124
Crescent, steamer 101
C. W. Bein, barge 100
C. W. Dexter, schooner 131
Cypress, sloop 154

D.

Daisy, launch 77
Daisy Freeman, steamer 162
Daniel L. Hebard, steamer 102
Dauntless, tug 138
Dauntless, yacht 86
David Rust, steamer 157
Davis, catboat 89
D. A. Wells, schooner 147
D. E. Coye, launch 154
Defiance, launch 84
Delaware, barge 133
Delta, schooner 148
Denver, schooner 99
Dewet, sloop 105
Dewey, schooner 135
Diamond, yacht 97
Dinah, catboat 90
Dixie, launch 78
Doar, British steamer 154
Dolphin, auxiliary sloop 139
Dorothea, sailboat 162
Dragoon, sloop yacht 165
Dream, sloop 103
Dunbar, sloop 175
Dunham, Mr. 187
Dutcher, launch 136, 158
Dutch Girl, sloop 112
Dutchman, launch 79

E.

Eagle, launch 195, 196
Eagle, sloop 80
Echo, barge 74
Echo, launch 94
E. C. Hussey, schooner 110
Eclipse, sloop 84, 94
Edalith, sloop 115
Edgar C. Ross, schooner 128
E. D. Holton, tug 191
Edith, launch 87, 156
Edith G., launch 164
Edith Louise, sloop 151

Digitized by Google

Page.
Edward H. Snead, schooner 30
Edward Luckenbach, tug 116
Effie May, British schooner 118
Eidelweiss, sailboat 78
Eleanor IV, launch 145
Elizabeth, schooner 74, 112, 193
Eliza Day, schooner 149
Eliza Jane, schooner 82, 89, 90
Elgin, launch 146
Elk, launch 89
Ella, launch 94, 161
Ella, sloop 142
Ellen M. Mitchell, schooner 125, 132, 157
Elmira, launch 82
Elsie, schooner 27
Elsie, steamer 101
Elva, schooner 102
Emma Bloecker, steamer 106
Emma E., launch 78, 94
Emma Jane, sloop 89
Emma K., launch 100
Emma L. Nielson, schooner 109
Emilie A., launch 78
Emily and Eliza, schooner 111
Emily Anderson, British schooner 132
Emily F. Northam, schooner 134
Emily Reed, ship 157
Empire State, steamer 150
Endeavor, schooner 135
Englewood, launch 87
Estelle, sloop 194
Esther Buhne, schooner 126
Eta, sailboat 158
Ethel, British schooner 114
Ethel, sloop 147
Eugene Borda, schooner 104
Eugene H. Cathrell, schooner 129
Eugenie, yacht 104
Eva, launch 92
Eva D. Rose, schooner 98
Evelyn, sloop 160

F.

Fabian, tug 120
Falcon, steamer 96
Fanchon, sloop 97
Fannie A., launch 150, 154, 156
Fannie E. Moffat, launch 43, 101, 158, 164
Fardyce, catboat 152
F. A. Smith, schooner 146
Fauna, British schooner 113
Fitzgerald, sloop yacht 92
Fleet Wing, catboat 111
Fleur-de-lis, launch 91
Flora V., steamer 147
Florence, launch 159
Florence I. Lockwood, schooner 124
Florence M., launch 76
Flounder, launch 94
Flying Scud, sloop 91
Foam, sloop 93
Foam, yacht 99
Follow, Mr. and Mrs. 188
Ford River, schooner 111
Forest Belle, schooner 114
Fortuna, schooner 129

Digitized by Google

Page.
Fox, launch 153
Frances A. Rice, British schooner 151
Francis, schooner 136
Francis H. Leggett, steamer 86, 193
Francis W. Whalen, schooner 119
Frank L. Bapst, steamer 150
Frank W., tug 95
Freddie, launch 98

G.

Galatea, barge 167
Galena, British bark 116
Game Cock, schooner 169
Gardenia, tender 189
Geisha, yacht 161
Gem, launch 95
Genevieve, launch 85
George E. Lane, jr., schooner 84
George Farwell, steamer 107, 183
George V. Jordan, schooner 83
Georgia, launch 138
Georgia A. Gaskins, schooner 156, 169
Gest, launch 158
Gettysburg, tug 186
G. H. V., launch 144
Girard, barge 61
Gladstone, steamer 47
Glendy Stewart, schooner 153
Glenellah, British steamer 82
Glenn, steamer 78
Glenriddle, yacht 83
G. M. Cochrane, British schooner 113, 185
Governor Russell, schooner 84
Gowanburn, British steamer 66, 142
G. P. Moore, bateau 130
Grace W., launch 164
Gracie, sloop 118, 193
Gracy, launch 108
Gresham, U. S. steamer 60
Greta, British schooner 139
Growler, launch 73
Guido, schooner 120
Gulinear, sloop 155
Gunderson, tug 111
G. W. Danielson, steamer 81
Gyneric, British steamer 188

H.

Ha Ha, launch 88
Hamlet, schooner 145
Happy Day, launch 99
Harold, launch 113
Harriet, launch 163
Harry, flatboat 119, 149
Harry, launch 110
Harry, schooner 145
Harry C. Brown, schooner 130
Harry P. Knowlton, schooner 25, 104, 139
Hattie, sloop 78
Hattie Douglass, fishing smack 188
Hattie E. Lowry, sloop 94
Hattie Loring, schooner 112
Hattie May, launch 98
Hazel, schooner 184
H. B. Tuttle, steamer 97
Helen, knockabout 141

Digitized by Google

	Page.
Helen, launch	90
Helen B. Crosby, schooner	105
Helen G. Wells, schooner	77
Helen J. Seitz, schooner	139
Helen M., launch	105
Hellen Temple, launch	163
Henry Sills, steamer	75
Herman F. Kimball, schooner	126
H. H., sloop	82
High Ball, launch	96
Hilda, schooner	138
Hilda, sloop	177
Hiram, launch	151
Hobson, schooner	157
Honesdale, barge	133
Hooligan, launch	146
Horace G. Morse, schooner	107
House boat	139
H. Paulman, launch	88
Hugo, launch	137
Hunter, tug	112
Huntress, sloop	156
Huntress, yawl	78
Hygeia, tug	187
Hypatia, yacht	96

I.

Ida, launch	151
Ida May, British schooner	134
Ideal, launch	169
Idle Hour, launch	97
Illinois, schooner	154
Illinois, steamer	91
Independence, launch	168
Industry, schooner	92
Industry, British steamer	135
Inez, launch	80
Infanta, sloop	149
I. N. Foster, barge	195
International, tug	183
Iris, catboat	89, 92
Iris, launch	167
Iris, schooner	117
Israella, launch	43
Ixia, British steamer	140
Izeyl, sloop yacht	75

J.

James and Ella, schooner	154
James Daly, British barge	84
James H. Reed, steamer	153
James M., sloop	143
James M. Hall, schooner	117
James P. Collins, schooner	94
Jane M., launch	169
Jannie L., yacht	98
J. C. Ames, tug	45
Jennie G. Pillsbury, schooner	121
Jennie Weaver, schooner	119
Jeremiah Godfrey, schooner	153
Jessie, sloop	80
Jessie A. Pope, sloop	103
Jewel, launch	82
J. F. Whitcomb, schooner	144
J. H. Spencer, tug	125

Digitized by Google

Page.
Jingo, sloop yacht 80
J. L. Green, schooner 149
J. N. Parmelee, steamer 88
Joel Cook, schooner 134
John A. Britton, launch 168
John F. Bell, steamer 93
John Feeney, schooner 121
John Haggerty, barge 129
John Harper, steamer 129
John I. Snow, schooner 115, 134, 137, 143
John J. Hanson, schooner 133
John J. Ward, schooner 142
John McKerchey, steamer 119
John Mee, schooner 151
John Russell, schooner 142, 148
John Schroeder, steamer 147, 150
John S. Presson 164
Jonathan Cone, schooner 158
Jordan, sloop 148
Joseph B. Dewey, steamer 95
Josephine Dresden, schooner 192
Joseph W. Lufkins, schooner 128
Joses, schooner 151
Josie, schooner 105
J. P. Brogan, launch 84
J. S. Lamprey, schooner 105
Julia Hammel, fishing tug 137
Juno, steamer 112
J. V. Taylor, tug 96
J. W. Bradley, schooner 123

K.

Kamina, sloop 83
Kansas, steamer 159
Kate E. Howard, schooner 154, 183
Kate M., schooner 170, 181
Katherine, launch 164
Keewaydin, British schooner 103
Kentucky, steamer 30
King Philip, sloop 91
Kinnickinnic, sloop 83
Kittie, yacht 104, 108
Kittie C, sloop 88

L.

Lackawanna, steamer 110
Lady Gay, sloop 143
La Gloria, steamer 184
L. A. Plummer, schooner 121
Larchmont, steamer 25
Lark, launch 103
Laura, launch 92
Laura L. Sprague, schooner 82, 146
Lavita, yacht 91
L. B. Johnson, tug 190
L. C. Waldo, steamer 128
Lemonseira, launch 96
Lena, launch 105
Lena White, schooner 152
Lennox, launch 106, 121
Levi S. Andrews, schooner 141
Lewis Thompson, barge 152
Lida, launch 144
Lilian, launch 108
Lillie Bird, schooner 183

Digitized by Google

Page.
Lilly E., schooner 105
Little Bettie, schooner 157
Little David, schooner 109
Little Fred, schooner 30
Lizzie A., launch 102
Lizzie M. Jones, sloop 147, 151
L. M. Mason, schooner 109
Lolita, sloop 112
Lorelei, launch 166
Lorena, schooner 141
Lorlile, launch 75, 99
Lorraine, launch 145
Lotta, yawl 95
Louie S. Allen, launch 161
Louis, schooner 166
Louis Bossert, schooner 146
Louise, sloop 87, 139
Louise A. Benton, schooner 153
Louis Pahlow, steamer 148
Lucki, launch 115
Lucy B., yacht 110
Lugano, schooner 50
Lulu W. Eppes, schooner 125
Lynch, Jay 182

M.

Mabel, launch 96, 141
Mabel A., schooner 130
Mabel A., schooner 130, 170
Mabel Horton, schooner 127
Macbeth, launch 74
Madcap, sloop yacht 79
Madonna, schooner 96
Magic, sloop 103
Maggie Beal, sloop 130
Maggie Miller, schooner 155
Maggie R., catboat 96
Maggie Todd, schooner 86
Majore, launch 89
Manhassett, schooner 129
Mann, tug 178
Mansfield, schooner 133
Maple Leaf, British schooner 138
Marblehead, schooner 154
Marcia, steamer yacht 85
Margaret, sloop 89
Margaret and F. Moore, schooner 96
Margaret Dall, schooner 118
Margaret Dillon, schooner 133
Margrete, sloop 111
Marie, catboat 104
Marion, sloop 170
Marion Gaines, schooner 99
Marshall Perrin, schooner 118, 189
Martin, dredge 181
Marvin, barge 133
Mary, schooner 123
Mary A. Whalen, schooner 104
Mary E. McLachlan, tow schooner 160
Mary Gregory, schooner 160
Mary L. Newton, schooner 116
Mary M, catboat 100
Maryette, schooner 158
Mascot, launch 106
Matanzas, schooner barge 121
Matilda D. Borda, schooner 76

Digitized by Google

Page.
Maud, sloop 155
Maurice B. Grover, schooner 110
May Louise, launch 88
Mayflower, launch 162
Mayflower, schooner yacht 156
Mayflower, tender 189
Mazeppa, schooner yacht 91
Melitta, schooner 100
Memento, catboat 74
Menominee, schooner 116
Meyer, tub 81
Mildred, launch 165
Minnehaha, schooner 147
Minnie, launch 99, 145
Minnie Johnston, schooner 159
Minnie M., launch 76
Minnie Slauson, schooner 96
Minion, sloop 126
Minx, launch 73
Mishicott, schooner 107
Mistral, sloop 103
Modoc, sloop 89
Mohawk, revenue cutter 143
Mollie, catboat 93
Molly, launch 165
Montana, schooner 135
Mopang, schooner 114
M. P. Grace, schooner barge 115
Myra B., British schooner 77
Myrtle, schooner 91

N.

Nada, steamer yacht 141
Naiad, launch 114
Naniwa, sloop 166
Naomi, steamer 159
Navigator, schooner 73
Nedoline, launch 145
Nellie Johnson, schooner 84
Nelson, steamer 85
Nemadji, sloop yacht 77
Neptune, schooner 90
Nero, United States collier 82
Nettie, sloop 149
Neva, sloop 95
Newell B. Hawes, schooner 99
News, yacht 97
Night Hawk, barge 157
Nil Desperandum, schooner 85
Nina A. Rowland, sloop 104
Nina D., catboat 80
Ninnigret, launch 95
N. J. Mercedes, schooner 159
Nokomis, launch 112
Nora, launch 41
Nora, schooner 80
N. Ransom, schooner 163
No. 1, barge 119
No. 2, barge 100
No. 12, rowboat 164
No. 24, rowboat 88
No. 25, rowboat 76
No. 33, rowboat 160
No. 36, scow 121
No. 50, shanty boat 99
No. 68, car float 144

Digitized by Google

Page.
No. 73, launch 106
Nuse, steamer 124
Nymph, sloop yacht 79

O.

Oak Island, steamer 90, 92, 168
Oak Leaf, schooner 96
Oakmont, sailboat 97
O. B. Green, tug 44
O. D. Witherell, schooner 86
Ogdensburg, steamer 149
Olga, launch 163
Olivia, steamer launch 144
Omega Taylor, launch 163
Onaway, launch 161
Oneida, schooner 161, 163
Oneota, catboat 166, 168
Onondaga, U. S. steamer 133, 186, 187
Oregon, sloop 80
Oriente Port, bark 152
Oriole, launch 76
Oriole, yacht 162
Orion, steamer 118
Ottawa, schooner 115
Owl, sloop 85

P.

Pacific, barge 112
Paloma, sloop 103
Panama, steamer 121
Paoli, tug 138
Pasadena, schooner barge 47
Pathfinder, fish boat 111
Pathfinder, schooner 101
Pathfinder, steamer 111
Pearl, launch 129
Pearl, sailboat 87
Pearl Cullen, schooner 145
Peerless, steamer 102
Penelope, sloop yacht 157
Penobscot, schooner 120
Perfection, tug 46
Peruvia, German steamer 127
Peter Iredale, British ship 109
Petrel, schooner 150
Petrel, sloop 75
Petrel, steamer 90, 123
P. E. Wharton, schooner 148
Philadelphia, pilot boat 142
Pilgrim, steamer 152, 154
Pilot, launch 83
Pine Lake, steamer 80
Pinta, launch 159
Pittsburg, sloop 144
Plunket, British schooner 74
Pocopson, schooner barge 148
Pokeginia, catboat 170
Pottawattomie, steamer 128
Prince Olaf, launch 149
Privateer, launch 131
Proctor, tug 115
Prudent, British schooner 125

Q.

Quebec, British barge 115
Queen, launch 115
Queen City, steamer 143

Digitized by Google

R.

	Page.
Rajah, sloop	150
Ralph M. Hayward, schooner	127
Rambler, launch	104
Rambler, sloop	144
Ramona, catboat	148
Ranger, tug	106
Rapture, launch	90
R. B. Leeds, schooner	147
R. C. Beaman, schooner	75
Rebel, sloop	88
Reliance, sloop	103
Reliance, steamer	154
Relief, launch	108, 111, 162
Rena, schooner	83
Republic, launch	78
Rescue, tug	66, 142, 188
Restless, canoe	159
R. H. Hebard, tug	103
Richmond, steamer	139
Ritta, yacht	123
Rixy, launch	86
R. J. Gordon, steamer	151
Roanoke, steamer	106
Robert and Arthur, schooner	195
Rosa E., schooner	161
Rosebud, schooner	100
Rose Marie, launch	37
Ruth, sloop	93
R. W. Hopkins, schooner	130

S.

Sacajawea, launch	160
Sallie I'On, schooner	137
Sallie M. Russell, schooner	146
Sally, sloop	140
Sally IV., sloop	97
Sam C. Holmes, schooner	117
Samuel H. Sharp, schooner	135
Sanilac, steamer	154
Sanquoit, sloop yacht	81
Sarah, launch	88
Sarah Eaton, schooner	77
Sardinian, schooner	149
Sausalito, schooner	167
S. C. Hart, tug	89
Scoot, launch	93
Scotia, steamer	106
Scud, yacht	93, 97
Sea Bright, sloop	97
Sea Gull, yacht	99
Sea Gull II, launch	163
Sea Fox, steamer	78, 86
Sea Queen, tug	166
Searchlight, steamer	150, 162
Sea Wing, steamer	91
Seguin, steamer	148
Seminole, revenue cutter	134
Senator, launch	87, 92
Sequoia, steamer	134
S. E. Smith, sloop	75
Seven Brothers, steamer	125
Sheila, schooner	130
Shenandoah, sloop yacht	80
Sheppy Allison, British steamer	137
Sibyl, yawl	86

Digitized by Google

Page.
Siconda, launch ... 96
S. I. Kimball, launch ... 126
Silver Heels, launch ... 97
Silver King, steamer ... 102
Silver Spray, sloop ... 135
Sintram, sloop ... 163
Skate, launch ... 104
Skidoo, launch ... 74, 144
Skipton Castle, steamship ... 191
Smith Tuttle, schooner ... 168
S. M. Mason, schooner ... 183
Snail, launch ... 161
Snapper, catboat ... 98
Sneak, launch ... 113
S. O. Dixon, tug ... 102
Solano, schooner ... 138, 159
Sophie, sloop ... 90
Soubrette, sloop ... 164
Southern Cross, steamer ... 145
Spencer, tug ... 111
Sporting Extra, sloop ... 167
Spray, sloop ... 111
Sprig, launch ... 137
Sprite, canoe ... 58
Spy, sloop ... 94
S. S. Hudson, schooner ... 80
Stanley, British schooner ... 150
Stanley H. Minor, schooner ... 142
Starke, tug ... 88
Sterling Sisters, schooner ... 153
Stewart Edwards, tug ... 102
Strideway, catboat ... 168
Stroller, catboat ... 79, 107
Sturgeon, sloop ... 95
Sunflower, light-house tender ... 161
Sunshine, yacht ... 85
Surf, launch ... 101, 115
Susie, schooner ... 128
Swallow, launch ... 88
Swallow, sailboat ... 111
Sylph, sloop ... 93
Sylvia, catboat ... 116
Sylvia, tug ... 102
Sympo, launch ... 95

T.

Take it Ezze, launch ... 92
Tantrum, catboat ... 94
Tatoosh, tug ... 130
Telephone, launch ... 145
Tena A. Cotton, schooner ... 137
Tecumseh, British steamer ... 122
Tecumseh, schooner ... 144
Temperance Belle, schooner ... 158
Tempest, schooner ... 88
Tennyson, schooner ... 158
Tessett, barge ... 163
The H. W ... 165
The Kid, launch ... 79
Thelma, launch ... 120
Thelma, schooner ... 81
Thelma II, sloop ... 94, 156
Theresa, yawl ... 30
Thetis, U. S. steamer ... 140
Thetis, sloop yacht ... 165
Thistle, yacht ... 75, 106

Digitized by Google

Page.
Thomas A. Cromwell, schooner 121
Thomas H. Cahoon, schooner 112
Three Sisters, sloop 127
Tidal Wave, sloop 155
Tidy Adly, yacht 162
Tillie E., schooner 154
Togo, dredge 108
Tom, flatboat 122
Topeka, steamer 81
Totem, sloop yacht 159
Tramp, tug 121
Treasure, sloop yacht 87
Troubadour, sloop 86
Tude, launch 142
Turbinia, British steamer 165
Turret Crown, British steamer 122
Tuscarora, U. S. steamer 182, 194
Twilight, launch 75
Two Brothers, sloop 146
Two Sisters, sloop 139

U.

Unadilla, Naval tug 128
Uncle Sam, schooner 74
Uno, sloop 140

V.

Vagabond, sloop 88
Valencia, steamer 17
Valentine, barge 100
Valentinna, schooner 139
Valiant, sloop yacht 77
Valley Forge, tug 61, 63
Vanadis, launch 167
Varuna, sloop 162
Venezuela, schooner 109
Venture, launch 105, 109
Vera, launch 108
Verona, steamer yacht 157
Veronica, sloop 75
Veronica, steamer 163
Vexer, sloop 88, 103
Victory, launch 94
Vigilant, sloop 158
Viking, launch 146
Vim, launch 165
Viola, sloop 109
Viola, sloop 117
Violet, launch 43
Vista, launch 82
Vita, steamer yacht 83

W.

Wabun, sloop 157
Wallula, steamer 93
Wallula, tug 130
Walter A. Sherman, barge 102
Wanderer, launch 151
Wanderer, schooner 119
Wandrian, British schooner 129
W and W launch 106
Wasp, launch 87
Watagua, sloop 82
Wave, yacht 103
Wawanosh, British schooner 124

Digitized by Google

Page.
Welcome, tug ... 118
Western Star, steamer ... 182
Wherehere, launch ... 86
Whirlwind, sloop ... 95
White Wing, fishing sloop ... 194
White Wing, sloop ... 142
W. H. Moody, schooner ... 157
Wildwood, steamer ... 107
William A. Young, schooner ... 87
William B. Kerr, steamer ... 146
William Booth, schooner ... 105, 149
William Brown, skiff ... 95
Wm. F. Green, schooner ... 118
Wm. F. Witzemann, schooner ... 138
Wm. Griffith ... 155
Wm. H. Bailey ... 124
William H. Skinner, shooner ... 107
William Marshall, schooner ... 127
William Neely, schooner ... 141
William P. Hord, schooner ... 84
William Rice, schooner ... 148
Wm. Talbot Dodge, schooner ... 30
Windom, U. S. steamer ... 167, 168
Windsor, steamer ... 97
Winnebago, schooner ... 81
Woodbury, barge ... 132, 138
Woodbury, U. S. steamer ... 129
Wolverine, houseboat ... 141
Wyanoke, British steamer ... 80

Z.

Zena, sloop yacht ... 87
Zenita, launch ... 97, 99
Zetta, yacht ... 97
Zip, catboat ... 94
Zizania, U. S. steamer ... 161
Zurich, launch ... 169

Digitized by Google

INDEX TO MEDAL AWARDS.

A.	Page.
Alexander, E.	342
Amazeen, Winslow A.	328
Andersen, Harry	346
Andersen, John K.	346
Anderson, P.	341
Angel, Laurance	351
Arundale, Samuel	334
Aspenburg, Carl A.	348
Augustus, George	328

B.	
Babb, William	326
Ballentine, Edward D.	332
Ball, George E.	323
Barry, Denis	336
Barry, Michael F.	340
Bartholomew, F. C.	322
Batts, Joseph H.	350
Bean, Jesse B.	324
Beard, Hugh	317
Bearse, Andrew H.	325
Bearse, Willis I.	325
Behan, James	326
Bennett, Henry A.	325
Benson, Benjamin T.	341
Benson, Garret J.	319
Bergman, John	332
Bernston, Albert	345
Berton, Joshua E.	332
Bierman, James	344
Bierschenk, Philip	342
Biller, Charles H.	324
Blanchfield, John	320
Blank, Chas. A.	344
Bleil, Philip C.	318
Bloomer, Francisco	325
Bloomer, George W.	325
Bloomer, William A.	325
Blow, William N., jr.	334
Bodden, H. L.	351
Boker, Chas. E.	346
Boyle, John P.	347
Boyne, John	329
Bowman, William E.	322
Bradford, Michael J.	324
Brand, Edward	325
Brandley, Aaron	323
Breen, Robert	332
Brewer, Edwin W.	345
Brimmer, Alexander	329
Brindley, John W.	332
Brooks, Andrew	319
Brower, William H.	321
Brown, E. T.	342
Brown, James, jr.	341
Brown, Jefferson M.	341

	Page.
Buck, Hiram Dudley	325
Buck, Jason	327
Buerger, John	336
Burke, James M.	341
Burke, Michael J.	347
Burke, William	319
Burns, John	323
Burr, Bertie O.	334

C.	
Cameron, Benjamin G.	340
Capps, W. N.	346
Cardran, Alfred	322
Cardran, Joseph	322
Carey, John	318
Carlberg, John L.	348
Carlssen, C. A.	331
Carpenter, James K.	332
Carpenter, Waldo B.	333
Carroll, J. H.	343
Carrow, John	327
Cathcart, Charles H.	333
Chadwick, William L.	321
Chadwick, William P.	321
Chapman, Frank B.	345
Chase, Walter N.	333
Christiernin, Henry P.	335
Clarke, Edith	325
Clark, William A.	320
Claus, Walter	327
Clayton, Abner R.	321
Clayton, David B.	321
Cleaveland, Daniel H.	334
Clemons, A. J.	317
Clemons, Hubbard M.	317
Clemons, Lucien M.	317
Cleveland, Alvin H.	340
Cobb, George D.	345
Coffin, George E.	319
Coffin, Henry C.	319
Collins, James	350
Condon, John F.	328
Conklin, C. V.	346
Conley, James	317
Conroy, John F.	350
Conroy, Thomas (2 awards)	325, 350
Cope, William E.	346
Corbell, Malachi	318
Cormack, W.	344
Corscaden, James A.	345
Corthell, Joseph	345
Coulon, John	349
Cousins, William	319
Cox, Samuel S.	322
Coyle, John	327
Coyne, Michael J.	347

Digitized by Google

	Page.
Crabtree, E.	317
Cran, Alexander	327
Cranmer, James H.	346
Cranmer, J. Horace	346
Crawford, Lewis Roy	349
Crimmings, John F.	342
Crosby, George	330
Crosby, J. Schuyler	317
D.	
Dailey, Benjamin B.	323
Daily, William H.	322
Dallaghan, W. H. J.	346
Daly, Patrick H.	324
Danslow, Charles	317
Dean, George B.	338
Dean, John	317
Delaney, John	320
De Liesseline, John T.	328
Dennison, Rosser M.	343
Devan, William	320
Devine, Joseph (2 awards)	324, 336
Dewald, John H.	332
Dexter, Benjamin	332
Diggins, Louis B.	346
Dishinger, Fred, jr.	347
Dishinger, Fred, sr.	347
Distel, Lawrence	323
Dodge, Peter	339
Doherty, Hugh F.	346
Dolman, John	317
Donahue, James S.	330
Dooley, Stanley	350
Dorie, Nicholas	325
Doughty, James A.	322
Dowd, Morris	320
Downing, W. Vernon	345
Doyle, Joseph O	319
Doyle, Lawrence	347
Drinkwater, Horatio	343
Duffy, Thomas F.	345
Duggan, Thomas	345
Duncan, James	317
Dunham, John B.	319
Dunham, Marcus W.	319
Dunton, John R.	332
E.	
Eastwood, Charles	345
Eddington, Charles	317
Eggleston, Mial E.	345
Eich, Carl	346
Eldredge, Otis C.	325
Eldridge, Jesse H.	333
Ellis, Seth L.	344
Etheridge, Patrick H.	323
Eveleigh, John L.	323
Everett, Henry H.	326
Everett, William B.	326
Ewing, William M.	330
F.	
Fadden, H. D.	246
Farley, Thomas	320
Farrell, Archie	343
Farrell, Hubert C.	350
Farrell, John	343
Ferguson, William H.	320
Fernald, Joseph	331
Fife, Charles E.	349
Finch, Arthur L.	330
Finn, Thomas	326
Fisher, David B.	321
Fisher, Stanley	340
Flemming, Charles W.	321
Flemming, John	321
Flood, George J.	333
Fogarty, Daniel J.	345
Forrest, Charles T.	341
Fosberg, Carl	317
Foster, Charles A.	341
Fourchey, André	343
Fowler, Edson B.	330
Fraser, Charles W.	323
Freel, Thomas F.	330
Fulcher, Charles	323
Fulcher, James W.	348
G.	
Galiano, Alfred	328
Galiano, Joseph T.	328
Galiano, Louis F.	328
Gardener, Lucien B.	347
Gardiner, W.	344
Gaskill, William H.	348
Gault, E. H.	338
George, Harry A.	327
Gibbons, Charles, jr.	326
Gillooly, John	320
Gleason, Thomas J.	345
Glover, John R.	346
Gnewuch, Charles	321
Godfrey, James	317
Godfrey, Somers C.	327
Goffigon, William B.	332
Golart, Frank, jr.	340
Good, John E.	343
Goodroe, Joseph	323
Goodwin, Charles C.	323
Goodwin, William	323
Gorman, Michael (2 awards)	318
Gould, A. A.	323
Gould, Josiah B.	333
Gould, Zenas H.	325
Grace, Irving P.	345
Graeber, Albert	339
Graham, Joseph B.	339
Grant, Isaac H.	321
Gray, George N.	345
Gray, Thomas	323
Gregory, William	317
Greenwald, Joseph	324
Griesser, W. W.	343
Griffin, Harry M.	345
Griffith, William	317
Guiney, Denis	336
Gunn, Calvin	331
Guthrie, John A	348
Guthrie, Kilby	348

Digitized by Google

H.

	Page.
Habel, August	327
Hachitaro, Fugi	329
Hadlock, Gilbert T	340
Hagen, John P. F	324
Halbe, Frank J	345
Haley, Michael M	346
Hall, Ephraim S	328
Halsey, W. F., jr	347
Hamilton, James	347
Hanby, John R	348
Hand, Smith S	327
Hanley, John H	328
Hanna, Marcus A	324
Harding, Silas H	328
Harrison, C. A	322
Harrison, Custis	331
Harris, William A	327
Harvey, James	317
Hatch, Frederick T. (2 awards)	323, 331
Haugens, Laurits	346
Hawes, Zenas W	325
Hayden, Delos	323
Hayes, John J	334
Heckler, Augustus S	327
Heinemann, William	349
Held, Reuben	331
Henderson, George E	345
Henrikson, A	341
Herbert, Abner	321
Herbert, Demerest T	321
Herndon, Thomas H	335
Hewitt, John H	323
Hewlett, Benjamin	336
Hildreth, Henry W	327
Holmes, James H	345
Hopson, Virgil L	335
Horne, Mark Watson	350
Horton, Ernest A	341
Hotchkiss, Leroy S	336
Howland, Jesse	330
Hunsicker, J. L	318
Hussy, John	318
Huston, James	236

I.

Idstrom, W	344
Ingalls, Ross	323

J.

Jackson, Benjamin U	334
James, Joshua	328
James, Osceola F	328
Jarvis, Calupt T	348
Jeffas, George	344
Jenkins, G. W. S	337
Jennett, Isaac L	323
Jennett, Jabez B	323
Johns, Jonas	329
Johns, Sampson	329
Johnson, Carl	323
Johnson, F. Horton	340
Johnson, Fred	344
Johnson, John E	332
Johnston, Cornelius W	326
Jones, Abram J	321
Jones, John	325
Jones, Valentine	336
Jones, W	317
Jones, William	333
Jordon, Charles W	351
Joynes, Robert C	332

K.

Kaine, Patrick	338
Kelly, M. D	346
Kelly, Patrick J	345
Kendrick, Frederick	319
Kennedy, Patrick	331
Kenrick, Harry	333
Kernochan, Frederic	325
Kiah, Jerome G	320
Kilty, John F	326
Kindig, Frank M	330
King, Harry	339
King, Maud	327
Kintz, James S	329
Kittel, H. H	348
Kittell, David	325
Kirchner, August	346
Kirkman, John E	348
Kleindienst, John H	346
Knudsen, Martin	337
Kuehn, August	327
Kynan, Michael	334

L.

Labre, Alex	319
Langan, Patrick	319
Langley, John H	327
Lanstra, Jacob N	331
Larson, James	324
Lasley, Frank	332
Latham, Albert	346
Lavender, Robert M	341
Lawson, Lawrence O	330
Lawton, Lawrence	338
Learned, Charles	323
Lee, George	317
Lee, Henry M	318
Lee, W. G	336
Lewis, Joseph L	348
Lewis-Wilson, Ida	321
Ley, E. P. H	323
Lightburn, Fred	338
Lilleland, Andrew O	341
Lindsay, Jay	323
Littlefield, Edgar	351
Littlefield, Jeremiah M	351
Lockwood, Nelson	320
Loining, Jacob	330
Longorio, Julian	337
Longstreet, Eugene	331
Longstreet, Robert F	346
Lopez, James A	341
Lowe, P. J., jr	337
Lucas, Robert	317
Ludlam, Christopher	327
Ludlam, Providence S	327
Lynch, Patrick J	349
Lynn, Daniel E	339

Digitized by Google

M.	Page.
Macdonald, Godfrey H	334
Macdonald, James	329
Mackall, Samuel T	347
Magrath, James F	338
Malcolm, William C	351
Maloney, Thomas	317
Manning, James	327
Martin, James	317
Mason, Mabel	331
Mathis, George	346
Maull, C. Allen	329
Mayo, Elmer F	343
Mayo, Isaac F	320
McBride, Thomas	318
McCarthy, Daniel H	345
McClintock, Clark E	344
McCloy, John	334
McDonald, John	326
McDonald, Malcolm	326
McFee, James	323
McGee, William	319
McGrail, Thomas	350
McGrath, Matthew J	350
McGregor, Frank A	347
McGuire, Harvey	335
McInnis, Patrick G	329
McIver, Daniel	326
McIver, Neill	326
McKenna, John	318
McKenzie, Charles	317
McLean, John	326
McMahon, James	330
McMahon, Patrick H	347
McMaster, Lawrence W	351
McQueen, Dixon	325
McQuirk, Frank M	319
Menou, André	351
Midgett, John H	323
Midgett, Rasmus S	341
Miguchi, F	347
Miller, Daniel F	324
Miller, David	324
Miller, Robert	338
Miller, Sam	341
Miller, William B	329
Mills, Robert E	344
Milne, Massie	334
Mitchell, Alfred	330
Mitchell, Alonzo L	328
Mitchell, Ambrose B	328
Mitchell, Eugene	328
Mitchell, Eugene, jr	328
Mitchell, H. Webster	328
Mitchell, John L	328
Mitchell, William B	328
Mollen, August	349
Mollhagen, Charles	327
Mollhagen, Louis	327
Mollhagen, Robert	327
Monck, William A	333
Moore, Harry H	330
Moore, Tyre	348
Morgan, Edith	321
Munday, James	317
Murphy, Philip	317
Murphy, Timothy C	319
Murray, James	349

N.	Page.
Napier, Joseph	318
Nelson, John	334
Nelson, Nils	347
Nesman, Peter	325
Newman, William	325
Nilsen, Neils	349
Nobles, George	334
Nordall, Edward	318
Norton, Isaac C	340
Nye, H. C. T	318
Nyman, John	333

O.	Page.
Oakmore, William	332
O'Connor, John J	344
O'Hara, Dennis	327
Oleson, Anton	318
Oleson, Barnt	318
O'Loughlin, Michael J. (2 awards)	345, 349
Olsen, F	344
Olsen, Ingar	337
Olsen, Lars E	341
O'Neal, J. R	343
Osborn, Isaac	321
Owen, Albert	331
Owens, E	324

P.	Page.
Packer, William	343
Palmer, Alfred M	322
Palmer, Ira S	345
Paige, Henry F	326
Parketon, Charles	323
Parsons, Marie D	326
Partridge, W. H	343
Paschal, Jesse J	350
Patterson, Benjamin	325
Patterson, John C	325
Patterson, Wilber H	325
Payne, Eugene	323
Pearce, John H	325
Pearce, Tylee C	321
Pedersen, Jacob	344
Penn, William	331
Penoyar, Ralph E. V	342
Penoyar, W. C	342
Perkins, Roland H	333
Perry, Thomas W	323
Petersen, C	351
Petersen, N. A	318
Petersen, P	351
Pharo, Barton P	346
Pharo, Walter	346
Pharo, W. E	346
Philbrick, John O	317
Pike, Albert K	329
Plummer, C. H	345
Plummer, Guy	345
Plummer, Jack	345

Digitized by Google

	Page.
Poland, Howard M.	345
Pope, Eben T.	328
Pope, George F.	328
Porter, Henry	338
Potter, Benjamin C.	320
Powell, John	317
Poznanovich, Lazar	341
Pregenzer, Philip C.	349
Prouty, Cheney R.	320

Q.

Queckberner, C. A. J. (2 awards).	322, 324
Quigley, James	329
Quinlisk, James	333
Quinn, Thomas S.	348

R.

Rafailovich, B.	345
Randall, George W.	328
Rapp, John H. (2 awards)	319, 321
Raynor, Frank B.	346
Ray, W. C.	320
Reagan, Daniel J.	330
Redmond, John	325
Regnier, John	332
Reiner, Charles	342
Reynolds, Lovell K.	320
Reynolds, Thomas	325
Richardson, Charles	325
Richards, Samuel	317
Richards, Thomas	348
Ridley, Joseph	348
Ring, Frank D.	333
Ripetz, August	325
Roach, Cornelius	324
Roberts, Alden C.	323
Robinson, Ernest	328
Robinson, John	317
Rodenstein, Charles F.	336
Rohn, Julius W.	322
Root, Charles S.	344
Rose, Delbert	345
Rosenthal, Moritz	331
Rosevear, Charles R.	322
Rosman, Charles A.	320
Ross, William	321
Rowe, Albert G.	346
Ruffler, William	317
Russell, James	339
Russell, John	349
Rutter, Harry	324
Ryan, Frank T.	350
Ryan, James	333
Ryder, Dominick J.	322

S.

Salmons, A. B.	346
Sampson, Thomas	326
Sanders, John	322
Sandsbury, James C.	319
Sandsbury Thomas F.	319
Scherer, William B.	338
Schiller, Henry J.	349
Schneider, George	327
Schumm, Herman C.	333
Seaman, Charles	321
Sears, Joseph B.	330
Settes, Joseph H.	341
Seymour, Lester D.	345
Sheehan, Dennis	345
Sheridan, Charles J.	348
Shomin, Nicholas	332
Simmons, B. M.	343
Smeed, Edward	323
Smith, Albert W.	351
Smith, Charles H.	318
Smith, Charles P.	321
Smith, Earl A.	351
Smith, Edwin R.	319
Smith, G. Elwood	351
Smith, Frederick	328
Smith, Harry L.	351
Smith, John	328
Smith, John E.	332
Smith, John H.	325
Smith, John W.	351
Smith, Louis E.	351
Sorensen, Alfred (3 awards).	338, 344, 348
Souza, Antoine K.	341
Spark, Henry	318
Sparrow, J. W.	343
Spofford, John	347
Steele, Morgan L.	344
Stewart, William	317
Stockton, Richard	321
Storbeck, Otto B.	341
Strand, Conrad F.	340
Sullivan, Cornelius F.	346
Sullivan, Daniel J.	348
Sutfin, Peter	321
Sweeney, John J.	349
Sweezey, Frank	339
Sykes, Luther	338

T.

Taussig, J. K.	345
Taylor, Andrew M.	329
Theis, John H.	322
Thomas, R. J.	317
Thom, H. R. Mayo	341
Thompson, Charles	348
Thompson, Harry T.	331
Thompson, Thomas	348
Thompson, William	345
Thomson, Julien H.	335
Thorn, Henry	344
Tompkins, Frank	330
Tompkins, William	338
Tobin, John	320
Towle, Henry C.	351
Tracy, Dennis	330
Truex, Benjamin	321
Truex, Isaac W.	346
Truex, Lewis	321
Truxton, Thomas J.	329
Tully, John	320
Tuncks, Henry C.	323

Digitized by Google

U.

	Page.
Ulke, Henry, jr	348

V.

Valentine, Charles H	320
Van Amringe, Cyrus S	333
Van Brunt, John	320
Van Buren, Charles	332
Vannote, William	321
Venable, William J	326

W.

Wade, John	350
Wagner, Emile M	349
Walker, Frederick A	326
Ward, Dennis F	339
Ware, Millard F	327
Warner, Frank D	347
Warren, Richard F	329
Waters, Frank	323
Webb, Thomas M	330
Webster, F. D	336
Wells, Selden F	328
Wenz, Christopher A	335
Weston, Charles R	347
Wetherill, Alex. M., jr	336
Wheeler, Otis N	317
Whittaker, James	337
White, Charles	348
White, Charles Ross	343
White, Garret H	320
White, Harvey A	336
White, Martha	333
Whitehurst, G. W	343
Whiteley, Mary	327
Wiese, Ed. F	337
Wiklund, Axil	325
Williams, Antoine	319
Williams, Henry	317
Williamson, C. C	348
Wilson, John W	345
Wilson, William	322
Wilson, William J	323
Wilson, William L	330
Wingate, Elias S	333
Wingate, William E	338
Wolf, Christian F	335
Worden, Dean	323
Worth, James L	341

Y.

Yeomans, Walter M	348
Young, Lucien	318

Z.

Zabaljamagui, Agapito	338

Digitized by Google

INDEX TO TABLES ACCOMPANYING REPORT.

Page.

Tabular statement of casualties which have occurred within the province of the Life-Saving Service during the season of 1906–7, showing specifically in each case the dates, localities, names of vessels, their value and that of their cargoes, the property saved and lost, and the number of lives saved..... 201

Table of casualties to vessels additional to those published in the report for 1906, showing their nature, with loss of life involved..... 356

Table giving 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 fiscal year ending June 30, 1906..... 357

Table of comparative statistics, giving total number of vessels meeting with casualties, total value of vessels and cargoes, total of losses to both, and total tonnage of vessels involved, for fiscal years 1905–6 and 1906–7, with the relative percentage of increase and decrease..... 359

Table showing the number of steam and sailing vessels and barges registered, enrolled, and licensed, belonging to the United States, on June 30, 1906, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels..... 360

Table showing 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 thirty fiscal years.. 361

Tables of abstracts of returns of wrecks and 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, 1907.

ATLANTIC AND GULF COASTS.

TABLE 1.—Showing the number and value of vessels and cargoes and amount of loss to same where known..... 363

TABLE 2.—Showing the number of vessels totally lost, the number damaged, their tonnage, the number of persons on board, and the number of lives lost.. 364

TABLE 3.—Showing the number of vessels and cargoes insured and uninsured and the amount of insurance where known..... 364

TABLE 4.—Distinguishing the nature of each casualty..... 364

TABLE 5.—Excluding collisions. Distinguishing the cause of each disaster... 365

TABLE 6.—Showing the number of vessels in collision and distinguishing the cause of each disaster..... 365

TABLE 7.—Showing the number of vessels and distinguishing their description.. 366

TABLE 8.—Showing nationality and description and distinguishing those totally lost and those damaged 366

TABLE 9.—Showing the tonnage and distinguishing the number of those totally lost and those damaged..... 367

TABLE 10.—Showing the number of vessels and distinguishing their age..... 368

TABLE 11.—Showing the number of vessels and distinguishing their cargoes.. 368

TABLE 12.—Summary..... 369

PACIFIC COAST.

TABLE 13.—Showing the number and value of vessels and cargoes and amount of loss to same where known..... 369

TABLE 14.—Showing the number of vessels totally lost, the number damaged, their tonnage, the number of persons on board, and the number of lives lost.. 370

Digitized by Google

Page.

TABLE 15.—Showing the number of vessels and cargoes insured and uninsured and the amount of insurance where known 370
TABLE 16.—Distinguishing the nature of each casualty 371
TABLE 17.—Excluding collisions. Distinguishing the cause of each disaster .. 371
TABLE 18.—Showing the number of vessels in collision and distinguishing the cause of each disaster 372
TABLE 19.—Showing the number of vessels and distinguishing their description 372
TABLE 20.—Showing nationality and description and distinguishing those totally lost and those damaged 372
TABLE 21.—Showing the tonnage and distinguishing the number of those totally lost and those damaged 373
TABLE 22.—Showing the number of vessels and distinguishing their age 374
TABLE 23.—Showing the number of vessels and distinguishing their cargoes ... 374
TABLE 24.—Summary 374

GREAT LAKES.

TABLE 25.—Showing the number and value of vessels and cargoes and amount of loss to same where known 375
TABLE 26.—Showing the number of vessels totally lost, the number damaged, their tonnage, the number of persons on board, and the number of lives lost .. 375
TABLE 27.—Showing the number of vessels and cargoes insured and uninsured and the amount of insurance where known 376
TABLE 28.—Distinguishing the nature of each casualty 376
TABLE 29.—Excluding collisions. Distinguishing the cause of each disaster .. 376
TABLE 30.—Showing the number of vessels in collision and distinguishing the cause of each disaster 377
TABLE 31.—Showing the number of vessels and distinguishing their description 377
TABLE 32.—Showing nationality and description and distinguishing those totally lost and those damaged 378
TABLE 33.—Showing the tonnage and distinguishing the number of those totally lost and those damaged 378
TABLE 34.—Showing the number of vessels and distinguishing their age 379
TABLE 35.—Showing the number of vessels and distinguishing their cargoes ... 380
TABLE 36.—Showing the number of vessels and distinguishing the lakes and connecting rivers on which the disasters occurred 380
TABLE 37.—Summary 380

RIVERS.

TABLE 38.—Showing the number and value of vessels and cargoes and the amount of loss to same where known 381
TABLE 39.—Showing the number of vessels totally lost, the number damaged, their tonnage, the number of persons on board, and the number of lives lost. 381
TABLE 40.—Showing the number of vessels and cargoes insured and uninsured and the amount of insurance where known 382
TABLE 41.—Distinguishing the nature of each casualty 382
TABLE 42.—Excluding collisions. Distinguishing the cause of each disaster .. 382
TABLE 43.—Showing the number of vessels in collision and distinguishing the cause of each disaster 383
TABLE 44.—Showing the number of vessels and distinguishing their description 383
TABLE 45.—Showing nationality and description and distinguishing those totally lost and those damaged 384
TABLE 46.—Showing the tonnage and distinguishing the number of those totally lost and those damaged 384
TABLE 47.—Showing the number of vessels and distinguishing their age 385
TABLE 48.—Showing the number of vessels and distinguishing their cargoes .. 386
TABLE 49.—Distinguishing the rivers on which they occurred 386
TABLE 50.—Summary 387

AT SEA AND IN FOREIGN WATERS.

TABLE 51.—Showing the number and value of vessels and cargoes and amount of loss to same where known 387
TABLE 52.—Showing the number of vessels totally lost, the number damaged, their tonnage, the number of persons on board, and the number of lives lost .. 388

Digitized by Google

Page.

TABLE 53.—Showing the number of vessels and cargoes insured and uninsured and the amount of insurance where known 388
TABLE 54.—Distinguishing the nature of each casualty 388
TABLE 55.—Excluding collisions. Distinguishing the cause of each disaster... 389
TABLE 56.—Showing the number of vessels in collision and distinguishing the cause of each disaster 389
TABLE 57.—Showing the number of vessels and distinguishing their description. 390
TABLE 58.—Showing the tonnage and distinguishing the number of those totally lost and those damaged 390
TABLE 59.—Showing the number of vessels and distinguishing their age 391
TABLE 60.—Showing the number of vessels and distinguishing their cargoes... 392
TABLE 61.—Summary 392

MISCELLANEOUS.

TABLE 62.—Summary of disasters which have occurred to foreign vessels on and near the coasts and on the rivers of the United States during the fiscal year ending June 30, 1907 393
TABLE 63.—General summary 393
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, 1907, 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 her cargo, the number of lives lost, the date and place of disaster, etc 396
TABLE 65.—Summary of wrecks and casualties on or near the coasts and on the rivers of the United States, etc., during the year ending June 30, 1907, involving loss of life 410
TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years 411
TABLE 67.—List of places where American vessels have stranded during the last ten years 436

O

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