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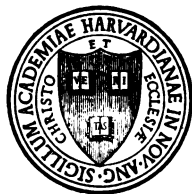
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FROM THE

UNITED STATES GOVERNMENT

ANNUAL REPORT OF THE

United States Life-Saving Service

FOR THE FISCAL YEAR ENDED JUNE 30

1912



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U.S. DEPT. OF TREASURY

TREASURY DEPARTMENT,

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Life-Saving Service.

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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, D. C.
OLIVER M. MAXAM, Assistant General Superintendent, Washington, D. C.
Senior Capt. DANIEL P. FOLEY, United States Revenue-Cutter Service, Inspector
of Life-Saving Stations, Washington, D. C.

DISTRICT SUPERINTENDENTS.

District.	Name.	Post-office address.
First.....	Silas H. Harding.....	Portsmouth, N. H.
Second.....	George W. Bowley.....	Provincetown, Mass.
Third.....	Herbert M. Knowles.....	Wakefield, R. I.
Fourth.....	Arthur Dominy.....	Bay Shore, N. Y.
Fifth.....	John S. Cole.....	Asbury Park, N. J.
Sixth.....	William E. Tunnell.....	Lewes, Del.
Seventh.....	Patrick H. Morgan.....	Shawboro, N. C.
Eighth.....	Hiram B. Shaw.....	205 Main Street, Jacksonville, Fla.
Ninth.....	William A. Hutchings.....	Galveston, Tex.
Tenth.....	Edwin E. Chapman.....	Buffalo, N. Y.
Eleventh.....	Jerome G. Kiah.....	Harbor Beach, Mich.
Twelfth.....	Charles Morton.....	Grand Haven, Mich.
Thirteenth.....	Otto Wellander.....	Rooms 311-312, Customhouse, San Francisco, Cal.

ASSISTANT INSPECTORS.

First.....	} Lieut. Charles Satterlee, U. S. Revenue-Cutter Service...	{ No. 201 Equitable Building, Boston, Mass.
Second.....		
Third.....	} Lieut. William E. At Lee, U. S. Revenue-Cutter Service...	Patchogue, N. Y.
Fourth.....		
Fifth.....	} Lieut. Harry G. Hamlet, U. S. Revenue-Cutter Service...	Red Bank, N. J.
Sixth.....		
Seventh.....	} _____, U. S. Revenue-Cutter Service.....	Salisbury, Md.
Eighth.....		
Ninth.....	} Capt. W. E. W. Hall, U. S. Revenue-Cutter Service.....	Elizabeth City, N. C.
Tenth.....		
Eleventh.....	} Capt. Byron L. Reed, U. S. Revenue-Cutter Service.....	No. 216 Post Office Building, Savannah, Ga.
Twelfth.....		
Thirteenth.....	} Capt. Francis A. Levis, U. S. Revenue-Cutter Service.....	No. 204 Post Office Building, Detroit, Mich.
	} Capt. Andrew J. Henderson, U. S. Revenue-Cutter Service.	No. 500 Federal Building, Chi- cago, Ill.
	} Capt. Johnstone H. Quinan, U. S. Revenue-Cutter Service.	Rooms 311-312, Customhouse, San Francisco, Cal.

SUPERINTENDENTS OF CONSTRUCTION, LIFE-SAVING STATIONS.

ATLANTIC AND LAKE COASTS.

Name.	Post-office address.
Senior Capt. A. P. R. Hanks, U. S. Revenue-Cutter Service.....	No. 507 Hudson Street, New York, N. Y.
_____, U. S. Revenue-Cutter Service.....	Do.

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SUPERINTENDENTS OF CONSTRUCTION, LIFE-SAVING STATIONS—Continued.

PACIFIC COAST.

Name.	Post-office address.
Capt. Johnstone H. Quinan, U. S. Revenue-Cutter Service.....	Rooms 311-312, Customhouse, San Francisco, Cal.
———, U. S. Revenue-Cutter Service.....	No. 607 Hudson Street, New York, N. Y.

BOARD ON LIFE-SAVING APPLIANCES.

Otto H. Tittmann, president, Superintendent U. S. Coast and Geodetic survey.	Washington, D. C.
Edwin E. Chapman, recorder, superintendent, tenth life-saving district.	Buffalo, N. Y.
Col. David A. Lyle, U. S. Army (retired).....	Portsmouth, N. H.
Silas H. Harding, superintendent, first life-saving district.....	Wakefield, R. I.
Herbert M. Knowles, superintendent, third life-saving district.....	Harbor Beach, Mich.
Jerome G. Kiah, superintendent, eleventh life-saving district.....	
Vacancy.....	

SUPERINTENDENT OF TELEPHONE LINES.

William Bolton.....	124 North Sixth Street, Newark, N. J.
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CLASSIFICATION OF DISTRICTS AND STATIONS.

ATLANTIC AND GULF COASTS.

	Stations.
First district (coasts of Maine and New Hampshire).....	15
Second district (coast of Massachusetts).....	32
Third district (coasts of Rhode Island and Fishers Island).....	10
Fourth district (coast of Long Island).....	33
Fifth district (coast of New Jersey).....	42
Sixth district (coast from Cape Henlopen to Cape Charles).....	19
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
Total.....	203

COASTS OF THE GREAT LAKES.¹

Tenth district (Lakes Erie and Ontario, including Louisville station).....	13
Eleventh district (Lakes Huron and Superior).....	18
Twelfth district (Lake Michigan).....	31
Total.....	62

PACIFIC COAST.²

Thirteenth district.....	19
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SUMMARY.

Atlantic and Gulf coasts.....	203
Coasts of the Great Lakes.....	62
Pacific coast.....	19
Total.....	284

¹ Including a station at the Falls of the Ohio, Louisville, Ky.

² Including a station at Nome, Alaska.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
Washington, November 29, 1912.

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 ended June 30, 1912, and of the expenditures of moneys appropriated for the maintenance of the service for that period.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

HON. FRANKLIN MACVEAGH,
Secretary of the Treasury.

OPERATIONS OF THE UNITED STATES
LIFE-SAVING SERVICE: 1912.

OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE.

It is gratifying to be able to preface this report with the statement that the loss of life from marine casualties during the year within the scope of the Life-Saving Service was much less than ever before in proportion to the number of persons and vessels involved. Only 16 lives were lost, although the number of disasters reported was much larger than has been presented in any preceding annual review of the operations of the establishment since its general extension to the sea and lake coasts.

COMPARISON OF STATISTICS.

In two former years, namely, 1880 and 1885, the number of lives lost was smaller. The number of disasters reported for the earlier year, however, was only about one-sixth, and for the last-mentioned year something more than one-fifth, of the number reported for 1912, while the disproportion between the number of persons involved in 1880 and in 1885, respectively, and the number imperiled during the past year is almost equally striking. The difference between the figures for 1912 and the similar figures of that year's nearest two competitors, as referred to in the foregoing connection, may be seen at a glance by reference to the following table:

Years.	Disasters.	Persons involved.	Lives lost.	Ratio of lives lost to number of disasters.	Ratio of lives lost to number of persons involved.
1880.....	300	1,989	9	1 in 33	1 in 221
1885.....	371	2,439	11	1 in 34	1 in 222
1912.....	1,730	7,193	16	1 in 108	1 in 450

Aside from the exceptionally small number of persons included in the last annual list of fatalities, the year's death roll is remarkable in another particular. Not a single one of the 16 persons who perished, as above stated, was lost from a seagoing vessel. Of the 8 vessels that figure in casualties in which life was lost, only one was documented. This vessel—an 8-ton launch, barely within the documented classification—was wrecked January 20, 1912, in the breakers at the mouth of Coos Bay, Oreg., with the loss of her entire crew of 6 persons. Such a record seems the more significant when it is

remembered that the 284 service stations are located at those points on the coast of greatest danger to navigation.

A comparison of the year's summary of operations with similar data appearing in the report for the year immediately preceding (1911) is not without interest. While the number of persons aboard vessels meeting disaster during the year was approximately 20 per cent less than the number so circumstanced during 1911, the number of lives lost during 1912 was nearly 60 per cent less than the number so reported during the preceding year. Moreover, within the last year the number of vessels involved in casualty was actually 18 per cent greater than the number endangered during 1911.

As regards the value of property—vessels and cargoes—endangered, the statistics for the two years are not so wide apart, the figures in this connection for 1912 exceeding by only 11 per cent those shown for 1911. The percentage of property loss for each of the two years is practically identical, being approximately 16 per cent.

STATEMENT OF OPERATIONS.

A total of 1,730 vessels were reported as involved in casualty during the year within the limits of service operations. Of this number, 455 belonged to the documented class and 1,275 were undocumented, the latter class comprising launches, sailboats, rowboats, etc. The vessels of the class first mentioned had on board a total of 3,731 persons, 6 of whom were lost, and were valued, with their cargoes, at \$11,896,205. The undocumented vessels carried 3,402 persons, 10 of whom perished, and were valued, with their cargoes, at \$1,352,100. The total value of vessels and cargoes, both classes combined, was \$13,248,305, of which amount \$2,093,135 represents the estimated value of the property lost. A summary of the record for the year, including the foregoing figures and other important data relating to the year's work, is presented in the following table:

	Docu- mented vessels.	Undocu- mented vessels.	Total.
Vessels involved.....	455	1,275	1,730
Vessels totally lost.....	46	13	59
Persons on board.....	3,731	3,462	7,193
Lives lost.....	6	10	16
Persons succored at stations.....	280	164	444
Days' succor afforded.....	612	202	814
Value of vessels involved.....	\$9,396,480	\$1,314,420	\$10,710,900
Value of cargoes.....	\$2,499,725	\$37,680	\$2,537,405
Total value of property involved.....	\$11,896,205	\$1,352,100	\$13,248,305
Value of property saved.....	\$9,860,995	\$1,294,175	\$11,155,170
Value of property lost.....	\$2,035,210	\$57,925	\$2,093,135

¹ 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 situations 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 even though 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.

APPORTIONMENT OF WRECK STATISTICS TO THE SEVERAL LIFE-SAVING DISTRICTS.

The apportionment of the figures contained in the foregoing table to the several life-saving districts and the coasts of the country is as follows:

ATLANTIC AND GULF COASTS, DISTRICTS 1 TO 9.

FIRST DISTRICT—COASTS OF MAINE AND NEW HAMPSHIRE.

	Docu- mented vessels.	Undocu- mented vessels.	Total.
Vessels involved.....	37	86	123
Vessels totally lost.....	9	1	10
Persons on board.....	184	218	402
Lives lost.....			
Persons succored at stations.....	17	12	29
Days' succor afforded.....	19	18	37
Value of vessels involved.....	\$291,510	\$45,235	\$336,745
Value of cargoes.....	\$358,000	\$1,065	\$359,065
Total value of property involved.....	\$649,510	\$46,300	\$695,810
Value of property saved.....	\$136,650	\$44,950	\$181,600
Value of property lost.....	\$512,860	\$1,350	\$514,210

SECOND DISTRICT—COAST OF MASSACHUSETTS.

Vessels involved.....	79	304	383
Vessels totally lost.....	11	6	17
Persons on board.....	843	773	1,616
Lives lost.....		1	1
Persons succored at stations.....	57	40	97
Days' succor afforded.....	98	42	140
Value of vessels involved.....	\$1,458,400	\$275,240	\$1,733,640
Value of cargoes.....	\$361,490	\$1,650	\$363,140
Total value of property involved.....	\$1,819,890	\$276,890	\$2,096,780
Value of property saved.....	\$1,682,340	\$264,940	\$1,947,280
Value of property lost.....	\$137,550	\$11,950	\$149,500

THIRD DISTRICT—COASTS OF RHODE ISLAND AND FISHERS ISLAND.

Vessels involved.....	5	12	17
Vessels totally lost.....	1		1
Persons on board.....	30	25	55
Lives lost.....			
Persons succored at stations.....	12	10	22
Days' succor afforded.....	42	12	54
Value of vessels involved.....	\$62,500	\$6,190	\$68,690
Value of cargoes.....	\$27,000	\$40	\$27,040
Total value of property involved.....	\$89,500	\$6,230	\$95,730
Value of property saved.....	\$57,150	\$4,875	\$61,825
Value of property lost.....	\$32,350	\$1,555	\$33,905

FOURTH DISTRICT—COAST OF LONG ISLAND.

Vessels involved.....	47	68	115
Vessels totally lost.....		1	1
Persons on board.....	255	292	547
Lives lost.....			
Persons succored at stations.....	9	13	22
Days' succor afforded.....	12	20	32
Value of vessels involved.....	\$653,300	\$115,460	\$768,760
Value of cargoes.....	\$270,650	\$390	\$271,040
Total value of property involved.....	\$923,950	\$115,850	\$1,039,800
Value of property saved.....	\$524,940	\$114,235	\$639,175
Value of property lost.....	\$399,010	\$1,615	\$400,625

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ATLANTIC AND GULF COASTS, DISTRICTS 1 TO 9—Continued.

FIFTH DISTRICT—COAST OF NEW JERSEY.

	Docu- mented vessels.	Undocu- mented vessels.	Total.
Vessels involved.....	64	102	166
Vessels totally lost.....	2		2
Persons on board.....	631	317	948
Lives lost.....		4	4
Persons succored at stations.....	23	11	34
Days' succor afforded.....	34	11	45
Value of vessels involved.....	\$712,000	\$133,020	\$845,020
Value of cargoes.....	\$48,620	\$1,990	\$50,610
Total value of property involved.....	\$760,620	\$135,010	\$895,630
Value of property saved.....	\$720,775	\$134,870	\$855,645
Value of property lost.....	\$39,845	\$140	\$39,985

SIXTH DISTRICT—COAST FROM CAPE HENLOPEN TO CAPE CHARLES.

Vessels involved.....	27	20	47
Vessels totally lost.....	3		3
Persons on board.....	193	39	232
Lives lost.....			
Persons succored at stations.....	34	11	45
Days' succor afforded.....	57	15	72
Value of vessels involved.....	\$759,220	\$12,340	\$771,560
Value of cargoes.....	\$494,105	\$100	\$494,205
Total value of property involved.....	\$1,253,325	\$12,440	\$1,265,765
Total value of property saved.....	\$1,150,825	\$12,075	\$1,162,900
Value of property lost.....	\$102,500	\$365	\$102,865

SEVENTH DISTRICT—COAST FROM CAPE HENRY TO CAPE FEAR RIVER.

Vessels involved.....	22	21	43
Vessels totally lost.....	7		7
Persons on board.....	212	65	277
Lives lost.....			
Persons succored at stations.....	44		44
Days' succor afforded.....	136		136
Value of vessels involved.....	\$952,750	\$17,350	\$970,100
Value of cargoes.....	\$212,805	\$350	\$213,155
Total value of property involved.....	\$1,165,555	\$17,700	\$1,183,255
Value of property saved.....	\$700,305	\$17,645	\$717,950
Value of property lost.....	\$465,250	\$55	\$465,305

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

Vessels involved.....	7	37	44
Vessels totally lost.....		1	1
Persons on board.....	63	163	226
Lives lost.....			
Persons succored at stations.....		13	13
Days' succor afforded.....		19	
Value of vessels involved.....	\$140,000	\$68,790	\$208,790
Value of cargoes.....		\$630	\$630
Total value of property involved.....	\$140,000	\$69,420	\$209,420
Value of property saved.....	\$139,750	\$68,890	\$208,630
Value of property lost.....	\$250	\$540	\$790

NINTH DISTRICT—GULF COAST.

Vessels involved.....	18	41	59
Vessels totally lost.....	2		2
Persons on board.....	125	117	242
Lives lost.....			
Persons succored at stations.....	12	14	26
Days' succor afforded.....	34	14	48
Value of vessels involved.....	\$244,900	\$46,075	\$290,975
Value of cargoes.....	\$118,465	\$1,570	\$120,035
Total value of property involved.....	\$363,365	\$47,645	\$411,010
Value of property saved.....	\$349,745	\$47,415	\$397,160
Value of property lost.....	\$13,620	\$230	\$13,850

ATLANTIC AND GULF COASTS, DISTRICTS 1 TO 9—Continued.

SUMMARY—ATLANTIC AND GULF COASTS.

	Docu- mented vessels.	Undocu- mented vessels.	Total.
Vessels involved.....	306	691	997
Vessels totally lost.....	35	9	44
Persons on board.....	2,536	2,009	4,545
Lives lost.....	208	5	5
Persons succored at stations.....	432	124	332
Days' succor afforded.....	432	151	583
Value of vessels involved.....	\$5,274,580	\$719,700	\$5,994,280
Value of cargoes.....	\$1,891,135	\$7,785	\$1,898,920
Total value of property involved.....	\$7,165,715	\$727,485	\$7,893,200
Value of property saved.....	\$5,462,480	\$709,685	\$6,172,165
Value of property lost.....	\$1,703,235	\$17,800	\$1,721,035

COASTS OF THE GREAT LAKES: DISTRICTS 10 TO 12.

TENTH DISTRICT—COASTS OF LAKES ERIE AND ONTARIO.

Vessels involved.....	13	153	166
Vessels totally lost.....	2	2	4
Persons on board.....	160	447	607
Lives lost.....	10	2	2
Persons succored at stations.....	76	16	26
Days' succor afforded.....	76	16	92
Value of vessels involved.....	\$409,300	\$181,865	\$591,165
Value of cargoes.....	\$168,500	\$2,925	\$171,425
Total value of property involved.....	\$577,800	\$184,790	\$762,590
Value of property saved.....	\$509,935	\$152,545	\$662,480
Value of property lost.....	\$67,865	\$32,245	\$100,110

ELEVENTH DISTRICT—LAKES HURON AND SUPERIOR.

Vessels involved.....	18	108	126
Vessels totally lost.....	2	1	3
Persons on board.....	168	213	381
Lives lost.....	7	12	19
Persons succored at stations.....	7	20	27
Days' succor afforded.....	7	20	27
Value of vessels involved.....	\$778,800	\$64,415	\$843,215
Value of cargoes.....	\$77,110	\$2,325	\$79,435
Total value of property involved.....	\$855,910	\$66,740	\$922,650
Value of property saved.....	\$803,235	\$65,205	\$868,440
Value of property lost.....	\$52,675	\$1,535	\$54,210

TWELFTH DISTRICT—COAST OF LAKE MICHIGAN.

Vessels involved.....	70	230	300
Vessels totally lost.....	4	1	5
Persons on board.....	494	577	1,071
Lives lost.....	39	1	40
Persons succored at stations.....	61	1	62
Days' succor afforded.....	61	1	62
Value of vessels involved.....	\$1,992,800	\$166,675	\$2,159,475
Value of cargoes.....	\$286,180	\$1,220	\$287,400
Total value of property involved.....	\$2,278,980	\$167,895	\$2,446,875
Value of property saved.....	\$2,156,870	\$164,190	\$2,321,060
Value of property lost.....	\$122,110	\$3,705	\$125,815

SUMMARY—COASTS OF THE GREAT LAKES.

Vessels involved.....	101	491	592
Vessels totally lost.....	8	3	11
Persons on board.....	822	1,237	2,059
Lives lost.....	56	2	58
Persons succored at stations.....	144	37	181
Days' succor afforded.....	144	37	181
Value of vessels involved.....	\$3,180,900	\$412,955	\$3,593,855
Value of cargoes.....	\$531,790	\$6,470	\$538,260
Total value of property involved.....	\$3,712,690	\$419,425	\$4,132,115
Value of property saved.....	\$3,470,040	\$381,940	\$3,851,980
Value of property lost.....	\$242,650	\$37,485	\$280,135

¹ Including a station at Louisville, Ky.

THIRTEENTH DISTRICT—PACIFIC COAST.¹

	Docu- mented vessels.	Undocu- mented vessels.	Total.
Vessels involved.....	48	93	141
Vessels totally lost.....	3	1	4
Persons on board.....	373	216	589
Lives lost.....	6	3	9
Persons succored at stations.....	16	11	27
Days' succor afforded.....	36	14	50
Value of vessels involved.....	\$941,000	\$181,765	\$1,122,765
Value of cargoes.....	\$76,800	\$23,425	\$100,225
Total value of property involved.....	\$1,017,800	\$205,190	\$1,222,990
Value of property saved.....	\$928,475	\$202,550	\$1,131,025
Value of property lost.....	\$89,325	\$2,640	\$91,965

¹ Including a station at Nome, Alaska.

GENERAL SUMMARY—BY COASTS.

[Combining both classes of vessels.]

	Atlantic and Gulf coasts.	Lake coasts.	Pacific coast.	Total.
Vessels involved.....	997	592	141	1,730
Vessels totally lost.....	44	11	4	59
Persons on board.....	4,545	2,059	589	7,193
Lives lost.....	5	2	9	16
Persons succored at stations.....	332	85	27	444
Days' succor afforded.....	583	181	50	814
Value of vessels involved.....	\$5,994,280	\$3,593,855	\$1,122,765	\$10,710,900
Value of cargoes.....	\$1,898,920	\$538,260	\$100,225	\$2,537,405
Total value of property involved.....	\$7,893,200	\$4,132,115	\$1,222,990	\$13,248,305
Value of property saved.....	\$6,172,165	\$3,851,980	\$1,131,025	\$11,155,170
Value of property lost.....	\$1,721,035	\$280,135	\$91,965	\$2,093,135

SOURCES OF ASSISTANCE TO VESSELS.

Fully 80 per cent, or 1,382, of the 1,730 vessels included in the foregoing tabulation received aid only from the crews of the service. They were valued with their cargoes at \$4,097,995 and carried 4,362 persons. Moreover, 289 vessels, valued with their cargoes at \$6,950,425, and having on board 2,265 persons, were assisted by the station crews in cooperation with the crews of revenue cutters and wrecking vessels and with other agencies. Thirty vessels, valued with their cargoes at \$1,901,330, and carrying 356 persons, received assistance only from private parties; and 29, valued with their cargoes at \$298,555, and having on board 206 persons, either escaped from dangerous situations unassisted or suffered destruction before assistance could reach them.

In addition to the vessels assisted by the life-saving crews, as above indicated, assistance of more or less consequence was afforded during the year to 115 documented and 229 undocumented vessels not actually involved in danger. This service consisted for the most part in pointing out channels, piloting in cases of emergency, transferring passengers and ships' crews to and from shore, transmitting and delivering messages for masters, agents, and owners of vessels, etc.

The watchmen and patrolmen on duty in the station towers and on the beaches also warned away from the shore 238 vessels in danger of stranding or going upon outlying rocks and shoals. Of the vessels so warned 165 were steamers. The warnings were given at night in 216 instances and during daylight in 22.

It will be seen, therefore, that assistance was afforded by the service crews during the year to a total of 2,253 vessels finding themselves in danger or distress or in need of some sort.

ACCIDENTS TO UNDOCUMENTED VESSELS.

The number of undocumented vessels meeting accident or disaster during the fiscal year within the limits of the life-saving stations was 1,275, being 211 more than were reported for the year preceding. A classification of these vessels according to description, and other data of interest relating to them, appear in the accompanying table.

As was the case last year, motor boats head the list, with an excess in number of 133 over that given in the report for 1911 in the same connection. Craft of this kind comprise 64 per cent of the total number of vessels included in the table — the same percentage shown in the previous report. Moreover, they carried 70 per cent of the entire number of persons aboard disabled undocumented boats, as was also the case last year, and fully a third of the number of persons aboard all vessels, both documented and undocumented, reported as having suffered disaster during the year.

The percentage of fatalities occurring in accidents to undocumented craft during 1912 was considerably less than that shown for 1911, 1 person having been lost of each 346 involved within said period, as against 1 of each 205 similarly involved during the earlier year.

Descriptions of vessels.	Vessels.	Value of vessels. ¹	Persons on board.	Lives lost.
Gasoline motor boats.....	817	\$319,065	2,326	4
Schooners, yachts, sloops, catboats, sailboats, yawls.....	254	126,175	741	.....
Dories, dinghies, rowboats, canoes, racing shells.....	120	4,120	192	4
Barges, lighters, scows, flatboats.....	44	167,830	61	1
Fishboats.....	20	8,650	35	1
Steamers.....	2	7,000	28	.....
Dredges, piledrivers.....	8	175,400	56	.....
Houseboats.....	10	6,180	23	.....
Total.....	1,275	1,314,420	3,462	10

¹ Not including the value of cargoes, which amounted to \$37,680. Only 1 in 12 of the vessels included in the table carried cargoes.

² Of these boats, 12 met disaster at the mouth of the Columbia River.

ACCIDENTS TO GASOLINE BOATS.

Besides the 817 motor boats included in the foregoing tabulation of accidents to undocumented vessels, 165 gasoline-propelled vessels belonging to the documented class sustained casualty during the year in the vicinity of the service stations, making the total number of motor-boat accidents reported 982. This number exceeds the similar record of last year by 173 vessels. These 982 cases comprise 57 per cent of all the marine casualties reported for the year, an increase

of 2 per cent over the like record for 1911. The 982 motor boats carried 3,221 persons, or 45 per cent of the total number of persons aboard all vessels reported as endangered. They contributed 3 of the 7 disasters of the year attended by loss of life within the scope of the service, said 3 casualties having caused the death of 10 of the 16 persons who perished during the year from vessels overtaken by misfortune within the territory guarded by the life-saving corps.

The total value of the property involved in the instances of disaster noted was \$1,525,887, of which amount \$1,477,665 represents the value of the vessels and \$48,222 the value of their cargoes.

In 449 of the 982 instances the nature of the accident was reported as "disabled engine."

VESSELS TOTALLY LOST.

Of the 1,730 vessels reported by keepers of stations during the year as having suffered casualty, 59, or 3.4 per cent, were totally lost. Forty-six of this number were documented and 13 undocumented.

The combined tonnage of the documented vessels was 26,135, several of them having been of considerable size, as the British steamer *Thistleroy* (see under next caption), of 4,027 tons; the schooner *Samuel J. Goucher*, of 2,547 tons; the steamer *Carolyn*, of 2,241 tons; the steamer *F. H. Prince*, of 2,047 tons; the schooner *S. D. Carleton*, of 1,874 tons; the schooner *Gaston*, of 1,442 tons; and the schooner *Mary Adelaide Randall*, of 1,166 tons. There were also in the list 7 vessels of between 500 and 1,000 tons. Thirty-three of the documented vessels were schooners, 11 steamers, and 2 sloops. They were valued, with their cargoes, at \$1,455,600 and carried 352 persons, 6 of whom were lost. As stated heretofore, the entire six persons lost perished January 20, 1912, from the 8-ton gasoline vessel *North Star No. 1* at the entrance to Coos Bay, Oreg. Five of the 46 vessels were British.

Of the 13 undocumented vessels totally lost 9 were launches, 3 sailboats, and 1 a scow. They were valued at \$15,100 and carried 41 persons. No lives were lost from these vessels.

The 59 cases of disaster above mentioned were apportioned to the several coasts of the country as follows: On the Atlantic and Gulf coasts, 44; on the coasts of the Great Lakes, 11; on the Pacific coast, 4.

FOREIGN VESSELS INVOLVED IN DISASTER.

Seventeen foreign vessels (9 schooners, 5 steamers, 1 ship, and 2 sloops) were involved in casualties during the year within the field of operations of the service. Only the two sloops were undocumented. The 17 vessels carried a total of 361 persons, none of whom was lost. They were valued, with their cargoes, at \$1,196,000. The damage or loss sustained by them amounted to \$319,175. Fifteen of the 17 vessels were of British, 1 of German, and 1 of Italian registry. Of the documented vessels, 6 were large craft, having an average tonnage of 2,576 and an average value approximating \$160,000. The average tonnage of the 9 other documented vessels was less than 150. The six vessels referred to suffered disaster as follows: Steamer *Halifax* (British), July 17, 1911, on the coast of Massachusetts; steamer *Mistor* (British), August 20, 1911, coast of North Carolina;

ship *Fortuna* (Italian), December 4, 1911, coast of Maryland; steamer *Thistleroy* (British), December 28, 1911, coast of North Carolina; steamer *Trebia* (British), January 17, 1912, coast of North Carolina; steamer *Bound Brook* (German), April 16, 1912, coast of Massachusetts. The *Thistleroy* furnished the only one of the 17 casualties in which there was serious loss of property, both the vessel and her cargo, valued at \$310,000, having been totally destroyed.

BOATS AND APPARATUS USED DURING YEAR.

The various boats and appliances at the stations were used on 2,685 occasions during the year in conveying to land or to other places of safety 3,678 persons. The extent to which each class of boats and appliances was employed is shown in the following table:

Description of boats and apparatus.	Times used.	Trips made.	Persons landed, etc.
Surfboats (without power).....	521	613	517
Power surfboats.....	663	728	1,104
Lifeboats (without power), self-righting and self-bailing.....	24	28	43
Power lifeboats, self-righting and self-bailing.....	535	616	704
Small boats (unclassified).....	457	548	314
Small boats (with power).....	409	485	771
River life skiffs (used at Louisville station).....	38	59	83
Breeches-buoy apparatus.....	17	52	52
Heaving stick.....	31		
Total.....	2,685	3,129	3,678

¹ On one occasion the buoy was operated at night, landing 5 persons.

The wreck gun, commonly used with the breeches buoy, was employed ten times.

The beach illuminator was used on 6 occasions.

POWER BOATS FOR SAVING LIFE.

As has been observed in former reports, the remarkable growth in the work of the service and the admirable results achieved by the life-saving corps in recent years are largely due to the employment of power boats at the stations, which has made it possible to travel longer distances and to pay less regard to weather conditions than formerly in responding to calls from distressed vessels. Of the 3,678 persons conveyed ashore or to other places of safety from vessels meeting disaster during the year within the field of the service, 2,669, or 73 per cent, were transported by the service power craft alone.

There were built and put in commission at the stations within the year twelve 36-foot self-righting and self-bailing power lifeboats and 14 Beebe-McLellan self-bailing power surfboats, making the total number of power lifeboats and surfboats in use at the year's close 109, namely: Of the lifeboats, 28 of the 36-foot length and 42 of the 34-foot length; and of the surfboats, 39.

ESTABLISHMENT, REBUILDING, AND IMPROVEMENT OF STATIONS.

One new life-saving station was completed and put in commission during the year, namely, at Green Hill, R. I., making the total number of stations within the establishment at the year's close 284. These are distributed as follows: On the Atlantic and Gulf coasts, 203; on

the coasts of the Great Lakes, 61; at the Falls of the Ohio (Louisville, Ky.), 1; and on the Pacific coast, 19 (including 1 station at Nome, Alaska). The new station referred to last year as nearing completion at Eagle Harbor, Mich., has been finished since the year closed.

The Quogue, Smiths Point, and Tiana stations, on the coast of Long Island, were rebuilt during the year to replace decayed and antiquated buildings. Contract was also entered into during the year for rebuilding the Blue Point, Moriches, and Rockaway stations, on the same coast, to replace structures no longer suited to the needs of the service.

Work on the station at Michigan City, Ind., referred to last year as under extensive improvement, was completed within the year, and extensive repairs to the station at Kewaunee, Wis., begun within the year, were also completed.

Important improvements were begun during the year to other stations, as follows: At Cuttyhunk, Mass., Brenton Point, R. I., and Point Bonita, Cal., each, a new boathouse and launchway; at Cobb Island, Va., and Racine, Wis., each, repair of old boathouse and launchway; and at Yaquina Bay, Oreg., a new boathouse and boat hoist. This work has all been completed except that at Cobb Island.

GENERAL SUMMARY OF OPERATIONS SINCE THE INTRODUCTION OF THE PRESENT LIFE-SAVING SYSTEM, 1871-1912.¹

Disasters	24, 441
Persons involved	² 159, 332
Lives lost	³ 1, 330
Persons succored at stations	⁴ 24, 201
Days' succor afforded	⁵ 54, 516
Total value of—	
Vessels involved in disaster	\$231, 360, 845
Cargoes	\$86, 909, 229
Property involved	\$318, 270, 074
Property saved	\$256, 228, 037
Property lost	\$62, 042, 037

LOSS OF THE STEAMSHIP "TITANIC."

Although the loss of the steamship *Titanic* did not occur within the scope of the Life-Saving Service, it is deemed not inappropriate to present in a report dealing largely with statistics of marine disasters a few facts relating to a vessel that was, during her brief career, the largest ship ever built, and to set forth some of the important events associated with her untimely destruction.

Nothing can better assist one to comprehend the vastness of this, the most appalling maritime tragedy of the age, than the statement

¹ 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 1872-1874, 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.

² Including persons rescued not connected with vessels involved in disaster.

³ 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.

⁴ Including persons not connected with vessels involved in disaster.

⁵ Including succor afforded to persons not connected with vessels involved in disaster.

that the number of persons who perished when the steamer went down exceeded by nearly 200 the total number of persons lost within the field of the Life-Saving Establishment since its organization—a period of more than 40 years.

The *Titanic* was a White Star Line vessel, owned by the Oceanic Steam Navigation Co. of England. She was of 46,328 tons' register, with a length of 882.6 feet and a breadth of 92.6 feet. She was valued at \$7,500,000. She left Queenstown, Ireland, April 11, 1912, for New York, on her first trans-Atlantic trip, with 1,324 passengers and a crew of 899, or 2,223 persons all told.

About a quarter after 10 o'clock on the night of April 14, when she was about 600 miles south-southeast of Cape Race (in north latitude 41.46 and west longitude 50.14), making 21 knots, she struck an iceberg, tearing a great hole in her hull below the water line. Two hours and a half after the collision, namely; at 12.47 a. m., April 15 (New York time), she sank. Of those on board 1,517 perished.

As the stricken vessel slowly settled she sent out distress calls by wireless. The steamer *Carpathia* responded, but did not reach the scene of the disaster until about daybreak—nearly four hours after the *Titanic* plunged to the bottom. Those of her passengers and crew (numbering 706 persons) who were found in the 15 lifeboats and 2 collapsible boats that had succeeded in getting away from her were picked up by the *Carpathia* and carried to New York. (For full particulars of this disaster see Report No. 806, by the Committee on Commerce, United States Senate, 62d Cong., 2d sess.)

MISCELLANEOUS SERVICES OF LIFE-SAVING CREWS.

The miscellaneous work performed by the station crews last year—work unassociated with operations at wrecks and other casualties to vessels—is very similar, as regards variety and amount, to the work noted in the report for 1911 under the above caption.

The most important feature of this miscellaneous endeavor consists in the saving of persons from various situations of peril. There were 101 rescues of this kind during the year. Twenty-five of the persons rescued were bathers and swimmers; 38 were marooned upon outlying positions by the rise of the tide; 13 had fallen from piers, gang-planks, etc.; 10 had broken through the ice; 6 were adrift on ice floes; 4 had fallen overboard from vessels; 1 was knocked from a horse by the surf; 1 had sunk in a mire; 1 was imperiled on the face of a cliff; and 2—a woman and child—were attacked by a vicious dog.

Medical and surgical attention was given to 87 sick and injured persons, of which number 41 were suffering from divers illnesses; 36 from lacerations, bruises, and burns; 6 from broken bones; 3 from gunshot wounds; and 1 from poison taken with suicidal intent. In 48 of the 87 instances the sick or injured were conveyed various distances to physicians and hospitals or physicians were brought to the patients, while the others in need of attention were treated with the first-aid remedies contained in the station medicine chest.

Shelter and subsistence for varying periods, and clothing, were supplied to 202 persons—fishermen, hunters, and other wayfarers on the beaches—driven by storm, flood, or tide to seek temporary refuge at the stations.

The service crews have many calls annually to recover the bodies of persons drowned while bathing or by falling into the water accidentally. In the ordinary course of their work they also recover from the water numerous corpses discovered floating in the vicinity of the stations. The total number of bodies found and taken charge of by them during the year was 140. Of these, 36 were floating when discovered; 33 were the remains of persons who had fallen from piers or other elevated places; 26 of persons who had been precipitated overboard from vessels; 25 of bathers and swimmers; 7 of suicides; 5 of persons who had perished on the beaches; 4 of hunters; 3 of skaters who had broken through the ice; and 1—found in a boat—of a man killed by the explosion of a gasoline engine.

Miscellaneous property was recovered from the water, protected from the tide, extricated from bogs, mire, and quicksand, picked up on the beaches, retaken from thieves, or saved from other sources of loss or danger, in 144 instances. Included in the list of objects thus saved, taken into temporary custody and held for owner, etc., appear the following items: Fifty-two small boats; 20 automobiles; 11 wagons, buggies, and sleighs; 16 horses; 2 cows; 2 valuable dogs; 12 fish nets; a trunk; a camera; a bicycle; a roll of money; a bracelet; a quantity of timber; a balloon; and an aeroplane.

Valuable assistance was given private citizens and municipal authorities upon 56 occasions of fire, involving 30 private residences, a dozen or more public and business structures, several piers and vessels, and some forests.

Accommodation in the way of transportation by team and by boat was afforded upward of 200 private persons. The service so rendered consisted in carrying ship's officers and crews to and from their vessels, shipwrecked persons to railroads and other places en route to their homes, residents of outlying islands to and from the mainland, and persons summoned to the bedside of sick relatives.

Assistance of more or less importance was rendered to other branches of the public service upon 96 occasions, namely, 76 instances to the Bureau of Lighthouses, 7 to the War Department, 6 to the Navy Department, 3 to the Revenue-Cutter Service, 2 to the Customs Service, and 2 to the Immigration Service. The aid in question was largely in the nature of emergency work, such as reporting missing buoys and helping to recover and replace same, relighting extinguished beacon lights, reporting the location of dangers to navigation, etc.

LIFE-SAVERS HONORED BY A FOREIGN GOVERNMENT.

During the year the Imperial Government of Germany officially recognized the services of members of the Cape Hatteras and Creeds Hill (North Carolina) life-saving crews in rescuing 28 of the 33 persons composing the crew of the German steamer *Brewster*, which stranded on the evening of November 28, 1909, on Inner Diamond Shoals, coast of North Carolina. The recognition thus bestowed was in the nature of awards of watches and money as follows:

Members of Creeds Hill Station crew.—To Keeper Eugene H. Peel, a silver watch, inscribed with the Imperial Eagle; and to Surfmen Horatio S. Miller and David E. Fulcher, each, \$15.

Members of the Cape Hatteras Station crew.—To Acting Keeper Baxter B. Miller, a silver watch, similar to that bestowed upon Keeper Peel, as above; and to Surfmen Oliver O. Midgett, Isaac L. Jennett, Urias O. Gaskins, Edward J. Midgett, Urias B. Williams, Walter L. Barnett, and Willie H. Austin, each, \$15.

On December 6, 1911, the persons above named were awarded medals, also, by the Secretary of the Treasury for services at the wreck of the *Brewster*. (See Awards of life-saving medals.)

RESTORATION OF THE APPARENTLY
DROWNED: 1912.

RESTORATION OF THE APPARENTLY DROWNED.

The life-saving crews are sometimes called upon to attempt the restoration of persons taken from the water in a helpless or unconscious condition in the neighborhood of the stations. In a number of such instances the efforts made to restore life fail from various causes. For instance, the patient may have already died of shock or injury, the body may have been too long in the water, or attention too long delayed after it was recovered, causes for which the service crews are in nowise responsible.

A total of 14 cases of such restorative endeavor occurring within the period covered by this report were successful. In all of these cases the patients were helpless when removed from the water, in the majority unconscious, and in 8 apparently dead. Accounts of the 8 last-mentioned cases are selected for publication here as best illustrating the service method of restoring the apparently drowned.

HARRY D. ALLEN, AMESBURY, MASS.

About nightfall of July 15, 1911, and during the period of enforced vacation for the life-saving crews on the Atlantic coast, Surfman Cyrus H. Merritt, of the Gloucester (Mass.) station, was instrumental in saving the life of a man named Harry D. Allen, who had fallen into the Merrimac River at Newburyport, Mass.

Merritt, who happened to be in Newburyport at the time and near the scene of the accident, heard the splash made by Allen's body striking the water, and on going to the outer end of a wharf to investigate caught sight of the man as he was being rapidly borne away by the strong ebb tide. Seeing two men on a wharf a short distance downstream, Merritt called to them to go to the rescue. His appeal was promptly obeyed.

Allen in the meantime drifted under a pier, but his body was providentially caught and held by a cross timber that braced the supporting piles, where, although partly submerged, it reposed during the four or five minutes that elapsed before it was recovered by those whose aid the surfman had invoked.

Merritt took charge of the apparently lifeless body as soon as it was removed from the water. His report in the case is, in part, as follows:

I immediately commenced to work on him according to the rules laid down by the service, getting about a quart of water from the stomach on the first trial and about half a pint on the second. Breathing was established in about three minutes. The man was on the way to recovery when the police and a doctor arrived. He was laid on a stretcher on the right side, with face to the

air, and taken to the police station—a distance of 400 yards—where he was kept until an ambulance from the hospital arrived. At the hospital he suffered a relapse, but was brought through it all right and got along well afterwards.

In his report Merritt criticizes the action of the officials who relieved him of the custody of his patient. In this connection he says:

They wanted to put the man on his back on the stretcher, and objected to my rubbing his limbs and administering spirits, saying he was under the doctor's care. Breathing was fully established before they arrived on the scene, so that the man could tell his name. If he had received proper treatment at this time there is no doubt he could have walked unaided in a few hours. When we arrived at the police station he still had on his wet clothes and was shivering with cold. When I wanted to care for him I was stopped by both police and doctor, who permitted him to lie on the stretcher and suffer while awaiting the ambulance, making no effort to relieve him.

This case furnishes one of a number of instances of resuscitation reported from the field in which doubtless well-intentioned, though misplaced, interference on the part of outsiders has jeopardized the success of the live-saving corps. Happily, in the large majority of cases of this kind where physicians are present no differences of opinion as to the treatment to be given the patient arise. On the contrary, as the records will show, the methods employed by the service crews in restoring apparently drowned persons and preventing relapses have received hearty professional approval.

HENRY D. TOVEY, FAYETTEVILLE, ARK.

On July 15, 1911, Henry D. Tovey and three other persons, disporting themselves on a raft while in bathing at Holland, Mich., were caught in the undertow and carried out into the open lake. Their unstable craft was capsized by the seas several hundred feet offshore, leaving them in the water with only the slim hope of saving themselves by a hard swim to land through a high surf. Three of the party succeeded in getting in after an exhausting struggle, but one—Tovey—found himself outdone and helpless while still a considerable distance from the beach.

The keeper of the Holland Life-Saving Station and a member of his crew tried to swim out to the imperiled bather, but owing to the state of the surf they were compelled to return ashore empty handed. In the meantime other members of the station crew had hauled a boat down to the water and launched it.

The attempt with the boat was more successful, the life-savers overtaking Tovey 100 yards out. Though still on the surface, he floated without movement and with face submerged. The rescuers placed him in the boat prone across two seats, and while some of them remained at the oars others set to work over the body. Despite the handicap of confined quarters in a wave-buffed craft, a quantity of water was forced from the man's stomach and artificial respiration begun en route to the shore. As uninterrupted effort was of the utmost importance at this stage, the work of restoration was continued on the beach at the place of landing, the patient being meanwhile warmed by blankets and hot-water bottles brought from the station, and circulation promoted by chafing the limbs.

The first signs of life were observed 10 or 12 minutes after the party reached shore, when Tovey commenced to breathe and manifest a slight heart action. As respiration was made with apparent diffi-

culty he was at this juncture turned upon his face and again subjected to the manipulation prescribed for freeing the lungs of obstruction. With the clearing of the air passages—about a cupful of water having been expelled by the movement—the patient began to moan and yell. This vocal manifestation of physical discomfort he kept up for fully five minutes. About this time a physician arrived and gave him two hypodermic injections—one of strychnine, the other of brandy—which perceptibly strengthened his pulse and relieved his distress. He received attention on the beach upward of three-quarters of an hour, at the end of which time his condition had sufficiently improved to permit carrying him to the life-saving station. Complete restoration to consciousness did not return, however, until half an hour after natural respiration had been established.

At the station Tovey was put to bed and allowed to rest undisturbed. His recovery was gradual, but without any untoward symptoms such as sometimes occur in similar cases. On the morning of the 17th he was able to leave the station and walk to his hotel unassisted.

A letter from Tovey expressing his appreciation of the services of the life-saving crew in his behalf appears elsewhere in this report under "Letters of acknowledgment."

CHARLES DIXON, JR., KANSAS CITY, MO.

Several days after the occurrence above set forth, namely, on July 22, 1911, the crew of the Holland station were again called upon to engage in resuscitative work. The outcome in the second instance was less fortunate, however, than that in the one first described, three of the four bathers involved having been drowned.

On the afternoon of the date mentioned a man named Charles Dixon, sr., whose residence is given as Kansas City, Mo., was bathing in Lake Michigan at a point a mile south of the station named. His three children—Edward M., aged 15 years; Caroline Grace, aged 12; and Charles jr., aged 10—were in with him. None of the four could swim, so far as known. One of the boys, it appears, walked off a sand bar into deep water. The father went to his assistance and was himself similarly imperiled. The two other children thereupon went to the rescue of the parent and brother, with the result that they all found themselves beyond their depth and all equally helpless.

Other bathers responded to their cries, and succeeded in recovering the bodies of the elder Dixon and Charles, jr., though not until they had been under water 10 or 12 minutes. Providentially, in the case of the boy, a physician appeared as the bodies were being brought ashore, and under his direction efforts at resuscitation were at once undertaken.

No signs of life were apparent in either body at first, but when the men from the station arrived some moments later the child was breathing slightly and had a faint pulse, a pint of water having been expelled from his stomach and the air passages freed of a quantity of regurgitated food. The service method of artificial respiration was at once resorted to, part of the station crew working over the boy and others taking charge of the father, while still others

made search for the bodies yet unrecovered. The measures usually taken to impart bodily warmth and restore circulation, such as wrapping the patient in blankets, applying hot-water bottles, chafing the limbs, administering stimulants, etc., were not omitted.

With the return of respiration the boy began to moan and cry. The bellows movement was continued 15 or 20 minutes longer, and with such improvement in his condition that he was removed to a cottage near by, where he was put to bed under the care of a trained nurse. Within a day or two he was fully recovered.

Efforts to restore the father were unavailing, although resuscitative efforts were continued in his case for four and a half hours. The bodies of the two children—Edward and Caroline—which were recovered after 25 minutes' submersion, were subject to treatment as persistent and prolonged as was given the body of Dixon, sr., but without result.

As being of special interest in connection with this case, the following is quoted from a letter addressed by Dr. R. T. Urquhart to the keeper of the Holland station. Dr. Urquhart is the physician under whose able direction the preliminary restorative work in the case of the surviving boy was so successfully conducted.

Concerning method of resuscitation used in the case of Charles Dixon, jr., the 10-year-old boy who was so nearly drowned July 22, will state:

When I saw him he was being brought up on the beach. I think he was in the water about 10 minutes. I immediately assumed charge of the case. Directing a boy to drop on all fours, I used his back as a barrel to roll the child on. We got a pint or more of water from his lungs. Upon clearing his throat of the vomited food, I found that we were still unable to make him breathe. I then put my finger behind the epiglottis and down into the larynx and scooped out a full tablespoonful of food which had regurgitated and drawn into the larynx. He immediately breathed. Artificial respiration was then maintained for 30 minutes, combined with heat and stimulants.

It gives me great pleasure to attest to the most valiant work rendered by your life-saving crew and yourself in the attempt to resuscitate the three other members of the Dixon family, and in the case of the boy, on whom we were successful. I never have seen a crew anywhere who did the faithful work that you do here, and I assure you that in my opinion your system of artificial respiration, etc., used on drowning persons, is perfect in technique. I see no way in which it could be improved.

FRED SONNES, ASTORIA, OREG.

Fred Sonnes, an account of whose resuscitation is here set forth, was precipitated overboard from a boat July 29, 1911, while fishing near Peacock Spit, at the mouth of the Columbia River, with a companion named Schroder. As the boat, which had become involved in the breakers, turned over, both men were thrown into the water afoul of their net. Fishermen at work near by rescued Schroder, but Sonnes sank before they could reach him.

The Cape Disappointment life-saving crew—patrolling the fishing grounds in their power lifeboat—were less than 100 yards away from the fishing boat when the capsize occurred. They ran full speed to the scene of the accident, but, unfortunately, as they were on the point of securing the fishermen's net, in which it was suspected that Sonnes was entangled, a run of seas came along and compelled them to desist for an interval and look out for the safety of their own boat, which was suddenly in danger of colliding with the overturned craft and the boat that had picked up Schroder.

After the danger indicated had passed they ran into the breakers, overhauled the net, and secured Sonnes. Several minutes had by this time elapsed since Sonnes had been thrown into the water. When taken on board the service boat he had stopped breathing, his jaws were firmly set, and to all appearances he was dead. Nevertheless, efforts were at once begun to revive him. When he was placed upon his stomach the first time about half a pint of water was expelled from the body. The bellows movement—to induce respiration—was then resorted to, but as recovery was not immediate and satisfactory he was again laid face down and the preliminary movement repeated, with the result that nearly an additional half pint of water was thrown off. In the meantime the man's limbs were vigorously rubbed.

Although the rescuers had to work at great disadvantage in the confined space of their pitching boat, the patient, to their surprise, began to breathe after about 10 minutes' manipulation. His recovery was rapid thereafter, and by the time a landing was made at the life-saving station he had regained consciousness. At the station he was given stimulants and a change of clothing and put to bed. After a short interval of rest he was able to leave for his home unattended.

UNKNOWN YOUNG WOMAN.

About noon of September 4, 1911, a young woman bather was taken from the water at Holly Beach, N. J., in an unconscious condition. Fortunately for her, as it turned out, the keeper of the Hereford Inlet Life-Saving Station was away on his "liberty" day, enjoying an outing at the place named, when she was brought ashore. He promptly went to the scene of the accident, and found her lying on the sand with two persons making ineffectual efforts to restore her by working her arms and slapping her hands. Her flesh around her mouth and nose and her finger nails, the keeper observed on his arrival, had turned purple, and to all appearances life was extinct.

The keeper immediately took charge of the case. He worked apart her tightly clenched jaws and secured them so that they would remain open, then turned her face down across a bather's legs, and by applying pressure upon her back expelled a small quantity of water and mucus from her stomach and lungs. She was next turned face up, and while volunteer assistants manipulated her arms the keeper squeezed her waist with both hands to assist the return of natural breathing. After five minutes of such treatment she began to moan faintly. Fifteen minutes later, the bellows movement—as last described—being in the meantime continuously applied, she became conscious. She was thereupon carried to a bathhouse and given over to the custody of friends of hers, who were instructed by the keeper as to the administration of stimulants and the giving of other attention designed to facilitate convalescence. She declined to give her name to the keeper, and her identity was not ascertained. Her age was somewhere near 20 years.

The length of the time the victim of this accident was under water could not be ascertained. The keeper says in his report that it was "very short." In view of the fact, however, that the young woman was unconscious and seemingly dead when taken in hand by a member of the service, the case is accorded a place here as showing the success of the service method of restoring the apparently drowned.

MISS KATIE ANDERSON, SAN FRANCISCO, CAL.

Shortly after midnight of May 28-29, 1912, Surfman Lundblad, of the Golden Gate (Cal.) Life-Saving Station, returning to quarters from watch duty on Point Lobos, heard screams coming apparently from the surf below the Cliff House. Climbing down the cliffs as quickly as possible in the darkness, he discovered two persons tumbling about in the surf 100 feet or so from the beach. He plunged in, and after much difficulty succeeded in bringing them both to land in an unconscious condition. They proved to be young women, named, respectively, Katie Anderson and Tillie Golden. It is not known how long they had been in the water. From inquiries subsequently made by the station keeper it was learned that they had jumped into the surf hand in hand with suicidal intent.

After Lundblad had recovered the bodies and placed them in a spot out of reach of the surf he ran to a hotel near by and sent a telephone call to the life-saving station. In a short time the service crew were upon the beach and at work over the women.

Miss Golden did not respond to treatment at all, although she received two hours' continuous attention. In view of this outcome in her case, the keeper was of the opinion that her death was not due to drowning alone, but in part to injuries sustained in her plunge from the cliffs.

Miss Anderson showed signs of returning animation almost from the beginning of the restorative treatment, notwithstanding the fact that when the surfmen took her in hand her face was purple, her nose and mouth were covered with mucus, and all the respiratory action that could be detected was a slight gurgling in the throat that suggested suffocation.

A considerable quantity of water and mucus was ejected through her mouth in the preliminary treatment. Following this the bellows movement was assiduously applied, and after a lapse of 25 minutes she was so far on the road to recovery that it was deemed safe to suspend operations long enough to carry her the half mile to the station, where the surroundings would be more in her favor. The trip was accordingly made.

In the station dining room heated bricks, hot-water bottles, and warmed blankets were employed to restore circulation. The extremities were also chafed according to rule, and stimulants judiciously given. Meanwhile the bellows movement was renewed. The patient's condition shortly grew so much better, however, that this last-mentioned feature of the treatment was discontinued after five or six minutes. By 3 a. m. she had recovered her faculties. With the intention of removing her to her home the keeper asked her where she lived. When she declined to tell him he called an ambulance and sent her to a hospital. She was reported as fully recovered on the following day. The body of Miss Golden was turned over to the coroner.

JAMES MULKERN, BOSTON, MASS.

On June 23, 1912, James Mulkern, a man 27 years of age, was thrown into the waters of Dorchester Bay, Boston Harbor, by the capsize of a boat in which he was out rowing. Three or four minutes later he was taken from the water by some men who happened to be in the locality of the accident.

The lookout of the City Point Life-Saving Station witnessed the capsizing, and the service crew, in a power launch, arrived on the scene just as the persons referred to were taking Mulkern into their boat. They immediately transferred him to their own craft and began the work of resuscitation. The man was to all appearances dead. His face was black, his teeth clenched, and his mouth covered with mucus. Moreover, no action of the heart, pulse, or muscles could be detected.

About a quart of water was ejected from the body in the preliminary manipulation given en route to the station. A few minutes' restorative work on the station deck set the patient breathing, and 10 minutes after respiration was established, or about 20 minutes from the time the life-saving crew took charge of the body, he had regained consciousness. While the man was under treatment warmth and circulation were promoted by chafing his limbs, applying hot-water bags to stomach, armpits, and feet, and administering stimulants in moderate doses.

During his progress toward recovery Mulkern, who it appears was an epileptic, was taken with fits. Fearing this new complication might overtax his vitality and bring on a relapse, the keeper summoned a physician, who had him taken to a hospital. In the physician's opinion the man would have died but for this prompt disposition of the case by the keeper.

PERCY DICKISON, BUFFALO, N. Y.

On the afternoon of June 26, 1912, a surfman on watch at the Buffalo (N. Y.) station saw a number of boys running excitedly about on an old wreck lying in Erie Basin, some 200 yards off shore. One of the youngsters had in his hands what appeared to be a pike pole, which led the surfman to think that one of their number was in danger of drowning. He accordingly sounded the alarm, and three minutes later the life-saving crew were aboard the hulk.

It was as the surfman had suspected. A 10-year-old lad named Percy Dickison had fallen through an open hatch and down into the boat's hold, which held 7 feet of water. A member of a harbor surveying party at work hard by went aboard and dove into the hold three times before he could get hold of the boy. They were just hauling him up through the hatch when the boat from the station arrived. He had been in the water fully five minutes.

The child, who was apparently dead, was immediately stripped of his clothing and laid face down upon a sun-heated concrete slab that happened to be on deck, with a rolled coat under his stomach. Pressure upon the back, with the body lying in the position described, brought up only a small quantity of water—not more than three or four tablespoonfuls. The bellows movement was then employed, with the patient upon his back, the flesh being at the same time rubbed with handkerchiefs and bare hands. After 15 minutes of this treatment one of his eyelids twitched. Twenty minutes' additional manipulation and he uttered a groan and moved both eyelids. Ten minutes later breathing was nearly normal. The lad was now removed to the station, given a stimulant, wrapped in blankets, and put to bed. After an undisturbed rest of three hours he was taken home by a brother.

AWARDS OF LIFE-SAVING MEDALS: 1912.

AWARDS OF LIFE-SAVING MEDALS.

During the fiscal year 1912 the Secretary of the Treasury, under authority of acts of Congress approved June 20, 1874, June 18, 1878, and May 4, 1882, awarded medals of honor to 27 persons who distinguished themselves in saving life from the perils of the sea. Six of the medals were of gold and 21 of silver. The services in each instance are briefly set forth as follows:

Edward Sweeney, seaman, United States Navy.—Awarded a silver medal July 17, 1911, for gallantry exhibited in the rescue, on June 12, 1911, of ordinary seaman Fred Clause, who had fallen overboard from a steam launch belonging to the U. S. S. *Wisconsin*. The rescue was performed in the harbor of Portsmouth, N. H. When Clause was precipitated into the water Sweeney was aboard his vessel, the U. S. S. *Hist*. Without a moment's hesitation he plunged in and swam against a strong ebb tide the distance of 75 feet to the spot where the seaman was struggling for his life. By arduous efforts he managed to support Clause until the launch was able to swing around and pick both men up. Sweeney's action is highly praised by his commanding officer.

Levi Anderson and John R. Lyons, privates, Troop D, Tenth United States Cavalry.—Awarded a silver medal, each, September 18, 1911, for bravely assisting in the rescue, on July 6, 1911, of a comrade from the waters of Malletts Bay, Vt. The soldier in question—Private John R. Moody—was thrown from an unmanageable horse while giving the animal a swim in the bay mentioned. The water was 15 feet deep at the place where the accident occurred, and Moody was unable to swim. Anderson and Lyons, who were also engaged in exercising horses in the water, threw themselves from their mounts and swam to the assistance of the endangered man. He sank before they reached him, but they secured him by diving. On getting back to the surface, Moody fought his rescuers and all three went under twice in the struggle. In the meantime Capt. John J. Ryan and Lieut. J. P. Castleman, of the Tenth Cavalry, who had witnessed the accident to Moody from a boat, pulled to the assistance of the two soldiers. All three men were hauled aboard and taken ashore. Moody was apparently dead when the party landed, but was resuscitated.

Alfred H. Oehl, boatswain's mate, second class, United States Navy.—Awarded a silver medal September 25, 1911, for bravely rescuing two men from drowning in Scammons Harbor, Lake Huron, August 14, 1911. On the date last mentioned Oehl and two shipmates named Robert Darby and Albert Hollapa were engaged in

hoisting a steam cutter aboard the U. S. S. *Yantic*, of the Michigan Naval Brigade. As the cutter was about to swing into its cradle it slipped from its fastenings and plunged down into the water bow first, carrying Darby and Hollapa with it. Darby sank on striking the water and was about to drift under the cutter when Oehl, who had immediately plunged overboard amidst the wreckage, got hold of him. After assisting Darby to get aboard the cutter, which remained afloat following the accident, Oehl aided Hollapa to the same place of safety. Darby was entirely helpless when rescued, having in his fall sustained a serious blow on the head. Hollapa, also, was unable to help himself, having received a fractured rib. In the opinion of witnesses Darby owes his life to the promptness and skill of his rescuer.

Baxter B. Miller, surfman, Cape Hatteras (N. C.) life-saving station.—Awarded a silver medal October 21, 1911, for bravely rescuing, on June 15, 1911, a man named J. H. Dailey, who had been knocked overboard by the main boom of a sloop in which he, Miller, and another man were sailing in Pamlico Sound. On hearing Dailey's cries after the accident, Miller, who was tending the jib, ran aft and launched a 9-foot skiff. The boat had lain on deck in the hot sun for several days and began to fill when lowered into the water, so that Miller had frequently to stop rowing and bail on his way to the rescue. When he was within 20 feet of Dailey the latter went under for the third time. Arriving at the spot where he sank, Miller thrust an oar straight down where bubbles could be seen rising. Luckily, Dailey still had sufficient sense left to grasp the oar and hold on, and Miller soon had him in the partially filled skiff. Notwithstanding the steady settling of the craft, Miller laid the now unconscious man across a thwart and forced a quantity of water out of him before taking up the oars. On getting back to the sloop the resuscitative work was successfully concluded. Considering the size of the skiff and its unseaworthiness, and the probability that the sloop, undermanned, as it was, with two of its crew of three away from it, might not have been able to beat back and pick Miller up if his boat had swamped, his performance is considered specially meritorious. Miller was also awarded a gold medal during the year for services performed upon an occasion of shipwreck.

Harry E. Pye, sergeant, Hospital Corps, United States Army.—Awarded a silver medal November 20, 1911, for bravely assisting in the rescue of a native from the waters of Pakiputan Strait, Mindanao, P. I., March 1, 1911. (See case of Cornelio Casidsid (same rescue), award of Mar. 12, 1912.)

Joseph Tvrdy, engineer, fire department, New York City.—Awarded a silver medal November 20, 1911, for gallant service rendered March 4, 1909, in endeavoring to rescue a young man named Michael O'Brien from the East River, New York City. O'Brien fell into the river from a wharf at the foot of Ninety-sixth Street about 2 o'clock a. m., while skylarking with two companions. One of the two brought the news of the accident to Engine Co. No. 89, in which Tvrdy served as engineer. He immediately jumped aboard a passing bakery wagon and persuaded the driver to speed him to the scene of the casualty. A blizzard was raging at the time and the river was full of ice, but on arriving at the wharf Tvrdy threw off coat and boots and plunged in without hesitation. He overtook O'Brien after

a swim of a dozen yards or more, and after a hard fight against the current got him alongside a barge. Persons on the barge hauled both men out of the water by means of a rope. O'Brien showed no signs of life when taken aboard the vessel, and all efforts made to restore him were futile. The Life-Saving Benevolent Association of New York recognized Tyrdy's services on this occasion by the award of a gold medal pin. He also received the commendation of the fire commissioner of New York City.

E. H. Peel, keeper of Creeds Hill (N. C.) life-saving station.—Awarded a gold medal December 6, 1911, for assisting in the rescue of the crew of the German steamer *Brewster*, wrecked on the evening of November 28, 1909, on Inner Diamond Shoals, coast of North Carolina. The *Brewster* struck on the southeast point of the shoals 7 miles south-southeast of the Cape Hatteras life-saving station. Vessel and cargo became a total loss, but the entire crew of 33 persons were saved, 28 being taken off by members of the Life-Saving Service, and 5—who left the steamer in a ship's boat—being picked up by the crew of a lightship. The *Brewster* was discovered on the shoals at daybreak of November 29 by a surfman from the Cape Hatteras station. Three life-saving crews put off to her assistance, namely, the Cape Hatteras crew under oars in a lifeboat, the Hatteras Inlet crew in a power lifeboat, and the Creeds Hill crew under oars in a surfboat. On the way out the surfboat was so seriously damaged by the seas that her crew were compelled to take to the two other boats, Keeper Peel going aboard the lifeboat, from which he and acting keeper B. B. Miller, of the Cape Hatteras crew, jointly directed the ensuing work of rescue. When the party of life-savers arrived at the wreck the seas were breaking clear over her, at times hiding her from view. As it was entirely out of the question to board her, the lifeboat crew ventured in as close under her lee as they could go and dropped their anchors, while the power boat stood by ready to lend any needed assistance. The steamer's crew now tied a line to a buoy and let it drift down to the lifeboat. By means of this line the seamen were hauled, one at a time, into the rescuers' boat. After a dozen persons had been thus transferred they were placed aboard the power boat. A second boatload of 16 persons—all that remained on the wreck—was likewise taken off, and several of them also were passed to the power boat. Before the rescue was completed the gale became so violent as to render the situation of the lifeboat hazardous in the extreme. The two boats with their load of 53 persons reached shore, however, without accident. Keeper Peel and the other members of the service whose gallant work upon this occasion was recognized by the department in the bestowal of medals were also rewarded by the German Government. (See p. 22 of this report.)

B. B. Miller, surfman No. 1 and acting keeper of the Cape Hatteras (N. C.) life-saving station.—Awarded a gold medal December 6, 1911, for assisting in the rescue of the crew of the German steamer *Brewster*, as described in the preceding paragraph. Surfmen Miller was awarded a silver medal October 21, 1911, for services performed on another occasion of rescue described elsewhere in this chapter.

O. O. Midgett, I. L. Jennett, U. O. Gaskins, E. J. Midgett, U. B. Williams, W. L. Barnett, and W. H. Austin, surfmen of the Cape

Hatteras life-saving station; and H. S. Miller and D. W. Fulcher, surfmen of the Creeds Hill life-saving station.—Awarded a silver medal, each, December 6, 1911, for services at the wreck of the German steamer *Brewster*. (See medal award in case of E. H. Peel.)

John B. Conlon, New York City.—Awarded a gold medal February 26, 1912, for heroically saving, on different occasions, two persons from drowning in the East River, New York City. One of the rescues was performed June 23, 1883. The person rescued was a boy named John Sheedy, who had fallen off a dock at the foot of East Twenty-third Street. He was unable to swim, and wind and current bore him rapidly toward the paddle box of a moving ferryboat. Conlon, who was employed on the ferry, discovered him after he had sunk twice, plunged from the vessel to the rescue, and swam with him to a dock, where he helped to resuscitate him.

Conlon's second rescue was performed August 7, 1884, while he was still working on the ferryboat referred to. The man whose life he saved in this instance jumped from the stern of the ferry with suicidal intent. When the alarm was sounded he was 150 feet from the vessel and sinking. Conlon, who leaped into the water as soon as he heard the cry "man overboard," reached the drowning man as he rose to the surface the second time. The ferry swung round as soon as possible, but so strong was the tide that five minutes were consumed in maneuvering before it could get close enough to afford any assistance. When the boat was within 25 feet of the rescuer, who had in the meantime supported his charge on the surface, he was able to seize a buoy thrown from the ferry with line attached. Both men were then hauled to the vessel and lifted on board.

Hugh Clark, private, One hundred and sixty-third Company, Coast Artillery Corps, United States Army.—Awarded a silver medal March 1, 1912, for bravery exhibited December 9, 1911, in saving from drowning at Fort Pickens, Fla., a 14-year-old boy named Marion Turner. The boy, who was unable to swim, was precipitated into the water by the capsize of a boat from which he was fishing near a wharf. When the capsize occurred Clark was standing upon the wharf in full uniform, waiting to take the lines of an approaching Army launch. He leaped into the water fully dressed, overtook the lad as he was sinking the third time, and brought him safely ashore.

Cornelio Casidsid, sergeant, Forty-eighth Company, Philippine Scouts, United States Army.—Awarded a gold medal March 12, 1912, for heroism exhibited in the rescue on March 1, 1911, of a number of natives in danger of drowning in Pakiputan Strait, near Davao, Mindanao, P. I. On the afternoon of the date last mentioned a party of soldiers and 20 Mandayans left Davao for Campostela in a launch and a small native craft called a lorcha. A choppy sea encountered en route threw the natives into a panic, with the result that they upset their craft. All of them, fortunately, got back to the boat as it lay on its side. The launch was too heavily loaded to run in and pick them up; it therefore anchored about 50 yards away, and to lighten it several of the soldiers swam the 300 yards to land. Some of the natives were rescued by boats from the shore, some swam to the launch unassisted, and some were carried thither upon the back of Casidsid, who appears to have done the bulk of the work of rescue. In trying to swim to the launch one of

the natives became exhausted and sank. He was about to go under the second time when Casidsid reached him. The soldier found himself unable to swim with the helpless man against the current, but managed to support him until another soldier came to his assistance. The two then got the native back to the lorch. A line which Casidsid had previously carried from the launch to the lorch was now hauled taut and the remainder of the natives worked their way hand over hand along its length to the boat at the other end, Casidsid swimming along beside each, giving assistance and encouragement. As the natives reached the launch they disposed themselves alongside until boats, manned in part by the soldiers who had swam ashore, came out and took them off.

Capt. Charles R. Howland, United States Army.—Awarded a gold medal March 15, 1912, for bravery exhibited November 7, 1899, at San Fabian, P. I., in swimming a half mile through the surf during a typhoon with a message to the crew of a quartermaster's launch, disabled and aground upon a sand bar. When the launch grounded she was in tow of another launch. The towing vessel left her to go for assistance. A number of soldiers arrived on the beach abreast of the launch during the night, but because of the storm could do nothing to aid her. They built a bonfire, however, to apprise her crew of their presence in the locality. Near the hour of midnight Capt. Howland, one of the officers in command of the party on shore, swam out to the launch to inform her master who had started the fire and to advise him that it would be kept going to guide him and his crew to the beach in the event the launch should break up. After delivering the message Capt. Howland again plunged into the smother of breaking seas and made his way back to land. The launch went to pieces before daylight and her crew of 13 persons—12 of whom were natives—were compelled to take to the water. Guided by the bonfire, they reached shore after an hour's hard swim.

S. S. Yeandle, third lieutenant, United States Revenue-Cutter Service.—Awarded a gold medal March 28, 1912, for heroism displayed August 28, 1911, in the rescue of two men from the Savannah River at Venus Point. A small boat containing P. N. Strong and P. F. Gleason was caught in a hurricane on the afternoon of the last-mentioned date and blown under the skeleton framework of an old dock, where the two occupants remained in their nearly submerged craft for six hours, exposed to the blasts of a 70-mile wind. They were discovered from aboard the revenue cutter *Yamacraw* about dark by Coxswain Ericksen. The cutter was laid alongside the dock and Lieut. Yeandle, accompanied by Ericksen and Coxswain Pedersen, crawled to the outer end of the storm-swept structure, where the imperiled men were. With the assistance of a line that one of the enlisted men had thoughtfully taken along Yeandle slid down the 15 or 20 feet of a slimy, barnacle-covered pile to the water. He fastened the line around each of the men in the boat in turn and the two coxswains hauled them to the upper timbers of the dock. Strong, who was entirely helpless as the result of an injury sustained while under the wharf, was carried to the cutter by Ericksen, while Gleason was assisted shoreward by Pedersen and a seaman named Durst, the latter having followed the three others from the cutter. The force of the wind, the darkness, the narrowness and slippery condition of the string-piece along which the party had to travel to and from the scene of

the rescue, and the fact that some heavy pontoons, logs, and other débris gathered up by the storm were threatening to tear the wharf asunder, combined to render the work of the rescuers exceptionally hazardous.

Edwin T. Burdell, Charleston, S. C.—Awarded a silver medal April 20, 1912, for bravely rescuing, on August 27, 1885, during a cyclone, two women and three little girls from drowning at Sullivan's Island, S. C. The persons rescued by Burdell had been driven from their dwelling to an outbuilding by rising water, which had inundated a large part of the island. When Burdell discovered them the house in which they had taken refuge was in imminent danger of being swept away and carried to sea. Battling against a wind of hurricane force, he waded and swam the 100 yards to the outbuilding and brought the entire party ashore, making four trips. When he went out the fourth time he found the building washed from its foundations and those yet to be rescued—the women—struggling in the water. He took both to land at the same time. After completing the rescue Burdell fainted from exhaustion.

Michael Kelly, New York City.—Awarded a silver medal May 21, 1912, for gallant conduct exhibited in the early morning of November 26, 1910, in rescuing a man who had fallen from Pier 11 into the East River, New York City. Kelly heard the endangered man's cries from aboard the U. S. S. *Williams*, upon which he was employed as a fireman, and which lay at Pier 12. He left his vessel, ran to the scene of the accident, and, pausing only long enough to throw off his overcoat, plunged in to the rescue. The tide had in the meantime carried the man several yards under the pier. Undaunted, however, by the darkness, the chill of the ice-cold river, and the force of the current, Kelly swam after him and brought him out into open water. Both were thereupon hauled out by a rope in the hands of some police officers, who had witnessed Kelly's daring act.

Samuel F. Smith, jr., Savannah, Ga.—Awarded a silver medal June 24, 1912, for saving, on July 11, 1911, the life of a little girl named Mary Morrison, who was about to drown while bathing in the surf at Tybee Island, Ga. When the peril of the child was discovered she was about 150 feet from the beach abreast of the Government jetty, where the water was 12 feet deep. Several persons rushed into the surf with the intention of saving her but were deterred by the strong undertow and rough state of the water from going beyond their depth. The medallist in this case—a 14-year-old lad—was 300 yards away from the scene of the child's danger when the alarm was raised. He ran the entire distance to the beach, and, although only a fair swimmer, plunged boldly in to the rescue. The girl threw her arms around him when he took hold of her and both went under, the boy struggling frenziedly to break her grasp. They soon rose to the surface, however, with the girl clinging to his back, exhausted and quiescent. Supporting her in the position described, young Smith swam for the shore. He collapsed from exhaustion on reaching land, and the services of a physician were required to restore him.

Milo C. Teeter, private, Company E, Nineteenth Infantry, United States Army.—Awarded a silver medal June 25, 1912, for bravery displayed February 22, 1912, in rescuing a comrade from drowning

in the Pendarana River, Pendarana, Bulacan, P. I., under circumstances of great difficulty. It appears that a wagon upon which a number of soldiers were riding was overturned while crossing the river mentioned, and that one of the party—Sergt. Ray Henry, of Company E, Thirteenth Infantry, caught his foot in a wheel of the vehicle and was borne under water and held fast. Several persons—Teeter among them—who had witnessed the accident from the shore endeavored to swim out to the assistance of Henry, but Teeter was the only one who was able to stem the swift-running current and reach the wagon. After diving several times he succeeded in releasing the soldier and bringing him to the surface. He then swam with him to the land. Henry was apparently lifeless when removed from the water, but was restored through the efforts of his rescuer and others.

**DISASTERS WITHIN THE FIELD OF OPERATIONS
OF THE LIFE-SAVING SERVICE INVOLVING
LOSS OF LIFE: 1912.**

DISASTERS TO VESSELS 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 requirements of the foregoing, all disasters of the class named occurring within the fiscal year ending June 30, 1912, have been investigated, and the attendant facts and circumstances in each case, as ascertained by testimony taken under oath, are set forth in the following narratives:

Capsize of fish boat, July 17, 1911.

CAPE DISAPPOINTMENT STATION.

The year's record of loss of life within the field of operations of the service begins with the drowning of one Alex. Jacobsen and a man named Carlson, July 17, 1911, the occasion being the capsizing of a boat in which the two men were fishing at the mouth of the Columbia River. While the exact place of the accident is not known, it is supposed to have occurred in the breakers on Peacock Spit. The two persons named were the only occupants of the boat.

A dense fog prevailed off the river entrance on the day of the accident, due to which fact the fishing fleet had not gone out in any considerable force. Indeed, not more than a dozen boats had had the temerity to venture upon the always dangerous waters where the fishermen plied their vocation. The crew of the Cape Disappointment Life-Saving Station—on the north side of the entrance—had nevertheless manned their lifeboat and run out to the main channel of the river in readiness to perform their usual work of patrolling the fishing grounds.

About 2.30 p. m. the fog lifted, affording a more or less extended view seaward, and the opportunity thus presented to scan the water permitted the surfman who was keeping the station watch to discover a capsized boat drifting close inshore. He fired the signal gun to attract the attention of his comrades out upon the water a mile and a half away. They responded to the alarm and picked up the overturned craft. Its condition indicated that it had capsized while under sail, as the mast had broken off and driven through the boat's bottom, where it still remained when the boat was found. An ex-

tended though fruitless search was at once made for the unfortunate fishermen. Their bodies were never recovered, however. Their identity was later ascertained from a packing company in Astoria by whom it appears they had been employed.

As this disaster took place, evidently, in the fog, and as there were no survivors, the manner of its occurrence will never be known. "It probably happened," says the investigating officer, "like hundreds of other accidents that occur at the mouth of the river each fishing season—the boat was caught by a breaker and capsized."

Loss of man from rowboat, August 20, 1911.

ERIE STATION.

About 3.40 p. m., August 20, 1911, a man named Gustave Albe fell from a rowboat near the Erie (Pa.) Life-Saving Station, and was drowned.

Albe was one of a party consisting of four men and two women returning from an excursion to Horseshoe Pond, on the "peninsula." It appears that when they were something like 50 yards from the station Albe, who was perched up in the bow of the boat, was ordered by one of his companions to sit lower down, and that he fell into the water as a result of losing his balance while obeying the command.

The accident was witnessed from the station lookout by Surfman Fuller, who, after sounding the alarm, raced from the tower and out on the pier, and plunged in to the rescue. While Fuller was running along the pier he saw the drowning man's hands come above the surface near the boat's stern. He shouted to those in the boat to grab him, but they were too slow, and he sank before anyone could get hold of him. He was not afterwards seen alive.

The station keeper was soon upon the scene in the power surfboat, and search was promptly made for the body. It was not recovered, however, until the following day.

Swamping of rowboat, September 29, 1911.

LOUISVILLE STATION.

About 5 p. m. of September 29, 1911, a small flatboat containing Joseph Roehrl, Frank Roehrl, and Harry Thomas was swamped while passing through the Indiana chute of the Falls of the Ohio River, at Louisville, Ky., and the person first named was drowned. His body was recovered 20 miles down the river 48 hours after the accident.

When overtaken by disaster the three men—all of whom were good swimmers and experienced in handling boats—were on their way from Wheeling, W. Va., to New Orleans, La., on a pleasure trip. Arriving at Louisville, they went ashore for provisions and to make inquiries as to the best route to take to get past the falls. Being assured that good boatmen could get safely down by way of the Indiana chute, they chose the shorter route in preference to the less expeditious, though safer, one through the canal. They came to grief under the Jeffersonville, Madison & Indianapolis Railroad

bridge, the worst place in the chute, where the water was made exceptionally turbulent by a strong wind blowing at the time.

It would seem from the story told by the survivors that after the boat filled all three men, although thrown into the water, managed to get hold of their craft. The nearly submerged boat soon turned over, however, and Joseph Roehrl was carried away from it quite a distance. After a brief but ineffectual effort to get back to it he sank within 15 feet of his companions, and they saw him no more.

Two fishermen, who had witnessed the accident from a point on the Indiana shore of the river some 300 yards away, put out in a boat and rescued the two other imperiled men.

The member of the life-saving crew on watch in the station lookout saw the party of three pass by on their way down the river. He judged from their manner of handling their boat that they were fishermen, and therefore able to take care of themselves, so when he saw them steer for the Indiana chute he felt no apprehension for their safety. He kept an eye on them, nevertheless, as they passed into the danger zone and saw them swamp.

Without loss of time the life-saving crew were out on the river and speeding to the rescue. Straight down over the falls they went. They covered the 2 miles to the scene of the accident in the space of 10 minutes, but did not arrive in time to be of service, the fishermen referred to having already conveyed the survivors ashore. The rescued men were taken to the station, given dry clothing, and cared for until the following day, when the station keeper procured transportation for them to Cincinnati.

Loss of life from fish boat, January 18, 1912.

BARNEGAT STATION.

About 1 o'clock on the afternoon of January 18, 1912, a fisherman named John Ommansen was precipitated overboard from a power sea skiff while returning ashore from the fishing grounds off Barnegat, N. J. His sole companion, a man named Harry Anderson, was unable to render him any assistance, and he went under after a brief struggle to keep afloat. The accident happened a short distance outside the channel buoy and while the boat was crossing in over Barnegat bar. The attendant circumstances appear from Anderson's account to have been as follows:

The boat—a craft 22 feet long—was in charge of Anderson, who sat holding the wheel in the stern. When Ommansen took his fatal plunge into the water he was standing forward of the engine box. Anderson's entire attention was taken up with the management of the boat. In a critical moment after the fishermen got into the broken water on the bar they found themselves between two seas, one bearing down from the outside and the other rushing toward them from the shore. While maneuvering to meet the two opposing forces Anderson turned his head to look at the danger approaching from the rear, and when he was thus diverted the sea coming toward them over the bow struck the boat, causing it to broach to. When Anderson next saw Ommansen he was in the water alongside. The steersman threw the imperiled man an oar and guided the boat

around with the intention of picking him up, but before he could get near enough to accomplish his purpose another sea struck the boat and swept it out of its course. He swung around a second time to the rescue, only to see Ommansen go under while he was still some distance away from him.

Anderson testifies that the man who was drowned succeeded in getting hold of the oar which he threw him, but that he soon let go of it. Ommansen was an excellent swimmer, only 22 years of age, and as tough a man, says Anderson, as he ever had with him when it came to standing exposure. His inability to keep longer on the surface was doubtless due to the temperature of the water, which turned to ice as it fell on the boat, and to the fact that he was clothed in oilskins and heavy sea boots.

Some time after Ommansen sank, and while Anderson was still cruising around on the lookout for him, he saw something afloat in the locality which he took to be the body of the unfortunate man. While he was making toward it to investigate a boarding sea half filled his boat. Realizing by this time that he might share the fate of his companion if he remained in the dangerous area of the bar, he ran into quieter water and bailed the boat out, after which he turned shoreward.

Two surfmen of the Barnegat life-saving crew were in the station tower watching the boat as it approached the bar. They saw Ommansen go overboard. They stood observing the movement of the other occupant of the boat until it became evident that he could not effect a rescue, when they hoisted the signal to assemble their comrades. The station crew put off to the scene of the accident—300 yards or more to the southward in their surfboat—but did not of course arrive in time to save Ommansen, as he did not remain on the surface more than three minutes. The body was found January 31 near the Loveladies Island Life-Saving Station, 3 miles south of the place where the accident occurred.

Disaster to launch "North Star No. 1," January 20, 1912.

COOS BAY STATION.

The most serious disaster of the year involving loss of life occurred January 20, 1912, when the 8-ton launch *North Star No. 1* was swept upon the rocks of the jetty on the north side of the entrance to Coos Bay, Oreg. The entire party of six persons aboard the launch were drowned—four, while battling against a tremendous ebb tide in an effort to swim ashore after having jumped overboard as the boat neared the breakers, and two, who, it is supposed, remained with their craft until the seas overwhelmed her. The names of five of the six persons were Joseph J. Younker (owner of the launch), Frank Tanner, William Brainard, Thomas Ferri, and Ira Albee. The name of one of the victims could not be ascertained. None of the bodies was recovered, so far as known.

Owing to recent heavy rains, Coos Bay—a narrow, sinuous body of water something like a dozen miles in length—was heavily swollen, and when the tide ebbed on the day of the tragedy here described an exceptionally strong current swept down the channel of the bay and passed like a mill race out through the narrow entrance. The

current was, indeed, the strongest that residents of the locality had known for a decade. This outrushing flood, meeting the sea created by the ocean swell, caused a surf on the bar off the entrance, in which no disabled boat might hope for a chance to live.

The *North Star No. 1* left Marshfield, at the head of the bay, some time during the afternoon, en route to South Inlet, near the bay entrance. When she arrived somewhere between buoy No. 4 and buoy No. 2 eastward of the lower end of North Spit, and where the channel makes its last turn before meeting the sea, her engine became disabled.

The evidence in the case does not show definitely who first, from the shore, discovered that the launch was in trouble. It appears, however, that Mrs. Younker, the wife of the owner of the boat, was watching it through a telescope when the engine broke down, her point of observation being her home, situated somewhere in the locality of Charleston Bay. She saw the occupants of the boat haul a line over the bow, work with it for a while as though making a splice, then let it out again. She judged from their movements that the launch was adrift, that they had thrown over an anchor to check its progress, and that, having failed to accomplish that object, they were lengthening the line in the hope that the anchor would finally get a hold on the bottom. To her dismay, however, the boat continued to ride with the current.

It is shown by the testimony of witnesses that some two weeks previous to the date of the disaster the launch had lost a heavier anchor than the one she carried at this time, and that the owner had neglected to replace it, expecting to be able to recover the lost one on an anticipated specially low tide.

The wife sent her small son to a factory in the neighborhood, the owner of which kept a launch, asking that an effort be made to assist her husband. In response to her message three men went out in pursuit of the endangered boat. The rescuing party proceeded into the bay as far as the bell buoy, but failed to sight the object of their search.

T. J. Krick, one of those whose attention was attracted to the predicament of the boat when she was halfway between buoy No. 2 and the bell buoy, and nearing the danger zone at the entrance, states that one of the men on board appeared to be working over the engine, while the others were moving about in an excited manner. The boat was drifting bow upstream. This witness saw four of the occupants jump overboard soon after the launch passed the bell buoy and strike out for the southerly shore, only to be borne swiftly outward with the current. The one who kept on the surface the longest did not succeed in getting more than a third of the way to land. Two of the six remained on the launch. Nobody seems to have seen either of these after their companions deserted the boat, and it is supposed that they went to their death in the smother of the breakers; if not, when the launch was dashed on the rocks at the outer end of the jetty.

The Coos Bay Life-Saving Station is situated about 2 miles, as the crow flies, above the mouth of the bay and on the inside of the neck of land separating the bay from the ocean. On the North Spit, at the southern extremity of this peninsula and overlooking the bay entrance, is an observation tower, from which members of the life-

saving crew keep watch over the entrance and lower waters of the bay. The tower is connected with the station by telephone.

Surfman Terman was on duty in the tower when the launch passed down the bay. The day had been misty and observation from his position was limited at times on that account. In fact, after the launch had gone to her doom and, while the life-saving crew were near the entrance in their power boat looking for the launch, the view from the tower was so obscured that the lookout had to go down to the beach to communicate with his comrades instead of conveying information to them by the usual means of wigwag signals.

Terman first noticed the launch at about 4.45 p. m., when she was between the No. 4 and No. 2 buoys. He saw the men working with a line, as stated by Mrs. Younker, but as they showed no distress signals he did not suspect anything had gone wrong with them. As they neared the No. 2 buoy, however, he saw from their actions that something was amiss on board. He immediately telephoned to his station.

When the alarm came the station keeper was out on the bay in a small power boat. The No. 1 surfman, who is nominally in charge of the crew during the keeper's absence, was also away, being on "liberty." The command of the crew, therefore, temporarily fell upon Surfman Nordstrom, the No. 2 man. Nordstrom ordered out the crew in the surfboat under oars instead of manning the larger and speedier power boat. He chose the boat first mentioned because he feared he would not be able to take it into the shallow water near the bay entrance, where he expected to find the disabled boat. When the crew were 100 yards from their station on the way to the rescue they met the keeper coming in. He ordered them back for the larger boat. This substitution of boats caused a delay of several minutes.

Arriving at the mouth of the bay, the life-saving crew ran out to the end of the jetty, but could see nothing of the launch. The keeper, thinking the lookout might have made a mistake in reporting the boat as endangered, turned back and ran in to the beach abreast of the tower for confirmation of the watchman's message to the station, and Terman left the tower, owing to the difficulty, as previously shown, of communicating with him by signal, ran down to the water, and informed him that the boat lay behind the extreme outer end of the jetty. The crew thereupon ran out past the jetty and were then able to see the launch lying high on the rocks, right side up and apparently uninjured. They could not get nearer to her than 50 yards without the utmost danger to their own craft, and as there were no signs of life on board or anywhere about her they put back into the bay and landed on North Spit, with the intention of trying to reach her from the jetty.

It had now grown dark. Procuring lanterns, therefore, and equipping themselves with lines, they set out along the rock structure forming the jetty. Their path led them across dangerous gaps in the wall where the continuous hammering of the seas had torn away the stonework, leaving openings that were impassable at certain stages of the tide. All went well until they came to the last and deepest break near the outer end of the jetty. By this time the seas were leaping over the wall and threatening to pick off and carry away any unwary member of the party.

Surfmen A. W. Anderson, Hillstrom, and Dickson, who were in the lead, clambered down into the surf-swept gap. Anderson, ahead of the others, nearly succeeded in getting across. As he had no lantern, one of his companions called for him to wait and catch a line and assist them over. He apparently did not hear the call. Hillstrom and Dickson nevertheless kept on. When they were midway of the gap a sea swept through it and over them and carried away their lantern. Fortunately they kept their footing, and were able to beat a successful retreat to the higher rocks on the shoreward side of the opening. Anderson, however, was still somewhere in the darkness that now enshrouded the gap, and it was feared by them that he had not been so lucky as they. That their apprehensions were well founded was soon apparent when a faint shout, seemingly from the upper side of the jetty, was borne to them above the tumult of the surf.

The keeper and the rest of the crew had in the meantime reached the edge of the now impassable break, where stood the two surfmen watching for their missing comrade. The situation of the entire party was momentarily becoming more perilous, as the rising tide was rapidly filling the openings in the jetty between them and the land. In view of the impending danger the keeper decided to leave a part of his force behind to keep a lookout for Anderson and to hasten with the rest back over the last gap they had crossed, there to await their coming and assist them over by lines.

The wisdom of this course was soon proved. The crew had separated only a short time when Anderson was seen on the crest of a sea coming toward the jetty. As he was swept within the lines of the structure he caught hold of a rock projecting above the water, and although sorely exhausted and bruised, was able to cling to it until he could grasp a line thrown by one of the watching surfmen. After he had been assisted from the water the three men followed their comrades shoreward, only to find when they came to the first gap in their path that the tide barred their way. Fortunately those who had preceded them had passed safely over and were awaiting their appearance. Lines were thrown across to them and they were hauled, one at a time, through the chilling flood and up over the opposite crest of the opening.

When the party reached the shore the keeper established a patrol of the beach in the hope of recovering the bodies of the lost men. The patrol was maintained during the remainder of the night, though without result.

In the opinion of the investigating officer the life-saving crew are in nowise censurable for their failure to overtake the disabled launch and prevent the loss of life that occurred. It is shown that not more than 15 minutes elapsed after the launch broke down until it was in the breakers. The distance the station boat had to go to reach the bay entrance was nearly 3 miles, and it had the advantage of the swift current only part of the way. The change from the surfboat to the power boat caused a delay of several minutes in getting off, but the time thus lost was not sufficient to affect the issue of the accident to the launch.

Capsize of small boat, February 22, 1912.

WOOD END STATION.

On February 22, 1912, R. A. Dobbin, master of the schooner *Francis V. Sawyer*, was drowned from a small boat belonging to his vessel, which lay at the time in the harbor of Provincetown, Mass. The *Sawyer*, on passage from Rockland, Me., to Nassau, West Indies, with a cargo of ice, made Provincetown for shelter on the night of the 21st in a 60-mile gale, anchoring 2 miles northeast of the Wood End Life-Saving Station and about the same distance off-shore.

On the afternoon of the 22d, and while the gale was still blowing with unabated force, Dobbins put off for the shore in a small boat with the intention of procuring a daily newspaper. His boat capsized within a stone's throw of the schooner. The mate and two sailors lowered a boat and tried to rescue him from the bottom of the overturned craft, but wind and sea buffeted them so fiercely that they could not accomplish their design. They were not able, moreover, to get back to their ship, and were compelled to run for the land on the east side of the harbor.

The unfortunate master dropped off his precarious refuge and sank soon after his first officer gave up the attempt to pick him up.

When it was seen from the schooner that the mate had failed to effect a rescue the ship's cook set a flag in the rigging, union down, as a distress signal. The signal was promptly discovered from the Wood End station. The efforts made by the life-saving crew to respond to it were defeated, however, by circumstances beyond their control.

They had scarcely run the big power lifeboat out on her launch-way when the wind, striking her broadside, caused her to heel over, putting so much pressure on the bilge rest that the angle iron of the carriage was bent until it scraped the rail. Meanwhile the boat was forced to leeward until the carriage wheels were bound to the track. Thus crippled, the outfit went down the incline very slowly. When the boat struck the water she went into two huge seas, and, notwithstanding the gear was reversed in an effort to get her under control, she was thrown first against the carriage, then up on the beach to leeward, the water making a clean breach over her as she went. Fortunately her crew escaped injury.

No further attempt was made to go to the *Sawyer*. It is highly improbable that a rescue could have been accomplished in any event, owing to the short time the man remained in his boat, the distance from the station to the scene of the accident, and the state of the weather.

Capsize of power fish boat, June 17, 1912.

ISLAND BEACH STATION.

About 5.30 a. m. of June 17, 1912, a 10-ton gasoline fish boat capsized on the bar at Seaside Park, N. J., causing the loss of three of her crew of eight men, namely, Ludwig Larsen, Peter Olsen, and Hjalmar Bergren.

It appears that conditions offshore at the time stated were decidedly unfavorable for fishing. There was a thick fog, the surf was rough, the tide was about one-quarter flood, and the sea was rapidly increasing, making the launching and navigation of a boat extremely dangerous. At 4.30 o'clock two men—Alfred Karlson and Fred Swensen—both in the employ of a local concern engaged in pound fishing, went to the beach, each in command of a boat's crew, preparatory to going offshore to the scene of their daily work. On reaching their boats a discussion arose among them as to the wisdom of venturing out under the conditions of weather and sea that prevailed. The men in Karlson's charge hauled their craft down to the water's edge and made ready to launch, but prudently decided to wait half an hour on the beach in the hope that the outlook for getting safely over the bar would improve. At the end of the time mentioned Karlson decided to remain ashore. Swensen, however, determined to launch regardless of consequences. He found seven men willing to go with him—three of his own crew and four of Karlson's.

The foolhardy fishermen got safely away and past the inshore surf, but while they were crossing over the bar, several hundred yards out, their boat shipped a sea which half filled it and stopped the engine. The craft at once became unmanageable and slewed around into the trough of the sea. As she lay in this position, with her crew helpless, she was bombarded by a succession of seas and finally capsized.

Two of the three men who were lost were not seen alive after the boat turned over. Four men succeeded at once in regaining the boat and climbing upon its bottom. Another one joined them there after a struggle, but, although he was assisted to maintain his place, a sea soon washed him off and carried him away. The man still unaccounted for was nowhere in sight, and so far as those on the boat knew, he also had perished. He was in reality very near them and also alive, having been caught beneath the boat. Fortunately the air imprisoned as the boat turned over served to buoy it up as well as afford him breathing space. He remained in his confined quarters, half suffocated by gasoline fumes, until his companions who had stayed on the beach turned the boat over half an hour later, after it had drifted in near the land and been hauled ashore by lines thrown to the four survivors perched upon its bottom.

This disaster occurred a mile northeast of the Island Beach (N. J.) Life-Saving Station during the inactive season, when only the station keeper was on duty. Owing to the fog the view from the station was limited, and the keeper did not learn of the casualty until after the survivors reached shore. He does not appear to be blamable under the circumstances for failure to be on hand at the rescue. The investigating officer expresses the opinion in his review of the case that no assistance could have been afforded from the station had it been fully manned.

On the afternoon of the 17th the keeper of the Toms River station, the first station north of the scene of the capsizing, recovered the body of Larsen from the surf. On the afternoon of the 18th the body of Olsen was also recovered by him, and on the evening of the 20th he found the remains of Bergren. Olsen's forehead was crushed in, from which it may be inferred that he was killed by

striking the boat as it went over. Bergren's body was entangled in 30 fathoms of rope and a quantity of net twine. Neither man, apparently, had had a fighting chance for his life.

It is shown by the evidence that the No. 2 man in the Squan Beach (N. J.) life-saving crew, a surfman of several years' service, was one of the party of unfortunate boatmen. It is much to be regretted that he did not throw the weight of his counsel with the persuasions of Karlson and stand out against the arguments of those who favored the ill-starred enterprise. Had he done so the trip might have been deferred until a more propitious time.

Capsize of a skiff, June 22, 1912.

HUMBOLDT BAY STATION.

On the afternoon of June 22, 1912, Surfman Henry Harrison, of the Humboldt Bay (Cal.) station, set out across Humboldt Bay in a 15-foot rowboat en route to his post of duty after a day's visit to his family in the village of Bucksport, situated on the easterly shore of the bay. In the boat with him were his wife and his two small children (a boy and a girl) and a Mr. Ferdinand Haas and his wife and small son, a total of seven persons.

The wind was blowing fresh from the northwest and the tide was at flood and running strong, making the bay quite choppy, but although the boat was heavily loaded Harrison felt no apprehension for the safety of the party, as he was a good boatman and had rowed the mile-and-a-half trip between his home and the service station hundreds of times without accident. All went well until they ran into a tide rip 200 or 300 yards off Nickerson's Wharf, on the westerly side of the bay and a mile north of their destination. The oarsmen pulled before it, but the water made up right astern and splashed over into the boat in such volume that it soon filled. As it settled it turned over.

Harrison, his daughter, and Mr. Haas and his son came up alongside the boat. Mrs. Harrison rose 15 feet away and Mrs. Haas and Harrison's boy reappeared at a distance of 20 feet from the overturned craft. After placing Haas and the two children on the boat's bottom Harrison swam to his wife and brought her back to the boat, where he endeavored to so place her that she would be able to support herself and permit him to go to the assistance of Mrs. Haas and his son. Unfortunately his wife was too much exhausted to look out for herself and he was therefore compelled to remain by her side and impotently watch the death struggles of his drowning 4-year-old boy.

It so happened that two 14-year-old lads named Robert Hennig and Miledge Davis—the first-mentioned boy being the son of a former keeper of the station—were in swimming near the wharf referred to above and saw the boat shortly after it capsized. They jumped into a skiff and rowed with all possible haste to the rescue, covering the 300 yards to the overturned boat in time to get hold of Mrs. Haas, who was still afloat but unconscious. They saw nothing of Surfman Harrison's boy, however, he having gone down before their arrival.

The two lads spent some little time in vain efforts to lift Mrs. Haas into their boat. Perceiving that precious moments were being wasted, Harrison, who was still compelled to attend his wife, directed one of the boys to support her body over the boat's side and the other to get to the oars and pull for the shore. They followed the surfman's instructions, landing near the wharf. Once on the beach, young Hennig actually undertook to resuscitate the apparently dead woman by proceeding as he had remembered seeing the work performed under his father's directions.

While the boys were bound shoreward four of Harrison's fellow surfmen, in two skiffs, reached the scene of the disaster and picked up the four persons clinging to the capsized boat. They conveyed the rescued persons to the house of a Mr. Nickerson—a resident of the neighborhood—where much-needed restorative treatment was given them.

Within three minutes after the boys landed, and before the rescuing party of surfmen had completed their work, the station keeper arrived and took charge of the body of Mrs. Haas. An employee of the Lighthouse Establishment and the two boys, reenforced by the surfmen after they had disposed of the rescued persons, worked over her, under the direction of the keeper, for two hours and a quarter, the work being kept up fully 45 minutes after two physicians, who had been summoned by telephone, pronounced life extinct. Owing to the fact that no water was expelled from the body, the doctors were of the opinion that the woman did not drown, but that she died of heart failure induced by fright.

The body of the lost child was never recovered.

**SOME ILLUSTRATIVE INSTANCES OF RESCUE AND
SALVAGE WORK PERFORMED BY UNITED
STATES LIFE-SAVING CREWS: 1912.**

SOME ILLUSTRATIVE INSTANCES OF RESCUE AND SALVAGE WORK.

As stated on an earlier page of this report, the crews of the Life-Saving Establishment performed service upon 1,671 occasions of accident and disaster to documented and undocumented vessels during the fiscal year ending June 30, 1912.

Up to the year 1910 a brief statement of each instance of assistance given vessels appeared in the annual reports of the service. With the extension of the scope of life-saving operations, however, and the rapidly increasing popularity of a type of craft (the motor boat) whose liability to accident is great, reports of casualties have become so numerous that it is not feasible to continue to publish the circumstances of each case.

Of the 1,671 instances of service mentioned, less than half a hundred are selected for publication as furnishing average examples of the dangers to which shipping is exposed on our shores and as fairly illustrative of the character and extent of the work performed and of the perils and hardships incurred by the life-saving crews. At the same time, it is thought that these accounts, though few in number, will continue to serve as a medium for an exchange of ideas among the corps with respect to methods and means employed in rescue and salvage work.

The hundreds of other instances of service occurring within the year, many of them of great merit, while not thus given publicity, are nevertheless of record in the headquarters of the establishment in the form of reports submitted by station keepers. These reports are accessible to any who may be interested in particular cases.

July 27, 1911.—At daybreak of this date the lookout of the Baileys Harbor (Wis.) station sighted a schooner several miles out in the lake. She was making bad weather of it, and presently began to blow distress signals. The crew put off in their power lifeboat and made a quick run through the heavy seas to the side of the vessel, which proved to be the 203-ton schooner *Lomie A. Burton*, from Pine Lake, Mich., to Milwaukee, with a cargo of hardwood lumber. She was waterlogged, and her crew of six were utterly exhausted from hours of desperate work at the pumps. The life-savers ran a towline from the vessel to their boat and, with several of their number at the pumps, brought her safely into harbor, where she was freed of water some 15 hours later.

August 3.—While a party of 17 young men were cruising about in Dorchester Bay (Boston, Mass.) on the night of this date the engine of their launch—a 30-foot craft—suddenly stopped. In the course of the search that ensued to ascertain the cause of the trouble a lantern was carelessly swung near the carbureter. In the explosion that followed the boat was set on fire. The crew of the City Point

station, 50 yards distant from the place where the explosion occurred, were alongside in a minute, and with buckets of water attempted to extinguish the blaze. It was soon found, however, that instead of subduing the fire the water tended to spread the gasoline. The fire extinguisher installed in the service boat was thereupon resorted to and with such good results that the flames were speedily put out.

August 11.—At 3.30 a. m. the lookout of the Old Harbor (Mass.) station reported a schooner ashore on Chatham Bar, $1\frac{1}{2}$ miles to the southward. The station crew went to her in their surfboat and found her to be the 307-ton schooner *Theresa Wolf*, coal laden, from South Amboy, N. J., to Windsor, Canada. Her master informed the station keeper that he had come from the shoals at 1.30 a. m., and, being in need of sleep, had given the mate the course and turned in. Two hours later he was awakened by the jar of the vessel as she grounded. He attributed the stranding to a strong current setting to the south, which took the schooner under her lee bow, swinging her off her course. The vessel was apparently tight when she struck, but the swell bearing in over the bars caused her to pound heavily and soon set her leaking. Wreckers arrived on the scene shortly after daybreak, but she filled so rapidly that it was impossible to save her. They therefore stripped her, salvaging whatever they could. The four persons composing her crew, and three passengers, together with their personal effects, were taken ashore by the life-savers.

August 17.—Shortly after 3 a. m. a three-masted schooner was discovered by the beach patrol ashore $2\frac{1}{2}$ miles south of the Gull Shoal (N. C.) station. The patrol burned a signal to apprise the vessel's crew that their plight was known, then hastened to the station with the news of the disaster. The man keeping the watch in the station lookout had seen the signal on the beach, and when the patrolman appeared all hands were in readiness for wreck duty. After news of the disaster had been sent by telephone to the adjacent Chicamacomico and Little Kinnakeet stations, the life-saving crew launched their surfboat, and on going alongside found the vessel to be the schooner *Willie H. Child*, from New York for Jacksonville, Fla., in ballast, with a crew of eight men all told. She had lost her bearings in the smoky weather that prevailed and suffered the misfortune above mentioned. Assistance was offered the master, but declined for the time being, as he entertained the hope that the vessel would float free on the next tide. While waiting for the tide to serve, the life-saving crew went ashore to send telegrams to the owners of the schooner and to summon a revenue cutter. The station crews from Chicamacomico and Little Kinnakeet presently arrived, and with their aid the vessel was floated and worked up the beach 2 miles in an effort to get her outside the bar. Notwithstanding their efforts, however, she finally fetched up hard and fast near the beach. As she was apparently doomed her master now decided to abandon her. He and his crew, with their effects, were accordingly taken ashore. The life-saving crew from Cape Hatteras and a revenue cutter later came upon the scene, but they could do nothing. The schooner became a total loss.

August 19.—The 135-ton British schooner *Minnie*, from Elizabethport, N. J., for Canso, Nova Scotia, with a cargo of coal, was abandoned in a waterlogged condition during the night of the 18th somewhere off Nantucket Island, Mass. The keeper of the Coskata

life-saving station, situated on the island, discovered the schooner at daylight of the 19th, several miles offshore to the northward, moving slowly up the coast and apparently disabled. The station crew put off in their surfboat under sail and boarded the vessel, finding her deserted and her hold partly filled. They cleared up her decks, made sail, and manned the pumps, hoping to be able to run her into harbor at Nantucket. One of her two pumps was broken, however, and the other in poor condition, and the water continued to rise in her hold in spite of all they could do. They nevertheless kept steadily at their disheartening task throughout the day. Late in the afternoon the vessel was sighted from the Monomoy Point station, situated on the southern end of Monomoy Island, 10 miles to the northward. The crew of that station put off in their power surfboat, and reached the schooner after a two hours' run in a high wind and sea. By this time there was 6 feet of water in the vessel's hold. The Monomoy Point crew relieved the thoroughly exhausted men from Coskata, but work at the disabled pump served only slightly to retard the rise of the water. At 8 p. m. the revenue cutter *Acushnet* arrived and took the vessel in tow. The cutter succeeded in getting her into Nantucket Bay, where the service crews beached her. Later the fishing steamer *Petrel* pumped her out and towed her into Nantucket Harbor.

August 20.—About 8.30 p. m. the beach watch at the Core Bank (N. C.) station sighted a steamer a couple of miles up the coast, apparently heading on shore. He burned a signal to warn her off, and then ran to alarm his comrades. The surfman covering the north patrol at the hour named also discovered the vessel's peril and burned several signals. None of them was apparently heeded, however, for she continued to come shoreward. As disaster seemed inevitable, the life-saving crew ran out their boat wagon and started for the locality in which it was thought she would strand, burning signals as they went. While en route they saw the vessel abruptly change her course and run parallel with the beach in a northerly direction in an evident attempt to get out of danger. She had already come too far inshore, however, to save herself, and soon struck, taking bottom 800 yards off the beach. On boarding her the life-savers found her to be the British steamer *Mistor*, of 2,989 tons, bound from Cuba to Baltimore, Md., with a crew of 24 men and a cargo of iron ore. The master and crew declined to leave her on the invitation of the rescuing party, thinking themselves in no danger. They had occasion to change their minds, however, for later in the night the wind increased to a gale, and by daylight the seas were making a clean sweep over the vessel. Fearing for the safety of her crew, the life-savers now ran alongside a second time and renewed their offer to take the men off. This time 16 of the ship's company needed no urging to get into the surfboat. That number were accordingly landed, leaving the master and 7 men on board. At 5 p. m. of the 21st, wreckers arrived and began operations, and on the evening of the 24th, after 150 tons of cargo had been jettisoned, the steamer was floated. She was towed into Norfolk, having suffered little damage. It appears from the station keeper's report that the master of the *Mistor* saw the signals burned by the service crew in their efforts to save his vessel, but mistook them for lights made by fishermen.

August 21.—The steam barge *Warrington*, of 146 tons register, from Boyne City, Mich., to Chicago, with a crew of 11 men and a cargo of pine lumber, sprang a leak about 10 p. m. 3 miles below the Charlevoix station, and in seeking a harbor in the darkness and thick weather ran ashore. In response to the blasts of her whistles the crew of the Charlevoix station, 2 miles to the northeast, went alongside in their surfboat. A harbor tug also answered her signals, reaching her shortly after the life-saving crew arrived. Her crew of 11 men were taken off and conveyed to the station, where they were made comfortable during the night. On the morning of the 22d three trips were made to the vessel and considerable property was brought away, consisting of the personal effects of the sailors, bedding, cabin furniture, etc. During the day the steamer broke up. The life-saving crew assisted in saving her cargo of lumber, which washed ashore in the vicinity of the stranding.

August 23.—About 6 a. m. the sloop yacht *Prairie*, valued at \$6,000, parted her moorings and was swept against the sea wall of Grant Park, a mile or more south of the Old Chicago (Chicago, Ill.) Life-Saving Station, where the buffeting seas threatened to destroy her. The station crew went to her assistance in their power life-boat with a skiff in tow. By means of the skiff a hawser was run to the sloop and an unsuccessful attempt was made to haul her out of danger. Investigation of the cause of the difficulty in freeing her disclosed the fact that her main sheet had fouled some piling. Keeper Carland thereupon, ordered one of his men to cut the line. At this juncture three park policemen appeared on the scene with drawn revolvers and threatened to shoot the surfman if he did as directed. Disregarding the threats of the officers, the keeper repeated his command, which the surfman promptly obeyed without incurring any penalty more serious than additional threats of physical violence. With the line severed, the sloop was quickly towed out of danger, the officers meanwhile continuing to pour forth upon the heads of the life-savers a volley of threats and abuse. No reason can be assigned for their strange actions, as the service crew were in uniform and the name of their boat, with its accompanying life-saving emblem, was plainly visible. Had their interference been submitted to, the sloop would have hammered herself to pieces against the wall. Their conduct was duly brought to the attention of their superior officers.

August 30.—The 760-ton schooner *Josie R. Burt*, from Baltimore, Md., to Belfast, Me., with a cargo of phosphate fertilizer, sprang a leak during a northeast gale on the night of this date and foundered 9 miles offshore and some 25 miles northeast of the Bonds (N. J.) Life-Saving Station. Shortly before she went to the bottom all on board, consisting of the captain, his wife and two children, and the crew of seven men, took to the ship's yawl. At 7 o'clock of the following morning the yawl was sighted by the lookout of the Bonds station a mile from land, driving before the gale, which still continued strong, and apparently in imminent danger of being overwhelmed by the seas. Fearing that he would be unable to overhaul her, the keeper of the station telephoned to the keeper at Little Egg—the next station down the coast—asking him to endeavor to intercept her should she appear off his station. Half an hour later

the boat hove in sight abreast of Little Egg. By dint of great exertion the waiting life-saving crew succeeded in launching their power surfboat, driving it through the breakers and overtaking the imperiled ship's company. They passed them a line just in time to keep them from drifting into the surf on the leeward shoals. En route to the shore the rescuing boat and its tow met the Bonds life-saving crew in their surfboat. As the latter were under oars, their comrades passed them a line also, and all three boats, with their occupants, landed safely at the Little Egg station. No little skill was required to effect this rescue, as there was no reverse gear on the engine of the service boat, and it was necessary to shut off the power and resort to the oars in maneuvering to get a line to the yawl. But for the fact that a power boat was available on this occasion the imperiled party would beyond question have perished in the rough water they were about to enter when their rescuers overhauled them.

September 7.—The crew of the Old Chicago (Ill.) station performed exceptionally valuable service in the early morning of this date in saving from destruction five vessels that had gone adrift in Chicago Harbor during the prevalence of a gale. The vessels involved were the yacht *Roamer*, valued at \$1,800; the launch *Delphine*, valued at \$15,000; the yacht *Makahie*, valued at \$1,600; the launch *J. V. Clark*, valued at \$11,000; and the yacht *Cricket*, valued at \$400. But for the prompt action of the service crew all five vessels would have been driven against a pier and, in the opinion of the station keeper, totally lost. Nobody was aboard any of them when they were picked up.

September 30.—While on her way from Swan Island, Me., to New York with a cargo of paving stones the 435-ton schooner *Mary Curtis* was so buffeted by rough weather that she sprang a serious leak. Her crew of six men were unable to keep down the inflow of water with the pumps, and as she was in danger of foundering, she ran into Ipswich Bay on the afternoon of the 29th, hove to, and anchored off Lanesville, Mass., several miles northeast of the Gloucester Life-Saving Station. The crew of the station were summoned to her assistance shortly after 7 a. m. of the 30th, through the Gloucester police department. Although a storm was raging when they arrived, and it looked as if the schooner would inevitably be lost, the life-savers nevertheless went aboard and relieved her exhausted crew at the pumps. After they had worked several hours wind and sea moderated, causing the vessel to roll less heavily and to leak less. They were then able to make satisfactory headway at the pumps. At 2 a. m. of October 1, the anchors were raised and preparations were made for seeking a harbor. At 6 a. m. the schooner set sail and proceeded around Cape Ann for Gloucester, part of the service crew remaining on board until she was safe in sheltered water. The master of the schooner stated to the keeper of the station that if help had not reached him it would have been necessary to abandon ship, as his crew showed a disinclination to obey orders. In extenuation of the conduct of the sailors the keeper says:

It is no reflection upon them that they should wish to leave the vessel, for it was very rough and she was rolling the sheer poles under, while the deck was awash all the time. During the height of the storm we were pumping in water knee deep.

October 4.—It is the custom of the keeper of the Cleveland (Ohio) station to stand watch during stormy weather with members of his crew. On the afternoon of this date, during the prevalence of a severe gale, he was in the station tower, with marine glass in hand, anxiously watching the fishing vessels off the harbor entrance as they fought their way through the furious seas to a shelter inside. Chancing to glance westward in his survey of the lake, he discovered the smoke of a steamer on the horizon a dozen miles distant. As the vessel became more distinct he saw that she had a tow. Fully realizing the peril to which the crew of a towed vessel is exposed in rough weather, and wishing also to learn the identity of the steamer, he telephoned an inquiry to a local dredge and dock company. He was informed that the U. S. dredge *Maumee*, in tow of the U. S. tug *Spear*, was expected from Toledo, Ohio. Assuming that the vessels observed were the ones whose coming was looked for, the keeper went to the office of the United States Engineers and advised that a tug be sent to their assistance. His advice was duly acted upon, it being agreed that the tug ordered out should pick up and take in tow the life-saving crew in their power lifeboat as she passed from the harbor. The keeper went to the place appointed for meeting the tug; but as it failed promptly to appear, he hoisted sail, and with engine running also, stood out alone in the teeth of the gale. From the moment the service craft got beyond the protection of the breakwater she was constantly awash from rail to rail. She made excellent time, however, and overhauled the tug and barge off Rocky River, several miles southwest of the life-saving station. To their dismay the life-savers found the towing vessel equally helpless with the barge. It was subsequently learned that sometime earlier in the afternoon the tug had been disabled by a line fouling her propeller, the line having washed overboard from the top of her pilot house.

Shortly after the arrival of the life-saving crew the 136-ton towing steamer *T. C. Lutz*, which had followed the lifeboat out of the harbor, came upon the scene. The *Lutz* passed a line to the dredge and steamer ahead, but the line parted, due to the too sudden strain put upon it. Another line was placed aboard the dredge with the same result. The *Lutz* next passed a line to the *Spear* and undertook to tow both her and the dredge. This line also parted, however, through the unskillful maneuvering of the towing vessel. While the *Lutz* was working, as shown, the lifeboat followed along in the wake of the dredge, ready to pick up her crew in case she should founder, an event that seemed likely to occur, as she rolled so violently as to expose half her bottom at times. Notwithstanding the series of unfortunate happenings set forth, the barge, tugs, and lifeboat were finally driven before the wind to the harbor entrance. There the *Lutz* again got a line to the dredge and started to tow her inside. At this juncture the keeper, who had suspected why previous efforts at towing had so signally failed, ran in near the *Lutz* and shouted a warning to her master to proceed more deliberately, but the warning came too late, and the dredge was once more adrift. It was now out of the question to get another line on board, owing to the dangerous proximity of the barge to the breakwater. Perceiving the necessity of immediate action if the men on the barge were to be saved, the keeper ran his boat at full speed inside the wall, landed upon the structure with lines and heaving stick, and, accompanied by his crew,

raced out to the place where the dredge was about to strike. The unwieldy craft was by this time within 50 feet of the rocky barrier. The life-savers quickly threw a line on board, which the imperiled men promptly made fast. Several of the rescuers now drew and held the line taut from the crest of the breakwater, as the dredge ponderously rolled, while two of their number crept down the wall's slippery side to its base, where, drenched and buffeted by the seas, they maintained a precarious footing while they assisted the 13 men on the dredge to safety along the line. The dredge sank alongside the breakwater shortly after the rescue of her crew was effected. She was subsequently raised and repaired at a cost of \$30,000. The tug *Spear*, which had had the dredge in tow, was saved by a harbor tug, the only one of a number of vessels lying inside the breakwater wall that had the temerity to venture outside to her aid.

October 6.—On the late afternoon of this date, during a gale, the 298-ton lumber-laden steamer *A. D. Hayward*, bound from Cheboygan, Mich., to Detroit, stranded on White Rock Reef, Lake Huron, 12 miles south of the Harbor Beach (Mich.) station and half a mile from the shore. News of the stranding reached the station at 5.45 p. m. the same day. As the service power boat was under repair the station keeper decided that the vessel could be more expeditiously reached if the life-saving crew were to proceed to her overland. Two teams were accordingly engaged, one to transport the crew, the other to haul the surfboat. To reach the place where the boat was finally launched, the rescuing party had to traverse 12 miles of hilly roads, made heavy and dangerous by recent rains. They accomplished the journey without mishap, however, and put off to the wreck at 9.30 p. m. They found the steamer lying in such a position as to afford them little or no shelter from the breakers, but by using a drogue and spreading oil on the water they succeeded, though with great difficulty, in dropping down sufficiently close to take off the ship's company of nine men and one woman. With the shipwrecked persons on board they headed for a fire on shore that had been kindled to guide them to a safe landing, but when they were halfway to the beach their boat ran hard and fast upon a boulder. To get free the boat's crew had to go overboard in water waist deep. Although the shore was very rocky and the water shoal, they reached land without accident other than the one mentioned. On the 11th the life-saving crew returned to the steamer and assisted wreckers in work at the pumps and in lightening cargo. She was floated during the day, having suffered an estimated damage of \$650. That she escaped with so little loss was due to the fact that she struck while still under power and that she held her position head to until the gale subsided. Had she swung around broadside to the seas nothing could have saved her from destruction.

October 12.—Shortly after 8 p. m. the watch at the Louisville (Ky.) station reported a vessel in danger near the head of the Indiana chute of the Falls of the Ohio River. The life-saving crew put out to her assistance and found her to be the 87-ton steamer *Lena May*. She had left her wharf at Louisville shortly before on her way to Stephensport, Ky., with a miscellaneous cargo. Her pilot had lost his bearings, it appears, and she had got out of the channel and been swept by the current into the dike that runs from the Indiana shore of the river to the abutment on the north side of the chute above

mentioned. In the effort made to prevent the impending disaster by reversing the engines the headway of the vessel was considerably checked. The station keeper expresses the opinion that but for this fortunate circumstance she would have plowed her way clear through the dike, resulting in her total destruction and probably in the loss of some if not all of those on board. As it was, when she came to a stop fully one-third of her length projected over the embankment. When the life-saving crew arrived alongside the steamer's crew, consisting of 21 men, were in a panic. All of them had on life preservers in momentary expectation of finding themselves in the water. Five trips were made ashore and 18 of the crew were landed, the captain and engineer and pilot remaining on board. No little difficulty and danger was encountered in taking the men off, owing to the strong cross current created by the position of the vessel in the stream. One of the life-savers remained on board all night. On the morning of the 13th the steamer was floated with the assistance of the harbor tug *Transit*. She proceeded on her way down over the falls, apparently undamaged.

October 25.—The undocumented launch *Speero*, of about 8 tons, bound from Bodega Head, Cal., to San Francisco, with a cargo of fish, struck a rock 2 miles above the Point Bonita Life-Saving Station, puncturing her bottom in three places. She was fortunately taken in tow by another launch, which made every effort to get her into a harbor. A surfman on patrol from the Point Bonita station discovered the launches about 6 p. m. three-fourths of a mile west of the station and a quarter of a mile from the shore. The four occupants of the launch being towed, as well as those in the boat in the lead, could be seen waving their arms in such manner as to indicate that an accident of some kind had occurred. As soon as the surfman could send news of his discovery to the station the life-saving crew launched their surfboat. They found the men in the disabled boat working frantically with buckets to free her of water. The launch was nevertheless slowly going down. Moreover, the rough water off Point Bonita was yet to be passed before they could hope to reach a sheltered locality. Several members of the life-saving crew went aboard the launch with buckets and, the bailing force being thus augmented, sufficient headway was gained to keep the boat afloat until the towing launch was able to get her into harbor and to a wharf, where a sling was slipped around her and hooked onto a crane to keep her from sinking. The life-savers then shifted as much as 2 tons of her load of fish and mended the holes in her bottom.

October 30.—At 2 a. m. the 86-ton schooner *Emily A. Staples*, from Boston, Mass., for Winterport, Me., ran out of her course and stranded on Black Rock, $1\frac{1}{2}$ miles offshore and 3 miles east northeast of the Burnt Island (Me.) station. In answer to her torchlight signals of distress the life-saving crew went to her assistance in their power boat, with their surfboat in tow. As the state of the sea made it too risky to go alongside under power, they anchored to windward, transferred to the surfboat, and, by the illumination from a water light which they threw overboard, worked in under the vessel's stern and took off the two men composing her crew. The schooner was a total loss. Her sails and gear, however, to the value of \$600, were saved by the station crew.

October 31.—The 646-ton steamer *D. Leuty*, bound from Cleveland, Ohio, to Pequaming, Mich., with a crew of 13 men and 1 woman, was overtaken by a heavy snowstorm off Marquette, Mich., on the night of this date, and in running for a harbor at the place last mentioned brought up hard on a reef 1,000 feet offshore east of the main harbor light. The surfman on watch at the life-saving station saw the vessel about the time she struck—the weather having cleared temporarily—and burned a signal to apprise her that her danger was known. Convinced that the case was one calling for the services of a tug, the life-saving crew engaged the towing steamer *Hoffnung* to accompany them to the vessel. On their arrival at the scene of the casualty they ran lines, and the *Hoffnung* attempted to haul the steamer off. The tug was found to be too light, however, to accomplish the work in hand, so the service crew put back into the harbor and brought out the tug *Maxwell*. The gale in the meantime had become more severe, the sea rougher, and the snowfall heavier, all of which served to deter the *Maxwell* from running close enough to the *Leuty* to enable the men in the surfboat to take a hawser to her. As the life-savers could do nothing under the circumstances toward saving the steamer, they ran alongside and took off 11 of the 14 persons on board. During their absence on the trip ashore with the rescued persons the *Maxwell* got a line in her propeller, dragged her anchor, and ran on the reef near the *Leuty*. Fortunately the *Hoffnung* was able to pass a line to her and haul her off before she was badly damaged. Five minutes more on the reef would, in the opinion of the station keeper, have wrought her destruction. When the life-savers got back to the *Leuty* after landing the 11 persons, they again ran alongside and took off the 3 men who still remained on board. The *Leuty*, which was valued at \$25,000, was totally lost. The service crew saved from her, however, several hundred dollars' worth of personal property.

November 1.—Under date of October 6 reference is made to the rescue of 10 persons from the steamer *A. D. Hayward*, stranded on that date on White Rock Reef, Lake Huron, 12 miles south of the Harbor Beach Life-Saving Station. Nearly a month after the disaster referred to, namely, on the night of November 1, the same vessel, making her first trip after she had been repaired, was overtaken by a gale and snowstorm off Harbor Beach, and while seeking shelter in the harbor struck the north end of the south breakwater pier, drifted to leeward, and stranded on a reef outside the entrance. While her entire crew of 10 persons were saved, as upon the first occasion, the vessel herself was less fortunate, proving a total loss. When the *Hayward* collided with the pier the captain and three of his crew sprang overboard to the pier and endeavored to make a line fast, but the heavy seas bore the vessel away and defeated their efforts, leaving them behind. The vessel's predicament was discovered by the station pier watch. The life-saving crew responded in their power boat, and, learning from a harbor tug that some of the ship's crew were marooned on the pier, went and took them off and landed them on the inner pier near the lighthouse. They then proceeded to their vessel, which by this time was fast on the reef off the harbor entrance. They found her lying, as on the previous occasion, head on, and in such a position as to afford no lee for rescue operations, making the work before them exceedingly perilous.

Those on board were instructed to let a ladder over the side by the port bow, and to climb down it one at a time in readiness to leap into the service boat when the rescuers should come close enough. As the sailors took their position upon the ladder the seas rising against the hull half buried them. They nevertheless carried out their part of the undertaking and soon found themselves in the rescuing boat. The work of the life-savers appears to have been exceptionally meritorious considering the fact that it was performed on the windward side of the vessel, where they were exposed to the full fury of the gale. A single false move on their part and the current and seas would have swept them around the wreck into the rock-studded breakers.

November 2.—At 1.45 p. m., during a northerly gale, the surfman keeping watch from the lookout at the Aransas (Tex.) station, notified the keeper that a vessel 3 or 4 miles offshore was making for the harbor entrance under short sail. A few moments later a flag, union down, was observed in her starboard rigging. The life-saving crew at once put off to her assistance in their surfboat, but before they could overhaul her she reached the bar and started in. As she neared the outer end of the north jetty the wind headed her off, and in trying to tack she struck on the bottom, lost steerage way, and went broadside into the breakers, pounding heavily. Her crew let go an anchor in time to bring her up before she reached the rocks of the jetty, otherwise all hands would undoubtedly have been lost. As it was, her destruction was deferred for a brief period, giving the approaching life-savers time to effect the rescue of her crew. Reaching the scene of the schooner's misfortune, the life-saving crew found a strong cross current running against the sea, which made the water near the vessel an extremely hazardous place in which to maneuver a boat. As the vessel was in imminent danger of going on the jetty, however, something had to be done at once, notwithstanding the peril attendant upon running alongside, or the scarcely less serious risk of having 18 persons in the surfboat at one time. Careful surfmanship won the day, and the life-savers soon had the 10 men composing the ship's crew safe aboard their craft and in the quieter water in the lee of the north jetty, where a power boat took them in tow for the station. The vessel proved to be the schooner *Libbie Shearn*, from the fishing banks of Campeachy for Galveston. For 18 days of her trip she had been buffeted by gales, and during the 3 days preceding the disastrous termination of her voyage her crew had been without food and water. Worn out and well-nigh despairing of ever reaching a haven, they had attempted to put into Aransas with the result above shown. By the time the life-saving crew reached land the schooner was breaking to pieces against the jetty.

November 4.—In former annual reports of the service are found several references to the recovery by the life-savers of occasional balloons abandoned in parachute-drop exhibitions. It fell to the lot of the keeper of the Atlantic City (N. J.) station, however, to submit the first report ever made to the department of aid afforded a disabled self-propelled air craft. The services in question were performed November 4; the vessel assisted was the dirigible balloon *Akron*; the occasion, the unfortunate termination of a trial trip made by the balloon from Atlantic City.

While the *Akron*, operated by the noted aerialist Mr. Melvin Vaniman, with four assistants, was engaged in executing a series of evolutions at the place mentioned, her machinery became disabled for some reason not ascertained, and she was driven northward along the coast for several miles, finally settling down in the shallow waters of Grassy Bay, a couple of miles east of Brigantine, N. J. There the Atlantic City life-saving crew, after a slow and tedious trip in their power lifeboat through a tortuous channel, found her about nightfall. Fastening a line to her by means of a small boat they had with them, they towed her back to her hangar.

Mr. Vaniman stated to the life-savers that when he came down he thought his balloon was as good as lost, and expressed the conviction that his fears would have been realized but for the assistance rendered by them. What they really accomplished in his behalf may be seen when it is known that the *Akron* was valued at \$50,000.

Several months later it again fell to the lot of the keeper of the Atlantic City station to submit a casualty report in the case of the *Akron*. The second disaster reported was far more serious, however, than the first, resulting in the total destruction of the dirigible and the loss of her crew of five. It occurred two days after the close of the fiscal year, namely, on July 2, 1912, but the two casualties are described here in a single narrative in order that the story of the airship's misfortunes may appear complete in the same volume.

The trip that saw the end of the *Akron*, like the one already referred to, was a trial test of the balloon, conducted in the same locality. Melvin Vaniman, as on the previous occasion, was in charge of the craft, and with him were Calvin Vaniman, George Bourillion, Walter Elmer, and Fred Guest. The day of the ascent was clear, with only a light breeze, making the conditions ideal for aerial navigation.

The dirigible was sighted by the keeper at 6.45 a. m., at which hour she was $1\frac{1}{2}$ miles north of his station, and 1,000 feet, more or less, in the air. As he stood watching her through his glasses she ascended still higher, and started up the coast in the direction of Brigantine. When she reached an altitude of perhaps 2,000 feet, a dense cloud of smoke was seen to burst from her stern, immediately followed by a spurt of flame. Next, the rear of the giant envelope seemed to disintegrate, and the wrecked craft plunged downward. She had scarcely begun to drop when there was an explosion and a second outburst of fire. The forward end of the envelope now went to pieces, and the demolished bag separated itself from the car, which thereupon turned and dropped endwise with accelerated speed. Just before the car completed its descent it turned in a horizontal position. It struck the water lengthwise, 200 feet from the beach, and sunk to the bottom, which was at a depth of 8 feet.

The keeper hastened to the scene of the disaster in a light skiff, where he was soon afterwards joined by the keeper of the South Brigantine station, the next station to the north. "Everything seemed to be broken, bent, smashed up, and splintered," according to the statement of one of the keepers, descriptive of the condition of the wrecked car. The body of Calvin Vaniman, mutilated and black, was soon recovered. After a continued, but fruitless, search for the other victims a cable was attached to the wreckage, and an

attempt was made to haul it up on the beach. The two keepers, assisted by volunteers, were so engaged when the rising tide compelled them to suspend operations. On the following low tide another search for the wreck was made by a diver, and the body of Bourillion was recovered. The bodies of Guest, Melvin Vaniman, and Elmer were later washed up on the beach—that of Guest on July 10, and those of the two others on July 15. What was left of the *Akron* was picked up by wreckers on the 6th and taken to Atlantic City.

November 12.—Stranded in a blizzard for nearly 24 hours 8 miles southwest of the Duluth station, and suffering severely from hunger and cold, four men in a power launch were rescued by members of the life-saving crew at 11 a. m. of this date. When the storm broke on the afternoon of November 11 the launch in question was on its way down the St. Louis River. The heavy fall of snow and the gathering darkness shut out the view of the bank on either side, and the boat soon got out of the channel and grounded near the Wisconsin shore. There, huddled together in her little cabin, without fire, and with the temperature near zero, the four men spent the night. Their situation was discovered about 8.30 a. m. the following day by a man attending a blast furnace, who telephoned the news to the life-saving station. Not knowing that the upper harbor was covered with ice, the station crew started to the rescue in their power life-boat, but were soon compelled to turn back. The station keeper now chartered a tug and set out again, taking along with him a flat-bottomed skiff. The tug broke her way through the ice to within two-thirds of a mile of the launch, when shallow water forced her to stop. The skiff was thereupon put overboard and alternately pushed and poled over and through the ice to the launch. Two hours' arduous work were required to get to the men and bring them back to the tug.

November 17.—The 350-ton coal-laden schooner *Charles H. Wolston*, from New York for Boothbay, Me., carrying a crew of six men, was caught in a hurricane which swept the Massachusetts coast from November 15 to 17, and driven ashore at 3 a. m. of the last-mentioned date, striking three-fourths mile from the land and $3\frac{1}{2}$ miles north by west of the Coskata (Mass.) station. When the gale rose the master unwisely decided to ride it out instead of seeking a haven, and the vessel was accordingly anchored $3\frac{1}{2}$ miles northwest of Great Point. Shortly after midnight the master and the mate, worn out and nearly ready to drop for want of sleep, turned in, leaving one of the crew on duty. About 3 a. m. the vessel began to drag. The watch, who was also fatigued and in need of sleep, failed to notice that she was moving, and her danger was not realized by anyone on board until too late to do anything—if, indeed, anything could have been done—to save her. She struck, as already shown, nearly a mile offshore, and almost immediately began to break up. During the few moments, however, that her decks remained tenable, her crew lighted torches in the hope of attracting the attention of the coast guard. As it turned out, their forethought was the means of saving their lives, for the signals were seen by the Coskata station keeper who happened to be on the beach with one of his surfmen, covering the east patrol. After the patrolman had burned an

answering signal the keeper hastened to Great Point, half a mile away, from which place he sent a telephone call to his station ordering his crew to bring the surfboat to the beach at a point abreast of the vessel. The boat left the shore at 5 a. m., but after a three-hour struggle against the wind and tide, during which the oars of the surfmen were repeatedly blown from the rowlocks, the party was compelled to put back without having been able to come near the wreck. On landing, they hauled their boat near the place from which they had first launched. The tide having changed in the meantime, they put off again. The second venture was successful. They were able to get near enough to the wreck for her crew, who were clinging to the rigging, to drop down into their boat. The keeper states in his report that had his arrival been delayed 15 minutes longer the shipwrecked men, who were exhausted and nearly frozen from their six-hour vigil aloft, would have been gone. They were taken to the light station and given hot drinks, and thence to the life-saving station, where they were cared for until the 19th. Vessel and cargo were totally lost.

November 22.—Overtaken by a heavy gale, which tore away most of her canvas and opened up great seams in her hull, the schooner *Henry May*, 188 tons burden, from New York to McKinley, Me., coal laden, was sighted by the lookout of the Monomoy (Mass.) station early in the morning of this date, 4 miles offshore, flying distress signals. The Monomoy life-savers called the Chatham station by telephone, informing them of the discovery made, and both crews, launching from different places, put off to the assistance of the vessel. The Chatham crew, having wind and sea in their favor, reached the schooner first. They found her crew of five utterly exhausted from their efforts to keep the vessel afloat. The master stated that he wanted the assistance of a revenue cutter. A signal to that effect, previously arranged between the lookout at the Chatham station and his keeper, was accordingly set in the rigging. The lookout sent the necessary message, and the cutter *Gresham* arrived at 3.40 p. m., and took the vessel in tow for Provincetown. The two life-saving crews, who had at once relieved the exhausted crew at the pumps, remained on board en route to the place named, and kept the water down in the vessel's hold. In rendering the assistance here set forth, the life-savers were continuously on duty 36 hours.

December 1.—About 9.40 p. m., during a gale, a telephone message was received at the Old Chicago (Chicago, Ill.) station stating that the 14-ton gasoline fish boat *Mabel T.*, carrying a crew of 5 men, had not reached port, and that fears were entertained for her safety. Within 5 minutes following the receipt of the message the life-saving crew were on their way in their power lifeboat in search of the vessel. After they had covered about 14 miles, steering east-northeast, a flare-up light was observed, apparently several miles farther ahead. The light lasted only a few minutes, and did not reappear, once it had gone out, but the men in the lifeboat kept hallooing as they went along in the pitchy darkness, and finally had the satisfaction of hearing answering shouts. As the temperature was below freezing, and there was no fire on the fish boat, her crew, their clothing drenched by boarding seas, were suffering pitifully from cold when their rescuers found them. The 20-mile run ashore

was made with all possible speed, the party landing at 5.40 a. m. of the 2d. It appears that the *Mabel T.* had suffered a broken crank shaft during the forenoon of the 1st. When darkness came on that night the helpless fishermen tore up their sweaters and other outer garments, soaked them in oil, and set them on fire, hoping thereby to attract attention to their situation. Although several vessels passed them so closely that their lights could be counted from aboard the disabled boat, none turned aside to afford them assistance. They had abandoned all hope of being rescued when the shouts of the life-savers were heard.

December 3.—Through a misunderstanding of signals the U. S. S. *Sterling*, of 5,663 tons, and the 2,672-ton steamer *Dortha* collided about 2.45 a. m. off the Virginia Capes. It was thought that the *Sterling* was in danger of sinking following the accident, and to prevent that contingency she was run ashore in the waters of Chesapeake Bay 3 miles west of the Cape Henry Life-Saving Station. Half an hour after she was beached she was discovered by the patrol from the station named. The life-saving crew arrived abreast of her at 6 a. m. and found her lying 100 yards off the beach and full of water, but resting easily and in no immediate danger from the weather. They remained by her all day, carrying telegraphic messages for her captain to and from the Weather Bureau station at Cape Henry. Returning to her on the morning of the 4th they found her laboring heavily in a high sea and 9 Government vessels standing by outside, but unable to get to her. In response to a wigwag signal, Station Keeper Holmes and his crew went aboard. In addition to the ship's crew of 37 persons they found on the vessel 9 men from the repair ship *Panther*. They landed the second officer of the steamer and two other persons, taking ashore also a line from the vessel, which they secured on the beach by a sand anchor in readiness to establish line communication between ship and shore in case of emergency. They remained by the steamer daily until the 8th, when a wrecking company took her in charge. The wreckers floated her on the 14th and took her to the navy yard at Norfolk. She was found to be considerably damaged.

December 10.—At about 2 a. m. the 2,626-ton Pere Marquette car ferry *No. 20*, valued at \$360,000, and carrying a train of cars valued with their contents at \$75,000, stranded in a fog at North Point, Lake Michigan, 7 miles north by east of the Milwaukee Life-Saving Station. Four days later the vessel was floated by wreckers, having sustained a loss amounting to \$40,000. This case well illustrates the diverse character of the work the service crews are sometimes called upon to perform in rendering assistance to disabled vessels.

News of the stranding was communicated to the life-saving station by telephone from the local wireless station. The keeper and five surfmen at once left for the scene of the disaster in their 34-foot power lifeboat. At the same time a tug started for the vessel, but turned back into harbor on finding how rough it was in the open lake. The service crew reached the vessel at 2.40 a. m. and stood by until daylight, by which time weather conditions had become so bad that part of her crew wanted to go ashore. Sixteen of the 39 persons on board were therefore taken into the lifeboat and carried into harbor at Milwaukee. The keeper and 7 surfmen returned to the vessel to find the water filling her fire hold and extinguishing her fires, thereby

putting her wireless system out of commission and leaving her without lights. As there were no hand lights on board, the life-saving crew returned to Milwaukee and procured a supply of lanterns and a quantity of fuel oil. They got back to the ferry at 6.30 p. m. and stood by all night. From 7 a. m. of the 11th, wind and sea having moderated, the record of events ran as follows: Service crew carried master into harbor; returned to ferry and found wrecking tug with pumps and divers on hand; put back into harbor with order for provisions; returned to vessel and took soundings for wreckers; car ferry *No. 19* arrived and took aboard 13 cars from *No. 20*; station crew went into harbor and brought out manager of company owning ferry; returned to harbor with telegrams; went back to vessel and stood by during the night. December 12, sea continuing smooth, 4 pumps and 2 divers worked to free vessel of water; life-saving crew went into harbor to engage another tug, a pump, and some lumber; returned to vessel; took telegrams into harbor; returned to vessel. December 13, went into harbor for more provisions for wrecking crews; returned to vessel; carried telegrams into harbor; returned to vessel.

While the lifeboat was plying to and fro between the ferry and Milwaukee a part of the service crew were on the ferry assisting at the air pumps of the divers and performing such other work as was required. By 10 a. m. of the 14th the leaks were partly stopped and the ferry was pumped out sufficiently to enable the three tugs working on her to haul her off. She was taken into Milwaukee.

The life-saving crew were continuously engaged on this occasion for a period of 5 days, during which time they made 21 trips between the ferry and Milwaukee and covered a total of 147 miles.

December 27.—On the night of this date the 1,166-ton three-masted schooner *Mary Adelaide Randall*, from Norfolk, Va., to New London, Conn., with a cargo of coal, mistook a light on the shore of Block Island, got off her course, and ran hard aground within the patrol limits of the Sandy Point (Block Island) Life-Saving Station.

A 56-mile gale was blowing when disaster overtook the schooner, the tide was at flood and the surf heavy, and she had no sooner struck bottom, some 300 or 400 yards from the beach, than the ponderous seas began to rake her decks from bow to stern, driving her crew of nine men into the rigging. The hour of stranding was 1.30 a. m., but the vessel showed no lights and made no distress signals that could be heard above the roar of the storm and surf; consequently she was not discovered until daylight. At 7 a. m. of the 28th the crews of three life-saving stations—Sandy Point, New Shoreham, and Block Island—were abreast of her with a surfboat and a breeches buoy apparatus.

No time was lost in shooting a line over the schooner. Unfortunately the line fell beyond the reach of the sailors and they were prevented by the boarding seas from leaving their position to get it. A second line was sent out with no better result, and a third projectile also fell short of the mark on account of the wind, which blew directly across the line of fire. As the men on the wreck were unable to give those on the shore the assistance necessary to set up and operate the apparatus, efforts to establish communication with them by line were now abandoned.

The boat the life-savers had on the beach was a staunch craft, built especially for work in the surf, but the gale was still at its height and the big seas were breaking with thunderous roar on the strand, and it seemed impossible that a boat could be launched. It was nevertheless run down to the surf and shoved off with a crew composed of three men from the Sandy Point station and three from the Block Island station, in command of Keeper Teal, of the station last named. After a hard struggle they reached the somewhat less turbulent water about the wreck, and by careful maneuvering took off every one of the imperiled sailors. Then came the run for the shore, which required even more skill on the part of the keeper than was necessary on the outward trip, for now the boat had to travel with the seas following. An error in judgment in checking or accelerating its speed, or a misspoken word of command, might put the craft under the curling edge of a breaker or else slew it around into the trough of the sea. In either event the boat would have been swamped or capsized. Skill and fortune won the day, however, and the party were landed without mishap. The schooner was totally lost.

December 28.—On the night of this date the British steamer *Thistleroy*, of 4,027 tons, en route from Tampa, Fla., to Liverpool, England, via Norfolk, Va., with a cargo of cotton, mistook the Cape Lookout (N. C.) Light for the lightship on Cape Lookout Shoals, ran off her course, and stranded about 3 miles offshore and 4 or 5 miles south by east of the cape mentioned. Vessel and cargo, valued together at \$310,000, became a total loss. The entire crew of 30 men and the single passenger—the master's wife—aboard the vessel were saved, however, by the crew of the Cape Lookout Life-Saving Station, assisted by boats' crews from the revenue-cutter *Itasca* and the wrecking tug *Rescue*. This case is regarded, aside from the great property loss involved, as one of the noteworthy wrecks of the year, because of the fact that no lives were lost, notwithstanding the rescuers had to contend with unforeseen and disheartening difficulties and accidents in their work of saving the imperiled ship's company.

When the steamer struck, shortly after nightfall, the sea was moderate, there was little wind, and the weather was clear. The life-saving crew discovered her situation as soon as she got into trouble and promptly put out to her in their power lifeboat. They found her resting easily on the shoal, with everything on board apparently in good condition and her crew taking their misfortune philosophically. As the weather outlook was good and no one on board desired to leave, the life-savers soon put back for the shore, carrying with them, for delivery at Beaufort, N. C., messages from the master to his owners.

On the morning of the 29th the revenue-cutter *Itasca* arrived on the scene of the casualty, and on the 30th the wrecking tug *Rescue* appeared. The two vessels were unable, however, to move the stranded vessel.

On the morning of the 31st, the weather becoming threatening, the life-saving crew boarded the *Itasca* to ascertain whether they could take a hand in wrecking operations. The captain of the cutter responded to the proffer of assistance by asking them to stand by. They accordingly dropped astern of the cutter and anchored.

Shortly afterwards a signal was observed aboard the wreck signifying that some of her crew wished to be taken off. The life-saving crew and a boat's crew from the cutter responded to the signal. The cutter's boat hove to about a hundred yards from the steamer, while the power lifeboat ran in alongside and took on board 10 men and the master's wife—all who desired to leave the vessel at that time.

A short distance from the wreck, on the way to the *Itasca* and while the lifeboat was still in the rougher water on the shoal, the engine stopped. As the occasion was one in which time could not be taken to work over the machinery, the crew immediately resorted to the oars to get out of the dangerous area. After rowing a distance of perhaps 50 yards they took a line from the waiting cutter's boat, with which assistance they proceeded to the *Itasca*.

At this point arose the second obstacle to be encountered by the life-saving crew in the course of their day's work. When they attempted to transfer their passengers to the cutter they found that the exchange could not be made except at great risk owing to the state of the sea. There was nothing to do under the circumstances but hoist sail and run the four or five miles necessary to be traversed to reach sheltered water. This they did; the cutter accompanying them in.

While the power boat lay in protected water near the *Itasca* an engineer came aboard from the cutter and set the boat's engine to running again. The life-saving crew thereupon returned to the wreck. They reached the vessel on the second trip just in time to save one of her boats containing 14 men. Unused to working in broken water, the sailors had got into the trough of the sea and were in imminent peril of swamping when the power lifeboat overhauled them. They were transferred to the service craft and their own boat taken in tow. When the party were halfway to the shore their engine stopped a second time. They immediately resorted to the sails, as on the preceding trip, and came safely into harbor, where the load of passengers joined their shipmates aboard the *Itasca*.

Twenty-four men and a woman comprised the number saved from this wreck through the efforts of the life-saving crew, a boat from the tug *Rescue* having taken off the six others included in the *Thistle-roy's* crew. The entire party of rescued persons were transported by the *Itasca* to Wilmington, N. C.

December 31.—About noon the three-masted schooner *Mary S. Eskridge*, of Seaford, Del., from Baltimore, Md., to Wilmington, N. C., with a cargo of acid fertilizer, anchored $1\frac{1}{2}$ miles southeast of the Big Kinnakeet (N. C.) Life-Saving Station and a mile offshore in a waterlogged condition and hoisted a signal for assistance. The signal was observed from the Big Kinnakeet station and also from the Cape Hatteras station, 7 miles to the southward from the vessel. The crews of the two stations named and of the Little Kinnakeet station assembled as quickly as possible on the beach abreast of the schooner, and a boat's crew in command of the station keeper from Cape Hatteras put off to her in a surfboat under oars. After a hard struggle through heavy seas and against a strong current they arrived alongside and found her in a sinking condition. As the weather was bad and rapidly growing worse, and there was a likelihood that she would go down at any moment, no time was lost in getting her crew of six into the surfboat. The

rescued persons were taken to the Big Kinnakeet station, where they were given succor until January 5. The schooner being still afloat on the morning of January 1, the life-saving crew carried her master out to ascertain her condition. They manned her pumps while aboard, but found them choked with fertilizer. On the morning of January 3 she sank in 5 fathoms. Both vessel and cargo, valued at \$35,000, were totally lost.

January 5, 1912.—At 6 p. m., during the prevalence of a gale, the watch of the Assateague Beach (Va.) station saw a torch displayed from a vessel in the locality of Chincoteague Shoals. The life-saving crew launched their surfboat and went out to see what had befallen the vessel, but as the light was a considerable distance offshore, and no further signal was shown, they were unable to find her in the darkness. On abandoning the search they ran for the beach with the intention of building a fire to serve as a guide for the vessel. When they were near the shore, however, they came across the 77-ton schooner *Alberta* aground and leaking badly. They boarded the schooner at the request of her master and lent a hand at her pumps, meanwhile keeping a lookout from her deck for the other craft. At 7 a. m. of the 6th she was sighted 2 miles to the northward flying a flag, union down. They immediately went to her assistance and found her to be the 14-ton launch *Corsair*, from New York for Florida, with two men on board. She had lost both anchors and a cable the evening before, and had spent the night cruising about in Chincoteague Harbor to keep from going on the beach. The life-savers piloted her into the inner harbor and loaned her an anchor and a cable. At noon the same day they again went to the *Alberta* and assisted at her pumps, but failed to free her of water. On the 7th her crew of five men, having been refreshed by a good night's sleep, got her afloat, and with the help of three members of the life-saving crew worked her into the inlet and beached her in a sheltered place.

January 10.—While passing through Two Bush Channel, West Penobscot Bay, Me., on the night of this date in a fog, the 2,241-ton steamer *Carolyn*, of New York, bound from Stockton, Me., to her home port with a crew of 27 men and a cargo of paper and potatoes, ran on the rocks at the northeast end of Metinic Island. Vessel and cargo, valued together at \$400,000, became a total loss.

The *Carolyn* was discovered from the White Head Life-Saving Station, 5 miles north of the scene of the casualty, at 6.30 a. m., of the 11th, and from the Burnt Island station, 9 miles distant, an hour later. The White Head crew went to the wreck in their surfboat under oars, and the Burnt Island crew in their power-supply boat. On the way to the vessel the keeper of the station first named stopped in at Rockland, Me., and telephoned for a tug. A towing vessel responded, and, during the forenoon, carried the master of the *Carolyn* and the two station keepers from the scene of the wreck to Tenants Harbor, the former to communicate with his owners, and the latter to summon revenue cutters. The revenue steamers *Andros-coggin* and *Woodbury* reached the vessel on the evening of the 11th, but could do nothing, as she was already full of water and so badly damaged that there was little hope of saving her. Members of the two life-saving crews remained aboard with the steamer's crew until

the afternoon of the 12th, when, the weather having taken a turn for the worse and the vessel begun to break up, the master decided to abandon ship. The *Carolyn's* crew, with their baggage, were there-upon transferred to the *Androscoggin* by boats' crews from that cutter, and by the two life-saving crews.

January 13.—The 278-ton steamer *Mars*, from Philadelphia for Boston, with the barges *Hampshire*, *Franklin*, and *Langhorne* in tow, mistook a buoy when within a few miles of her destination and went aground, striking the bar off point Allerton, Mass., a mile east of the Point Allerton Life-Saving Station. She was discovered at 2 a. m., half an hour after she stranded, by the beach patrol from the station named. On the return of the patrol to his station the keeper telephoned to Boston for tugs, then hired a team and proceeded overland to Point Allerton, where a launching could be made in open water half a mile from the scene of the disaster. The crew reached the steamer after a hard pull through floating ice, but could be of no assistance pending the arrival of the tugs, as the 14 persons on board were in no immediate danger. They stood by, however, and when the tugs put in their appearance ran lines for them and otherwise assisted in the efforts made to get the vessel afloat. In the course of the night the life-saving crew threw overboard from the steamer's bunkers 50 tons of coal, and on the morning of the 14th, thus lightened, she was hauled free. All four vessels were towed away, and ultimately reached Boston. In performing service on this occasion the life-saving crew was continuously on duty 30 hours in weather below zero.

January 13.—Caught in a fierce southwest gale and rainstorm and swept 60 miles out of her course when nearing the end of an 8,000-mile voyage, the 683-ton schooner *Admiral*, from Valparaiso, Chile, to Grays Harbor, Wash., was driven to destruction on the morning of January 13 against the jetty at the mouth of the Columbia River. Such was the force with which she was carried before the storm that she passed entirely through the jetty, tearing asunder many feet of its superstructure, and continued on toward the sands of Peacock Spit, subsequently capsizing in the breakers. The place where she struck was about midway of the length of the jetty and some 3 or 4 miles from land.

The life-saving crew at Point Adams, whose station stood at a distance of 7 miles from the scene of the casualty, first learned of the disaster when word was received by long distance telephone at 8.45 a. m. to the effect that a vessel was in trouble in the locality of the jetty.

Capt. Wicklund, the station keeper, immediately sent a message to Fort Stevens, near the shore end of the jetty, asking to have an engine made ready to carry him in search of the vessel. He then set out for the fort, leaving instructions for his crew to follow him on call with the breeches buoy apparatus.

When the engine, bearing the keeper and an employee of the fort, had traversed half a mile of the pier a man making his way shoreward with a child in his arms was picked up. He proved to be the mate of the *Admiral*, and the child the captain's son. Both were suffering greatly from exposure. The mate stated that the captain, his wife and child, the cook and himself, had jumped from the schooner's

stern to the shore end of the jetty as the vessel plowed her way through the trestlework, and that the seven other persons composing the crew had escaped to the opposite side of the gap.

A short distance farther out the rescuing party found those who had been with the mate. The woman was in a pitiable condition, having only a night robe to protect her from the heavy rainfall and the spray of the overlapping waves. These, also, were taken into the engine and made as comfortable as possible, the keeper and his companion sharing their clothing with them.

Arriving at the breach, the rescuers found that nothing could be done with the means at hand in the way of saving the men on the other side. The engine therefore put back for the mainland and the keeper telephoned for his crew. As soon as the surfmen arrived they and their apparatus were loaded on a flat car, and the engine steamed a second time out on the jetty. Within a few minutes following their arrival at the gap a shot from the wreck gun placed a line in the hands of the marooned sailors. The apparatus was next quickly set up and the buoy hauled out across the 50 yards of boiling surf. The entire company gathered on the opposite side were then safely hauled over and placed aboard the engine.

January 18.—On the night of this date occurred one of the most serious and important wrecks of the year when the 433-ton schooner *Harry Prescott*, from New York for Wilmington, N. C., with a cargo of salt, mistook Hatteras Light for the Diamond Shoals Lightship, got off her course, and stranded in the vicinity of the Inner Diamond Shoals.

The vessel struck 2 miles south of the Cape Hatteras Life-Saving Station and a mile from the shore. Her lights were discovered about 9.30 p. m. by the beach patrol from the station named. As there was a strong southwest wind blowing and a high sea, the crews of three stations—Cape Hatteras, Big Kinnakeet, and Creeds Hill—assembled on the north side of the cape in the hope that a boat might be launched under the protection of the land. After a conference of the station keepers on the beach it was decided that there would be small chance of going alongside the vessel in the darkness, even if a rescuing boat's crew should succeed in making the trip to her. They therefore concluded to wait for daylight.

At 5.30 a. m. of the 19th, although dawn brought no improvement in wind and sea, the power surfboat from the Cape Hatteras station, which had been hauled to the beach during the night, put off from the shore.

The life-saving crew found the schooner hard and fast on the windward side of the shoals, her hull practically under water, and the seas breaking high over such portions as were still exposed. Three of her crew of seven men were in the mizzen rigging and four were astride the flying jibboom. Finding, after several attempts, that it would be impossible to get nearer to the vessel than 50 yards, the boat's crew dropped anchor to windward and drifted down toward her, using engine and oars to keep in proper position and avoid being swamped. When they had come as close to her as they dared venture a heaving stick, thrown by a surfman, carried a line within reach of the sailors aloft. Each of the three, in turn, as the line was thrown, tied it about his body, cast himself into the sea, and was hauled into the surfboat.

The life-savers next turned their attention to the men on the jibboom, and for fully six hours maneuvered to get near enough to repeat the line-throwing performance. Finally, becoming convinced that the rescue could not be concluded until wind and sea should moderate, and their boat, moreover, having been seriously damaged by contact with floating wreckage, the rescuers put back to the shore.

In the evening the wind shifted to the northeast, cutting down the sea appreciably and checking the current. To have ventured in the darkness near a submerged wreck lying in the broken waters of the shoals would have been little short of madness, however. The life-saving crews therefore passed the night on the beach. At dawn of the 20th the Cape Hatteras crew again launched their boat. Arriving at the vessel, they found the crew of the Creeds Hill station standing by watching for a favorable opportunity to take the sailors off, all four of whom were still on the jibboom. The chance soon came, and the boat from Cape Hatteras, being under power, ran in near the wreck and completed the work undertaken the day before, using heaving stick and line as in the first instance.

In his official report of this rescue the commanding officer of the revenue cutter *Itasca*, Capt. John G. Berry, who arrived on the scene on the night of the 19th, says:

The rescue was accomplished with thoroughness and as rapidly as the terribly adverse conditions would permit. It is almost incredible that those four men could have remained for 24 hours on that wreck, washed in the breakers and clinging to a spar, but they did it and do not appear to have suffered any material injury.

February 10.—About 9 a. m. the lookout of the Monomoy station (Mass.) discovered a vessel several miles offshore flying an ensign in her rigging, union down. The wind was blowing a gale from the northwest, the sea was running high, and the temperature below zero. The life-saving crew nevertheless put off in their surfboat, and after an hour's hard pull arrived alongside, finding the vessel to be the schooner *Rhoda Holmes*, of 375 tons, coal laden. She had set out from Vineyard Haven the day before on her way to Rockland, Me., and, striking the wind strong from the northwest after rounding the southern extremity of Cape Cod, had her foresail and mainsail seriously damaged. She had run back and anchored near Pollock Rip Slue lightship, and set the signal that was later observed from the life-saving station.

The revenue cutter *Gresham* arrived on the scene at 1.40 p. m., and after taking in tow another vessel in difficulty in the locality, passed the *Rhoda Holmes* a line. Owing to the state of the weather the master of the schooner was afraid something might happen on the way to a haven that he would be unable to cope with, and requested the life-saving crew to remain on board. The sequel proved that his fears were justified.

After a start was made the crew of the schooner, being greatly in need of sleep, turned in, leaving the life-savers in charge of the ship. About 4.30 a. m. of the 11th, while they were somewhere between Highland Light and the Peaked Hill Bar buoy, the hawser running to the *Rhoda Holmes*, the last vessel in the tow, parted. Signals were made to the *Gresham*, but the sea was so rough that she could not pick up the schooner without cutting loose from the other vessel,

and was therefore compelled to leave her to her own resources. With much difficulty the life-saving crew patched and hoisted the foresail, and ran the vessel off before the wind. While they were trying to get her out of the trough of the sea, into which she had swung, following the parting of her cable, her rolling caused the lamp in her cabin to fall, setting her on fire. Luckily the blaze was extinguished before it had done much damage.

With the schooner under some degree of control the life-savers ran her before the gale to between the Cahoons Hollow and Pamet River life-saving stations, and lay off and on in the snow squalls awaiting the return of the *Gresham*. Meantime, all hands who could be spared from the task of working the vessel engaged in breaking ice from the rigging and decks. The station keeper reports that as much as 20 tons of ice were in this way loosened and gotten rid of. The *Gresham* arrived about 10.30 a. m. of the 11th, and took the schooner in tow for Provincetown.

In the opinion of the master of the *Rhoda Holmes* the life-saving crew preserved his vessel from destruction, as, but for their presence on board, she would either have been burned or driven ashore on Cape Cod.

February 16.—About 3 p. m. a fishing tug, later identified as the *U. S. Grant*, was overwhelmed by the seas three-fourths of a mile north of the Southside (Cal.) Life-Saving Station, having her windows and doors smashed in, her engine room flooded, and her fires put out, and being left helpless in a dangerous position near the outer edge of the surf several hundred yards offshore.

The Southside life-saving crew, whose attention was attracted to the tug by the frantic blasts of her whistle, immediately launched their lifeboat, but while they were fighting their way through the breakers a message was wigwagged to them from their station, to the effect that the vessel had been towed out of danger by one of three fishing steamers standing by. They, therefore, returned ashore.

The predicament of the tug had also been observed from the Golden Gate Life-Saving Station, $2\frac{1}{2}$ miles up the coast from the scene of the casualty, and the service crew at that place responded, hauling their lifeboat to the foot of Ocean Boulevard, abreast of the vessel, for launching. As they pulled away from the beach they could still see the tug near the place where misfortune had overtaken her, and the three other tugs trying to pass her a line.

The station keeper had a full crew at the oars, and the boat made good headway through the breakers until they were within a short distance of the tug, when a huge comber rose suddenly near them. Before a word of command could be spoken, or the stroke of an oar taken to avert disaster, it dropped over them like a blanket, and an instant later the boat capsized. Fortunately, the craft had the self-righting and self-bailing features, and was soon again riding right side up and emptying itself. All but two of the crew had succeeded in remaining on board. The two exceptions were Surfmens Erlandson and Gilje.

In the upset the oars had been torn from the hands of the men and carried away, but the spare set of oars, always carried, were found intact. These were quickly taken up and employed in speeding the boat to the assistance of the surfmen in the water, who in the meantime had been carried a hundred yards away. While the boat's

crew were taking their comrades on board another towering sea came along and capsized them again. This time the boat rolled over twice, carrying away a second time the two surfmen mentioned, also all the oars except the one used in steering. As nothing could be done under the circumstances to assist Erlandson and Gilje the boat was now allowed to drift on the beach, guided as much as possible by the only oar left.

Once on shore no time was lost in devising a plan to save the two surfmen fighting for their lives several hundred yards out in the surf. One end of an 800-foot line was fastened around the waist of Surfman Lawberg, who then waded into the water, accompanied by the rest of the crew. When the party had proceeded as far out as they could wade—something like 800 feet—Lawberg continued on by swimming. Assisted by a strong undertow he reached Gilje, 700 feet farther out. He gave the line a turn around the man's body, and both were hauled safely ashore. The performance was repeated in the case of Erlandson, except that in the second instance Surfman Gothesen swam to the rescue, covering a distance of 800 feet beyond wading depth.

The service is indebted to the chief of the Sunset Fire Brigade for the services of a member of his company—George F. Schaefer, a former employee of the service—who took an absent surfman's place in the lifeboat, thereby sharing the perils experienced by the life-saving crew in the breakers.

February 22.—Overtaken by a 70-mile blow while en route from Fall River, Mass., to Norfolk, Va., in tow of the tug *Mary F. Scully*, the 833-ton schooner-barge *Julia R. Dempsey* broke her towing line and anchored at the north end of Block Island. Three hours after anchoring she started to drag and drifted into the breakers, stranding 350 yards from the beach and $1\frac{1}{2}$ miles south-southwest of the Sandy Point (Block Island) Life-Saving Station.

Owing to the fury of the storm and the state of the sea it was out of the question to launch a boat to the rescue of the imperiled ship's crew. The Sandy Point live-savers, who had discovered the plight of the vessel before she struck, therefore went to the beach with their breeches buoy apparatus. The first and only shot fired—6 ounces of powder being used—dropped the projectile just forward of the mainmast and down into the hold through an open hatch. The line—a No. 4—was cut in two by chafing against the sides of the opening. The crew of the vessel secured it, however, and with it hauled out a No. 9 line, which, in turn, was employed in getting whipline and block on board. Nothing transpired to interfere with the work of either the ship's crew or the men on the beach while placing the gear in position, and the three persons on the vessel were soon landed. The life-saving crew from the New Shoreham station arrived while the apparatus was being set up and took a hand in the rescue. The schooner was floated by wreckers March 4.

March 12.—About 7.30 a. m. of the 13th a resident of Ocean City, Md., walking along the ocean beach, saw in the breakers through a rift in the fog the masts and upper works of a vessel. He hastened with the news of his discovery to the Ocean City Life-Saving Station, and by 8.45 a. m. the life-saving crew were abreast of the ship with their beach apparatus.

Only one shot was fired with the Lyle gun, a 6-ounce charge of powder and a No. 7 shotline being employed. The apparatus was quickly set up and the seven men on board were landed without mishap.

The schooner proved to be the *John W. Hall*, of 346 tons, from Wilmington, N. C., to New York City with a cargo of lumber. She had lost her bearings in thick weather on the night of the 12th, run into shoal water, and stranded 300 yards from the beach, 3 miles south of the station. She was totally lost, but her cargo of lumber was saved.

April 8.—The part performed by the crews of the Life-Saving Service at the wreck of the Merchants & Miners Line 3,000-ton steamer *Ontario*, which caught fire on the early morning of April 8 while en route from Baltimore to Boston, and was beached near Montauk Point, N. Y., on the south shore of Long Island to save the lives of the 70 or more persons on board, is set forth in a concise report made by Keeper Walter H. Davis, of the Watch Hill (R. I.) Life-Saving Station, to the superintendent of the third life-saving district, substantially as follows:

In obedience to your telephone message to me yesterday morning at 2.30 o'clock, informing me that the steamer *Ontario* was on fire between Montauk Point and Block Island, and that she would have to be beached at either one place or the other, I launched my power lifeboat and set out in search of the steamer. Four members of my crew accompanied me. We left our station at 3.15 with dory in tow. As we were unable to sight the steamer after leaving Watch Hill reef we steered for Montauk Point. As the tide was flood and running against the wind, the trip was exceedingly rough. The seas broke over us almost continuously.

When we were within about 4 miles of Montauk Point rockets were seen to shoot up some distance westward of the Point, which told us that the vessel was on the south side of Long Island. As we hauled out to southward the vessel came plainly into view at the place where her captain had beached her under full steam.

Ours was the first boat of any description to reach the disabled steamer. The life-savers from Ditch Plain had, however, arrived on the beach abreast of her somewhat ahead of us and rigged up the breeches buoy apparatus. Running our boat in alongside and going aboard, we discovered that the whipline operating the buoy had snarled, and that the buoy itself was hung up 100 feet or more out from the port forerigging, to which the hawser supporting the buoy had been made fast. I at once climbed into the rigging, overhauled the whip, cut out the knot, spliced the line with the aid of two of the ship's crew, and then signaled for those on shore to haul away. The buoy was thereupon run out to the steamer. The distance between the vessel and the shore was about 700 feet, and the operations from the shore were conducted from the crest of a bank 80 feet or more high.

After the tide had made ebb and the seas somewhat subsided, Capt. Parsons, of the Hither Plain station, arrived with his power surfboat towing an open surfboat, and all hands began the work of transferring the passengers and their baggage to the wrecking tug *Tasco*. I and my crew carried the first load, consisting of 12 women, in one of the *Ontario's* boats. Capt. Parsons and his crew also transferred a load in his surfboat, and the ship's second officer concluded the work of transfer in another of the steamer's boats, the 32 passengers and their baggage being taken off by 9.30 a. m.

While the transfer of passengers and their effects was going on the Ditch Plain life-saving crew came aboard in the breeches buoy and joined the vessel's crew in fighting the fire. The conditions were such that the hose could be manned for only a few minutes at a time, the steam and smoke being so stifling that those engaged at the four different nozzles through which water was being played into the vessel's hold were compelled to work in relays.

We cut holes through the deck, broke windows, and resorted to every conceivable means to reach the fire, which was then confined in the lower hold

and difficult of access. So intense was the heat that the nozzles of the hose would occasionally be burned off.

About noon the wrecking tug *Harriet* arrived with a lighter. The latter vessel was run in on the starboard side of the steamer abreast of the midship gangway, and the transfer of the *Ontario's* freight began. While cargo was being placed on the lighter the life-savers engaged in lightening the steamer by throwing overboard hundreds of barrels of vegetable truck, bales of burning cotton, etc. The lighter finished loading about 6 p. m., and later in the evening the revenue cutter *Acushnet*, which had reached the scene about noon, was hauled alongside in a position favorable for pouring water into the vessel. Three streams were thrown from the cutter throughout the night. At the request of the captain of the *Ontario* we remained on the vessel overnight and assisted in fighting the fire. At 5 a. m. of the 9th, there being nothing further we could do, and all hands being greatly exhausted, we returned to our stations.

The *Ontario* was ultimately floated with a loss of \$395,000, divided between vessel and cargo.

April 10.—In the late afternoon two boys went out from St. Joseph, Mich., in a rowboat after ducks in the open lake, and while pursuing their sport half a mile beyond the pierheads at the harbor entrance a field of ice, moving lakeward, closed in around them and held them prisoners. Finding themselves unable to escape their predicament they fired their guns and waved their sweaters, thereby attracting the attention of the lookout at the life-saving station.

The station crew, in their big power lifeboat, reached the thoroughly frightened lads and took them on board, but when the rescuers turned shoreward they found their way also blocked by the rapidly thickening ice barrier. They "bucked" the pack for fully five hours in a vain effort to reach open water, seriously damaging their boat. In the meantime they were being swept farther and farther from land. Realizing at last the futility of the struggle the life-savers lighted a torch in the hope that it would be seen from the station and their need of assistance understood. In response to the signal the tug *Herbert* went out after them. The tug spent two hours or more breaking its way to them and plowing back to the shore.

April 27.—About 5.30 p. m. the 42-ton gasoline fishing schooner *Vida*, returning on the flood tide to Tillamook Bay after a day's fishing outside, stranded on the bar at the bay entrance 1 mile west of the Tillamook Bay (Oreg.) Life-Saving Station. It appears that after passing the first line of breakers she struck the bottom, which set her to leaking. The water coming in through her seams soon stopped her engine, leaving her helpless, in which condition she drifted in on the north spit and stuck fast. The life-saving crew went to her in their surfboat and took off her crew of five, whom they carried to the station and succored. The schooner went to pieces upon the same tide.

April 30.—While making the midnight to 2 a. m. patrol north, a surfman from the Cape Henlopen (Del.) station discovered a schooner dangerously near the beach. He burned two successive signals in an effort to warn her off, but she paid no heed to the warnings and soon stranded, striking 50 yards from the shore near the point of the cape. The weather was thick, with a strong east-northeast gale blowing and a high sea running, which explains the inability of the vessel to keep out of danger.

The surfman sent in a call to his station by telephone from the halfway house on the beach. He also notified the station at Lewes,

on the opposite side of the cape. The crews of the two stations met abreast of the vessel at 2 a. m., and put off to her in the Cape Henlopen station surfboat. They found her to be the 187-ton schooner *James Duffield*, from Portland, Conn., for Philadelphia, with a cargo of brownstone. She had filled soon after grounding, and when the service boat pulled alongside the waves were breaking clear over her. Notwithstanding the state of wind and sea the rescuers succeeded in boarding her, taking her crew of five safely off, and getting back unscathed to shore. The vessel and cargo were totally lost.

May 1.—Two men set out from Provincetown, Mass., in a 4-ton launch, which was to be delivered to parties at Chatham, in the same State. In attempting to cross the bar at the latter place, the surf being very high, their boat capsized. Both men would have perished but for the promptness with which the crew of the Old Harbor Life-Saving Station went to their assistance following the discovery of their upturned boat by the station lookout. When the station crew set out to the rescue they had little hope of reaching them in time, as they had to row against a strong head wind and tide. Indeed, they arrived not a moment too soon, for the victims of the accident were on the point of dropping off the bottom of their boat when hauled into the surfboat. They were both taken to the station, where one of them received much-needed medical attention. The boat in which the two men came to grief was also recovered by the life-saving crew.

May 16.—About 7 a. m. the U. S. submarine *Tuna*, en route from Newport News, Va., to Bridgeport, Conn., with a crew of 19 officers and men, lost her bearings in a fog, and stranded on the outer shoals of the Great Egg Harbor Inlet Bar, coast of New Jersey, 3 miles above the Ocean City (N. J.) Life-Saving Station, and about the same distance offshore. The vessel was discovered at 9.20 p. m. after the fog lifted, by a surfman covering the "fog" patrol north from the station named. When news of the disaster was received at the station the life-saving crew launched their surfboat, and proceeded to her assistance under oars. Arriving at the scene of the stranding, they found the crew of the Great Egg station standing by in their power boat, trying to persuade the crew of the *Tuna* to go ashore. The officer in charge of the submarine declined all tenders of assistance, however. He was thereupon advised to send a call for a revenue cutter. This suggestion was also negatived, those on board the vessel being of the opinion that she would be able to get off the shoals under her own power. As they could be of no service under the circumstances, the life-saving crews put back for the shore, landing at the Great Egg station. About 1.30 p. m. of the same day the *Tuna* began to blow distress signals. The fog had again closed in, but the two service crews nevertheless put to sea, after equipping themselves with compass and fog horn. Reaching the vessel at 2.15, they found the seas sweeping over her from bow to stern, and even hiding her conning tower at intervals. By this time part of her crew needed no persuasion to seek safety ashore. The Ocean City surfboat, being under oars, and therefore more easily handled than the power boat in the water about the *Tuna*, undertook the perilous work of transferring those who wished to leave. A total of 14 per-

sons were taken off, two trips being made by the surfboat in alongside the vessel.

The commander, with four others, still resolutely refused to abandon ship even for the night, although the sea was rapidly growing rougher and the weather more threatening. He gave permission, however, to the life-savers to send for a revenue cutter. Both boats, with the party of 14 divided between them, landed, as on the day before, at the Great Egg station. On the morning of the 17th the two crews again went out to the submarine, and found the five persons on board safe, and still firm in their resolution to stand by their vessel. At 5 p. m. the revenue cutter *Itasca* and the steamer *Lebanon* arrived. The life-saving crews accompanied them to the *Tuna*, and assisted in running lines preparatory to the work of attempting to haul her off. As the sea was too rough to return to land in the darkness, the life-savers remained overnight on the *Lebanon*. The vessel was floated with their assistance on the 18th, and taken in tow by the *Lebanon* for New York.

May 23.—About 3.30 p. m. a surfman at the Cape Hatteras (N. C.) station, looking seaward through marine glasses, sighted a vessel away off to the southeast, apparently at anchor near the outer point of the Diamond Shoals. She displayed no distress signals, so far as could be discerned. That she had anchored, however, in a storm of almost hurricane violence and in the locality of the shoals by mariners most dreaded of all danger points along the Atlantic coast was sufficient assurance in itself that she was in trouble of some sort. Ordinarily the crew of the station mentioned, as well as the crews of the other stations that keep watch over the treacherous waters off Cape Hatteras, would promptly have gone out to investigate; but on this occasion the state of the sea was such that it was impossible to launch a boat anywhere off the shore, much less worth while to hope, in the event a launching could have been made, to reach a vessel lying fully 12 miles from the land. In fact, the life-saving crew at the station immediately below the cape—Creeds Hill—did try, on the evening of the 23d, and again on the morning of the 24th, to get away from shore in their power boat, only to have the giant breakers repeatedly throw them back on the beach. Shortly after nightfall of the 23d the vessel burned a torch. To the watching life-savers this was plainly an appeal for assistance. All they could do at the time, however, and for some hours to come, was to burn their usual signals at intervals by way of assurance to the imperiled ship's company that their situation was known. Early in the morning of the 24th the wind hauled around to the southwest. This change served to lash to greater turbulence the waters on the lower side of the cape, but the projecting land at the same time cut the force of the gale as it swept up the coast, creating a lee on the cape's upper side and abreast of the Cape Hatteras Life-Saving Station. Here the Cape Hatteras crew assembled and at 4 a. m., accompanied by two surfmen from the next station up the coast—Big Kinnakeet—launched their power surfboat. Fighting their way against a strong current and through mountainous seas after leaving the protection of the land, they covered the 12 miles to the vessel in one and a half hours. They found her to be the 785-ton schooner *Rob Roy*, from Fernandina, Fla., to Philadelphia, with a cargo of pine lumber. She had sprung

a leak and become waterlogged in her fight with the elements, and when the boat came alongside was believed by her master to be in a sinking condition. Her crew of eight men had wisely stood by her during the night instead of taking to their boat, as sometimes occurs in such cases. As nothing could be done toward saving her pending the arrival of a revenue cutter, which the station keeper at Cape Hatteras had sent for on the preceding evening, her crew gathered up their effects and accompanied the life-savers ashore. The revenue cutter *Seminole* appeared on the 26th and took the disabled vessel in tow for Norfolk. Her crew were also taken away by the cutter.

June 16.—While the crew of the Fort Point (Cal.) station were lying off Black Point, San Francisco Bay, in their power lifeboat on the afternoon of this date, keeping watch over numerous small craft that were taking part in a carnival, their attention was attracted to signals being made aboard a launch half a mile offshore and in mid-channel of the harbor entrance. The lifeboat crew immediately responded, passed a line to the launch, and towed it into Black Point Cove. The five occupants of the boat had been enjoying a ride about the bay. When off the point mentioned their engine stopped, and, having no oars, they drifted into the tide rip. The timely arrival of the service crew doubtless prevented a serious termination of their cruise, as there was a rough sea running, which threatened to swamp them. When the life-savers overhauled them they were bailing industriously.

LETTERS ACKNOWLEDGING SERVICES OF
LIFE-SAVING CREWS: 1912.

LETTERS ACKNOWLEDGING SERVICES OF LIFE-SAVING CREWS.

LA PUSH, WASH., *June 11, 1911.*

DEAR SIR: Please allow me to say a few words in praise of Capt. George W. McAfee and crew of the life-saving station at Neah Bay.

On April 11, 1911, I telegraphed for Dr. Woods, of Neah Bay, to come to La Push to attend Mr. Bartram, who was very ill. There was a storm raging, with the wind blowing 50 miles an hour and getting worse. None of the fishing fleet nor any other vessel at Neah Bay would venture out on the ocean. As it was a case of life or death within a few hours, without medical aid, the life-saving crew, under Capt. McAfee, volunteered to bring the physician in their power boat. The ocean was very rough, but they covered the distance of 40 miles to La Push in about five hours.

The doctor decided that the only chance to save the sick man was to get him to the hospital at Port Angeles as soon as possible. As he was in too serious a condition to be carried overland, Capt. McAfee agreed to take him in his boat.

By this time the storm had risen until it was only possible to run the boat at about one-third speed, and even at that rate the seas constantly swept over us. One wave struck the helmsman with such force as to break the life belt which bound him to his place at the wheel. Fortunately, he was able to hold fast until the wave had passed.

We reached Neah Bay at 4 a. m. of the 12th. The life-saving crew had been on duty since noon of the day before, so a new crew took the boat on to Port Angeles, reaching there at 1 p. m.

You have probably learned of this trip through regular reports, but I thought it only just to Capt. McAfee and his brave crew, who so nobly risked their lives to save one man, that a report should be sent you by one who shared their experience.

Very respectfully,

MRS. L. E. BARTRAM.

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

FRANKFORT, MICH., *July 8, 1911.*

DEAR SIR: I wish to extend to you and your crew my sincere thanks for the prompt assistance rendered me when I fell off the pier at this place on the 2d instant.

I can not praise too highly the alertness and discipline displayed upon the occasion mentioned, which does credit to the Life-Saving Service.

With sincere gratitude,

Yours, very truly,

SYL. F. TROUNSTINE.

Capt. GEORGE MORENCY,
Frankfort Life-Saving Station, Frankfort, Mich.

MACATAWA PARK, MICH., *July 19, 1911.*

MY DEAR SIR: May I speak a good word for the life-saving crew here under Capt. Van Weelden. Last Saturday I was on a raft in Lake Michigan which capsized. The surf was very high. The captain started his boat immediately, himself running ahead and wading into the water. As I was being washed out so rapidly it was impossible for him to reach me, and the crew saw that if they

took the time to run the boat around the breakwater they would be too late to save me, so they carried it across and launched it in the surf.

I was found floating, face downward, 300 feet from the shore, having been under water six minutes. After being treated by the life-savers for 20 minutes I begun to breathe, and was then carried by them to their station where they worked over me all afternoon.

I have never seen such a splendid body of men. I am told by every one here that I was saved only by their quick and efficient work. I desire to show my appreciation in some way, but they will not accept money. I realize, however, that I cannot pay for my life in that way.

Cordially,

HENRY D. TOVEY.

Mr. S. I. KIMBALL,

General Superintendent Life-Saving Service, Washington, D. C.

DULUTH, MINN., July 30, 1911.

DEAR CAPTAIN: I wish to express my thanks to yourself and crew for the service you rendered, and the willingness that was manifested to do more, while the steamer *J. H. Prentice* was in trouble in your harbor on the 23d instant.

Truly, yours,

SAMUEL OLSON, *Master.*

KEEPER TWO RIVERS LIFE-SAVING STATION,

Two Rivers, Wis.

CHICAGO YACHT CLUB,

Chicago, Ill., August 2, 1911.

MY DEAR CAPT. PUGH: On behalf of the Chicago Yacht Club and members of the crew of the yacht *Vencedor*, which went ashore off Fishermans Island July 23, I wish to thank you for the courtesies which you and the members of the Charlevoix life-saving crew extended.

If it lies within our power at any time to be of assistance to you or your crew kindly remember that the latch key is always down for you at the Chicago Yacht Club.

Respectfully yours,

SHELDON CLARK, *Secretary.*

Capt. E. E. PUGH,

Charlevoix Life-Saving Station, Charlevoix, Mich.

BAY CITY, MICH., August 4, 1911.

DEAR SIR: I want to take this opportunity to thank you and your crew for the many kindnesses shown and services rendered myself and members of the crews of the steamer *Amazonas* and schooner *Paisley*, also our wrecking outfit, on July 24 last.

If there is at any time any possible way in which I can show my appreciation I will be only too glad to do so.

With the very kindest personal regard, I beg to remain,

Yours, very truly,

JAMES DAVIDSON.

Capt. FRANK PARTRIDGE,

Sleeping Bear Point Life-Saving Station, Glenhaven, Mich.

THE ORFORD COPPER CO.,

Camden, N. J., August 3, 1911.

DEAR SIR: It gives me pleasure to report to you the much-needed help and courtesy extended to me by Capt. J. W. Eldredge, of the Cape May (N. J.) Life-Saving Station.

On the afternoon of July 27 I was unfortunate enough to run my automobile over a soft spot on the beach. It was then low water and the tide was coming in so fast that I was unable to move the machine before the water completely covered it. At the next low water, about 2 a. m. of the 28th, a contractor whom I had engaged tried to recover the machine, but worked without success, as it had sunk in the sand until the wheels were covered.

In my extremity I called on Capt. Eldredge, and he and his men, with horses and tackle, raised the automobile and placed it on planking. There was no time to lose, for by the time the car had been moved to a place of safety the tide had come in again over the place of the accident. But for the celerity and efficiency of Capt. Eldredge and his men I am convinced that the machine would have been destroyed, as the next tide came in with a northeast wind.

Very truly, yours,

A. F. WADHAMS, *Superintendent.*

Mr. S. I. KIMBALL,
Treasury Department, Washington, D. C.

BAY HEAD, N. J., *July 30, 1911.*

DEAR SIR: This letter is to thank you for the great assistance given us by you and your two men when my boat capsized on the 29th instant in the bay off Mantoloking.

Sincerely, yours,

CHARLES B. CATTUS.

Capt. H. M. HORNER,
Mantoloking Life-Saving Station, Mantoloking, N. J.

SOMERVILLE, MASS., *August 27, 1911.*

DEAR SIR: Through your office I wish to thank the keeper and men of the Gull Shoal Life-Saving Station, as well as the keepers and men of the stations from New Inlet to Hatteras, for services rendered on the 17th instant in trying to save our vessel, the *Willie H. Child*, and in taking off myself and crew and for kindness shown us while at the Gull Shoal station. Please ask them to accept this note as a personal word of appreciation.

Yours, truly,

L. N. WATTS, *Master.*

SUPERINTENDENT SEVENTH LIFE-SAVING DISTRICT,
Shawboro, N. C.

BALTIMORE, *September 5, 1911.*

DEAR SIR: We, the undersigned, master, officers, and engineers of the British steamship *Mistor*, have great pleasure in testifying to the prompt and efficient manner in which you and your staff launched your lifeboat and came alongside, offering your services after our vessel had stranded on Core Bank, N. C., August 20.

We further wish to thank you and your men for all kindness shown to that portion of the crew taken out of the ship by your boats and hospitably treated at your station until the weather moderated, enabling us to bring them back to the vessel.

C. A. KNUDSEN, *Master.*
A. M. BENNETT, *Mate.*
F. ELLIOTT, *Second Mate.*
R. G. KIRK, *First Engineer.*
JOHN BELL, *Second Engineer.*
S. CARTER, *Third Engineer.*

Capt. W. T. WILLIS,
Keeper Core Bank Life-Saving Station, Atlantic, N. C.

LEWES, DEL., *September 16, 1911.*

GENTLEMEN: I take this method of expressing to you our heartfelt thanks for the noble work you and your men did in saving our houseboat *Wauragan* from total loss August 24.

If it had not been for the able manner in which you all worked together we would not have saved anything at all. I want you to know that my wife and I appreciate your efforts.

Yours, respectfully,

C. M. MURDEN.

Capt. JOHN S. LYNCH AND CREW,
Lewes Life-Saving Station, Lewes, Del.

SAN FRANCISCO, CAL., September 14, 1911.

DEAR SIR: On August 28 our steamer *Aurelia* stranded on Clatsop Spit, at the mouth of the Columbia River, and was towed off August 31, after three attempts. A large part of the credit of this work belongs to Keeper O. S. Wicklund, of the Point Adams Life-Saving Station. He and his crew were at the service of our vessel night and day, transferring men through the breakers and running towlines, which made it possible for the tugboats to do their share.

The writer was personally at the scene of operations and witnessed the good work of the life-saving crew. They performed their duties willingly and most efficiently, and we would indeed be ungrateful if we did not report their valued services to the proper authorities.

Yours, truly,

FRANK W. TROWER,

Managing Owner Steamer "Aurelia."

SUPERINTENDENT THIRTEENTH LIFE-SAVING DISTRICT,

San Francisco, Cal.

ELLSWORTH, ME., September 8, 1911.

DEAR SIR: On the morning of September 2 I sailed from Boston for Stockton Springs, Me., to load lumber. After leaving Cape Ann and shaping my course for Monhegan Island the wind increased to a gale from the southwest, with a heavy electrical storm and thick weather. Passing Burnt Island I hauled my vessel, the schooner *David Faust*, up to make shelter at Port Clyde, when the storm burst upon me with hurricane velocity and drove me ashore on Gunning Rock, off the entrance to Davis Straits.

I had my wife on board and a crew of four men. We managed to get a line to the rocks, whereby I landed my wife and crew. It was about 1 a. m. We had no means of making a signal of distress and remained on the rocks until daylight, when the patrol from the Burnt Island Life-Saving Station saw our vessel fast going to pieces. The station crew put off to us in a launch and through their heroic efforts we were taken from the rocks. I can not express my gratitude for the gentle care we received from the keeper and his wife. Capt. Myers is well worthy all the praise we can give him.

Yours, very respectfully,

CAPT. JOHN KIEF.

SUPERINTENDENT FIRST LIFE-SAVING DISTRICT,

Portsmouth, N. H.

THE CLEVELAND FOUNDRY CO.,
Cleveland, Ohio, September 15, 1911.

MY DEAR CAPT. HANSEN: Absence from the city has prevented an early personal acknowledgment of your splendid service in getting the *Psammaid* off the shoal at Rocky River a week ago last Sunday and bringing boat and crew safely into our anchorage.

You will understand, I am sure, how very grateful I feel to you and your associates for getting "my boys" ashore; also for saving the boat from being pounded to pieces. I have always considered the Life-Saving Service one of the most important responsibilities assumed by our Government, but from now on, I confess, I shall think of your work with just a little more reverence than heretofore. My heart is full of gratitude to you and your men.

Yours, very sincerely,

A. J. PRENTICE.

Capt. HANS J. HANSEN,

United States Life-Saving Station, Cleveland, Ohio.

PORTAGE LAKE SHIP CANAL,
BRANCH ENGINEER OFFICE, UNITED STATES ARMY,
Houghton, Mich., October 4, 1911.

DEAR SIR: You have undoubtedly been informed of our second mishap with the U. S. tug *Circle*, which was run into and sunk at the upper end of Lily Pond by the steamer *Martin Mullen* September 15.

I wish to take this opportunity to thank Capt. Thomas McCormick and crew, of the Portage Life-Saving Station, for the very efficient and valuable assistance rendered by them, both at the time of the sinking of the tug and when she was raised. Their services were highly appreciated by this department, and especially by myself. With best wishes, I am,

Very respectfully,

GEORGE H. BANKS,
Junior Engineer.

Capt. J. G. KIAH,
Superintendent Eleventh Life-Saving District, Harbor Beach, Mich.

204 DEARBORN STREET,
Chicago, Ill., October 9, 1911.

SIR: We desire to express our appreciation of the services rendered by Capt. Carland and his crew, of the Old Chicago Life-Saving Station, in saving the 55-foot motor cruiser *Water Gypsy* on the morning of October 3.

This season has been an exceptionally severe one for boats in the yacht harbor, and the brunt of the rescue work has fallen upon the life-saving crew, who, with willing alacrity, have ever done more than their duty.

Respectfully,

FREDK. L. WELLS.

Capt. A. J. HENDERSON, R. C. S.,
Assistant Inspector Twelfth Life-Saving District, Chicago, Ill.

STEAMER "H. D. COFFINBERRY,"
Owen Sound, Lake Huron, October 6, 1911.

MY DEAR BROTHER: It was with the utmost satisfaction that I read the account of the heroic service rendered on the 4th instant by you and your noble crew to the crew of the U. S. dredge *Maumee* when they had practically given up hope of being saved. It is fellows like myself and my crew that appreciate such things, more especially since we have been in similar positions ourselves. We heartily congratulate you in the success your manly efforts brought about.

What we need in our life-saving stations is more men like yourself. These are the sentiments of all the sailors I have with me now that were on the wrecked steamer *John C. Pringle*¹ when you saved us. May all your efforts be successful.

Yours, very respectfully,

L. E. KING.

Capt. HANS J. HANSEN,
Cleveland Life-Saving Station, Cleveland, Ohio.

CHICAGO, YACHT CLUB,
Chicago, Ill., October 9, 1911.

DEAR SIR: On behalf of the officers and members of the Chicago Yacht Club I desire to express our thanks for the many services you have rendered to our yachts during the past season. We are afraid that without the services rendered by you many of our boats would not now be afloat.

We want you to know how greatly we have appreciated your untiring efforts in our behalf, not only during the last season but for many seasons past.

Very truly, yours,

SHELDON CLARK, *Secretary.*

Capt. CHARLES CARLAND,
Old Chicago Life-Saving Station, Chicago, Ill.

OHIO VALLEY PACKET CO.,
Louisville, Ky., November 16, 1911.

DEAR SIR: I feel that we, the crew of the steamer *Lena May*, owe you and your men a great favor for the attention shown us on the night of October 12 when we were in a dangerous situation on the Falls of the Ohio. Allow me

¹ See annual report for 1909, page 125.

to compliment you for the promptness and speed with which you answered our call. I am safe in saying that you were on the scene in less than five minutes from the time the distress whistle blew. After we were all taken safely ashore the boys stayed by all night, ready to render further assistance.

I sincerely believe that all rivermen should recognize the life-saving department as one of the greatest institutions established by the Government.

Yours, very respectfully,

J. L. BURD, *Master.*

Capt. J. F. GILLOOLY,

Louisville Life-Saving Station, Louisville, Ky.

SOMERS POINT, N. J., *November 28, 1911.*

EDITOR THE PRESS: Through your paper I would like to express my thanks to the crew of the Ocean City Life-Saving Station for their services and kindness when my boat, the *Elizabeth B.*, stranded on the Ocean City beach on the 19th ultimo. Had it not been for their services the boat would have been lost. They stood by me night and day until it was landed in safety at Somers Point.

I can not properly express my appreciation, for they could not have shown more interest if the boat had been their own property.

Capt. J. D. BERRY.

SOUTH BREWER, ME., *October 25, 1911.*

I wish to thank the life-savers at Hunniwells Beach and also to call your attention to the grand work they are doing for sailors.

We in the *Robert Pettis* last night ran ashore while beating into the Kennebec River. Capt. Berry and his crew of life-savers ran out anchors with hawsers attached, and the vessel was got off and anchored in deep water without sustaining much damage.

Respectfully,

EUGENE NUTTER, *Master.*

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

STONY POINT, N. Y., *October 25, 1911.*

DEAR SIR: We wish to express, first, our great admiration for the wonderful system of life-saving which you have established along the Long Island coast, and, second, our gratitude for the wonderful corps of men you have at the station at Amagansett, N. Y. It was due to them that our lives were saved on the 24th instant.

There had been a sand bar a few feet below the surface almost 100 yards offshore to which the better swimmers went. After a rest they would swim back to the beach. This bar was shifted by a three-days' storm previous to the 24th. On the afternoon of the date mentioned the wind was blowing offshore and the tide was running in, forming sea pusses at intervals along the shore. We swam out to where the bar had been. Finding that it had shifted, we turned to come back and found that the tide had carried us into a sea puss, and that we were being swept seaward. After struggling until our strength was about gone we called for help. Your man, Alfred Sherman, on duty down on the beach, heard our cries and came at once. The man on duty in the station tower also heard us, and within three minutes every man of the corps was in the water and coming to our aid. They reached us just in time, for we had been down twice and were losing consciousness when they overtook us. We have expressed our gratitude to your men here at Amagansett, and now wish you to know that a braver lot of men never existed.

Ever gratefully, yours,

MILLICENT F. EADY.
CALVIN T. ALLISON.

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

NOME ROADSTEAD, ALASKA, *October 25, 1911.*

DEAR CAPTAIN: As the *Bear* is now about to depart for the United States I desire to extend my most cordial thanks and appreciation for the hearty cooperation of yourself and the members of the Nome life-saving crew during this

season's work of the *Bear*. By your accurate information and ready cooperation the work of this vessel has been greatly facilitated. I desire to congratulate you on having an efficient crew and station.

I shall take occasion in my report to the department to commend you and your crew.

Very respectfully,

J. G. BALLINGER,
*Captain, U. S. Revenue-Cutter Service,
Commanding Steamer Bear.*

Capt. THOS. A. ROSS,
Keeper Nome Life-Saving Station, Nome, Alaska.

DOVER, DEL., October 25, 1911.

I wish to express to you all my thanks and appreciation of the courtesy extended to Messrs. E. T. Heite and Nelson Longton while taking my launch, the *Priscilla*, to Atlantic City. Mr. Heite, upon his return, told me of the generous treatment he received at your hands.

Should I at any future time be in a position to reciprocate the favor I will be only too pleased to do so. Should you at any time be in Washington I will be glad to have you call at the Capitol and see me.

Yours, very truly,

H. A. RICHARDSON.

Capt. HARRY MCGINLEY AND CREW,
Tatham's Life-Saving Station, Stoneharbor, N. J.

PHARMACOPŒIA OF THE UNITED STATES OF AMERICA,
Philadelphia, Pa.

DEAR SIR: I wish to thank you and, through you, the crew of your station for your assistance on the occasion of the fire in my cottage October 30, 1911. It was greatly appreciated by my wife and daughter.

As a slight remembrance to you and the men I have ordered an Atlantic City grocer to send you with my compliments the best 16-pound turkey he can find.

With best wishes for a happy Thanksgiving,

Yours, truly,

JOSEPH P. REMINGTON.

Capt. J. H. RILEY,
Great Egg Life-Saving Station, Longport, N. J.

ROCKLAND, ME., November 19, 1911.

RESPECTED SIR: In behalf of the owners, and also for ourselves, we wish to thank the life-saving crew at Burnt Island, Me., for the good work they did in helping to save the schooner *Samuel B. Hubbard*, which went into Burnt Island Harbor November 15 last, in a sinking condition, loaded with stone.

The Government should be proud of such a service. Everything is done in a systematic way, which speaks well for the officials in charge.

Hoping that you will give to Capt. Myers and his crew all the credit and praise possible, I remain,

Sincerely, yours,

WM. J. WARD,
Master, Schooner Samuel B. Hubbard.
HARRY MILLER, *Mate.*

Mr. S. H. HARDING,
Superintendent First Life-Saving District, Portsmouth, N. H.

BELLEROSE FISHING CO.,
Ocean City, Md., January 25, 1912.

MY DEAR SIR: The writer was an eyewitness to the stranding of the Italian ship *Fortuna*, above this point, on the night of December 4 last, which prompts me to address you as chief of the United States Life-Saving Service, to strongly commend the efficient service rendered by the captains and crews of the Ocean City and Isle of Wight life-saving stations.

While you are undoubtedly familiar with the facts in this case, it does not seem amiss to mention that your men worked under great hardship on this occasion, as the night was bitter cold and the surf running high.

I venture to say that no nobler, more self-sacrificing body of men is to be found in the service of our great Government, and I believe I am voicing local sentiment when I say that we are very proud of the captains and crews of the stations above named.

Yours, very truly,

E. B. SHOWELL MYERS, *Manager.*

S. I. KIMBALL,

General Superintendent Life-Saving Service, Washington, D. C.

YOUNGSTOWN, N. Y., *December 14, 1912.*

GENTLEMEN: I feel it my duty to express my opinion in regard to the work done by you and your crew when I was capsized in the Niagara River, on the night of December 12. It would have been almost certain death to me if you had not come to my rescue.

I also want to thank you for the kindness shown me after you took me from the water. I cannot tell you in writing how grateful I feel, but I certainly appreciate all you did for me.

Yours, truly,

ISAAC A. LLOYD.

Capt. A. D. NELSON AND CREW,

Niagara Life-Saving Station, Youngstown, N. Y.

MANTEO, N. C., *January 27, 1912.*

I desire to express my high appreciation of the faithful and energetic work performed by the keepers and crews of the New Inlet and Pea Island life-saving stations, under the most unfavorable circumstances, at the wreck of the schooner *Chas. J. Dumas*, December 27, 1911, on the North Carolina coast. After being brought ashore we were cared for hospitably until we were able to leave for Norfolk.

T. A. CURTIS, *Master.*

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,

Washington, D. C.

WEST PALM BEACH, FLA., *December 31, 1911.*

DEAR SIR: On the 28th instant, at 2 a. m., myself and mate (H. P. Gray) were caught in a heavy northeast gale while on a fishing cruise. The sea became so bad that we were unable to make either Gilberts Bar or Indian River Inlet, so we were compelled to run before the wind straight onto the beach, 7 miles south of the Indian River Inlet House of Refuge. On the following day we reached the house of refuge suffering from exposure and hunger, and with our clothing wet and torn. The keeper immediately prepared us a warm meal, and provided us a new outfit of clothing.

We deeply appreciate the keeper's hospitality. We also wish to thank him for moving our boat to a safe position.

Yours, very truly,

R. B. ARMSTRONG, *Master.*

SUPERINTENDENT EIGHTH LIFE-SAVING DISTRICT,

Jacksonville, Fla.

PORTSMOUTH, N. C., *December 29, 1911.*

DEAR SIR: I wish to thank you and your crew for the immediate assistance rendered us on this date while we were disabled on the launch *Thelma*, off Cedar Island; and also for the invaluable assistance given by taking us to our destination, as our mission was a grave one, we having been sent after a doctor for an aged citizen of Portsmouth.

Sincerely, yours,

W. H. BABB,
BERTIE DIXON.

Capt. W. T. WILLIS,

Core Bank Life-Saving Station, Atlantic, N. C.

ATLANTIC CITY TRANSPORTATION CO.,
Atlantic City, N. J., February 24, 1912.

DEAR SIR: We inclose herewith copies of resolutions passed this date by our board of directors thanking the crews of the Atlantic City and Absecon life-saving stations for services rendered December 31, 1911, to the steamer *Alpha*. These men did all that was possible, working under very difficult conditions and without regard to the severity of the weather. We feel that we cannot speak too highly of this service.

Respectfully, yours,

W. J. MELONEY, *Secretary.*

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

RESOLUTIONS OF THANKS.¹

ATLANTIC CITY TRANSPORTATION CO.,
Atlantic City, N. J., February 24, 1912.

DEAR SIR: At a meeting of the board of directors of this company, held this day, the following preamble and resolutions were unanimously adopted:

"Whereas, owing to the accident to the steamer *Alpha* on December 31 last, and appreciating the services rendered by the crew of your station at that time, and at various other times until the safe delivery of the steamer was made in this harbor; be it

"Resolved, That the board of directors of this company do hereby extend to you, and through you to your crew, a vote of thanks; and be it further

"Resolved, That these resolutions be spread upon the minutes of the meeting, and that a copy be sent to the keeper of the Atlantic City Life-Saving Station, and also a copy to the department at Washington."

Respectfully submitted.

W. J. MELONEY, *Secretary.*

Capt. LAMBERT PARKER,
United States Life-Saving Service, Atlantic City, N. J.

[From the Providence Journal, Jan. 3, 1912.]

I wish to express, through the press, my appreciation to Capt. William Teal, of the Block Island Life-Saving Station, Acting Capt. John Tourgee, of the Sandy Point Life-Saving Station, and the boys of both crews that were in the boat that came to rescue me from the stranded schooner *Mary Adelaide Randall* last Thursday.

It was a fine piece of surfmanship, executed with odds against a successful termination. No one could have done better, and I hope that if anyone has the misfortune to be wrecked their lot may fall on as good a spot as did myself and my crew.

CHARLES CROUCHER, *Master.*

ATLANTIC CITY, N. J., *January 22, 1912.*

DEAR SIR: Inclosed you will find an article from the Atlantic City Review, edition of the 6th instant, which is a very good account of my experience on the afternoon of January 5.

I want to congratulate you for the good and efficient service you have here at Atlantic City, and for the good judgment shown in having at said station a motor lifeboat. It was by means of the motor boat that the life-saving crew were able to make such a quick rescue, as it was blowing a gale from the north-east and the temperature was at zero. It was because of their good service that I am here to write you these few lines of praise.

Respectfully, yours,

EUGENE L. NIXON.

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

¹ Similar resolutions were also addressed to Capt. Timothy Parker, of the Absecon Life-Saving Station, who, with his crew, also rendered assistance to the steamer *Alpha*.

ABOARD THE NAPHTHA SCREW "CORSAIR,"
Chincoteague, Va., January 9, 1912.

DEAR SIR: I hereby express my thanks to you for the noble assistance rendered our yacht by Capt. Feddeman and crew of the Assateague Beach Life-Saving Station during the northwest gale of January 5-6.

Yours, very truly,

CHARLES MOLLER, *Master.*

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE.

WINTERPORT, ME., February 1, 1912.

DEAR SIR: A line of thanks to you and your brave crew for helping to rescue myself and crew of the New Haven schooner *Harry Prescott*, stranded on Hatteras Shoals, N. C., January 18, 1912.

Yours, truly,

V. R. PHILBROOK, *Master.*

Capt. EUGENE H. PEEL,

Creeds Hill Life-Saving Station, Buxton, N. C.

PALM BEACH, FLA., January 20, 1912.

DEAR SIR: I take this first opportunity to thank you for the assistance you gave the crew of my yacht, the *Maid*, which was hard aground and in danger near Fort Pierce January 18.

EDW. M. GRAVES.

Capt. V. O. COSTE,

Bethel Creek House of Refuge, Narrows, Fla.

311½ WALNUT STREET,
Philadelphia, Pa., January 24, 1912.

GENTLEMEN: I wish to commend Keeper W. C. Sparrow and crew, of the Point Allerton Life-Saving Station, near Boston, Mass. These men were of great assistance when our tug *Mars* was ashore there recently. Their efforts in her behalf were greatly appreciated.

Yours, truly,

F. W. MUNN.

UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C.

LEWES, DEL., January 27, 1912.

SIR: We wish to express our thanks to Capt. J. S. Lynch and crew, of the Lewes Life-Saving Station, for services rendered us on this date.

While trying to get aboard our vessels in a launch we were caught in the ice more than 200 yards from the shore. We were half frozen when suddenly our perilous situation was brightened on seeing Capt. Lynch signal that he would rescue us. In about 10 minutes he had a line shot out to us and was pulling us ashore. He landed us safely, and also saved our boat, which was fast being crushed by the ice.

F. W. ROBINSON,
Master Schooner "Annie Ainslee."

E. P. TAYLOR,
Master Schooner "Gracie D. Chambers."

R. T. MARSHALL,
Master Schooner "Jeremiah Smith."

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

OCEAN CITY, MD., March 18, 1912.

DEAR SIR: I wish to thank the keeper and crew of the Ocean City (Md.) Life-Saving Station for the timely rescue of myself and crew from my schooner, the *John W. Hall*, on the 13th instant; also, for the kindness shown us during our stay at the station.

Yours, truly,

W. H. BENNETT, *Master.*

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

BOARD OF FIRE COMMISSIONERS,
City and County of San Francisco, April 13, 1912.

DEAR SIR: At a regular meeting of the board of fire commissioners held Thursday evening, April 11, the secretary was directed to address a letter of thanks to you on behalf of the officers and members of the fire department for valuable aid and assistance rendered at the stranding of the fire boat *David Scannell* on Anita Rock March 15.

Assuring you of our appreciation of your efforts, we beg to remain,

Yours, very truly,

FRANK T. KENNEDY, *Secretary.*

Capt. JOHN S. CLARK,
United States Life-Saving Station, Fort Point, Cal.

PRESIDIO, SAN FRANCISCO, CAL., *March 15, 1912.*

SIR: I desire to express to yourself and crew my appreciation of your prompt and efficient services in aiding me to get a hawser to the fire boat *David Scannell* while stranded on Anita Rock off the Presidio, this date.

By your prompt and skillful assistance no time was lost, which was of vital importance on account of the falling tide. It was due largely to your efforts that I was able to make fast within seven minutes after leaving my berth and aid in pulling her off, thereby preventing further damage.

Respectfully,

HARRY L. JONES,
Master Steamer "Barrett."

Capt. CLARK AND CREW,
Fort Point Life-Saving Station, San Francisco, Cal.

HEADQUARTERS, THE PRESIDIO OF SAN FRANCISCO,
San Francisco, Cal., March 27, 1912.

SIR: Realizing that only expert seamen or life-savers could have accomplished anything in the gale of last Thursday night, March 22, I have the honor to extend my thanks to you and your crew for valuable service rendered on that night in the timely protection afforded three Government launches. Had it not been for your quick response they would have gone ashore and been badly disabled.

Very respectfully,

JOHN P. WISSER,
Colonel, Coast Artillery Corps, Commanding.

Capt. J. S. CLARK,
United States Life-Saving Station, Fort Point, Cal.

MILWAUKEE, WIS., *March 30, 1912.*

GENTLEMEN: During a heavy snowstorm March 20 the steamer *Conestoga* ran aground off Fox Point, near Milwaukee. The next day the people living along the shore telephoned the news of our accident to the Milwaukee Life-Saving Station, and at 2 p. m. the life-saving crew arrived with two tugs. The life-savers ran lines from the tugs to the steamer, made soundings around the vessel, and when it became necessary to shift the cargo Capt. Olson and his men were among the first to go down into the steamer's hold.

Too much praise can not be given these men for their help in this emergency, for at the time the vessel was fast there was a heavy field of ice moving to the southward, making it very difficult to get a line from her to the tugs.

Very truly, yours,

H. OERTLING, JR.,
Master Steamer "Conestoga."

UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C.

MERCHANTS & MINERS TRANSPORTATION CO.,
Baltimore, Md., May 2, 1912.

DEAR SIR: I take the opportunity of expressing to you the appreciation of this company and myself for the services rendered by you in the misfortune we met with while our steamship *Ontario* was on fire and ashore at Montauk Point, N. Y., in the early part of April.

The assistance given us was very valuable, and it affords me a great deal of pleasure to write this letter in appreciation of what you did.

Yours, truly,

J. C. WHITNEY, *President.*

Capt. CARL HEDGES,
Ditch Plain Life-Saving Station, Montauk, N. Y.

OCRACOKE, N. C., *April 8, 1912.*

SIR: I wish to express my thanks to you and, through you, to the keeper and crew of the Portsmouth Life-Saving Station for services rendered me on the 6th instant when my power boat became disabled in Pamlico Sound. I drifted helplessly until they came to my aid. They towed my boat to Ocracoke, where I could make repairs.

Respectfully,

B. D. GASKILL.

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

POPHAM BEACH STEAMBOAT CO.,
Bath, Me., April 25, 1912.

DEAR SIR: On behalf of the Popham Beach Steamboat Co. and the owner of the steamer *Damarin*, as well as the crew and myself, I desire to express the deepest appreciation of the able assistance rendered by you and your crew in getting said vessel clear of the shore on the night of the 23d instant. Without your aid we would have been left in a serious position.

Very truly, yours,

J. E. PERKINS.

Capt. H. J. BERRY,
Hunniwells Beach Life-Saving Station, Popham Beach, Me.

[Extract from New York Herald, May 13, 1912.]

I desire to extend, through the Herald, my thanks to the Brigantine and Absecon (N. J.) Life-Saving Stations, and especially to the crew of the power boat of the latter station, for their valuable assistance in floating the schooner *B. I. Hazard* from Brigantine Shoals, where she stranded May 10.

CAPT. OSCAR H. CRAMER,
Schooner "B. I. Hazard."

MANTOLOKING, N. J., *May 23, 1912.*

DEAR CAPT. HORNER: Please accept the thanks and appreciation of the undersigned for the material assistance rendered by you and your men in righting the capsized sailboat *Coot* in Barnegat Bay, May 21, 1912. Without your prompt and efficient aid the boat would have been damaged beyond repair.

The men from the Chadwick station, on account of their proximity to the scene of the accident, took us from the *Coot*, but we could not have saved the vessel without your power boat, which you brought from the Mantoloking station—a distance of over 7 miles.

Very truly, yours,

S. E. EDGAR.
MARGARET V. N. EDGAR.
LOUISE H. EDGAR.
JOHN K. VANDERVEER, JR.

Capt. HOWARD M. HORNER,
Mantoloking Life-Saving Station, Mantoloking, N. J.

SABINE, TEX., *June 14, 1912.*

DEAR SIR: I feel that it is my duty to write you and commend Mr. Jeko, keeper of the Sabine Pass Life-Saving Station, for his bravery and service on the 12th day of this month in saving myself and nine men.

We were out on the end of the west jetty during a storm, and were unable to get in on account of the high wind and rough sea. We hoisted a flag, and

the pilot boat *Florida* made two unavailing attempts to reach us. Mr. Jeko, however, made a successful trip around the end of the jetty and landed us all safely, for which we feel grateful. We think he should be very highly commended for his work.

Yours, very truly,

T. D. SNELLING.

Capt. WM. A. HUTCHINGS,

Superintendent Ninth Life-Saving District, Galveston, Tex.

131 HUDSON STREET,
New York, July 9, 1912.

DEAR SIR: It gives me great pleasure to testify to the ability of Capt. Horner, of the life-saving station situated at Mantoloking, N. J.

On the night of June 27, in the midst of a violent storm, my 25-foot motor boat broke away and drifted from her moorings. As soon as we discovered our loss the next morning Capt. Horner was notified. He located the boat some 8 miles down the bay, and rendered great assistance in bringing her back. But for his prompt aid she would have been a total wreck.

Capt. Horner not only showed his efficiency in handling the situation, but his bearing was so courteous that it was a pleasure to have enlisted his aid. As a summer resident of Mantoloking, I feel that we are to be congratuated on having so efficient and courteous an official in the station at Mantoloking.

Very truly, yours,

WILLIAM P. TUTTLE.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,

Washington, D. C.

PERIODS OF EMPLOYMENT OF SURFMEN:
1912.

105

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.

Districts.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cranberry Islands, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Wallis Sands, Rye Beach, and Hampton Beach. Burnt Island and Damiscove Island.....	6 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912. 6 surfmen from Aug. 1, 1911, to May 31, 1912, and 2 additional surfmen from Oct. 1, 1911, to May 31, 1912.
	White Head and Portsmouth Harbor.....	7 surfmen from Aug. 1, 1911, to May 31, 1912.
	Cross Island and Great Wass Island.....	7 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912.
2	Isles of Shoals.....	8 surfmen from Aug. 1, 1911, to May 31, 1912.
	Salisbury Beach, Newburyport, Plum Island, Straitsmouth, Nahant, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Old Harbor, Coskata, Surfside, Madaket, Muskeget, and Gay Head. Gloucester, Wood End, Chatham, Monomoy, and Cuttyhunk.....	6 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912. 7 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912.
	Monomoy Point.....	9 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912.
	City Point.....	9 surfmen from July 1 to Nov. 15, 1911, and from May 1 to June 30, 1912.
3	Narragansett Pier, Point Judith, Quonochoctaug, Sandy Point, New Shoreham, and Block Island. Brenton Point, Watch Hill, and Fishers Island.	6 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912. 7 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912.
4	Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912.
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, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tahams, Hereford Inlet, Holly Beach, Two Mile Beach, Cold Spring, and Cape May. Monmouth Beach.....	6 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912. 7 surfmen from Aug. 1, 1911, to May 31, 1912.
	Sandy Hook.....	8 surfmen from Aug. 1, 1911, to May 31, 1912.
5	Atlantic City.....	9 surfmen from Aug. 1, 1911, to May 31, 1912.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Bethany Beach, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Wallops Beach, Metomkin Inlet, and Parramore Beach. Lewes, Wachapreague, Hog Island, Cobb Island, and Smith Island. Assateague Beach.....	6 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912. 7 surfmen from Aug. 1, 1911, to May 31, 1912. 8 surfmen from Aug. 1, 1911, to May 31, 1912.

Districts.	Stations.	Periods of employment (all dates inclusive).
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currutuck Beach, Poyners Hill, Caffey's Inlet, Paul Gamie's 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. New Inlet and Hatteras Inlet. Oak Island.	6 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912. 7 surfmen from Aug. 1, 1911, to May 31, 1912. 7 surfmen from Aug. 1, 1911, to May 31, 1912, and 1 additional surfman from Oct. 1, 1911, to May 31, 1912. 8 surfmen from Aug. 1, 1911, to May 31, 1912.
18	Cape Henry, Cape Hatteras, Creeds Hill, Cape Lookout, and Cape Fear.	
9	Sullivans Island. Santa Rosa, Sabine Pass, Velasco, Aransas, and Brazos. San Luis and Saluria. Galveston.	6 surfmen from Aug. 1, 1911, to May 31, 1912. 6 surfmen from Aug. 1, 1911, to May 31, 1912. 7 surfmen from Aug. 1, 1911, to May 31, 1912. 6 surfmen from Aug. 1, 1911, to Jan. 14, 1912, and 7 surfmen from Jan. 15 to May 31, 1912.
10	Big Sandy. Oswego. Charlotte. Niagara. Buffalo. Erie. Ashtabula and Marblehead. Fairport, Cleveland, and Lorain. Louisville. Lake View Beach.	7 surfmen from July 1 to Dec. 15, 1911, and from Apr. 10 to June 30, 1912. 8 surfmen from July 1 to Dec. 15, 1911, and from Apr. 10 to June 30, 1912. 8 surfmen from July 1 to Dec. 15, 1911, and from Apr. 8 to June 30, 1912. 7 surfmen from July 1 to Dec. 15, 1911, and from Apr. 8 to June 30, 1912. 8 surfmen from July 1 to Dec. 18, 1911, and from Apr. 24 to June 30, 1912. 8 surfmen from July 1 to Dec. 18, 1911, and from Apr. 15 to June 30, 1912. 7 surfmen from July 1 to Dec. 18, 1911, and from Apr. 1 to June 30, 1912. 8 surfmen from July 1 to Dec. 18, 1911, and from Apr. 1 to June 30, 1912. 7 surfmen from July 1, 1911, to June 30, 1912. 7 surfmen from July 1 to Dec. 18, 1911, and from Apr. 17 to June 30, 1912.
11	Harbor Beach. Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Thunder Bay Island, and Middle Island. Hammond, Bois Blanc, and Duluth. Vermilion, Crisps, Two Heart River, and Deer Park. Grand Marais. Marquette and Portage.	8 surfmen from July 1 to Dec. 18, 1911, and from Apr. 16 to June 30, 1912. 8 surfmen from July 1 to Dec. 16, 1911, and from Apr. 16 to June 30, 1912. 8 surfmen from July 1 to Dec. 16, 1911, and from Apr. 17 to June 30, 1912. 7 surfmen from July 1 to Dec. 13, 1911, and from Apr. 27 to June 30, 1912. 8 surfmen from July 1 to Dec. 13, 1911, and from Apr. 27 to June 30, 1912. 8 surfmen from July 1 to Dec. 12, 1911, and from Apr. 27 to June 30, 1912.
12	Charlevoix, North Manitou Island, Pentwater, White River, Holland, South Haven, and Michigan City. South Chicago and Jackson Park.	7 surfmen from July 1 to Nov. 30, 1911, and from Apr. 1 to June 30, 1912. 8 surfmen from July 1 to Nov. 30, 1911, and from Apr. 1 to June 30, 1912.
12	Sleeping Bear Point, Point Betsie, Grande Pointe au Sable, St. Joseph, Evanston, Sturgeon Bay Canal, and Baileys Harbor. South Manitou Island, Kenosha, and Plum Island. Frankfort, Manistee, Ludington, Muskegon, Racine, Two Rivers, and Kewaunee. Grand Haven, Old Chicago, Milwaukee, and Sheboygan.	7 surfmen from July 1 to Dec. 31, 1911, and from Apr. 1 to June 30, 1912. 7 surfman from July 1 to Dec. 31, 1911, and from Mar. 20 to June 30, 1912. 8 surfmen from July 1 to Dec. 31, 1911, and from Mar. 20 to June 30, 1912.
13	Nome, Tillamook Bay, and Yaquina Bay. Klipsan Beach, Grays Harbor, Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, and Southside. Cape Disappointment and Point Adams. Golden Gate. Baadadd Point. Coquille River. Point Reyes.	7 surfmen from July 1, 1911, to June 30, 1912. 8 surfmen from July 1, 1911, to June 30, 1912. 8 surfmen from July 1, 1911, to June 30, 1912, and 1 additional surfman from July 1 to Aug. 25, 1911, and from May 1 to June 30, 1912. 9 surfmen from July 1, 1911, to June 30, 1912. 10 surfmen from July 1, 1911, to June 30, 1912. 7 surfmen from July 1 to Dec. 14, 1911, and 8 surfmen from Dec. 15, 1911, to June 30, 1912. 7 surfmen from July 1 to Aug. 1, 1911, and 8 surfmen from Aug. 2, 1911, to June 30, 1912.

¹ Nine of the 10 stations in the eighth district are maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

**APPROPRIATIONS AND EXPENDITURES:
1912.**

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1912.

APPROPRIATION—LIFE-SAVING SERVICE, 1912.

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-----	\$2,200.00	
Massachusetts, district No. 2-----	2,200.00	
Rhode Island and Fishers Island, district No. 3-----	2,000.00	
Long Island, district No. 4-----	2,200.00	
New Jersey, district No. 5-----	2,200.00	
Delaware, Maryland, and Virginia, district No. 6-----	2,200.00	
Virginia and North Carolina, district No. 7-----	2,200.00	
South Carolina, Georgia, and Florida, district No. 8-----	1,900.00	
Gulf of Mexico, district No. 9-----	2,000.00	
Lakes Ontario and Erie, district No. 10-----	2,200.00	
Lakes Huron and Superior, district No. 11-----	2,200.00	
Lake Michigan, district No. 12-----	2,200.00	
Alaska, Washington, Oregon, and California, district No. 13-----	2,200.00	
		\$27,900.00
For salaries of 290 keepers of life-saving and lifeboat stations and of houses of refuge-----		276,800.00

For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, at the rate of \$70 per month each for the No. 1 surfman in each station, and at the rate of \$65 per month for each of the other surfmen during the period of actual employment, and \$3 per day for each occasion of service at other times; rations or commutation thereof for keepers and surfmen; 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; compensation of 12 clerks to district superintendents, 1 to each of the district superintendents, except that of the eighth district, at such rate as the Secretary of the Treasury may determine, not to exceed \$900 each, and persons now serving as clerks to district superintendents may be promoted to a higher rate of pay within the sum named, as the Secretary of the Treasury may direct; fuel for stations and houses of refuge; repairs and out-fits 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 allowance for heat and light for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the

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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-----	\$2, 035, 420. 00
Total -----	2, 340, 120. 00
Less amount transferred by authority in legislative act of Mar. 4, 1911, for expenditure for the Life-Saving Service under title "Contingent Expenses, Treasury Department; Stationery, 1912"-----	1, 400. 00
Appropriation available -----	2, 338, 720. 00

EXPENDITURES.

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

District No. 1, July 1, 1911, to June 30, 1912-----	\$2, 200. 00	
District No. 2, July 1, 1911, to June 30, 1912-----	2, 200. 00	
District No. 3, July 1, 1911, to June 30, 1912-----	2, 000. 00	
District No. 4, July 1, 1911, to June 30, 1912-----	2, 200. 00	
District No. 5, July 1 to Nov. 3, 1911, and from Apr. 11 to June 30, 1912-----	1, 240. 55	
District No. 6, July 1, 1911, to June 30, 1912-----	2, 200. 00	
District No. 7, July 1, 1911, to June 30, 1912-----	2, 200. 00	
District No. 8, July 1, 1911, to June 30, 1912-----	1, 900. 00	
District No. 9, July 1, 1911, to June 30, 1912-----	2, 600. 00	
District No. 10, July 1, 1911, to June 30, 1912-----	2, 200. 00	
District No. 11, July 1, 1911, to June 30, 1912-----	2, 200. 00	
District No. 12, July 1, 1911, to June 30, 1912-----	2, 200. 00	
District No. 13, July 1, 1911, to Jan. 5, 1912, and June 1 to 30, 1912-----	1, 313. 90	
		\$26, 054. 45
Salaries of 277 keepers, districts Nos. 1 to 13, inclusive, quarter ending Sept. 30, 1911-----	68, 450. 00	
Salaries of 277 keepers, districts Nos. 1 to 13, inclusive, quarter ending Dec. 31, 1911-----	68, 450. 20	
Salaries of 277 keepers, districts Nos. 1 to 13, inclusive, quarter ending Mar. 31, 1912-----	68, 366. 67	
Salaries of 278 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1912-----	68, 267. 96	
		273, 534. 83
Pay of surfmen in district No. 1-----	70, 489. 00	
Pay of surfmen in district No. 2-----	147, 836. 00	
Pay of surfmen in district No. 3-----	42, 211. 48	
Pay of surfmen in district No. 4-----	134, 100. 00	
Pay of surfmen in district No. 5-----	186, 233. 44	
Pay of surfmen in district No. 6-----	86, 425. 26	
Pay of surfmen in district No. 7-----	157, 013. 20	
Pay of surfmen in district No. 8-----	3, 950. 00	
Pay of surfmen in district No. 9-----	33, 160. 00	
Pay of surfmen in district No. 10-----	51, 797. 59	
Pay of surfmen in district No. 11-----	71, 570. 11	
Pay of surfmen in district No. 12-----	123, 511. 62	
Pay of surfmen in district No. 13-----	119, 433. 40	
		1, 227, 731. 10
Commutation of rations for keepers and surfmen-----		200, 386. 20
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882-----	3, 477. 56	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882-----	25, 357. 25	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882-----	9, 300. 34	
		38, 135. 15

Apparatus.....	\$33,265.17	
Books, charts, stationery, advertising, etc.....	774.31	
Care of stations pending appointment of keepers.....	600.00	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	9,089.47	
Compensation for special services, labor, etc.....	61,641.82	
Draft animals.....	18,086.42	
Equipments.....	9,397.07	
Freight, packing, storage, telegraphing, etc.....	9,056.29	
Fuel and water for stations.....	35,180.44	
Furniture.....	5,927.01	
Medals.....	212.16	
Protection of stations.....	5,396.55	
Rebuilding, repair, and improvement of stations.....	73,262.81	
Rents.....	8,941.15	
Repairs to apparatus, equipments, and furniture.....	14,694.99	
Sites for stations.....	418.75	
Subsistence of persons rescued from wrecked vessels.....	71.20	
Supplies.....	39,570.88	
Telephones, telephone lines, and their maintenance.....	19,914.83	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	225.75	
Traveling expenses of officers.....	12,430.68	
		\$358,157.75
Total expenditures from appropriation "Life-Saving Service, 1912".....		2,123,999.48
Balance of available funds, June 30, 1912.....		214,720.52
		2,338,720.00

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, 1911.....	\$305,517.55
To which repayments have been made amounting to.....	3,888.09

Total available funds.....	309,405.64
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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, 1911," available as above.....	\$309,405.64	
Pay of surfmen in district No. 2.....	\$18.00	
Pay of surfmen in district No. 5.....	9.00	
Pay of surfmen in district No. 11.....	23.83	
		50.83
Commutation of rations for keepers and surfmen.....		3.30
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	4,800.88	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	17,711.19	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	6,286.73	
		28,798.80
Apparatus.....	88,865.91	
Books, charts, stationery, advertising, etc.....	163.31	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	759.22	
Compensation for special services, labor, etc.....	3,835.80	
Draft animals.....	1,879.72	
Equipments.....	2,318.10	
Freight, packing, storage, telegraphing, etc.....	4,491.22	

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Fuel and water for stations-----	\$1, 021. 50
Furniture-----	108. 10
Rebuilding, repair, and improvement of stations-----	45, 121. 91
Rents-----	2, 528. 00
Repairs to apparatus, equipments, and furniture-----	8, 662. 54
Sites for stations-----	2, 306. 01
Supplies-----	1, 826. 36
Telephones, telephone lines, and their maintenance-----	6, 384. 47
Transporting apparatus to and from wrecks, at stations where horses are not kept-----	58. 00
Traveling expenses of officers-----	1, 820. 13
	<hr/> \$172, 150. 30

Total expenditures from appropriation " Life-Saving Service, 1911 "-----	201, 003. 23
Balance of available funds, June 30, 1912-----	108, 402. 41
	<hr/> 309, 405. 64

There also remained unexpended at the beginning of the fiscal year, from the appropriation of 1910, the following:

" Life-Saving Service. 1910 "-----	\$79, 143. 06
To which repayments have been made amounting to-----	8. 11

Total available funds-----	79, 151. 17
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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, 1910, were as follows:

" Life-Saving Service, 1910," available as above-----	\$79, 151. 17
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882-----	\$123. 71
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882-----	1, 146. 94
	<hr/> \$1, 270. 65
Apparatus-----	5, 716. 00
Freight, packing, storage, telegraphing, etc-----	313. 36
Rebuilding, repair, and improvement of sta- tions-----	12, 145. 89
Rents-----	72. 00
Repairs to apparatus, equipment, and furni- ture-----	120. 35
Sites for stations-----	335. 00
Supplies-----	20. 00
	<hr/> 18, 722. 60

Total expenditures from appropriation " Life-Saving Service, 1910 "-----	19, 993. 25
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Balance unexpended June 30, 1912-----	59, 157. 92
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This unexpended balance of \$59,157.92 was carried to the surplus fund June 30, 1912.

At the beginning of the fiscal year there was on hand available from the appropriation "Rebuilding and improving life-saving stations (proceeds of sales)" the following:

Unexpended balance July 1, 1911-----	\$11, 454. 28
This sum has been increased by amounts realized from sales of pub- lic property belonging to the Life-Saving Service condemned and sold in conformity with provisions of law-----	3, 508. 99
	<hr/> 14, 963. 27
Less amount expended during the year-----	9, 293. 00
	<hr/> Total available funds at the close of June 30, 1912----- 5, 670. 27

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 \$149.20, 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, 1912, were therefore as follows:

"Life-Saving Service, 1912"-----	\$2, 123, 999. 48
"Life-Saving Service, 1911"-----	201, 003. 23
"Life-Saving Service, 1910"-----	19, 993. 25
"Rebuilding and improving life-saving stations (proceeds of sales)"-----	9, 293. 00
	<hr/> 2, 354, 288. 96

Less the following:

Repayments to appropriations—	
"Life-Saving Service, 1911"-----	\$3, 888. 09
"Life-Saving Service, 1910"-----	8. 11
"Life-Saving Service, 1909"-----	2. 75
"Rebuilding and improving life-saving stations (proceeds of sales)"-----	3, 508. 99
	<hr/> 7, 407. 94

Total net expenditures of the service----- 2, 346, 881. 02

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1912, available as heretofore stated, the following balances:

"Life-Saving Service, 1912"-----	\$214, 720. 52
"Life-Saving Service, 1911"-----	108, 402. 41
"Rebuilding and improving life-saving stations (proceeds of sales)"-----	5, 670. 27

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1912, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants-----	\$2, 340, 189. 76
To which should be added the following amount, as shown on page 107 of the report for 1911:	
In hands of disbursing clerk, Treasury Department, June 30, 1911—	
"Life-Saving Service, 1911"-----	25, 906. 22
	<hr/> 2, 366, 095. 98

Less the following amounts:

In hands of disbursing clerk, Treasury Department, June 30, 1912—	
"Life-Saving Service, 1912"-----	\$14, 624. 81
"Life-Saving Service, 1911"-----	1, 081. 16
"Rebuilding and improving life-saving stations (proceeds of sales)"-----	3, 508. 99
	<hr/> 19, 214. 96

Net expenditures from appropriations for the year----- 2, 346, 881. 02

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

" ESTABLISHING LIFE-SAVING STATIONS."

Balance on hand July 1, 1911 (including \$5,458.32 in hands of disbursing clerk, Treasury Department)-----	\$21,324.48
Appropriation-----	20,000.00
	<hr/>
	41,324.48
Expenditures during the year-----	17,915.66
	<hr/>
Unexpended balance June 30, 1912 (including \$1,702.32 in hands of disbursing clerk)-----	23,408.82
	<hr/> <hr/>

" SALARIES, OFFICE LIFE-SAVING SERVICE, 1912."

Appropriation-----	48,120.00
Expenditures-----	46,631.82
	<hr/>
Amount unexpended-----	1,488.18

BLUE ANCHOR SOCIETY.
AID FOR THE SHIPWRECKED.
WOMEN'S NATIONAL ASSOCIATION.

BLUE ANCHOR SOCIETY, AID FOR THE SHIPWRECKED, WOMEN'S NATIONAL ASSOCIATION.

Organized in 1880 for the purpose of extending aid and comfort to the victims of shipwreck and other marine casualties on our shores, the society bearing the above name has perhaps found its widest field of usefulness in conjunction with the rescue and relief service performed by the crews of the United States Life-Saving Service. The endeavors of the society, in so far as they are associated with the work of the life-saving corps, consist in furnishing wearing apparel, etc., to the various service stations for use as above indicated. The enterprise is entirely a private philanthropy. As no provision is made by the Government for clothing those whom maritime dangers have placed temporarily in the care of the life-saving crews, the efforts of the society, needless to say, have done much to alleviate human distress. The following statement shows the stations at which such supplies were expended during the last fiscal year, the number of beneficiaries, and the circumstances which in each case gave rise to the need sought to be relieved:

Date.	Station.	Beneficiaries.
1911.		
July 4	Cuttyhunk.....	3 members of crew of a wrecked schooner.
10	Sturgeon Bay Canal.....	A fisherman; chilled and exhausted.
11	Cape Disappointment.....	A fisherman who had been rescued by a surfman.
12	Tawas.....	4 women and 8 children; forest fire refugees.
28	Race Point.....	5 members of crew of a wrecked schooner.
28	Cape Disappointment.....	2 fishermen, drenched by surf.
28	Point Adams.....	2 fishermen rescued from swamped fish boat.
28	Evanston.....	A man rescued from drowning.
28	Point Lookout.....	2 men from a disabled launch.
31	City Point.....	A man from a yacht destroyed by fire.
Aug. 4	Fourth Cliff.....	A man rescued from a capsized rowboat.
5	Gurnet.....	A man who had fallen overboard from a yacht.
6	Salisbury Beach.....	2 men from a stranded boat.
15	Shinnecock.....	3 persons, rescued from a disabled catboat.
18	.....do.....	3 men, 2 women, and a girl; wet by storm.
27	Sullivan's Island.....	50 cottagers driven to station by hurricane and flood.
27	Point Adams.....	A woman rescued from a swamped boat.
Sept. 3	Charlotte.....	2 men from disabled launch Wha Hoo.
3	City Point.....	A girl rescued from a capsized tender.
3	Burnt Island.....	6 men, crew of wrecked schooner David Faust.
13	Sea Isle City.....	3 fishermen from a disabled boat.
19	North Manitou Island.....	A man rescued from drowning.
23	Cape Lookout.....	1 of crew of schooner Sarah D. Fell.
24	South Chicago.....	2 men from stranded launch Leslie R.
27	Portage.....	7 men; crew of schooner Exile.
29	Louisville.....	2 men rescued from swamped skiff.
29	Chester Shoal.....	A man drenched by spray.
30	Little Egg.....	11 persons rescued from a wreck.
Oct. 5	Cleveland.....	13 shipwrecked sailors from United States dredge.
28	Ocean City.....	A shipwrecked sailor.
Nov. 1	Harbor Beach.....	10 sailors from wrecked steamer A. D. Haywood.
2	Wachapreague.....	3 men drenched by coming through surf.
2	Aransas.....	11 men; crew wrecked schooner Libbie Shearn.
3	Biscayne Bay.....	A man whose boat had capsized.
7	Rockaway Point.....	2 men from a capsized catboat.
12	Galveston.....	4 men from disabled sloop Sydie.
13	St. Joseph.....	7 men from wrecked launch Evening Star.
17	Milwaukee.....	A man who had fallen into the river.

Date.	Station.	Beneficiaries.
1911.		
Nov. 17	South Manitou Island.....	6 shipwrecked sailors from schooner Lomie A. Burton.
17	Smiths Point.....	3 men from stranded launch.
24	Sullivans Island.....	3 men from disabled sloop Mary Queen.
Dec. 5	Gurnet.....	5 men from wrecked schooner Madagascar.
12	Portsmouth Harbor.....	2 men from wrecked schooner Ella May.
19	San Luis.....	2 hunters, wet and chilled by a storm.
19	Cahoons Hollow.....	A fisherman drenched while landing through sur .
28	Indian River Inlet.....	2 men from a stranded launch.
28	Sandy Point.....	9 men from wrecked schooner Mary Adelaide Randall.
30	Bethel Creek.....	A fisherman suffering from exposure.
1912.		
Jan. 5	Race Point.....	2 men rescued from swamped dory.
5	do.....	2 men rescued from capsized power dory.
13	Point Adams.....	10 men from wrecked schooner Admiral.
16	Sleeping Bear Point.....	A man who had fallen into water from a gangway.
18	Cape Hatteras.....	7 men from wrecked schooner Harry Prescott.
19	Kenosha.....	A man who had fallen from steamer into icy water.
Feb. 22	Sandy Point.....	3 men from wrecked schooner Dempsey.
24	Erie.....	2 men who fell through ice in Lake Erie.
Mar. 3	Humboldt Bay.....	A man rescued from a capsized launch.
11	Bethel Creek.....	A man rescued from stranded launch Allilia.
11	do.....	2 men rescued from stranded launch Polly.
13	Ocean City.....	7 men from wrecked schooner John W. Hall.
24	Wallis Sands.....	A man wet by coming ashore in rowboat.
Apr. 2	Deer Park.....	A man who broke through ice on lake.
3	Southside.....	A man rescued from drowning in the surf.
7	Saluria.....	3 men whose boat went adrift; suffering from exposure.
27	Tillamook.....	5 men from wrecked launch Vida.
30	Lewes and Cape Henlopen.....	5 men from wrecked schooner James Duffield.
May 8	Racine.....	A boy rescued from drowning.
8	Point Allerton.....	3 men from stranded schooner Bloomer.
8	Willapa Bay.....	Captain of stranded launch Atlas.
9	Charlotte.....	A fisherman who fell off a dock.
16	Hampton Beach.....	4 fishermen wet by landing through surf.
24	Ocean City.....	2 men from wrecked launch Pittsburg.
24	Cape Disappointment.....	2 fishermen rescued from capsized fish boat.
30	Sabine Pass.....	A woman saved from quagmire.
June 2	Cleveland.....	2 men rescued from a capsized launch.
3	Point Adams.....	2 men from a stranded launch.
7	Nome.....	A sailor from stranded launch Mary Sachs.
7	Hatteras Inlet.....	A man drenched by crossing surf in a skiff.
10	Buffalo.....	A fisherman who had fallen off a pier.
10	South Haven.....	A boy who had fallen from a dock.
18	Duluth.....	2 men rescued from a capsized canoe.
18	Grand Haven.....	2 men rescued from stranded launch.

TABULAR STATEMENT OF CASUALTIES TO VESSELS
WITHIN THE FIELD OF OPERATIONS OF
THE LIFE-SAVING SERVICE: 1912.

Casualties within scope of Life-Saving

DISTRICT NO. 1.—COASTS OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911.					
July 6	Quoddy Head.....	2 miles E.....	Sc. Madagascar.....	112	Calais, Me.....
6	Damiscove Island.....	1½ miles S.....	Sc. Sarah L. Davis.....	180	Rockland, Me.....
29	Hunniwells Beach.....	5½ miles WSW.....	Yawl Rita.....	10	Boston, Mass.....
Aug. 5	Cape Elizabeth.....	1 mile N.....	Slp. Ethel.....	5	Bath, Me.....
9	Hunniwells Beach.....	½ mile ESE.....	Sc. Sunbeam.....	108	.....do.....
Sept. 3	Burnt Island.....	4 miles ENE.....	Sc. David Faust.....	216	Ellsworth, Me.....
3	White Head.....	3 miles W.....	Sc. Ella May.....	96	Rockport, Me.....
25	Hunniwells Beach.....	3 miles S.....	Sc. Andrew Peters.....	117	Calais, Me.....
Oct. 9	.....do.....	½ mile E. by N.....	Sc. Sunbeam.....	108	Bath, Me.....
12	Burnt Island.....	3 miles NE.....	Sc. Morris and Cliff.....	132	Rockland, Me.....
13	Quoddy Head.....	4 miles S.....	Sc. Isaiah K. Stetson.....	313	New York.....
13	White Head.....	4 miles W. by S.....	Sc. A. F. Kindberg.....	226	Bangor, Me.....
14	Damiscove Island.....	3 miles N.....	Sc. Lottie Beard.....	303	.....do.....
24	Hunniwells Beach.....	½ mile SE. ½ E.....	Sc. Robert Pettis.....	65	.....do.....
30	Burnt Island.....	3 miles FNE.....	Sc. Emily A. Staples.....	86	.....do.....
30	Isles of Shoals.....	½ mile S.....	Gas. str. Sam Adams.....	13	Portsmouth, N. H.....
Nov. 8	Cross Island.....	4 miles E.....	Sc. J. A. Webster.....	24	Jonesport, Me.....
9	Damiscove Island.....	2 miles SSW.....	Sc. Eastern Light.....	85	Machias, Me.....
11	Isles of Shoals.....	1½ miles NE.....	Sc. Samuel J. Goucher.....	2,547	Boston.....
15	Burnt Island.....	½ miles N.....	Sc. Samuel B. Hubbard.....	403	Deer Isle, Me.....
24	.....do.....	Off station.....	Gas. str. Helen D. Lane.....	13	Salem, Mass.....
Dec. 1	Quoddy Head.....	2 miles E.....	Sc. Annie T. (Br.).....	31	St. Andrews, New Brunswick.....
20	Portsmouth Harbor.....	100 yards W.....	Sc. No. 8.....	924	Baltimore, Md.....
1912.					
Jan. 8	Cape Elizabeth.....	3 miles WSW.....	Sc. Empress.....	120	Rockland, Me.....
10	Burnt Island and White Head.....	9 miles E. by S. Burnt Island station.....	Str. Carolyn.....	2,241	New York.....
16	Portsmouth Harbor.....	½ miles NW.....	Gas. str. Flo and Ruby.....	14	Deer Isle, Me.....
Feb. 22	.....do.....	1 mile NNE.....	Sc. Daniel McLoud.....	295	Rockland, Me.....
22	.....do.....	1 mile NE.....	Bge. Baltic.....	319	New York.....
Apr. 2	Hunniwells Beach.....	½ mile S. by E.....	Slp. Winnie A. Small.....	25	Bath, Me.....
6	Isles of Shoals.....	1 mile SW.....	Gas. str. Rita A. Viator.....	47	Gloucester, Mass.....
15	Damiscove Island.....	4 miles NE.....	Sc. Aldine (Br.).....	359	St. Andrews, New Brunswick.....
18	Hunniwells Beach.....	½ mile NNW.....	Sc. Virginian (Br.).....	99	Port La Ville, Nova Scotia.....
23	.....do.....	½ mile N. by W.....	Str. Damarin.....	55	Bath, Me.....
May 12	Great Wass Island.....	2 miles NW.....	Sc. Henry May.....	188	New York.....
17	Cross Island.....	1½ miles S.....	Sc. Clayola (Br.).....	136	Windsor, Nova Scotia.....
June 18	Burnt Island.....	4 miles NNE.....	Gas. str. Viola.....	8	Rockland, Me.....
24	Burnt Island and White Head.....	7 miles NE. by E. Burnt Island station.....	Sc. J. M. Harlow.....	232	Southwest Harbor, Me.....
	Total.....			10,255	

Service: 1912—Documented vessels.

MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Boston, Mass., to Calais, Me.	Coal.....	\$1,000		\$1,000	\$300	5			
South Amboy, N. J., to Rockland, Me.		2,500	\$1,200	3,700	100	4			
Boothbay Harbor, Me., to Marblehead, Mass.		1,600		1,600	1,000	2			
Portland to Richmond Island, Me.		500		500	400	1			
Boston, Mass., to Augusta, Me.		3,000		3,000		3			
Boston, Mass., to Stockton, Me.		1,500		1,500	1,500	6		6	6
Boston, Mass., to Rockport, Me.		2,000		2,000	800	4			
Boston, Mass., to Gardner, Me.		1,000		1,000	200	4			
Boston, Mass., to Augusta, Me.		3,000		3,000		4			
Boston, Mass., to Rockport, Me.		3,000		3,000		3			
New York to Eastport, Me.	Coal.....	10,000	2,300	12,300	400	7			
Bangor, Me., to Boston, Mass.	Lumber...	3,000	4,500	7,500	200	6			
Boston, Mass., to Bangor, Me.		3,500		3,500		5			
Boston, Mass., to South Gardiner, Me.		700		700		3			
Boston, Mass., to Winterport, Me.		2,000		2,000	2,000	2		2	4
Isles of Shoals to Portsmouth, N. H.		2,000		2,000		4			
Jonesport to Eastport, Me.		1,000		1,000	300	2			
Boston, Mass., to Bangor, Me.	General...	600	3,000	3,600	2,600	3		3	3
Norfolk, Va., to Portland, Me.	Coal.....	80,000	15,000	95,000	95,000	13			
Stonington, Me., to Boston, Mass.	Stone.....	12,000	3,000	15,000	1,000	6			
On fishing trip.....		2,000		2,000		2			
Grand Manan to St. Andrews, New Brunswick.	Fish.....	1,500	1,200	2,700		4			
Baltimore, Md., to Portsmouth, N. H.	Coal.....	17,000	9,000	26,000		5			
Boston, Mass., to Rockland, Me.		1,000		1,000	1,000	4			
Stonington, Me., to New York.	Paper and potatoes.	100,000	300,000	400,000	400,000	27			
Isles of Shoals to Portsmouth, N. H.		3,600		3,600		3			
Rockland, Me., to New York	Granite...	5,000	4,000	9,000		5			
Portsmouth, N. H., to Perth Amboy, N. J.		8,000		8,000		3			
Phippsburg to Sebasco, Me.		110		110		2			
On fishing trip.....		7,000		7,000		10			
St. John, New Brunswick, to New York.	Lumber...	1,200	6,000	7,200	1,200	6			
Port LaVie, Nova Scotia, to Bath, Me.	do.....	3,000	800	3,800		4			
		2,500		2,500		4			
Boston, Mass., to St. John, New Brunswick.		1,500		1,500		5			
St. Johns, Newfoundland, to Boston, Mass.	Lumber...	1,500	3,000	4,500	4,350	6		6	6
Rockland to Thomaston, Me.		700		700	10	2			
Windsor, Nova Scotia, to Boston, Mass.	Lumber...	2,000	5,000	7,000	500	5			
		291,510	358,000	649,510	512,860	148		17	19

Casualties within scope of Life-Saving

DISTRICT NO. 2.—COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911.					
July 3	Orleans.....	1½ miles S.....	Gas. str. Idle Hour.....	9	New York.....
4	Cuttyhunk.....	300 yards SE..	Sc. Julia and Martha.....	117	Calais, Me.....
9	Monomoy Point.....	1½ miles SW...	Str. Kershaw.....	2,599	Baltimore, Md....
12	City Point.....	½ mile NNE...	Yawl Reliance.....	11	Boston.....
16	Orleans.....	1½ miles NNE..	Sc. Wm. D. Hilton.....	324	Bangor, Me.....
17	Point Allerton.....	1 mile E.....	Sc. Fanny Reed.....	21	Portland, Me.....
17	do.....	2 miles NW...	Str. Halifax (Br.).....	1,875	Halifax, Nova Scotia.
18	Gloucester.....	3 miles SE.....	Sc. Georgie Pearl (Br.).....		St. John, New Brunswick.
19	Point Allerton.....	2 miles NW...	Sc. Jessie A. Bishop.....	754	New Haven, Conn.
24	City Point.....	½ mile NNW...	Gas. str. Theo.....	9	Boston, Mass.....
24	do.....	½ mile N.....	Slp. Triton.....	7	do.....
25	do.....	½ mile ESE...	Gas. str. Viola.....	29	do.....
27	do.....	do.....	Gas. str. Ariel.....	10	do.....
28	Race Point.....	¾ mile E.....	Sc. Catawamteak.....	148	Rockland, Me.....
Aug. 2	Muskeget.....	1 mile NW.....	Str. Waquoit.....	17	Nantucket, Mass..
2	Gay Head.....	4 miles ENE...	Sc. Susan N. Pickering...	336	Deer Isle, Me.....
10	Wood End.....	100 yards S....	Sc. Nettie Franklin.....	102	Provincetown, Mass.
11	Old Harbor.....	1½ miles S.....	Sc. Theresa Wolf.....	307	Rockland, Me.....
14	do.....	5 miles NE.....	Sc. Pontiac.....	115	Boston, Mass.....
18	Point Allerton.....	½ mile NW.....	Sc. T. W. Cooper.....	158	do.....
18	Cuttyhunk.....	3½ miles WSW.	Bk. Bertha.....	177	New Bedford, Mass.
19	Coskata and Monomoy Point.	6 miles N. of Coskata station.	Sc. Minnie (Br.).....	135	Halifax, Nova Scotia.
21	City Point.....	6 miles E. by N.	Slp. Saturan.....	13	Boston, Mass.....
22	Point Allerton.....	3 miles NNE..	Sc. Beaver (Br.).....	375	St. John, New Brunswick.
31	City Point.....	¾ mile N.....	Gas. str. Palm.....	33	Boston, Mass.....
31	do.....	¾ mile N. by E.	Slp. Triton.....	7	Greenport, N. Y...
Sept. 4	do.....	¾ miles NNE..	Gas. str. Tidy Adly.....	13	Boston, Mass.....
21	Point Allerton.....	¾ mile WNW...	Sc. Ida B. Gibson.....	235	Bangor, Me.....
25	Gloucester.....	2½ miles SE...	Sc. Helen W. Martin.....	2,265	Bath, Me.....
27	Plum Island.....	2½ miles SSW.	Sc. Newell B. Hawes.....	89	Boston, Mass.....
29	City Point.....	½ mile N. by W.	Slp. Triton.....	7	Greenport, N. Y...
30	Gloucester.....	7 miles N. by E.	Sc. Mary Curtis.....	435	Rockland, Me.....
Oct. 1	Point Allerton.....	2½ miles NNW.	Sc. M. H. Read.....	160	Belfast, Me.....
16	Pamet River.....	½ mile SE.....	Str. Spray.....	283	Boston, Mass.....
27	Monomoy Point.....	1½ miles S. by E.	Sc. Samuel B. Hubbard...	403	Deer Isle, Me.....
31	Gloucester.....	6 miles NE....	Gas. str. Florence.....	14	Gloucester, Mass..
Nov. 1	Point Allerton.....	1 mile E.....	Sc. Susan and Mary.....	124	Boston, Mass.....
6	City Point.....	1½ miles E.....	Gas. str. Palm.....	33	do.....
6	do.....	1 mile SW.....	Str. H. C. Splane.....	34	do.....
7	Gloucester.....	2 miles SSE...	Sc. Marsala.....	80	Gloucester, Mass..
12	Cuttyhunk.....	5 miles E. ¼ N.	Sc. Bertha F. Walker.....	676	New York.....
16	Wood End.....	½ mile NW.....	Sc. Alice S. Wentworth...	68	Kennebunk, Me...
16	Monomoy Point.....	10 miles SW. by S.	Sc. Ella Clifton.....	108	Boston.....
17	Coskata.....	3½ miles N. by W.	Sc. Charles H. Wolston...	350	Bath, Me.....
19	Brant Rock.....	3½ miles S.....	Gas. str. Allons.....	6	Plymouth, Mass..
22	Chatham and Monomoy.	2½ miles S. Chatham station.	Sc. Henry May.....	188	New York.....

Service: 1912—Documented vessels—Continued.

OF MASSACHUSETTS.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Marblehead to Monument Beach, Mass.		\$900		\$900		3		2	2
South Amboy, N. J., to Eastport, Me.	Coal.....	3,000	\$840	3,840	\$3,000	5		5	5
Boston, Mass., to Baltimore, Md.	General...	350,000	209,000	559,000	500	88			
In Boston Harbor.....		500		500					
Bangor, Me., to New York..	Stone.....	10,000	4,000	14,000		6			
From fishing grounds to Boston, Mass.	Fish.....	2,000	1,000	3,000		7			
Halifax, Nova Scotia, to Boston, Mass.	General...	250,000	Unknown.	250,000		160			
St. John, New Brunswick, to Boston, Mass.	Lumber...	4,000	3,000	7,000		6			
Boston, Mass., to Jacksonville, Fla.		40,000		40,000		8			
In Boston Harbor.....		1,200		1,200					
do.....		1,000		1,000					
Peddocks Island to City Point, Mass.		1,500		1,500	100	4			
Fort Warren to City Point, Mass.		1,200		1,200	75	1			
Jonesboro, Me., to New York.	Stone.....	3,000	700	3,700	2,700	5		5	5
Fishing grounds to Nantucket, Mass.	Fish.....	2,000	300	2,300		5			
Stonington, Me., to New London, Conn.	Stone.....	5,500	1,000	6,500	1,000	6			
Boston to Provincetown, Mass.		8,000		8,000		18			
South Amboy, N. J., to Windsor, Canada.	Coal.....	12,000	2,000	14,000	14,000	7		3	6
Seeking Harbor.....	Fish.....	12,000	1,000	13,000		17			
Weymouth, Mass., to Easternport, Me.		2,500		2,500		5			
Whaling grounds to New Bedford, Mass.	Oil.....	5,000	10,000	15,000	3,000	35		6	6
Elizabethport, N. J., to Conso, Nova Scotia.	Coal.....	1,000	900	1,900	125	4			
Marblehead to City Point, Mass.		1,000		1,000	100	4			
Tusket, Nova Scotia, to Boston, Mass.	Lumber...	15,000	7,350	22,350	1,000	7			
In Boston Harbor.....		10,000		10,000					
In Greenport Harbor.....		1,000		1,000					
In Boston Harbor.....		1,800		1,800	1,800				
Philadelphia, Pa., to Portsmouth, N. H.	Coal.....	50,000	10,000	60,000	6,000	11			
In Ipswich Harbor.....	Sand.....	1,000	150	1,150	100	3			
In harbor at Greenport..		1,000		1,000					
Swans Island, Me., to New York.	Stone.....	5,500	5,000	10,500		6			
Rockland, Me., to Lynn, Mass.	Lumber...	1,200	4,000	5,200	1,700	5		5	10
Georges Bank to Boston, Mass.	Fish.....	75,000	2,000	77,000		19			
New York to Mount Desert, Me.	Coal.....	6,000	2,900	8,900		6			
Belfast, Me., to Gloucester, Mass.	L u m b e r and fish.	600	200	800	650	2			
On fishing trip.....	Fish.....	11,000	1,800	12,800	12,800	18		5	10
Marblehead to Boston, Mass.		10,000		10,000	25	12			
Neposet to Boston, Mass.		1,000		1,000	200	3			
On fishing trip.....		4,000		4,000		6			
Georgetown, S. C., to Boston Mass.	Lumber...	10,000	8,000	18,000	18,000	7			
Bangor, Me., to New York..	Lumber...	4,000	2,500	6,500		3			
Long Island, N. Y. to Boston	Sand.....	2,000	600	2,600	400	4			
New York to Boothbay, Me.	Coal.....	6,000	3,500	9,500	9,500	6		6	18
On fishing trip.....		400		400	100	2			
New York, to McKinley, Me.	Coal.....	3,000	2,000	5,000	250	5			

Casualties within scope of Life-Saving

DISTRICT NO. 2.—COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911.					
Nov. 27	Gloucester.....	8 miles N.....	Sc. Tattler.....	172	Gloucester, Mass..
Dec. 1	Monomoy Point.....	3½ miles ESE..	Sc. William B. Herrick...	499	Hyannis, Mass....
5	Gurnet.....	¾ miles SSW..	Sc. Madagascar.....	112	Calais, Me.....
7	Point Allerton.....	1½ miles NW..	Sc. De Mory Gray.....	401	New York.....
31	Monomoy Point.....	½ mile SW.....	Sc. Sarah Quinn.....	113	Cold Spring, N. Y.
1912.					
Jan. 5	Gloucester.....	3½ miles SW. by W.	Gas. str. Helna.....	9	Gloucester, Mass..
9	Point Allerton.....	2 miles NE.....	Sc. No. 5.....	909	Baltimore.....
9	Pamet River.....	4 miles SSW..	Str. Wilhelmina.....	1,696	New York.....
13	Point Allerton.....	1 mile E.....	Str. Mars.....	278	Philadelphia.....
16	Gloucester.....	1 mile SE. by S.	Gas. str. Weasel.....	8	Gloucester, Mass..
27	Nahant.....	¾ mile W. ½ N.	Sc. Nile.....	87	Boston.....
Feb. 5	Nauset.....	5 miles ESE...	Sc. Florence M. Belding..	569	Newark, N. J.....
10	Salisbury Beach and Newburyport.	3 miles S. ½ W. Salisbury Beach station.	Sc. Newell B. Hawes.....	89	Boston.....
10	Monomoy.....	6 miles E.....	Sc. Rhoda Holmes.....	375	Machias, Me.....
12	Coskata.....	3 miles NNE..	Sc. Bge. No. 16.....	929	Baltimore.....
22	Gloucester.....	1½ miles NE...	Slp. Bonanza.....	524	Perth Amboy, N. J.
22	.....do.....	1½ miles NE. by E.	Sc. Mary E. Lynch.....	185	Deer Isle, Me.....
Mar. 16	Point Allerton.....	2 miles NW.....	Gas. str. Massasoit.....	32	Plymouth, Mass..
19	Straitsmouth.....	½ mile E. by N	Str. William H. Yerkes, jr.	59	Benton.....
24	Peaked Hill Bars.....	½ mile E.....	Sc. William A. Morse.....	77	Provincetown, Mass.
26	Newburyport.....	¾ mile NW.....	Sc. Edward S. Eveleth.....	88	Boston.....
Apr. 9	Chatham.....	Off station.	Sc. Samuel Castner, jr.	239	Calais, Me.....
16	Gloucester.....	2 miles SW. by W.	Str. Bound Brook (Ger.)..	1,515	Hamburg, Germany.
20	Point Allerton.....	2 miles NW.....	Sc. Ellen C. Burke.....	92	Boston.....
20	Chatham.....	5 miles E.....	Sc. Ellen M. Golder.....	651	.....do.....
23	Straitsmouth.....	7 miles ESE...	Sc. Lottie Beard.....	303	Bangor, Me.....
28	.....do.....	1 mile NW.....	Sc. Lizzie Lee.....	92	Bucksport, Me...
28	.....do.....	325 yards N	Sc. Winnie Lawry.....	246	Boston.....
May 8	Point Allerton.....	3 miles NW.....	Sc. Bloomer.....	51	Southwest Harbor, Me.
10	Monomoy Point.....	1 mile SW.....	Sc. Genesta.....	89	Boston.....
16	Pamet River.....	½ mile N.....	Sc. Stiletto.....	136	Gloucester, Mass..
27	Monomoy Point.....	1½ miles SSW..	Sc. Muriel.....	120	.....do.....
June 16	Old Harbor.....	1½ miles S.....	Sc. Kalemala (Br.).....	99	Sydney, Nova Scotia.
	Total.....			24,103	

DISTRICT NO. 3.—COASTS OF RHODE

1911.					
Oct. 24	Watch Hill and Fishers Island.	2½ miles WSW. Watch Hill station.	Sc. Herald.....	499	New York.....
Dec. 28	Sandy Point, Block Island & New Shoreham.	2½ miles SW. Sandy Point station.	Sc. Mary Adelaide Randall.	1,166	.....do.....
1912.					
Feb. 22	Sandy Point & New Shoreham.	1½ miles SSW. Sandy Point station.	Sc. Julia R. Dempsey.....	833	Boston.....
Mar. 1	Sandy Point.....	½ miles W.....	Sc. Bessie C. Beach.....	341	New Haven, Conn.
19	Narragansett Pier.....	4 miles NE.....	Sc. Julia A. Berkele.....	168	New York.....
	Total.....			3,007	

Service: 1912—Documented vessels—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
On fishing trip.....	Fish.....	\$18,000	\$8,000	\$26,000	.....	26	.....	.....	.....
Rockport, Mass., to New York.	Stone.....	4,000	3,600	7,600	\$300	7	.....	.....	.....
Calais, Me., to Plymouth, Mass.	Lumber...	1,000	3,000	4,000	1,200	5	.....	5	10
Perth Amboy, N. J., to Boston.	Coal.....	3,000	3,000	6,000	.....	7	.....	.....	.....
Bangor, Me. to Cold Spring, N. J.	Lumber...	3,000	2,400	5,400	1,050	3	.....	3	9
On fishing trip.....	.....	500	.....	500	.....	2	.....	.....	.....
Boston to southern ports....	.....	20,000	.....	20,000	.....	7	.....	.....	.....
Boston to New York.....	.....	125,000	.....	125,000	.....	22	.....	.....	.....
Philadelphia to Boston.....	.....	50,000	.....	50,000	5,000	14	.....	.....	.....
On fishing trip.....	Fish, etc..	1,400	400	1,800	1,000	4	.....	.....	.....
Rockport, Me., to Lynn, Mass.	Lime.....	2,000	1,250	3,250	.....	4	.....	.....	.....
Jacksonville, Fla., to Boston.	Piling.....	25,000	18,000	43,000	500	7	.....	.....	.....
.....	.....	1,000	.....	1,000	550	4	.....	.....	.....
St. George, N. Y., to Rockland, Me.	Coal.....	16,000	1,700	17,700	100	5	.....	.....	.....
Port Reading, N. J., to Boston.	.....do.....	35,000	3,500	38,500	38,500	4	.....	.....	.....
Perth Amboy, N. J., to Gloucester Bay.	.....	30,000	.....	30,000	.....	4	.....	.....	.....
Boston to Stonington, Me....	.....	3,000	.....	3,000	75	4	.....	.....	.....
On fishing trip.....	Fish.....	8,000	300	8,300	.....	10	.....	.....	.....
Boston to Portsmouth, N. H.	.....	12,000	.....	12,000	3,000	6	.....	.....	.....
On fishing trip.....	.....	5,000	.....	5,000	.....	22	.....	.....	.....
Plum Island to Boston, Mass.	Sand.....	3,000	200	3,200	50	5	.....	.....	.....
Calais, Me., to New York....	Lumber...	8,000	5,000	13,000	50	6	.....	.....	.....
Jamaica, West Indies, to Boston.	Fruits....	90,000	14,000	104,000	.....	44	.....	.....	.....
On fishing trip.....	.....	6,400	.....	6,400	2,200	16	.....	2	4
Portland, Me., to Newport News, Va.	.....	5,000	.....	5,000	250	9	.....	.....	.....
New York to Bar Harbor, Me.	Coal.....	4,000	2,000	6,000	300	5	.....	.....	.....
Sullivan, Me., to Boston....	Stone.....	1,000	900	1,900	.....	3	.....	.....	.....
St. John New Brunswick, to New York.	Lumber...	2,500	4,000	6,500	2,500	5	.....	5	10
Rockland, Me., to Boston ..	Stone.....	1,800	2,500	4,300	700	3	.....	3	3
On fishing trip.....	.....	8,000	.....	8,000	.....	16	.....	.....	.....
.....do.....	.....	15,000	.....	15,000	.....	18	.....	.....	.....
.....do.....	.....	8,000	.....	8,000	1,200	17	.....	.....	.....
Gaspe, Province of Quebec, to Vineyard Haven, Mass.	Shingles...	1,000	3,000	4,000	1,500	4	.....	.....	.....
.....	.....	1,458,400	361,490	1,819,890	137,550	843	.....	57	98

ISLAND AND FISHERS ISLAND.

Jamaica to Stamford, Conn..	Logwood..	\$8,000	\$6,000	\$14,000	\$350	8	.....	.....	.....
Norfolk, Va., to New London, Conn.	Coal.....	20,000	6,000	26,000	26,000	9	.....	9	18
Fall River, Mass., to Norfolk, Va.	.....	25,000	.....	25,000	6,000	3	.....	3	24
Philadelphia to Warren, R. I.	Sewer pipe	7,000	15,000	22,000	.....	5	.....	.....	.....
Nantucket, Mass., to New York.	.....	2,500	.....	2,500	.....	5	.....	.....	.....
.....	.....	62,500	27,000	89,500	32,350	30	.....	12	42

Casualties within scope of Life-Saving

DISTRICT NO. 4.—COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911.					
Aug. 18	Short Beach.....	300 yards NW.	Gas. str. Annie May.....	10	Patchogue, N. Y..
19	Point Lookout and Short Beach.	2 miles E. Point Lookout station.	Gas. str. Two Brothers.....	14	do.....
20	Short Beach.....	1½ miles W....	Gas. str. Pioneer.....	7	do.....
22	do.....	2½ miles WSW	Gas. str. Caroline Augusta	27	do.....
24	Point of Woods.....	1½ miles NW..	Gas. str. Punch & Judy....	6	do.....
25	Rocky Point.....	3 miles E.....	Sc. George M. Grant.....	1,254	New Haven, Conn.
28	Forge River.....	1 mile NW....	Gas. str. Birdie & Etta....	7	Patchogue, N. Y..
Sept. 3	Shinnecock and Southampton.	1½ miles E. Shinnecock station.	Sc. Carrie A. Lane.....	802	Sag Harbor, Me...
5	Short Beach.....	2 miles SW..	Gas. str. Two Brothers.....	14	Patchogue, N. Y..
7	Forge River.....	1½ miles NE....	Gas. str. Chetolah.....	78	New York.
25	Point of Woods.....	1 mile WNW..	Gas. str. Winnifred.....	25	Patchogue, N. Y..
Oct. 21	Fire Island.....	3 miles NW....	Str. Turtle.....	36	do.....
31	Long Beach.....	4 miles W....	Slp. C. H. Green.....	19	do.....
Nov. 12	Eatons Neck.....	3 miles S....	Sc. Hungarian.....	37	Port Jefferson, N. Y.
16	Fire Island.....	2 miles W....	Sc. Emma E. Overton.....	46	Patchogue, N. Y..
16	do.....	do.....	Sc. Ella.....	60	Baltimore
16	Oak Island.....	1 mile SSE....	Sc. Marion L. Curtis.....	28	Patchogue, N. Y..
17	Fire Island.....	2 miles W....	Gas. str. Olive B. Van Dusen.	50	do.....
17	Point Lookout.....	1 mile E.....	Gas. str. Edith S.....	7	do.....
26	do.....	1 mile NE....	Sc. Frances Smith.....	48	do.....
27	Fire Island and Oak Island.	2 miles W. Fire Island station.	Sc. Ella.....	60	Baltimore
30	do.....	do.....	Sc. Nelson.....	34	Patchogue, N. Y..
30	do.....	3 miles W. Fire Island station.	Sc. Minnie C. Bach.....	25	Chincoteague, Va.
1912.					
Jan. 26	Short Beach.....	3 miles WSW.	Gas. str. Clifton.....	28	Somers Point, N.J.
Mar. 7	Fire Island.....	1 mile NE....	Gas. str. C. Harvey.....	23	do.....
24	Point Lookout.....	1 mile E.....	Gas. str. Rebecca M.....	15	Patchogue, N. Y..
26	Fire Island.....	2 miles WNW.	Sc. Sarah Maria.....	48	do.....
26	Point Lookout.....	½ mile NE....	Gas. str. Caroline Augusta.	27	do.....
30	Short Beach.....	1 mile E.....	Gas. str. Fleet Wing.....	12	New York.
Apr. 1	Point Lookout.....	do.....	Gas. str. Ella May.....	12	Perth Amboy, N. J.
2	do.....	do.....	Gas. str. Lucy Bell.....	23	do.....
4	Fire Island and Oak Island.	3 miles W. Fire Island station.	Sc. Mary E. Cuff.....	41	Greenport, N. Y..
8	Ditch Plain and Hither Plain.	3 miles NE. Ditch Plain station.	Str. Ontario.....	3,082	Baltimore, Md....
8	Point Lookout.....	1 mile E.....	Gas. str. Grace M. Denton.	18	Patchogue, N. Y..
13	Eatons Neck.....	Off station.	So. J. S. Lamprey.....	306	Thomaston, Me...
16	Short Beach.....	3 miles W....	Gas. str. Two Brothers.....	14	Patchogue, N. Y..

¹ Assistance also rendered by Watch Hill station crew, third district.

Service, 1912—Documented vessels—Continued.

OF LONG ISLAND.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
East Bay to Baldwin, N. Y.	Clams.....	\$800	\$150	\$950		4			
Freeport to Jones Beach, N. Y.	.....	1,200		1,200		2			
High Hill Beach to Freeport, N. Y.	.....	800		800		3			
Freeport to Haverstraw, N. Y.	.....	700		700		2			
On fishing trip.....	.....	800		800		12			
New Haven, Conn., to Norfolk, Va.	.....	80,000		80,000		9			
West Sayville to Greenport, N. Y.	.....	1,500		1,500		3			
Moss Point, Miss., to Boston.	Railroad ties.	71,000	9,000	80,000	\$1,000	10		5	5
Freeport to Yonkers, N. Y.	Sand.....	1,500	45	1,545	30	2			
West Hampton to Port Washington, N. Y.	.....	5,000		5,000		5			
Ocean Beach to Bay Shore, N. Y.	.....	3,000		3,000	25	14			
Muncy Island to Patchogue, N. Y.	.....	5,000		5,000		4			
On fishing trip.....	.....	2,000		2,000		2			
New York to Port Jefferson, N. Y.	Grain.....	2,500	2,000	4,500	2,000	2		2	2
New York to Belfast, N. Y.	Lumber...	1,000	600	1,600		2			3
Princess Bay to Bay Shore, N. Y.	Oysters...	3,000	3,000	6,000	400	3			
Staten Island to Bay Shore, N. Y.	Brick.....	1,500	130	1,630	200	2			
New York to West Sayville, N. Y.	Gravel....	4,000	50	4,050		3			
Great South Bay to Woodsburg, N. Y.	.....	1,000		1,000		5			
New York to Freeport, N. Y.	Stone.....	5,000	175	5,175	105	2			
Princess Bay to Bay Shore, N. Y.	Oysters...	3,000	3,000	6,000		3			
Staten Island to Bay Shore, N. Y.	...do.....	3,500	2,000	5,500		2			
On fishing trip.....	.....	3,000		3,000		8			
New York to Fire Island, N. Y.	.....	6,000		6,000		8			
Bay Shore to Fire Island Inlet, N. Y.	.....	3,000		3,000		8			
New York to Baldwins, N. Y.	Coal.....	2,000	200	2,200		2			
Bay Shore, N. Y., to Bridgeport, Conn.	.....	3,500		3,500		3			
Freeport to Bridgeport, N. Y.	.....	1,500		1,500		2			
Bay Shore to Canarsie, N. Y.	.....	1,500		1,500		2		2	2
Sheepshead Bay to Freeport, N. Y.	.....	1,000		1,000		5			
Bridgeport, Conn., to Baldwin, N. Y.	Oysters...	1,500	700	2,200		2			
Bridgeport, Conn., to West Sayville, N. Y.	...do.....	1,500	1,400	2,900		4			
Baltimore, Md., to Boston..	General...	395,000	235,000	630,000	395,000	77			
Baldwins to New York City.	.....	2,000		2,000		2			
New York to Boston.....	Gravel....	2,000	1,000	3,000		6			
Bridgeport, Conn., to Freeport, N. Y.	Oysters....	600	1,500	2,100		2			

Casualties within scope of Life-Saving

DISTRICT NO. 4.—COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1912.					
Apr. 16	Point Lookout.....	1 mile E.....	Gas. str. Burdette.....	14	Patchogue, N. Y..
25	Fire Island.....	2 miles W.....	Gas. str. Amanda Bishop..	29	do.....
25	Oak Island.....	2 miles E.....	Sc. George S. Page.....	55	do.....
29	Fire Island.....	2 miles W.....	Sc. A. and A. Reeves.....	53	do.....
May 2	Point Lookout.....	1 mile E.....	Gas. str. Emeline Merse- rean.	11	New York.....
14	Fire Island and Oak Island.	2 miles W. Fire Island station.	Sc. Ella.....	60	Patchogue, N. Y..
18	Fire Island.....	2½ miles W.....	Sc. E. S. Dickerson.....	33	do.....
21	Fire Island and Oak Island.	2½ miles W. Fire Island station.	Slp. Mattie B.....	12	do.....
25	Short Beach.....	2 miles WNW.	Gas. str. Caddie V.....	7	New York.....
26	Fire Island.....	2 miles W.....	Sc. Annie May.....	29	Chincoteague, Va.
27	Point of Woods.....	1 mile NE.....	Gas. str. Excelesior.....	9	Patchogue, N. Y..
	Total.....			6,655	

DISTRICT NO. 5.—COAST

1911.					
July 3	Tathams and Here- ford Inlet.	1½ miles W. Tathams station.	Gas. str. Osric.....	9	Anglesea, N. J....
5	Hereford Inlet.....	1½ miles E.....	Str. Helen Bethel.....	62	Philadelphia.....
23	Little Egg.....	½ mile SW.....	Sc. John Peirce.....	405	New York.....
27	Hereford Inlet.....	½ mile SE.....	Gas. str. J. A. Reed.....	15	Somers Point, N. J.
Aug. 14	Spring Lake.....	1 mile W.....	Gas. str. Ellen Blake.....	10	do.....
16	Atlantic City.....	400 yards E.....	Catboat Grace.....	8	do.....
16	Hereford Inlet.....	½ mile NE.....	Gas. str. Barbara.....	11	do.....
17	Atlantic City.....	500 yards E.....	Slp. Chalfonte.....	8	do.....
18	Hereford Inlet.....	½ mile NE.....	Gas. str. Barbara.....	11	do.....
19	do.....	1½ miles NNE.	Gas. str. Orsino.....	9	Anglesea, N. J....
21	do.....	1½ miles E.....	Gas. str. Barbara.....	11	Somers Point, N. J.
21	do.....	do.....	Str. Queen City.....	42	do.....
22	do.....	do.....	do.....	42	do.....
25	do.....	½ mile SE.....	Gas. str. Photograph.....	10	Camden, N. J....
26	do.....	½ mile NE.....	Gas. str. Osric.....	9	Anglesea, N. J....
27	Seabright and Sandy Hook.	¾ mile NE. Sea- bright station.	Gas. str. Tuscan.....	13	Patchogue, N. Y..
29	Chadwick.....	1 mile S.....	Gas. str. Fannie E. Moffatt.	14	Somers Point, N. J.
29	Hereford Inlet.....	1½ miles E.....	Gas. str. Goldy Budd.....	15	do.....
30	Little Egg and Bonds.	25 miles NE. Little Egg station.	Sc. Josie R. Burt.....	760	New York.....
Sept. 1	Spermaceti Cove.....	2½ miles SSW.	Gas. str. Ella.....	11	do.....
2	Barnegat and Forked River.	¾ mile ENE. Barnegat station.	Gas. str. Guyasuta.....	9	Somers Point, N. J.

*Service: 1912—Documented vessels—Continued.***OF LONG ISLAND—Continued.**

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
New Haven, Conn., to Baldwin, N. Y.	Oysters...	\$2,000	\$500	\$2,500	.....	2	.....	.....	.....
Bridgeport, Conn., to Sayville, N. Y.	...do.....	5,000	1,800	6,800	.....	3	.....	.....	.....
Oyster grounds to West Sayville, N. Y.	...do.....	2,500	2,000	4,500	\$250	3	.....	.....	.....
West Sayville, N. Y., to Bridgeport, Conn.	.....	3,000	.....	3,000	.....	3	.....	.....	.....
On fishing trip.....	Fish.....	1,200	100	1,300	.....	3	.....	.....	.....
Bridgeport, Conn., to West Sayville, N. Y.	Oysters...	3,000	800	3,800	.....	4	.....	.....	.....
South Norwalk, Conn., to West Sayville, N. Y.	...do.....	3,500	1,800	5,300	.....	2	.....	.....	.....
Northport to West Sayville, N. Y.	...do.....	2,000	1,000	3,000	.....	2	.....	.....	.....
Woodcleft to Woodmere, N. Y.	Miscellaneous.	700	200	900	.....	1	.....	.....	.....
Franklin City, Va., to Sayville, N. Y.	Oysters...	4,500	2,500	7,000	.....	3	.....	.....	.....
Sayville to Fire Island, N. Y.	.....	4,000	.....	4,000	.....	2	.....	.....	.....
.....	.....	653,300	270,650	923,950	399,010	255	.....	9	12

OF NEW JERSEY.

Stoneharbor to Anglesea, N. J.	.....	\$4,500	.....	\$4,500	\$70	83	.....	.....	.....
Anglesea, N. J., to fishing banks.	.....	12,000	.....	12,000	.....	11	.....	.....	.....
New York to Little Egg Harbor, N. J.	Gravel....	29,000	\$500	29,500	.....	7	.....	.....	.....
Fishing banks to Anglesea, N. J.	.....	5,000	.....	5,000	.....	14	.....	.....	.....
New York to Ocean City, N. J.	.....	2,500	.....	2,500	25	3	.....	.....	.....
Fishing banks to Atlantic City, N. J.	.....	1,800	.....	1,800	.....	20	.....	.....	.....
Fishing banks to Anglesea, N. J.	.....	1,800	.....	1,800	.....	9	.....	.....	.....
.....	.....	3,000	.....	3,000	.....	48	.....	.....	.....
.....	.....	1,800	.....	1,800	.....	5	.....	.....	.....
Anglesea to Stoneharbor, N. J.	.....	4,500	.....	4,500	.....	40	.....	.....	.....
Anglesea to Cold Spring, N. J.	.....	1,800	.....	1,800	.....	5	.....	.....	.....
Grassy Sound, N. J., to fishing banks.	.....	12,000	.....	12,000	.....	29	.....	.....	.....
do.....	.....	12,000	.....	12,000	.....	44	.....	.....	.....
Anglesea, N. J., to fishing banks.	.....	700	.....	700	.....	12	.....	.....	.....
Anglesea to Stoneharbor, N. J.	.....	4,500	.....	4,500	.....	8	.....	.....	.....
New York to fishing banks..	.....	1,000	.....	1,000	200	27	.....	.....	.....
New York to Atlantic City, N. J.	.....	2,500	.....	2,500	2,500	6	.....	4	4
Fishing banks to Anglesea, N. J.	.....	3,000	.....	3,000	.....	6	.....	.....	.....
Baltimore, Md., to Belfast, Me.	Guano....	12,000	12,000	24,000	24,000	9	.....	9	9
From Rockaway Beach ....	.....	2,500	.....	2,500	50	.....	.....	.....	.....
Seaside Park to Atlantic City, N. J.	Miscellaneous.	3,000	200	3,200	.....	3	.....	.....	.....

Casualties within scope of Life-Saving

DISTRICT NO. 5.—COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911.					
Sept. 4	Sandy Hook.....	$\frac{1}{2}$ mile WSW..	Gas. str. Willow Brook....	11	New York.....
24	Hereford Inlet.....	$1\frac{1}{2}$ miles E.....	Gas. str. Goldy Budd.....	15	Somers Point, N. J.
Oct. 4	Sandy Hook.....	$\frac{1}{2}$ mile WSW..	Gas. str. Willow Brook....	11	New York.....
11	Two Mile Beach and Cold Spring.	$1\frac{1}{2}$ miles SW. by S. Two Mile Beach station.	Sc. Annie L. Russell.....	49	Camden, N. J.....
16	Little Beach.....	2 miles NE.....	Str. McKeever Brothers....	223	New York.....
19	Ocean City and Great Egg.	$1\frac{1}{2}$ miles N. by E. Ocean City station.	Gas. str. Elizabeth B.....	20	Somers Point, N. J.
19	Ocean City.....	$1\frac{1}{2}$ miles N. by E.	Gas. str. Jeannie Crozier...	8	....do.....
Nov. 7	Spermaceti Cove.....	$\frac{3}{4}$ mile W.....	Sc. Viola.....	30	Perth Amboy, N. J.
11	Little Egg.....	2 miles N.....	Gas. str. Rupert II.....	10	Somers Point, N. J.
18	Sandy Hook.....	3 miles NE.....	Sc. Sullivan Sawin.....	676	Boston.....
Dec. 29	Barnegat.....	$\frac{1}{2}$ mile ENE.....	Gas. str. C. Harvey.....	23	Somers Point, N. J.
31	Atlantic City and Absecon.	1 mile N. Atlantic City station.	Str. Alpha.....	366	....do.....
1912.					
Jan. 6	Spermaceti Cove.....	$1\frac{1}{2}$ miles NNW	Slp. Bertha.....	9	New York.....
7	Atlantic City.....	2 miles N.....	Gas. str. Maude F.....	9	Somers Point, N. J.
23	Hereford Inlet.....	2 miles NNE..	Gas. str. Thos. Martindale..	13	....do.....
23	....do.....	$1\frac{1}{2}$ miles E.....	Gas. str. Monmouth.....	11	....do.....
Feb. 9	Barnegat.....	500 yards NW.	Gas. str. Maud F.....	9	....do.....
19	Avalon.....	$\frac{1}{2}$ mile E.....	Gas. str. Edith.....	9	....do.....
21	South Brigantine and Brigantine.	3 miles W. So. Brigantine station.	Gas. str. Indian.....	6	....do.....
Mar. 1	Hereford Inlet.....	1 mile N.....	Gas. str. Rupert II.....	10	....do.....
2	Sandy Hook.....	9 miles WNW.	Sc. Edward H. Blake.....	544	Bangor, Me.....
5	Hereford Inlet.....	$1\frac{1}{2}$ miles NNE.	Gas. str. Gloriana.....	14	Somers Point, N. J.
28	Little Egg.....	$1\frac{1}{2}$ miles N.....	Slp. Sally.....	29	Norfolk, Va.....
31	Bonds.....	$1\frac{1}{2}$ miles W....	Sc. Shamrock.....	37	Chincoteague, Va..
Apr. 5	Little Beach.....	$\frac{1}{2}$ mile SW.....	Sc. Lizzie Bell.....	44	Tuckerton, N. J...
6	Little Egg.....	1 mile W.....	Sc. Shamrock.....	37	Chincoteague, Va..
9	Little Beach.....	1 mile SW.....	Gas. str. Rupert II.....	10	Somers Point, N. J.
13	Bonds.....	$1\frac{1}{2}$ miles W....	Gas. str. Eva Blanche.....	23	Norfolk, Va.....
16	Little Egg.....	3 miles N.....	Slp. Sally.....	29	....do.....
24	Long Beach.....	2 miles W.....	Sc. J. W. Knowles.....	57	Baltimore, Md....
May 1	Forked River and Barnegat.	$1\frac{1}{2}$ miles WSW. Forked River station.	Sc. D. J. Wheaton.....	48	Norfolk, Va.....
4	Atlantic City.....	$\frac{3}{4}$ mile NE.....	Gas. str. Elizabeth B.....	20	Somers Point, N. J.
5	Little Egg.....	$\frac{1}{2}$ mile SW.....	Sc. Charles W. Alcott.....	296	New York.....
10	South Brigantine, Atlantic City, and Brigantine.	4 miles S. Brigantine station.	Sc. B. I. Hazard.....	392	....do.....
14	Atlantic City.....	$\frac{3}{4}$ mile E.....	Gas. str. Norma.....	14	Patchogue, N. Y..
16	....do.....	$\frac{1}{2}$ mile SE.....	Gas. str. Uncle Sam.....	10	Boston.....

Service: 1912—Documented vessels—Continued.

OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
New York to Sandy Hook Bay, N. J.		\$1,000		\$1,000		4			
Fishing grounds to Angelsea, N. J.		3,000		3,000		35			
In New York Harbor.		1,000		1,000		4			
Milton, Del., to Cape May City, N. J.	Piling.	1,500	\$530	2,030	\$525	3			
On fishing trip	Fish	40,000	5,000	45,000		23			
Somers Point to Great Egg Harbor Inlet, N. J.		3,000		3,000	600	4			
do		1,200		1,200	150	3		1	4
Seabright, N. J., to New York.		4,000		4,000		5			
Delaware Bay to Tuckerton, N. J.	Oysters	1,600	165	1,765		2			
Philadelphia to Portsmouth, N. H.	Coal	4,000	3,200	7,200	1,500	8			
On fishing trip		4,000		4,000		8			
Philadelphia to Atlantic City, N. J.	General	25,000	6,000	31,000	6,000	13		7	7
Dredging in bay	Crabs	300	20	320		2			
On gunning trip		2,000		2,000		4			
Angelsea to Ocean City, N. J.		6,000		6,000		4			
On fishing trip	Fish	1,500	300	1,800		5			
Atlantic City to fishing grounds.		1,500		1,500		3			
Angelsea to Townsend Inlet, N. J.		700		700		2			
Brigantine Beach to Atlantic City, N. J.	Oysters	8,500	25	8,525		3			
Pleasantville to Cape May, N. J.		1,500		1,500		3			
Perth Amboy, N. J., to Key West, Fla.	Paving blocks.	12,000	4,000	16,000		7			
Stoneharbor to Angelsea, N. J.		1,000		1,000		3			
Hog Island, Va., to Tuckerton Bay, N. J.	Oysters	3,000	330	3,330		3			
Hog Island, Va., to Tuckerton, N. J.	do	2,500	300	2,800		3			
Bridgeport, Conn., to Little Beach, N. J.	do	3,000	1,000	4,000		3			
do		2,000		2,000		3			
Delaware Bay to Little Beach, N. J.	Oysters	2,000	200	2,200		2			
Cedar Run, N. J., to Chincoteague, Va.		1,800		1,800		2			
James River, Va., to Tuckerton, N. J.	Oysters	3,000	450	3,450		3			
Annapolis, Md., to West Creek, N. J.	do	3,000	800	3,800		4			
Cobb Island, Va., to Barnegat, N. J.	do	1,000	450	1,450		3			
Hampton, Va., to Reeds Bay, N. J.	do	3,000	600	3,600		3			
New York to Little Egg Harbor, N. J.	Coal	7,200	1,600	8,800		6			
Beaufort, N. C., to New York.	Lumber	7,000	10,000	17,000		5			
Beach Haven to Atlantic City, N. J.		2,500		2,500		3			
On fishing trip	Fish	2,000	75	2,075		3			

Casualties within scope of Life-Saving

DISTRICT NO. 5.—COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1912 May 16	Ocean City and Great Egg.	3 miles E. Ocean City station.	Submarine str. Tuna.....		
19	Atlantic City.....	2 miles N.....	Sc. White Wing.....	21	Chincoteague, Va..
24	Ocean City, Great Egg, and Pecks Beach.	$\frac{1}{2}$ mile NE. Ocean City station.	Gas. str. Pittsburg.....	23	Somers Point, N.J.
24	Hereford Inlet and Tathams.	1 mile ENE. Hereford Inlet station.	Gas. str. C. F. Wahal.....	12	Philadelphia.....
30	Tathams.....	1 mile WSW..	Gas. str. Maud F.....	9	Somers Point, N.J.
June 2	Hereford Inlet.....	1 mile NE.....	Gas. str. Captain Lew.....	11	.....do.....
24	.....do.....	2 miles NNW..	Gas. str. Stone Harbor.....	13	.....do.....
	Total.....			4,695	

DISTRICT NO. 6.—COAST BETWEEN CAPE

1911. July 30	Smith Island.....	$4\frac{1}{2}$ miles SW...	Sc. Thomas L. James.....	396	New York.....
Aug. 2	Hog Island.....	$\frac{1}{2}$ mile NW....	Gas. str. Elizabeth R.....	8	Cape Charles, Va..
Sept. 1	Lewes.....	$1\frac{1}{2}$ miles NE...	Sc. Henry S. Little.....	1,096	New York.....
22	Hog Island.....	$\frac{1}{2}$ mile W.....	Gas. str. Mary Adams.....	12	Cape Charles, Va..
24	.....do.....	300 yards W....	.....do.....	12	.....do.....
Oct. 6	Lewes.....	5 miles W.....	Sc. Annie L. Russell.....	49	Camden, N. J.....
14	Hog Island.....	$\frac{1}{2}$ mile S.....	Slp. Sally.....	29	Norfolk, Va.....
Nov. 18	Lewes.....	$9\frac{1}{2}$ miles N.....	Str. El Alba.....	4,614	New York.....
Dec. 1	Cobb Island.....	10 miles SSW..	Slp. Sally.....	29	Norfolk, Va.....
4	Ocean City and Isle of Wight.	$1\frac{1}{2}$ mile NNE. Ocean City station.	Shp. Fortuna (It.).....	1,465	Genoa, Italy.....
17	Smith Island.....	5 miles S. by W. $\frac{1}{2}$ W.	Sc. Katherine D. Perry.....	1,125	New York.....
1912. Jan. 5	Assateague Beach.....	2 miles SW....	Gas. str. Corsair.....	14	.....do.....
5	.....do.....	$1\frac{1}{2}$ miles S. by E.	Sc. Alberta.....	77	Chincoteague, Va..
8	.....do.....	3 miles SW....	Sc. Columbia.....	55	Norfolk, Va.....
13	Hog Island.....	2 miles SW....	Sc. Bill Nye.....	80	Chincoteague, Va..
Feb. 9	Assateague Beach.....	7 miles SE....	Sc. Victor C. Records.....	293	Seaford, Del.....
22	.....do.....	1 mile SSE....	Gas. str. Eva Blanche.....	23	Norfolk, Va.....
Mar. 1	Smith Island.....	4 miles SW....	Sc. A. E. Parks.....	20	Cape Charles, Va..
13	Ocean City.....	3 miles S.....	Sc. John W. Hall.....	346	Wilmington, Del..
21	Assateague Beach.....	2 miles SSW..	Gas. str. Onley.....	26	Somers Point, N. J.
21	Hog Island.....	$\frac{1}{2}$ mile SW....	Sc. Sada.....	56	Patchogue, N. Y..
25	Cobb Island.....	3 miles SE....	Sc. Gaston.....	1,442	Baltimore.....
25	.....do.....	.....do.....	Sc. S. D. Carleton.....	1,874	New York.....
Apr. 7	Assateague Beach.....	$1\frac{1}{2}$ miles S. by E.	Gas. str. Olive.....	7	Atlantic City, N. J.
30	Lewes and Cape Henlopen.	2 miles ENE. Lewes station.	Sc. James Duffield.....	187	Hartford, Conn....
May 1	Green Run Inlet.....	$2\frac{1}{2}$ miles NNE.	Gas. str. Elizabeth B.....	20	Somers Point, N. Y.
10	Assateague Beach.....	$1\frac{1}{2}$ miles SSW..	Slp. John Wesley.....	15	Chincoteague, Va..
	Total.....			13,370	

Service: 1912—Documented vessels—Continued.

OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Newport News, Va., to Bridgeport, Conn.	.....	\$410,000	.....	\$410,000	.....	19	.....	.....	.....
Bridgeport, Conn., to Eagle Bay, N. J.	Oysters...	1,500	\$650	2,150	.....	2	.....	.....	.....
James River, Va., to Lakes Bay, N. J.	...do.....	2,500	225	2,725	\$1,150	2	.....	2	12
Philadelphia to Angelsea, N. J.	.....	3,000	.....	3,000	75	2	.....	.....	.....
Atlantic City to Angelsea, N. J.	.....	2,000	.....	2,000	.....	7	.....	.....	.....
On fishing trip.....	.....	1,800	.....	1,800	.....	2	.....	.....	.....
Angelsea to Stoneharbor, N. J.	.....	3,000	.....	3,000	3,000	14	.....	.....	.....
.....	.....	712,000	48,620	760,620	39,845	631	.....	23	34

HENLOPEN AND CAPE CHARLES.

Norfolk, Va., to New York.	Lumber...	\$15,000	\$30,000	\$45,000	.....	7	.....	.....	.....
Upshur Landing to Broadwater, Va.	.....	1,000	.....	1,000	.....	10	.....	.....	.....
Newport News, Va., to Boston.	Coal.....	30,000	6,925	36,925	.....	8	.....	.....	.....
Broadwater to Oyster, Va.	.....	2,000	.....	2,000	.....	9	.....	.....	.....
...do.....	.....	2,000	.....	2,000	.....	9	.....	.....	.....
Camden, N. J., to Milton, Del.	.....	2,000	.....	2,000	.....	3	.....	.....	.....
Chesapeake Bay to Chincoteague, Va.	Oysters...	1,000	500	1,500	.....	3	.....	.....	.....
New Orleans to Philadelphia.	Sugar.....	557,920	400,000	957,920	\$4,500	51	.....	.....	.....
Norfolk to Chincoteague, Va.	Oysters...	1,500	500	2,000	.....	3	.....	.....	.....
Buenos Ayres, S. A., to Philadelphia, Pa.	Bones.....	12,000	40,000	52,000	.....	20	.....	20	20
Portland, Me., to Norfolk, Va.	.....	20,000	.....	20,000	20,000	9	.....	.....	.....
New York to Florida.....	.....	3,000	.....	3,000	.....	2	.....	.....	.....
Virginia to New York.....	Wood.....	4,000	770	4,770	.....	5	.....	.....	.....
Virginia to Atlantic City, N. J.	Lumber...	2,500	550	3,050	.....	3	.....	.....	.....
Virginia to New York.....	...do.....	12,000	500	12,500	.....	6	.....	.....	.....
Charleston, S. C., to New York.	...do.....	6,000	2,500	8,500	300	6	.....	.....	.....
Chincoteague to Norfolk, Va.	Oysters...	1,800	300	2,100	.....	2	.....	2	3
Little Inlet to Norfolk, Va.	...do.....	1,000	200	1,200	.....	2	.....	.....	.....
Wilmington, N. C., to New York.	Lumber...	10,000	9,000	19,000	11,000	7	.....	7	29
Atlantic City, N. J., to Hampton, Va.	.....	1,800	.....	1,800	.....	2	.....	.....	.....
Chincoteague to Cobb Island, Va.	.....	2,500	.....	2,500	.....	4	.....	.....	.....
Providence, R. I., to Hampton Roads, Va.	.....	20,000	.....	20,000	20,000	4	.....	.....	.....
...do.....	.....	40,000	.....	40,000	40,000	5	.....	.....	.....
Chincoteague, Va., to Atlantic City, N. J.	.....	1,500	.....	1,500	.....	2	.....	.....	.....
Portland, Conn., to Philadelphia, Pa.	Stone.....	5,000	1,700	6,700	6,700	5	.....	5	5
Hampton, Va., to Atlantic City, N. J.	Oysters...	3,000	450	3,450	.....	3	.....	.....	.....
Back Creek, N. J., to Tuckers Bay, Md.	...do.....	700	210	910	.....	3	.....	.....	.....
.....	.....	759,220	494,105	1,253,325	102,500	193	.....	34	57

Casualties within scope of Life-Saving

DISTRICT NO. 7.—COAST BETWEEN

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911. Aug. 17	Gull Shoal, Chicamacomico, and Little Kinnakeet.	$\frac{1}{2}$ mile SE. Gull Shoal station.	Sc. Willie H. Child.	626	Thomaston, Me.
19	Bogue Inlet.	$\frac{1}{2}$ mile W.	Sc. Freddie.	15	Beaufort, N. C.
20	Core Bank.	$1\frac{1}{2}$ miles ENE.	Str. Mistor (Br.).	2,989	London, England.
26	Cape Fear.	10 miles SSE.	Sc. James Davidson	451	New Haven, Conn.
29	Oak Island and Cape Fear.	3 miles SSE. Oak Island station.	Sc. Charles H. Valentine.	639	New York.
31	Fort Macon.	2 miles NNW.	Sc. Freddie L. Hamblen.	42	Elizabeth City, N. C.
Oct. 12	Bogue Inlet.	2 miles SW.	Gas. str. Gusha.	8	New York.
18	Portsmouth.	2 miles N.	Gas. str. Hero.	9	Beaufort, N. C.
21	Bogue Inlet.	$1\frac{1}{2}$ miles N.	Str. Blanche.	97	Newbern, N. C.
Nov. 5	Cape Fear and Oak Island.	$3\frac{1}{2}$ miles WNW. Cape Fear station.	Gas. str. Idlehour.	26	New York.
22	Oregon Inlet.	3 miles SW.	Sc. Chelton Brothers.	10	Elizabeth City, N. C.
27	Cape Lookout.	$2\frac{1}{2}$ miles S. by W.	Sc. Lizzie H. Partrick.	471	Boston.
Dec. 3	Cape Henry.	3 miles W.	U. S. Str. Sterling.	5,663	
27	Pea Island, New Inlet, and Oregon Inlet.	1 mile SE. Pea Island station.	Sc. Charles J. Dumas.	697	Wilmington, Del.
28	Cape Lookout.	$4\frac{1}{2}$ miles S. by E.	Str. Thistleroy (Br.).	4,027	Sunderland, England.
31	Big Kinnakeet, Cape Hatteras, and Little Kinnakeet.	1 mile S. Big Kinnakeet station.	Sc. Mary S. Eskridge.	354	Seaford, Del.
1912. Jan. 4	Hatteras Inlet.	6 miles NNE.	Sc. Hamlet.	13	Elizabeth City, N. C.
14	Fort Macon.	5 miles SSW.	Sc. Emma S. Lord.	374	Bangor, Me.
17	Cape Lookout.	3 miles S.	Str. Trebia (Br.).	3,586	Liverpool, England.
18	Cape Hatteras, Creeds Hill, and Big Kinnakeet.	Diamond Shoals.	Sc. Harry Prescott.	433	New Haven, Conn.
May 10	Fort Macon.	$\frac{1}{2}$ mile NE.	Gas. str. Mabell.	18	Beaufort, N. C.
29	Oak Island and Cape Fear.	3 miles S. by W. Oak Island Station.	Sc. Gen. Knox.	1,587	New York.
Total				22,135	

DISTRICT NO. 8.—COASTS OF SOUTH CARO

1911. Nov. 16	Sullivans Island.	1 mile SW.	U. S. Str. Sebago.	190	
1912. Jan. 17	Bethel Creek.	2 miles S.	Gas. str. Maid.	21	New York.
Feb. 1	do.	1 mile N.	Gas. str. Temegan.	75	Newark, N. J.
11	Fort Lauderdale.	$\frac{1}{2}$ mile NNW.	Gas. str. Lounger II.	89	New York.
13	do.	$1\frac{1}{2}$ miles NNW.	do.	89	do.
Apr. 1	do.	$\frac{1}{2}$ mile W.	Gas. str. Marjorie M.	12	Key West, Fla.
8	Mosquito Lagoon.	$\frac{1}{2}$ mile WSW.	Gas. str. Myrtle.	14	New York.
Total				490	

Service: 1912—Documented vessels—Continued.

CAPE HENRY AND CAPE FEAR.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
New York to Jacksonville, Fla.	.....	\$14,000	.....	\$14,000	\$14,000	8	.....	8	48
Beaufort to Browns Inlet, N. C.	Salt.....	250	\$125	375	.....	3	.....	.....	.....
Niminitz, Cuba, to Baltimore.	Iron ore...	150,000	24,000	174,000	1,000	24	.....	16	16
Charleston, S. C., to Norwich, Conn.	Lumber...	9,500	4,500	14,000	9,500	6	.....	.....	.....
Charleston, S. C., to New London, Conn.	do.....	8,000	7,000	15,000	15,000	7	.....	.....	.....
Morehead City, N. C., to Washington, D. C.	do.....	800	700	1,500	50	3	.....	.....	.....
New York to Miami, Fla.	.....	2,000	.....	2,000	.....	3	.....	.....	.....
Ocracoke to Beaufort, N. C.	.....	1,000	.....	1,000	.....	2	.....	.....	.....
Swansboro to Newbern, N. C.	Lumber...	2,000	880	2,880	.....	4	.....	.....	.....
New York to Miami, Fla.	.....	4,000	.....	4,000	.....	2	.....	.....	.....
Avon to Elizabeth City, N. C.	.....	1,000	.....	1,000	.....	2	.....	.....	.....
Savannah, Ga., to Portland, Me.	Lumber...	8,000	7,000	15,000	12,000	6	.....	.....	.....
Annapolis, Md., to Hampton Roads, Va.	.....	200,000	.....	200,000	2,900	37	.....	4	4
Philadelphia, to Bolivar, Tex.	Iron pipe..	26,000	26,000	52,000	52,000	7	.....	7	35
Tampa, Fla., to Liverpool, England.	Cotton....	250,000	60,000	310,000	310,000	31	.....	.....	.....
Baltimore to Wilmington, N. C.	Fertilizer..	23,000	13,000	36,000	36,000	6	.....	6	30
Smith Creek to Hatteras, N. C.	Net stakes	400	200	600	.....	2	.....	.....	.....
New York to Charleston, S. C.	Coal.....	18,000	400	18,400	800	6	.....	.....	.....
Savannah, Ga., to St. John, New Brunswick.	Cotton and phosphate rock.	200,000	50,000	250,000	.....	31	.....	.....	.....
New York to Wilmington, N. C.	Salt.....	8,000	4,000	12,000	12,000	7	.....	3	3
On fishing trip.	.....	1,800	.....	1,800	.....	9	.....	.....	.....
Wilmington, N. C., to New York.	Railroad ties.	25,000	15,000	40,000	.....	6	.....	.....	.....
.....	.....	952,750	212,805	1,165,555	465,250	212	.....	44	136

LINA, GEORGIA, AND EASTERN FLORIDA.

In Charleston Harbor	.....	\$50,000	.....	\$50,000	.....	11	.....	.....	.....
New York to Miami, Fla.	.....	5,000	.....	5,000	.....	2	.....	.....	.....
New York to Palm Beach, Fla.	.....	8,000	.....	8,000	.....	6	.....	.....	.....
Miami, Fla., to New York	.....	35,000	.....	35,000	\$50	6	.....	.....	.....
do.....	.....	35,000	.....	35,000	200	4	.....	.....	.....
On pleasure trip.	.....	3,000	.....	3,000	.....	32	.....	.....	.....
Nassau, New Providence, to New York.	.....	4,000	.....	4,000	.....	2	.....	.....	.....
.....	.....	140,000	.....	140,000	250	63	.....	.....	.....

Casualties within scope of Life-Saving

DISTRICT NO. 9.—GULF COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911. July 8	Aransas.....	1½ miles N.....	Gas. str. Wave.....	13	Corpus Christi, Tex.
22	Galveston.....	200 yards S.....	Gas. str. Osceola.....	11	Galveston, Tex....
Aug. 11	Santa Rosa.....	20 miles ESE.....	Gas. str. Martia Lillian.....	22	Pensacola, Fla....
Sept. 5	Galveston.....	5 miles NNE.....	Str. J. N. Gilbert.....	42	Port Arthur, Tex..
Oct. 13	.....do.....	500 yards S.....	Gas. str. Standard.....	14	Galveston, Tex....
29	Velasco.....	24 miles SSW.....	Str. Honduras.....	2,350	Duluth, Minn.....
Nov. 2	Aransas.....	24 miles E.....	Sc. Libbie Shearn.....	59	Galveston, Tex....
Dec. 12	Galveston.....	1 mile NNW.....	Gas. str. Friends.....	13	.....do.....
25	.....do.....	2 miles NW.....	Gas. str. Osceola.....	11	.....do.....
25	.....do.....	½ mile NNE.....	Gas. str. Mollie B.....	14	Houston, Tex....
1912. Feb. 4	Santa Rosa.....	½ mile NNW.....	Sc. Wade Hampton.....	19	Gulfport, Miss.....
14	.....do.....	5 miles NW.....	Sc. Elzada.....	24	.....do.....
20	Aransas.....	¾ mile NE.....	Sc. George Lock.....	32	Lake Charles, La..
23	Galveston.....	¾ mile N.....	Sc. Edward F. Williams.....	52	Galveston, Tex....
26	.....do.....	1 mile NE.....	Gas. str. Osceola.....	11	.....do.....
Mar. 15	.....do.....	.....do.....	Sc. Good Hope.....	77	.....do.....
27	.....do.....	7 miles NE.....	Slp. Florence.....	9	Port Arthur, Tex..
Apr. 21	Santa Rosa.....	1 mile WNW.....	Sc. Albert Geiger.....	56	Pensacola, Fla....
	Total.....	.....	.....	2,829	.....

DISTRICT NO. 10.—COASTS OF

1911. July 26	Marblehead.....	6 miles SE.....	Gas. str. Frederick W.....	9	Marblehead, Ohio.
7	.....do.....	10 miles N.....	Str. T. C. Lutz.....	136	Chicago.....
30	Buffalo.....	2 miles W.....	Str. Italia.....	2,305	Buffalo.....
Aug. 8	Marblehead.....	10 miles NE.....	Str. F. H. Prince.....	2,047	Detroit.....
12	.....do.....	10 miles N.....	Sc. Keepsake (Br.).....	45	Windsor, Canada..
20	Ashtabula.....	8 miles NW.....	Str. Lillie and May.....	12	Cleveland.....
Sept. 10	Buffalo.....	1 mile S.....	Str. Burlington.....	2,285	Buffalo.....
Oct. 12	Louisville.....	Falls of the Ohio.	Str. Lena May.....	86	Evansville, Ind...
Nov. 12	Erie.....	1 mile SW. by S.	Sc. S. J. Tilden.....	613	Chicago.....
12	Ashtabula.....	¾ mile NW.....	Str. Centurion.....	3,401	Cleveland.....
1912. Apr. 13	Louisville.....	Falls of the Ohio.	Str. R. J. Armstrong (and tow).	54	Evansville, Ind...
June 27	Oswego.....	2 miles W.....	Gas. str. Minnehaha.....	10	Oswego, N. Y.....
	Total.....	.....	.....	11,003	.....

DISTRICT NO. 11.—COASTS OF

1911. July 1	Harbor Beach.....	8 miles SSE.....	Gas. str. Dixie.....	52	Galveston, Tex....
Aug. 17	Thunder Bay Island..	12 miles WSW.....	Sc. Eliza Day.....	139	Milwaukee.....
23	Bois Blanc.....	8 miles NNW.....	Gas. str. Grace H.....	8	Albany Island....

Service: 1912—Documented vessels—Continued.

OF THE UNITED STATES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Ingleside to Port Aransas, Tex.		\$3,500		\$3,500		2			
Galveston to Bolivar, Tex.		2,400		2,400		1			
St. Andrew to Pensacola, Fla.	Fish	2,500	\$40	2,540	\$600	6			
Galveston to Port Arthur, Tex.		17,000		17,000		9			
On fishing trip		2,800		2,800		9			
New York to Velasco, Tex.	General	175,000	110,000	285,000		25			
On fishing trip	Fish	9,800	1,000	10,800	10,800	11		11	33
Cedar Bayou to Galveston, Tex.	Lumber	3,000	75	3,075		2			
Port Bolivar to Galveston, Tex.		2,000		2,000		2			
On pleasure trip		3,000		3,000		22			
Pensacola, Fla., to Gulfport, Miss.		1,300		1,300		1		1	1
Apalachicola, Fla., to Gulfport, Miss.	Rosin	1,500	600	2,100	2,100	3			
Galveston to Corpus Christi, Tex.	General	2,500	5,000	7,500		3			
Gulf fishing banks to Galveston, Tex.	Fish	3,000	450	3,450		9			
Port Bolivar to Galveston, Tex.		2,000		2,000	20	3			
On fishing trip	Fish	8,000	1,300	9,300		9			
Port Arthur to Houston, Tex.		500		500	100	1			
On fishing trip		5,100		5,100		7			
		244,900	118,465	363,365	13,620	125		12	34

LAKES ERIE AND ONTARIO.

Johnson Island to Lakeside, Ohio.		\$1,000		\$1,000	\$15	23			
Cleveland to Toledo, Ohio.		20,000		20,000	5,000	8		8	72
Escanaba, Mich., to Niagara River.	Iron ore	25,000	\$6,000	31,000		17			
Cleveland, Ohio, to Leamington, Ontario.		50,000		50,000	50,000	17			
Point au Pelee Island, Canada, to Cedar Point, Ohio.		1,000		1,000	1,000	4		2	4
Cleveland to Ashtabula, Ohio.	Fishing gear	3,000	1,000	4,000	50	5			
Chicago to Buffalo.	General	100,000	140,000	240,000		21			
Louisville to Stephensport, Ky.	Miscellaneous	9,000	500	9,500		21			
Erie, Pa., to Manistique, Mich.	Lumber	4,000	6,000	10,000	1,500	7			
Marquette, Mich., to Ashtabula, Ohio.	Iron ore	180,000	15,000	195,000	10,000	21			
		15,300		15,300	300	10			
In harbor		1,000		1,000		6			
		409,300	168,500	577,800	67,865	160		10	76

LAKES HURON AND SUPERIOR.

Galveston, Tex., to New York.		\$30,000		\$30,000		7			
Alpena, Mich., to Kingsville, Ontario.	Lumber	1,500	\$2,100	3,600	\$550	7			
Albany Island to Mackinac Island.	Fish	1,200	60	1,260		4			

Casualties within scope of Life-Saving

DISTRICT NO. 11.—COASTS OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911.					
Sept. 2	Portage.....	$\frac{1}{2}$ mile N.....	Str. Manistique.....	473	Port Huron, Mich.
15	do.....	$\frac{1}{2}$ mile S.....	Str. Circle.....	10	do.....
27	do.....	$\frac{1}{2}$ mile NW.....	Sc. Exile.....	387	Port Huron, Mich.
Oct. 5	Harbor Beach.....	1 mile NE.....	Str. Manchester.....	2,132	Milwaukee.....
6	do.....	12 miles S.....	Str. A. D. Hayward.....	298	Detroit.....
17	Pointe aux Barques.....	2 miles N.....	Str. Robert W. E. Bunsen.....	5,181	Duluth.....
31	Marquette.....	$\frac{1}{2}$ mile E.....	Str. D. Leuty.....	646	Cleveland.....
Nov. 1	Harbor Beach.....	$\frac{1}{4}$ miles SE.....	Str. A. D. Hayward.....	298	Detroit.....
17	Middle Island.....	6 miles SE.....	Str. Isabella J. Boyce.....	368	Port Huron, Mich.
17	Middle Island and Thunder Bay Island.....	6 miles SE. Middle Island station.	Sc. Wm. A. Young.....	434	Cleveland.....
27	Middle Island.....	16 miles NW.....	Str. Fairmount.....	59	do.....
1912.					
Jan. 15	Marquette.....	$\frac{1}{2}$ mile SW.....	Str. Hoffnung Bros.....	56	Duluth.....
May 3	Tawas.....	10 miles SE.....	Gas. str. D. A. Trumpour.....	9	Port Huron, Mich.
June 6	Two Heart River and Crisps.....	2 miles NE. by E. Two Heart River station.	Str. Frank J. Hecker.....	4,978	Cleveland, Ohio.....
24	Beaver Island.....	300 yards SE.....	Sc. Mary A. Gregory.....	87	Chicago.....
	Total.....			16,749	

DISTRICT NO. 12.—COAST

1911.					
July 7	Ludington.....	3 miles S.....	Slp. Edith M (and tow)...	7	Grand Haven, Mich.
11	Baileys Harbor.....	20 miles SE.....	Sc. Geo. W. Wescott.....	122	Milwaukee.....
19	Grand Haven.....	Off station.....	Sc. Waleska.....	71	Grand Haven, Mich.
21	Pentwater.....	do.....	do.....	71	do.....
23	Charlevoix.....	1 mile SW.....	Sc. yt. Hawthorne.....	29	Chicago.....
23	do.....	7 miles SSW.....	Slp. Vencedor.....	18	do.....
23	Two Rivers.....	2 miles S.....	Str. James H. Prentice.....	535	do.....
24	North Manitou Island.....	5 miles S.....	Sc. Lomie A. Burton.....	203	Milwaukee.....
24	Sleeping Bear Point.....	$\frac{1}{4}$ miles SE.....	Str. Amazonas.....	2,228	Duluth.....
24	Sleeping Bear Point and South Manitou Island.....	4 miles SE. Sleeping Bear Point.	Sc. Paisley.....	1,046	do.....
24	Holland.....	$\frac{1}{2}$ mile SE.....	Gas. str. Vanadis.....	24	Chicago.....
24	Plum Island.....	5 miles WSW.....	Str. G. W. Joyce.....	25	Milwaukee.....
27	Baileys Harbor.....	6 miles SE.....	Sc. Lomie A. Burton.....	203	do.....
Aug. 2	Kewaunee.....	do.....	Gas. str. The Pitt.....	16	do.....
12	Manistee.....	$\frac{1}{2}$ mile N.....	Str. N. Boutin.....	46	do.....
21	Charlevoix.....	2 miles NW.....	Str. Warrington.....	375	Chicago.....
23	Old Chicago.....	$\frac{1}{4}$ miles SW.....	Slp. Prairie.....	7	do.....
Sept. 1	Milwaukee.....	8 miles N.....	Str. David Z. Norton.....	5,667	Cleveland.....
7	Old Chicago.....	$\frac{1}{2}$ mile SW.....	Gas. str. J. V. Clark.....	27	Chicago.....
7	do.....	do.....	Gas. str. Delphine.....	27	do.....
11	Jackson Park.....	300 yards S.....	Gas. str. Lillian II.....	44	do.....
11	Plum Island.....	24 miles SW.....	Sc. Resumption.....	293	Marquette, Mich.
14	Frankfort.....	$\frac{1}{2}$ mile W.....	Sc. William Aldrich.....	177	Milwaukee.....
14	Old Chicago.....	$\frac{1}{2}$ mile SW.....	Slp. Neva.....	7	Chicago.....
14	Milwaukee.....	300 yards SE.....	Gas. str. Flying Cloud.....	27	Philadelphia.....

Service: 1912—Documented vessels—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Eagle River Reef to Portage, Mich.		\$8,000		\$8,000	\$100	16			
Houghton to Portage, Mich.	Lumber...	3,000	\$50	3,050	500	3			
Ashland, Wis., to Bay City, Mich.	do.	2,500	5,500	8,000	3,000	6		6	6
Buffalo to Milwaukee.	Coal.	100,000	21,000	121,000	2,000	19			
Cheboygan to Detroit, Mich.	Lumber.	8,000	8,800	16,800	4,300	10			
Superior, Wis., to Buffalo.	Iron ore.	250,000	15,000	265,000	1,000	24			
Cleveland to Piquet, Mich.		30,000		30,000	30,000	13			
Port Huron to St. Ignace, Mich.		8,000		8,000	4,000	10			
Huron, Ohio, to Marinette, Wis.	Coal.	15,000	1,200	16,200	100	10			
do.	do.	4,000	2,400	6,400	6,400	5		1	
Cleveland to Muskegon, Mich.		6,000		6,000	500	5			
On fishing trip.		8,500		8,500		4			
Two Harbors, Minn., to Point Edwards, Canada.		2,000		2,000		22			
		300,000	21,000	321,000	225				
Chicago to Beaver Harbor, Mich.		1,100		1,100		3			
		778,800	77,110	855,910	52,675	168		7	7

OF LAKE MICHIGAN.

In Ludington Harbor.	Gravel.	\$400	\$10	\$410		1			
Glen Haven, Mich., to Milwaukee.	Wood.	2,000	400	2,400		5			
St. Joseph to St. James, Mich.		1,200		1,200		3			
do.		1,200		1,200	\$25	3			
Chicago to Mackinac Island, Mich.		6,500		6,500	50	9			
do.		3,000		3,000	3,000	10		9	18
Wells, Mich., to Chicago.	Lumber.	25,000	12,000	37,000		13			
Cross Village, Mich., to Milwaukee.	do.	500	3,000	3,500		6			
Milwaukee to Buffalo.		50,000		50,000	10,000	16			
Racine, Wis., to Buffalo.		20,000		20,000		7			
		5,000		5,000		6			
Pine Lake, Mich., to Milwaukee.	Lumber.	3,000		3,000		4			
Sturgeon Bay to Manitowoc, Wis.		500	3,000	3,500		6			
		5,000		5,000		2			
East Jordan, Mich., to Chicago.	Lumber.	9,000		9,000		4			
		7,000	4,500	11,500	7,500	12		7	14
Buffalo to Milwaukee.	Coal.	6,500		6,500	500				
		300,000	60,000	360,000	26,000	24			
		11,000		11,000	1,000				
		15,000		15,000	800				
		20,000		20,000	100	1			
Chicago to Wells, Mich.		4,000		4,000	500	7			
Milwaukee, to Beaver Island, Mich.		1,000		1,000		6			
		3,000		3,000					
Philadelphia to Chicago.		5,000		5,000		5			

Casualties within scope of Life-Saving

DISTRICT NO. 12.—COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1911.					
Sept. 14	Sheboygan.....	500 feet SW...	Sc. John Mee.....	199	Chicago.....
17	Ludington.....	6 miles SW. by W.	Gas. str. Lady Agnes.....	8	Grand Haven, Mich.
18	Sturgeon Bay Canal...	135 yards SE...	Sc. Mary Ellen Cook.....	132	Milwaukee.....
27	South Manitou Island.	200 yards E...	Str. Three Brothers.....	583	Buffalo.....
28	Two Rivers.....	Off station.....	Sc. Lilly E.....	191	Chicago.....
Oct. 3	Ludington.....	$\frac{1}{2}$ mile W.....	Str. Smith (and barge).....	191	Milwaukee.....
4	Sleeping Bear Point...	$\frac{1}{2}$ miles SE.....	Sc. Quickstep.....	282	Chicago.....
13	Ludington.....	$\frac{1}{2}$ mile W.....	Sc. Stafford.....	199	Milwaukee.....
14	Plum Island.....	13 miles NE.....	Str. Ann Arbor No. 4.....	1,884	Grand Haven, Mich.
16	Sheboygan.....	Off station.....	Sc. John W. Wright.....	26	Milwaukee.....
18	Evanston.....	2 miles NE.....	Str. Robert Mills.....	2,070	Buffalo.....
25	Frankfort.....	400 yards W.....	Gas. str. J. H. Stevens.....	94	Milwaukee.....
27	Sturgeon Bay Canal...	9 miles S. by E.	Str. Orion.....	2,283	Chicago.....
Nov. 1	Sleeping Bear Point...	$\frac{1}{2}$ miles SE.....	Sc. Geo. W. Wescott.....	122	Milwaukee.....
9	Plum Island.....	$\frac{1}{2}$ miles N.....	Str. Sanilac.....	310	Chicago.....
11	do.....	1 mile E.....	Gas. str. Flotilla.....	12	Milwaukee.....
13	St. Joseph.....	$\frac{1}{2}$ miles N.....	Gas. str. Evening Star.....	31	Chicago.....
17	South Manitou Island.	$\frac{1}{2}$ mile NW.....	Sc. Lomie A. Burton.....	203	Milwaukee.....
17	Two Rivers.....	$\frac{1}{2}$ mile W.....	Gas. str. Oscar Newhouse.	70	do.....
17	Plum Island.....	$\frac{3}{4}$ miles N.....	Gas. str. Laura.....	5	Detroit Harbor, Wis.
17	do.....	do.....	Sc. Lillian.....	13	Milwaukee.....
22	North Manitou Island.	12 miles W.....	Str. Seneca.....	2,669	Buffalo.....
24	South Manitou Island.	$\frac{1}{2}$ miles N.....	Sc. C. H. Hackley.....	207	Michigan City, Ind.
27	Sturgeon Bay Canal...	$\frac{1}{2}$ mile NW.....	Gas. str. Ruby.....	6	Milwaukee.....
Dec. 1	Old Chicago.....	20 miles ENE.....	Gas. str. Mabel T.....	14	Grand Haven, Mich.
5	Racine.....	$\frac{1}{2}$ mile W.....	Str. Two Brothers.....	37	Milwaukee.....
9	Holland.....	$\frac{3}{4}$ miles S.....	Gas. str. Affinity.....	6	Grand Haven, Mich.
10	Milwaukee.....	7 miles N. by E.	Str. Pere Marquette No. 20.	2,626	do.....
17	Beaver Island.....	300 yards S.....	Gas. str. Arbutus.....	13	do.....
23	Old Chicago.....	$\frac{1}{2}$ miles S.....	Str. Harvey Watson.....	23	Chicago.....
1912.					
Jan. 19	Kenosha.....	300 yards SW.	Str. Pup.....	13	Milwaukee.....
Mar. 19	Sturgeon Bay Canal...	1 mile NW.....	Gas. str. Triplets.....	8	Sturgeon Bay, Wis.
20	Milwaukee.....	16 miles N.....	Str. Conestoga.....	1,726	Milwaukee.....
Apr. 24	Beaver Island.....	14 miles N.....	Str. Powell Stackhouse....	6,171	Cleveland, Ohio...
27	St. Joseph.....	9 miles SW.....	Gas. str. Mary G.....	9	Grand Haven, Mich.
May 12	Old Chicago.....	$\frac{1}{2}$ mile E.....	Sc. Quickstep.....	282	Michigan C ty, Ind.
12	Milwaukee.....	$\frac{1}{2}$ mile NE.....	Sc. Minerva.....	222	Chicago.....
15	Plum Island.....	12 miles WNW	Str. Roman.....	2,348	Duluth, Minn....
19	Jackson Park.....	500 feet E.....	Gas. str. Kid.....	7	Chicago.....
24	St. Joseph.....	1 mile NW.....	Gas. str. Mary G.....	9	Grand Haven, Mich.

Service: 1912—Documented vessels—Continued.

OF LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Raber, Mich., to Chicago....	Lumber...	\$3,000	\$3,000	\$6,000	.....	5	.....	.....	.....
On fishing trip.....	Fish.....	1,500	15	1,515	.....	3	.....	.....	.....
Chicago to Arthur Bay, Mich.....	.....	1,800	.....	1,800	.....	6	.....	.....	.....
Boyne City, Mich., to Chicago.	Lumber...	25,000	4,200	29,200	.....	13	.....	13	13
.....	.....	3,000	.....	3,000	.....	5	.....	.....	.....
.....	Stone.....	20,000	50	20,050	\$50	11	.....	.....	.....
Chicago to Glen Harbor, Mich.....	Lumber...	5,000	350	5,350	.....	7	.....	.....	.....
North Manitou Island, Mich., to Milwaukee.	Bark.....	2,000	1,000	3,000	.....	5	.....	.....	.....
Menominee to Manistique, Mich.....	.....	250,000	.....	250,000	3,000	28	.....	.....	.....
Grand Haven, Mich., to Sheboygan, Wis.....	Fruit.....	1,000	500	1,500	100	2	.....	.....	.....
Buffalo to Chicago.....	Coal.....	20,000	14,195	34,195	425	15	.....	.....	.....
Sheboygan, Wis., to Empire, Mich.....	.....	4,000	.....	4,000	250	4	.....	.....	.....
Sandusky, Ohio, to Chicago.	Coal.....	60,000	9,000	69,000	500	17	.....	.....	.....
Milwaukee to Glen Haven, Mich.....	Lumber...	1,000	300	1,300	250	4	.....	.....	.....
Chicago to Boyne City, Mich.	.....	9,000	.....	9,000	400	12	.....	.....	.....
Green Bay to Detroit, Wis..	Miscellaneous.	1,500	1,000	2,500	.....	2	.....	.....	.....
On fishing trip.....	.....	5,500	.....	5,500	5,500	7	.....	.....	.....
Boyne City, Mich., to Milwaukee.	Lumber...	500	360	860	860	6	.....	6	12
Manistique, Mich., to Milwaukee.	do.....	5,000	500	5,500	.....	3	.....	.....	.....
.....	.....	400	.....	400	.....	.....	.....	.....	.....
.....	Wood and machinery.	500	200	700	.....	.....	.....	.....	.....
Buffalo to Chicago.....	General...	175,000	15,000	190,000	18,000	24	.....	.....	.....
Bowers Harbor, Mich., to Chicago.	Potatoes..	2,000	9,600	11,600	.....	5	.....	.....	.....
.....	.....	750	.....	750	.....	2	.....	.....	.....
On fishing trip.....	.....	3,500	.....	3,500	.....	5	.....	.....	.....
.....	.....	5,000	.....	5,000	.....	.....	.....	.....	.....
On fishing trip.....	Fish.....	1,500	200	1,700	.....	4	.....	4	4
Ludington, Mich., to Milwaukee.	Miscellaneous.	360,000	75,000	435,000	30,000	39	.....	.....	.....
Beaver Harbor to Charlevoix, Mich.	Fish.....	3,500	1,200	4,700	.....	4	.....	.....	.....
In Chicago Harbor.....	.....	4,000	.....	4,000	.....	12	.....	.....	.....
.....	.....	2,000	.....	2,000	.....	.....	.....	.....	.....
On fishing trip.....	.....	1,400	.....	1,400	.....	1	.....	.....	.....
Grand Haven, Mich., to Milwaukee.	Merchandise.	40,000	25,000	65,000	3,100	22	.....	.....	.....
Sandusky, Ohio, to Milwaukee.	Coal.....	330,000	18,000	348,000	9,500	22	.....	.....	.....
On fishing trip.....	.....	1,750	.....	1,750	75	3	.....	.....	.....
Menominee, Mich., to Chicago.	Lumber...	5,500	6,000	11,500	125	7	.....	.....	.....
Sturgeon Bay to Milwaukee, Wis.	do.....	2,000	500	2,500	.....	6	.....	.....	.....
Erie Pa., to Green Bay City, Wis.	Coal.....	125,000	17,500	142,500	500	20	.....	.....	.....
.....	.....	1,500	.....	1,500	.....	.....	.....	.....	.....
On fishing trip.....	.....	1,600	.....	1,600	.....	3	.....	.....	.....

Casualties within scope of Life-Saving

DISTRICT NO. 12.—COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1912. May 28	Baileys Harbor.....	1½ miles W....	Sc. Isolda Bock.....	70	Grand Haven, Mich.
June 7	Frankfort.....	4 miles S.....	Gas. str. Emma S. Olson..	11	do.....
14	Two Rivers.....	½ mile S.....	Sc. D. A. Wells.....	56	do.....
	Total.....			36,736	

DISTRICT NO. 13.—

1911. July 5	Nome.....	¾ mile W....	Gas. str. Edna.....	7	Nome.....
12	do.....	mile W....	Gas. str. Defiance.....	7	do.....
13	do.....	do.....	Gas. str. Wilhelmina.....	8	do.....
14	do.....	¾ mile W....	Gas. str. Edna.....	7	do.....
14	do.....	do.....	Gas. str. Cheechaco.....	9	do.....
17	do.....	do.....	Gas. str. Yorkey.....	7	do.....
19	do.....	do.....	Gas. str. President.....	13	do.....
22	do.....	do.....	Gas. str. Yorkey.....	7	do.....
25	do.....	do.....	Gas. str. Defiance.....	7	do.....
28	Grays Harbor.....	4 miles NW...	Str. San Jacinto.....	614	San Francisco....
29	Nome.....	¾ mile W....	Gas. str. Defiance.....	7	Nome.....
Aug. 9	do.....	do.....	Sc. New Jersey.....	9	Los Angeles, Cal..
10	do.....	¾ mile SE....	Gas. str. Duxbury.....	47	Nome.....
11	Coos Bay.....	¾ miles SW...	Gas. str. Ranger.....	12	Coos Bay, Oreg...
15	Nome.....	¾ mile W....	Gas. str. Defiance.....	7	Nome.....
17	do.....	do.....	do.....	7	do.....
24	Coos Bay.....	25 miles S....	Str. Saginaw.....	886	San Francisco....
28	Point Adams and Cape Disappointment.	Clatsop Spit...	Str. Aurelia.....	424	do.....
Sept. 1	Nome.....	¾ mile W....	Gas. str. Wilhelmina.....	8	Nome.....
7	do.....	do.....	do.....	8	do.....
7	do.....	¾ mile SE....	Gas. str. Defiance.....	7	do.....
10	do.....	do.....	Gas. str. Wilhelmina.....	8	do.....
18	do.....	do.....	do.....	8	do.....
19	Coquille River.....	¾ mile SW...	Sc. Oakland.....	418	San Francisco....
21	Nome.....	mile W....	Gas. str. Defiance.....	7	Nome.....
21	do.....	mile S....	Gas. str. Hattie B.....	10	do.....
30	do.....	mile W....	Bge. Sesnon No. 23.....	39	do.....
Oct. 21	do.....	mile W....	Gas. str. Wilhelmina.....	8	do.....
22	do.....	mile SSW...	Gas. str. Mary Sachs.....	41	do.....
Nov. 12	Cape Disappointment, Point Adams, Ilwaco Beach.	5 miles SSW. Cape Disappointment station.	Str. Washington.....	539	San Francisco....
Dec. 3	Point Bonita and Fort Point.	¾ mile S. Point Bonita station.	Sc. Robert Henry.....	40	do.....
18	Cape Disappointment.	Off station....	Gas. str. Vigilant.....	22	do.....
1912. Jan. 13	Point Adams.....	7 miles W....	Sc. Admiral.....	683	San Francisco....
20	Coos Bay.....	3 miles SW...	Gas. str. North Star No. 1..	8	Coos Bay, Oreg...

Service: 1912—Documented vessels—Continued.

OF LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
South Haven to Baileys Harbor, Mich.	Lumber...	\$900	\$600	\$1,500	.....	5	.....	.....	.....
On fishing trip.....	.....	600	.....	600	.....	3	.....	.....	.....
Two Rivers, Wis., to Cedar River, Mich.	.....	800	.....	800	.....	2	.....	.....	.....
.....	.....	1,992,800	286,180	2,278,980	\$122,110	494	.....	39	61

PACIFIC COAST.

Siberia to Nome.....	Furs.....	\$3,000	\$1,500	\$4,500	.....	3	.....	.....	.....
Snake River to Nome roadstead.	.....	4,000	.....	4,000	.....	1	.....	.....	.....
Nome roadstead into Snake River.	Baggage...	3,000	400	3,400	.....	9	.....	.....	.....
Snake River to Nome roadstead.	General...	3,000	500	3,500	.....	2	.....	.....	.....
Nome to St. Lawrence Island.	do.....	2,000	1,000	3,000	.....	7	.....	.....	.....
Nome to Cape York.	do.....	1,500	500	2,000	.....	2	.....	.....	.....
Nome to Solomon River.....	Fuel.....	5,000	200	5,200	.....	3	.....	.....	.....
Nome roadstead to Snake River.	.....	1,500	.....	1,500	.....	2	.....	.....	.....
Snake River to Nome roadstead.	.....	4,000	.....	4,000	.....	2	.....	.....	.....
Hoquiam, Wash., to San Francisco.	Lumber...	80,000	5,000	85,000	\$20,000	19	.....	.....	.....
Nome roadstead to Snake River.	.....	4,000	.....	4,000	.....	2	.....	.....	.....
Simrock River to Snake River, Alaska.	Merchandise.	3,000	700	3,700	.....	12	.....	.....	.....
.....	.....	10,000	.....	10,000	.....	6	.....	.....	.....
Siuslaw River to Coos Bay, Oreg.	.....	4,000	.....	4,000	.....	3	.....	.....	.....
.....	.....	4,000	.....	4,000	.....	9	.....	.....	.....
San Francisco to Portland, Oreg.	General...	90,000	10,000	100,000	14,000	22	.....	.....	.....
do.....	do.....	65,000	10,000	75,000	3,400	20	.....	.....	.....
.....	.....	3,000	.....	3,000	.....	8	.....	.....	.....
.....	.....	3,000	.....	3,000	.....	2	.....	.....	.....
.....	.....	4,000	.....	4,000	.....	.....	.....	.....	.....
.....	.....	3,000	.....	3,000	.....	9	.....	.....	.....
.....	.....	3,000	.....	3,000	.....	2	.....	.....	.....
San Francisco to Coquille River, Oreg.	.....	22,000	.....	22,000	.....	8	.....	.....	.....
.....	.....	4,000	.....	4,000	.....	2	.....	.....	.....
.....	.....	5,000	.....	5,000	.....	3	.....	.....	.....
.....	.....	2,500	.....	2,500	.....	.....	.....	.....	.....
.....	.....	3,000	.....	3,000	.....	2	.....	.....	.....
.....	Merchandise.	10,000	1,000	11,000	.....	4	.....	.....	.....
Astoria, Oreg., to San Francisco.	Lumber...	50,000	5,000	55,000	6,500	48	.....	.....	.....
In San Francisco Bay.....	.....	10,000	.....	10,000	100	2	.....	.....	.....
.....	.....	9,500	.....	9,500	1,000	2	.....	.....	.....
Valparaiso, Chile, to Grays Harbor, Wash.	.....	25,000	.....	25,000	25,000	12	.....	10	30
Marshfield to South Inlet, Oreg.	.....	2,000	.....	2,000	2,000	6	6	.....	.....

Casualties within scope of Life-Saving

DISTRICT NO. 13—

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1912.					
Jan. 30	Point Adams and Cape Disappointment.	3½ miles W. Point Adams station.	Bkn. Charles F. Crocker...	855	San Francisco.....
Feb. 16	Southside and Golden Gate.	¾ mile N. Southside station.	Str. U. S. Grant.....	35	.....do.....
Mar. 5	Point Reyes.....	2½ miles SE...	Gas. str. Ida A.....	28	.....do.....
15	Fort Point.....	¾ mile NE.....	Str. David Scannell.....	244	.....do.....
Apr. 11	.....do.....	¾ mile E.....	Gas. str. Crowley No. 8.....	9	.....do.....
19	Cape Disappointment and Point Adams.	5 miles SW. Cape Disappointment station.	Gas. str. Vida.....	42	Seattle, Wash.....
21	.....do.....	8 miles W. Point Adams station.	Str. Willapa.....	752	San Francisco.....
27	Tillamook Bay.....	1 mile W.....	Gas. lch. Vida.....	42	Seattle, Wash.....
May 3	.....do.....	7 miles N.....	Str. Geo. R. Vosberg.....	106	Astoria, Oreg.....
18	Cape Disappointment and Point Adams.	4 miles SE. Cape Disappointment station.	Gas. str. Condor.....	42	Yaquina, Oreg.....
June 4	Baaddah Point.....	½ mile NE.....	Gas. str. Petroleum II.....	131	Richmond, Cal.....
7	Nome.....	¾ mile W.....	Gas. str. Mary Sachs.....	41	Nome.....
7	Fort Point.....	3 miles W.....	Str. Marshfield.....	388	Buffalo, N. Y.....
14	Point Adams.....	4 miles W.....	Str. Tamalpais.....	574	San Francisco.....
	Total.....	.....	.....	7,228	.....

Service: 1912—Documented vessels—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Astoria, Oreg., to Pacasmayo, Peru.	Lumber...	\$15,000	\$9,000	\$24,000	\$500	13	.....	.....	.....
Fishing grounds to San Francisco.	Fish.....	6,500	200	6,700	200	4	.....	.....	.....
San Francisco to Point Reyes, Cal.	Miscellaneous.	5,000	700	5,700	865	3	.....	.....	.....
In San Francisco Harbor...	.....	150,000	.....	150,000	3,000	9	.....	.....	.....
In harbor.....	.....	3,000	.....	3,000	.....	1	.....	1	1
On fishing trip.....	Fish.....	4,000	1,100	5,100	.....	3	.....	.....	.....
Astoria, Oreg., to San Pedro, Cal.	Lumber...	85,000	9,000	94,000	6,060	20	.....	.....	.....
On fishing trip.....	.....	4,000	.....	4,000	4,000	5	.....	5	5
Astoria to Wheeler, Oreg....	General...	25,000	500	25,500	2,500	9	.....	.....	.....
Astoria to Waldport, Oreg..	Merchandise.	3,500	500	4,000	200	4	.....	.....	.....
Port Angeles to Neah Bay, Wash.	Oil.....	55,000	10,000	65,000	.....	7	.....	.....	.....
.....	.....	10,000	.....	10,000	.....	4	.....	.....	.....
San Francisco to Hardy Creek, Cal.	.....	50,000	.....	50,000	.....	17	.....	.....	.....
Portland, Oreg., to San Pedro, Cal.	Lumber...	75,000	10,000	85,000	.....	38	.....	.....	.....
.....	.....	941,000	76,800	1,017,800	89,325	373	6	16	36

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels.

DISTRICT NO. 1.—COASTS OF MAINE AND NEW HAMPSHIRE.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
July 3	Burnt Island.	Lch. Virginia II.	\$5,000		12	
8	Portsmouth Harbor.	Lch. Viking II.	1,000	\$25	2	
13	Hunniwells Beach.	Lch.	100		8	
17	Burnt Island.	Dory.	20			
22	Portsmouth Harbor.	Lch.	400	25	2	
28	Burnt Island.	do.	200		1	
29	do.	Lch. Winnow.	1,200	500	3	
Aug. 1	Damiscove Island.	Lch. W. Henry.	250		4	
1	Hunniwells Beach.	Lch. Inez.	350		2	
3	Cranberry Islands.	Slp. Hearty.	500	100		
8	Rye Beach.	Lch. Alice.	1,200		4	
10	Damiscove Island.	Lch. Florence L.	500		2	
11	Portsmouth Harbor.	Lch. No. 27.	2,000		10	
14	do.	Lch. Outcahmeache.	2,000		4	
15	Great Wass Island.	Lch. Marion.	500	5	17	
16	White Head.	Lch.	100		1	
16	Hunniwells Beach.	Lch. Comet.	250			
17	do.	Lch. Ethel Louise.	1,500	20	2	
17	Damiscove Island.	Dory.	5			
22	Isles of Shoals.	Lch. Florence R.	1,000		28	
23	White Head.	Lch. Dorothea.	2,250	400		
27	Portsmouth Harbor.	Sailboat.	20		2	
29	Hunniwells Beach.	Lch.	200		6	
Sept. 1	Damiscove Island.	Sc. Queen of the Sea.	500		1	
1	Portsmouth Harbor.	Lch.	160	25	1	
5	Burnt Island.	Lch. River Queen.	550		2	
5	Cape Elizabeth.	Lch.	2,000		1	
11	Hunniwells Beach.	Lch. Alida.	300		4	
16	Cape Elizabeth.	Slp. Memory.	300			
17	Rye Beach.	Dory.	25		1	
26	Burnt Island.	Lch.	200	5	1	
27	Fletchers Neck.	do.	150		1	
30	Great Wass Island.	Lch. Della.	300	5	1	
Oct. 5	Cape Elizabeth.	Lch.	300	10	1	
8	Hunniwells Beach.	Lch. Laura.	200		5	
10	Burnt Island.	Lch. Ada Belle.	300	5	1	
12	Hunniwells Beach.	Lch.	40		2	
12	Portsmouth Harbor.	Lch. Harriet L.	600		1	
13	do.	Lch. Cutsmache.	2,000		4	
27	Cross Island.	Lch.	250		1	
29	Hunniwells Beach.	Lch. Viola.	400		12	
29	do.	Lch. Emma Ruth.	225	75	9	
30	Cranberry Islands.	Slp.	200	5	1	
Nov. 2	Damiscove Island.	Lch.	200		1	
2	do.	do.	700		4	
15	Portsmouth Harbor.	do.	150		1	
26	Quoddy Head.	Slp. Majestic (Br.)	500		3	
29	Burnt Island.	Lch.	300	5	1	
30	Great Wass Island.	do.	300		2	
30	Fletchers Neck.	Lch. Janette.	300		1	
Dec. 6	do.	Lch. Emeline.	150		1	
13	Hunniwells Beach.	Lch.	125			
15	White Head.	do.	100	5	1	
28	Hunniwells Beach.	Lch. Alice D. A.	250		1	
29	Isles of Shoals.	Lch.	400	25		
1912.						
Jan. 6	White Head.	Lch.	150	25		
6	Hunniwells Beach.	do.	100			
9	White Head.	do.	325	25	1	
9	Hunniwells Beach.	Slp. Annie May.	200	40		
9	Isles of Shoals.	Lch.	400			
11	Fletchers Neck.	do.	125		1	
16	Portsmouth Harbor.	do.	175		1	
17	Hunniwells Beach.	do.	40	5		
30	White Head.	do.	150		1	
31	Cross Island.	do.	2,000		1	
Feb. 5	do.	do.	225		2	
10	Great Wass Island.	Slp. Three Sisters.	350		2	
22	White Head.	Lch. Jeanette.	2,500		2	
27	Cranberry Islands.	Fishboat.	150			
Mar. 19	Cape Elizabeth.	Lch.	500		2	
26	Portsmouth Harbor.	do.	500		3	
26	do.	do.	200		1	

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 1.—COASTS OF MAINE AND NEW HAMPSHIRE—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1912						
Apr. 3	White Head	Lch.	\$400	.....	2	.....
7	Hunniwells Beach	Rowboat	60	.....	2	.....
8	Great Wass Island	Lch.	400	.....	2	.....
18	Hunniwells Beach	Lch. Alice D. A.	250	.....	4	.....
25	Fletchers Neck	Lch. Villa	400	.....	2	.....
30	Hunniwells Beach	Lch. Moro	500	.....	1	.....
May 3	.....do.....	Lch. Beatrice E.	150	.....	6	.....
12	Isles of Shoals	Small boat	1,600	.....	15	.....
16	Hunniwells Beach	Small boats (4)	50	.....	2	.....
16	Hampton Beach	Fish boat	300	.....	2	.....
June 4	Cape Elizabeth .....	.....	.....	.....	.....	.....
	Total .....	.....	45,235	\$1,335	218	.....

DISTRICT NO. 2.—COAST OF MASSACHUSETTS.

1911.						
July 1	Gloucester	Slp. Clear Don	\$700	.....	5	.....
1	City Point	Lch. Ponus	350	\$5	4	.....
2	Gloucester	Slp. Mildred II	800	.....	5	.....
2	.....do.....	Yawl Footpad	3,000	.....	7	.....
2	.....do.....	Slp. Iris	700	.....	5	.....
4	.....do.....	Lch. Defender	600	5	4	.....
4	City Point	Lch. Emma H.	200	.....	3	.....
4	.....do.....	Catboat Dolly III	1,000	30	4	.....
4	.....do.....	Lch. Bertha M.	1,000	.....	2	.....
6	Point Allerton	Lch. Pontiac	500	10	10	.....
6	City Point	Lch. Ethel M.	1,000	.....	.....	.....
6	.....do.....	Slp. Alba	400	.....	.....	.....
6	.....do.....	Lch. Hecla	1,500	.....	.....	.....
15	Gloucester	Lch. Stacy	500	.....	3	.....
15	City Point	Dory Elizabeth	75	5	4	.....
16	Newburyport	Lch.	250	.....	3	.....
16	City Point	Slp. Annie B.	1,000	50	6	.....
16	.....do.....	Lch. Helma	500	.....	7	.....
17	Gurnet	Lch. Pollywog	300	.....	1	.....
17	.....do.....	Lch. Xenia	300	.....	1	.....
19	Newburyport	Lch.	250	.....	2	.....
19	.....do.....	Slp. Ramona	900	.....	5	.....
19	City Point	Lch. Lavinia	350	.....	2	.....
21	.....do.....	Lch. Eva	800	.....	1	.....
22	Gloucester	Slp. Armorial	2,000	.....	3	.....
22	City Point	Slp. Alice	75	.....	6	.....
23	.....do.....	Slp. Pixey	400	.....	.....	.....
24	.....do.....	Slp. Tuck	75	.....	.....	.....
24	.....do.....	Slp. Polar Wave	750	50	.....	.....
24	.....do.....	Slp. Izeyl	300	.....	.....	.....
24	.....do.....	Slp. Impigria	250	.....	.....	.....
24	.....do.....	Slp. Nedra	400	.....	.....	.....
24	.....do.....	Lch. Louise	400	.....	.....	.....
24	.....do.....	Lch. Princess	145	.....	.....	.....
24	.....do.....	Lch. Frolic	1,200	100	.....	.....
24	.....do.....	Lch. Ande	550	.....	.....	.....
24	.....do.....	Catboat	200	.....	.....	.....
24	Gurnet	Lch. Ariel	100	.....	2	.....
25	City Point	Lch. Rose T.	1,000	.....	3	.....
26	.....do.....	Lch. We All	150	5	8	.....
26	.....do.....	Slp. Hoylen	150	.....	.....	.....
26	.....do.....	Slp. Little Gent	500	5	4	.....
27	.....do.....	Lch. Georgia	400	.....	4	.....
27	Gloucester	Lch. Hilda	1,500	1,500	4	.....
28	.....do.....	Slp. Tid II	450	10	.....	.....
28	City Point	Slp. Polar Wave	750	.....	.....	.....
28	.....do.....	Lch. Edna M.	500	.....	4	.....
28	.....do.....	Slp. Nelka	200	25	.....	.....
28	.....do.....	Slp. Randon	300	.....	.....	.....
28	.....do.....	Sailboat	125	.....	1	.....
28	.....do.....	Slp. Leonia	1,500	.....	2	.....
28	.....do.....	Slp. Louise	200	5	.....	.....
28	North Scituate	Lch.	500	10	3	.....
28	Gurnet	Lch. Pollywog	300	.....	2	.....
28	Gay Head	Catboat Julia	200	10	1	.....

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 2.—COAST OF MASSACHUSETTS—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
July 28	Gay Head.....	Catboat Hazel L.....	\$150	\$150	1	.....
29	Gloucester.....	Lch.....	250		1	.....
31	City Point.....	Lch. Mary M.....	1,000	150	1	.....
29	.....do.....	Lch. Doris.....	600		3	.....
Aug. 2	Gloucester.....	Lch.....	175		1	.....
3	.....do.....	Lch. Ruth.....	700		21	.....
3	City Point.....	Lch.....	500	5	17	.....
5	Fourth Cliff.....	Slp.....	200		2	.....
6	Salisbury Beach.....	Lch.....	400		2	.....
7	Cuttyhunk.....	Slp. Mary.....	300		1	.....
8	Gloucester.....	Dory.....	25		6	.....
8	Fourth Cliff.....	Slp. Madam X.....	50	5	2	.....
10	Straitsmouth.....	Lch. Diana.....	15,000	500	8	.....
10	Gloucester.....	Slp. Urchin.....	400		5	.....
10	City Point.....	Lch.....	500	50	1	.....
10	Manomet Point.....	Dory.....	15		1	.....
11	Newburyport.....	Lch. Freak.....	350		2	.....
11	Point Allerton.....	Lch. Wigwam.....	300		2	.....
13	City Point.....	Lch. Alice.....	1,100	15	10	.....
13	Gurnet.....	Lch.....	300		2	.....
13	.....do.....	Lch. Annie G.....	3,000		5	.....
13	Wood End.....	Lch. Kermit.....	1,000		3	.....
15	Gloucester.....	Dory.....	10		3	.....
15	Brant Rock.....	Lch.....	200		3	.....
16	Straitsmouth.....	Dory.....	10		3	.....
16	City Point.....	Catboat Climax.....	350			.....
18	Nahant.....	Skiff.....	10		1	.....
16	City Point.....	Houseboat.....	1,200		1	.....
16	.....do.....	Lch. Marquette.....	175	10	4	.....
16	.....do.....	Slp. Helen.....	100			.....
18	.....do.....	Skiff.....	5		6	.....
18	.....do.....	Slp. Impigria.....	250			.....
18	Point Allerton.....	Slp. Wynot.....	400		2	.....
18	.....do.....	Slp. Wahmeta.....	500		2	.....
18	Gurnet.....	Catboat Priscilla.....	90		2	.....
18	.....do.....	Catboat Mignon.....	100	5	2	.....
19	City Point.....	Slp. Rialto.....	300			.....
19	Gurnet.....	Lch. Billie.....	600		2	.....
20	City Point.....	Lch. Docas.....	125		5	.....
22	Gurnet.....	Dory.....	40		1	.....
23	Gloucester.....	Lch. Oom Paul.....	300		1	.....
24	Gurnet.....	Slp. Edith.....	300		10	.....
25	Point Allerton.....	Lch.....	250		1	.....
25	Gurnet.....	Lch. Edith.....	400			.....
26	Gloucester.....	Lch.....	400		9	.....
27	.....do.....	.....do.....	500		3	.....
28	City Point.....	Lch. Hyona.....	200			.....
31	Gloucester.....	Slp. Lizzie C.....	350		1	.....
31	City Point.....	Slp. Helen.....	100	5		.....
31	.....do.....	Lch. Noturus.....	500		2	.....
Sept. 2	Gloucester.....	Lch. Dot.....	150	25		.....
2	.....do.....	Yt. Adventurer.....	400		5	.....
2	City Point.....	Lch. Sparrow.....	500		1	.....
2	.....do.....	Lch. Rita F.....	300		3	.....
2	Gurnet.....	Lch. Alice.....	1,000		5	.....
3	Gloucester.....	Rowboat.....	75		2	.....
4	.....do.....	Lch.....	300		4	.....
4	.....do.....	Fishboat.....	450		2	.....
4	City Point.....	Lch.....	350		10	.....
4	Nauset.....	Lch. Silver Heels.....	1,000	5	5	.....
4	Cuttyhunk.....	Slp. Avis.....	500		3	.....
6	City Point.....	Slp. Cypress.....	300			.....
6	.....do.....	Slp. Helen.....	100			.....
6	Brant Rock.....	Lch.....	150		2	.....
12	Point Allerton.....	Lch. Lark.....	3,000		3	.....
15	City Point.....	Slp. Randon.....	300			.....
15	.....do.....	Slp. Cypress.....	300			.....
17	Gloucester.....	Lch. Kittery.....	500		5	.....
17	City Point.....	Lch. Trio.....	1,000	25	5	.....
17	.....do.....	Lch. Trude II.....	900		6	.....
18	.....do.....	Slp. Regina.....	1,800			.....
18	Gurnet.....	Lch. Osprey.....	1,000		2	.....
18	.....do.....	Lch. Nauset.....	500			.....
19	Cuttyhunk.....	Catboat W.....	200		2	.....

Casualties within scope of Life-Saving Service. 1912—Undocumented vessels—Continued.

DISTRICT NO. 2.—COAST OF MASSACHUSETTS—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
Sept. 21	Gloucester	Lch. Virginia	\$700	\$25	3	
21	Brant Rock	Lch. Nettie J.	175		2	
24	Newburyport	Lch. Kumalong	2,500		5	
24	City Point	Lch. Rambler	1,000		10	
24	Brant Rock	Skiff	10		1	
27	Race Point	Sailboat	25		1	
28	City Point	Lch. Eleanor S.	1,200	1,200		
28	North Scituate	Lch. Island Jack	300		2	
29	City Point	Lch. Iolanthe	1,200			
29	do	Yawl Arlema	1,500			
29	do	Slp. Helen	100			
29	do	Lch. Pop & Us.	3,000			
29	do	Slp. Cypress	300			
29	do	Lch. Vurana	350			
29	do	Lch. Imit	300			
29	do	Lch. Day Off	275			
30	Point Allerton	Lch. Laura	300		6	
Oct. 1	do	Lch. True II	1,000	1,000	6	
2	City Point	Slp. Infrigia	250			
2	do	Lch. River Bank	1,000			
2	Brant Rock	Lch. Owl	500		1	
2	Manomet Point	Lch.	200	70		
3	City Point	do	1,500		5	
4	do	do	200			
4	do	Catboat Olio	100			
4	do	Lch. Lucia	400			
4	Point Allerton	Slp. Ghost	400		2	
4	do	Slp. Aunt Polly	500		2	
4	do	Lch.	100			
5	Salisbury Beach	Lch. Haddock	500			
5	Newburyport	Lch.	200		1	
5	Gloucester	Skiff	30		1	
6	do	Lch. Neta	1,025		4	
6	Wood End	Lch.	500		4	
11	Manomet Point	Rowboat	15		1	
12	City Point	Lch. Rhoda	5,000		8	
12	do	Slp. Dixie	1,500		31	
12	do	Yawl Rama	700		5	
12	Nahant & Point Allerton	Lch.	100		4	
12	City Point	Catboat Egria	200		2	
12	do	Slp. Ruth II	500	100		
12	do	Lch. Madeline	300		3	
12	do	Lch.	300		2	
13	Salisbury Beach	Rowboat	25			
17	Point Allerton	Lch. Hawk	600		2	
20	North Scituate	Lch.	400	5	1	
21	Gloucester	do	400	5	3	
25	Gurnet	do	200	5	2	
28	Point Allerton	Lch. Mohawk 2d	500		4	
29	City Point	Canoe	75		1	
29	do	Lch. Venea	300		5	
29	Gurnet	Lch.	150		4	
Nov. 1	Cuttyhunk	do	700			
3	City Point	do	350		1	
4	Gurnet	Rowboat	15			
5	Point Allerton	Lch.	200		3	
7	Gloucester	do	1,000	200	1	
10	Point Allerton	Lch. Julia	150		2	
12	City Point	Slp. Gilt Edge	250	10		
12	do	Rowboat Edna	35		4	
12	do	Lch. Hecla	1,500	200		
12	do	Sc. Sadius	1,500			
13	Point Allerton	Lch. Julia	150		2	
15	Salisbury Beach	Lch.	400			
15	Cuttyhunk	Catboat Hayden	400		3	
16	Point Allerton	Lch. Camille	3,000	3,000	3	
16	Manomet Point & Gurnet	Lch. Magnolia	800		3	
17	Point Allerton	Lch. Margaret	400		1	
18	Muskeget	Lch.	200			
21	Gurnet	do	500	10	1	
22	do	Lch. Liberty	600		2	
22	Wood End	Lch.	600		3	
27	Cuttyhunk	Catboat Florodora	1,000		4	
28	Gloucester	Lch. Celia	150		1	
28	Wood End	Lch.	600		3	

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Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 2.—COAST OF MASSACHUSETTS—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
Dec. 2	Gurnet.....	Lch. Carella	\$500		1	
8	Gloucester.....	Lch.	570		3	
20	Chatham.....	Lch. Nancy	400		2	
28	Monomoy.....	Lch.	175			
1912.						
Jan. 5	Gloucester.....	do.	400	\$5	1	
5	Race Point.....	do.	400	50	2	
5	do.	Lch. Albertina	450	75	2	
5	Coskata.....	Rowboat.....	25			
6	Wood End.....	Lighters (2).....	60,000		1	
9	Old Harbor.....	Sharpie Odessa.....	30	5		
9	Coskata.....	Rowboats (2).....	35			
23	Gloucester.....	Lch.	685		2	
29	Gurnet.....	Lch. Hattie Cabral	300		2	
Feb. 17	Muskeget.....	Lch.	200	100		
22	Wood End.....	Rowboat ¹	25		1	1
25	Maddaket.....	Lch.	150		2	
Mar. 15	Wood End.....	do.	500		2	
17	Gloucester.....	Lch. Olympia	450		4	
29	Gurnet.....	Lch.	400		1	
29	Maddaket.....	Lch. Whisper	400			
Apr. 6	Gloucester.....	Lch.	25		1	
10	Point Allerton.....	do.	300		1	
18	Gloucester.....	Lch. Mildred	500	500	1	
20	Gurnet.....	Lch.	325		1	
21	Gloucester.....	do.	200		3	
26	do.	do.	500		2	
29	do.	Small boat.....	15			
30	do.	Lch.	620		2	
May 1	Old Harbor.....	do.	500		2	
5	Nahant.....	Lch. Alice	600		2	
5	City Point.....	Lch.	700		2	
6	Cuttyhunk.....	Dredge Warren.....	40,000		11	
10	Gloucester.....	Lch.	500		2	
10	do.	do.	400		1	
12	City Point.....	Lch. My Girl	100			
12	do.	Yawl Tangent.....	800		2	
12	do.	Lch. Grouch	225		2	
12	Point Allerton.....	Lch.	400		5	
12	Gurnet.....	Slp. Star	75		4	
12	do.	Slp. Francis B.....	100	5	5	
16	City Point.....	Lch. Romas	2,800		2	
17	Point Allerton.....	Catboat Get More.....	150		2	
18	City Point.....	Lch. Hattie	700			
18	do.	Lch. Triumph	300			
18	Old Harbor.....	Catboat.....	300		2	
19	City Point.....	Yawl Anna E.....	150		3	
19	do.	Lch.	1,000		10	
22	do.	Lch. Anna B.....	300		9	
24	do.	Slp. Havalaf.....	1,200		1	
24	do.	Lch. Pauline.....	300	50	1	
24	do.	Catboat Skip.....	300			
24	do.	Slp. Clorinda.....	1,200			
25	do.	Slp. Iroquois.....	1,500		2	
26	Point Allerton.....	Slp. Wanderer.....	600		2	
27	Gurnet.....	Lch. Amasa.....	300		2	
28	City Point.....	Catboat.....	100			
28	do.	Sailboat Columbia.....	100			
28	do.	Catboat Minnie.....	100			
28	do.	Slp. Clorinda.....	1,200			
28	do.	Rowboat.....	15		3	
30	do.	Lch. Anota	700		2	
June 2	do.	Lch. Elsie.....	300		1	
2	do.	Lch.	500		3	
5	Point Allerton.....	Slp.	10		5	
6	Gurnet.....	Lch.	200		3	
7	Newburyport.....	Lch. Advance.....	1,200		6	
9	City Point.....	Lch.	100		3	
9	do.	Slp. Norma.....	1,000		6	
10	Gloucester.....	Lch. O. K.....	200		1	
13	City Point.....	Lch. Marie.....	150		4	
16	do.	Lch. Mystery.....	200		4	

¹ Belonging to sc. Francis V. Sawyer.

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 2.—COAST OF MASSACHUSETTS—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1912.						
June 16	City Point	Slp. Alba	\$500		5	
16	do.	Lch. Ze Ru Babel	250		2	
16	do.	Lch. Moose	600		17	
16	do.	Lch. Togo	300		1	
16	Gurnet	Slp. Hazel	125		3	
17	Gloucester	Lch. Rival	800		31	
17	Point Allerton	Slp. Wasp	100		4	
17	City Point	Lch.	2,000		1	
17	do.	Lch. B. Z. B.	400		2	
18	do.	Slp.	35			
18	do.	Lch. Alpraleta	1,000			
18	do.	Lch. Eva	400			
18	do.	Slp. Havalaf	1,200			
18	do.	Lch. Ariel	500			
18	do.	Catboat Olga	200			
18	do.	Lch. Dingbat	500			
19	do.	Small boat	90		1	
21	do.	Lch.	300		3	
23	do.	Rowboat	10		3	
24	Brant Rock	Sailboat	20		5	
27	Gloucester	Lch.	400		1	
28	City Point	Slp.	50		4	
29	Straitsmouth	Yawl Vaurien	2,500	\$2,500	5	
29	do.	Lch. Juanita	800		2	
29	City Point	Slp. Random	350		2	
30	do.	Ywl. Triune	550		7	
30	Brant Rock	Lch. Jeanette	2,000		4	
	Total		275,240	11,890	773	

DISTRICT NO. 3.—COASTS OF RHODE ISLAND AND FISHERS ISLAND.

1911.						
July 28	Sandy Point	Slp. Senora	\$2,000	\$700	5	
28	do.	Slp. Nereid	600		3	
28	do.	Lch. Evelyn	300		2	
Aug. 11	Point Judith	Slp. Annette	1,000	700	3	
31	do.	Rowboat	30			
Sept 22	Brenton Point	Slp. Barbara	350	150		
26	Fishers Island	Lch.	150	5	1	
Oct. 12	do.	Sailboat	35		2	
Nov. 26	Brenton Point	Lch. Nellie	250		2	
1912.						
Apr. 9	Block Island	Lch.	175		1	
June 20	Point Judith	do.	500		4	
29	Quonochontaug	Lch. Mignon	800		2	
	Total		6,190	1,555	25	

DISTRICT NO. 4.—COAST OF LONG ISLAND.

1911.						
July 1	Rockaway Point	Lch. Mildred	\$1,000		2	
28	Gilgo	Lch.	250		2	
28	Point Lookout	Lch. Tomala	400		3	
Aug. 5	Blue Point	Lch. Eldorado	600		1	
6	Point Lookout	Lch. Klddo	300		3	
8	Rockaway Point	Lch. Folly	750		4	
13	Point Lookout	Lch. Ferro	450		2	
15	Shinnecock	Catboat	25		3	
18	Potunk	Lch. Maud	300		4	
18	Blue Point	Lch. Sarah Smith	500		3	
18	Point of Woods	Lch. Zilpha	2,000	\$1,200	11	
18	do.	Lch. Rhona	2,000			
18	do.	Slp.	200			
18	do.	Lch. Marguerite	3,000		11	
20	Bellport	Slp. Estelle	1,000		4	
21	Point of Woods	Catboat Helen M.	400			
24	Point Lookout	Lch.	300		2	

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Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 4.—COAST OF LONG ISLAND—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
Aug. 26	Point Lookout.....	Lch. Spindrift.....	\$1,000		4	
26	Eatons Neck.....	Lch. Jenede.....	1,200	\$10	11	
27	Short Beach.....	Yawl Wabun.....	1,500		2	
29	.....do.....	Lch. Carrie E.....	1,000		102	
30	Blue Point.....	Lch. Mignon.....	250		2	
31	Fire Island.....	Slp. Lida.....	250		2	
Sept. 13	Short Beach.....	Lch.....	150			
15	Tiana and Shinnecock.....	Lch. Uno.....	600		2	
15	Short Beach.....	Skiff.....	125			
15	Point Lookout.....	Lch. Jumbo.....	500		3	
17	Blue Point.....	Lch. Fin.....	750		10	
20	Point Lookout.....	Rowboat.....	50		1	
26	Short Beach.....	Lch. Comet.....	2,500		3	
30	Quogue.....	Slp.....	50		1	
Oct. 8	Point of Woods.....	Lch. Weepoase.....	15,000		1	
12	Point Lookout.....	Lch. Ugo.....	500		3	
14	.....do.....	Lch. Katy Did.....	400		5	
30	Quogue.....	Lch. Pastime.....	2,000			
Nov. 2	Point Lookout.....	Sailboat.....	200		1	
3	Gilgo.....	Slp. Mystic.....	1,200		3	
8	Short Beach.....	Slp. Edith A.....	700		4	
14	Fire Island.....	Lch.....	700		2	
15	Short Beach.....	Lch. Carria.....	500		1	
18	Smiths Point.....	Lch.....	500		3	
18	Point Lookout.....	Lch. Rheingold.....	500		2	
19	.....do.....	Lch. Daniel F. V. R.....	300		3	
25	Point of Woods.....	Lch. Kate L.....	600		5	
Dec. 2	.....do.....	Lch. Pouch Bros. No. 2.....	2,000		6	
4	.....do.....	Lch. Marion S.....	500			
10	Point Lookout.....	Lch.....	400		4	
17	Smiths Point.....	Scows (2).....	400			
19	Point Lookout.....	Lch. Lillian.....	1,000		2	
31	Rockaway Point.....	Lch. Olga.....	500	350	3	
1912.						
Jan. 2	Short Beach.....	Lch. Convoy.....	5,000		3	
7	Fire Island.....	Lch.....	300		1	
9	Point of Woods.....	Lch. Carolina.....	4,000		2	
9	Short Beach.....	Sharpie.....	10		2	
Apr. 1	Fire Island.....	Lch.....	250		1	
13	Forge River.....	Lch. Agnes K.....	400		1	
16	Short Beach.....	Lch.....	200		2	
23	Quogue.....	.....do.....	250		1	
23	Point of Woods.....	Lch. Marion S.....	500			
26	Fire Island.....	Dredge Irving T.....	50,000		16	
May 17	.....do.....	Lch. Dorothy L.....	350		1	
19	Point Lookout.....	Lch. Beth.....	500		2	
20	.....do.....	Lchs. (2).....	500		4	
June 5	Rocky Point.....	Catboat Unit.....	800	50	3	
17	Rockaway.....	Lch. Columbia.....	500	5	5	
23	Point of Woods.....	Lch. Marguerite.....	600		2	
	Total.....		115,460	1,615	292	

DISTRICT No. 5.—COAST OF NEW JERSEY.

1911.						
July 9	Little Beach.....	Lch. Estella.....	\$5,000		5	
9	Ocean City.....	Lch. Eugenia.....	1,200		4	
19	Sea Isle City.....	Lch. P. D. Q.....	600		2	
29	Mantoloking.....	Catboat Good Enough.....	150		1	
Aug. 9	Bonds and Little Egg.....	Lch. Franquil.....	4,000		2	
12	Toms River.....	Lch. Belle G.....	1,500		20	
14	Pecks Beach.....	Lch.....	700		1	
15	Forked River.....	Houseboat Belmar.....	1,000		8	
16	Mantoloking.....	Catboat Edna H.....	500		1	
17	Spermaceti Cove.....	Yawl yt. Vixen.....	1,000		2	
18	.....do.....	Sailboat Windward.....	300		3	
18	.....do.....	Lch. Uno.....	300		5	
18	Little Egg.....	Lch. Carlton.....	1,500	\$25	2	
18	Barneгат.....	Aux. slp. Quakereess.....	2,500		2	
18	.....do.....	Aux. slp. Gull.....	1,000		5	
18	.....do.....	Aux. slp. Nautilus.....	1,500		5	
20	Sandy Hook.....	Lchs. (2).....	1,000		4	

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 5.—COAST OF NEW JERSEY—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
Aug. 22	Forked River	Lch. Emma R. L.	\$2,000		3	
22	Atlantic City	Skiff	50		1	
23	do	Lch. Elizabeth	200		2	
25	do	Lch. Pickaninny	2,000		2	
28	Sandy Hook	Slp. Skidoo	200	\$5	2	
28	Seabright	Lch. Anna	500		5	
Sept. 3	Sandy Hook	Lch. Arab	400		5	
3	Toms River	Aux. slp. Yankee	2,000		6	
4	Barnegat	Aux. catboat Witch	700		2	
9	Seabright	Aux. catboat Idler	500		5	
9	Barnegat	Aux. slp. Mira	500		6	
9	Tathams	Lch. Nancy	1,100		4	
10	Hereford Inlet	Lch. Vinnie	1,000		1	
11	Chadwick	Catboat C. L. J. O.	150		2	
12	Tathams	Lch. Waonda	2,000		4	
16	Sandy Hook	Lch. Lillian J.	500		4	
17	Barnegat	Lch. Lola	500		3	
20	do	Lch.	200		3	
22	Ocean City	Skiff	60		3	
24	Sandy Hook	Lch. Serenah	400		7	
24	Spermaceti Cove	Lch. Irene K.	400	10	6	
27	Forked River	Houseboat Belmar	1,000		2	
27	Tathams and Hereford Inlet	Lch. Priscilla II	5,000		3	
30	Barnegat	Aux. slp. Lolita	4,000		6	
Oct. 3	Seabright	Lch. Nancy	1,000			
7	Forked River	Slp. Mary Louise	250			
7	Little Egg	Lch. Amanda S.	800		2	
7	Barnegat	Lch. Iona	1,200	25	2	
12	Seabright	Lch. Denmark	700		6	
12	Barnegat	Lch. Ione	500		2	
12	do	Lch. Florence	300		1	
15	Seabright	Lch. Selma	500	10	2	
27	Forked River and Barnegat	Lch. Rover	1,100	25	4	
30	Great Egg	Rowboats (2)	50		1	
31	Bayhead and Squan Beach	Piledriver No. 8	2,500		2	
Nov. 12	Spermaceti Cove	Lch. Colonel II	1,500		4	
12	Harvey Cedars	Lch. Alberta	800		2	
15	Forked River	Lch. Dorothea	2,500		2	
19	do	do	2,500		2	
Dec. 5	Hereford Inlet	Dredge	12,000		7	
8	Tathams	Lch. Rosella	800		1	
25	Loveladies Island	Catboat	500		4	
1912.						
Jan. 5	Atlantic City	Skiff	30	30	1	
9	Barnegat	Scow	10			
9	do	do	75			
9	do	Rowboat	25			
9	do	Scow	10			
18	do	Lch.	350		2	1
Feb. 19	Forked River	Lch. Phino	250			
27	Hereford Inlet	Lch.	700		3	
Mar. 17	Forked River	Yt. Harriet	200		1	
31	Tathams	Lch. Alberta, and tow	1,000		3	
31	Forked River	Lch. Dorothea	2,000		2	
Apr. 3	Barnegat	Lch.	290		1	
7	Tathams	do	500		16	
8	Atlantic City	Lch. Pacific	1,500		2	
9	Seabright	Lch. New Jersey	17,500		4	
9	Harvey Cedars	Slp. Aeolus	1,500		10	
13	Cape May	Lch.	600		2	
16	Barnegat and Forked River	Yt. U and I	500		2	
28	Barnegat	Lch. Pleiades	1,900		2	
May 6	Harvey Cedars	Rowboat	20		2	
9	Atlantic City	Lch. Sadie H.	400		1	
9	do	Lch.	200		2	
9	do	do	200		1	
12	Cedar Creek	Lch. Gertrude	1,000		2	
13	Forked River	Lch. Dorothea	2,000		2	
15	Tathams	Lch.	800		1	
19	Seabright	do	850		2	
19	Island Beach	Catboat Olivia	300		3	
21	Chadwick and Mantoloking	Catboat Coot	300		4	
25	Cape May	Lch. Josephine II	1,000		4	
27	Tathams	Lch. Vinnie	500		2	
30	South Brigantine and Brigantine	Lch. Margo	7,000		2	

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 5.—COAST OF NEW JERSEY—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1912.						
May 30	Cold Spring and Two Mile Beach.	Lch. Pickles.....	\$300	.....	1	.....
30	do.	Lch. Wizard.....	600	.....	1	.....
June 2	Barnegat.....	Lch. Beba B. II.....	1,200	.....	3	.....
17	Island Beach.....	Lch. 500.....	500	\$10	8	3
18	Sandy Hook.....	Lch. Daisy.....	1,000	.....	3	.....
27	Tathams & Hereford Inlet.	Lch. Totoris.....	6,000	.....	2	.....
29	Spermaceti Cove.....	Lch. Jackville.....	500	.....	6	.....
29	do.	Lch. Glimpse.....	800	.....	10	.....
	Total.....		133,020	140	317	4

DISTRICT NO. 6.—COAST BETWEEN CAPE HENLOPEN AND CAPE CHARLES.

1911.						
July 18	Metomkin Inlet.....	Sailboat.....	\$10	.....	3	.....
Aug. 9	Parramore Beach.....	Lch. Plover.....	350	.....	1	.....
17	Wachapreague.....	Lch. Allen.....	400	.....	1	.....
24	Lewes.....	House boat Wauregan.....	350	\$50	.....	.....
30	do.	Lch. 175.....	175	.....	.....	.....
Sept. 30	do.	do. 225.....	225	.....	.....	.....
Oct. 7	Wachapreague.....	Lch. Branch Clam.....	150	.....	3	.....
10	Indian River Inlet.....	Lch. 300.....	300	.....	1	.....
Nov. 2	Wachapreague.....	Bateau.....	25	.....	3	.....
2	do.	Bateau Mary Emma.....	30	.....	3	.....
20	Popes Island.....	Slp. Turtle.....	200	15	2	.....
1912.						
Jan. 8	Assateague Beach.....	Lch. 600.....	600	.....	.....	.....
22	Lewes.....	do. 500.....	500	.....	2	.....
27	do.	Sc. Amie Ainslie.....	350	.....	3	.....
Feb. 23	Green Run Inlet and North Beach.	House boat Sinepuxent.....	500	.....	.....	.....
Mar. 19	Wachapreague.....	Lch. All Tuck.....	250	.....	7	.....
25	Hog Island.....	Lch. Catherine.....	700	.....	3	.....
Apr. 10	Wachapreague.....	Lch. Carrie.....	225	.....	3	.....
May 10	Hog Island.....	Lch. Eula Bell.....	6,000	.....	2	.....
June 18	Indian River Inlet.....	Lch. Minnie.....	1,000	300	3	.....
	Total.....		12,340	365	39	.....

DISTRICT NO. 7.—COAST BETWEEN CAPE HENRY AND CAPE FEAR.

1911.						
Sept. 5	Portsmouth.....	Lch. Gleaner.....	\$2,500	.....	3	.....
15	Hatteras Inlet.....	Lch. 300.....	300	.....	4	.....
22	Fort Macon.....	Lch. Mars.....	300	.....	5	.....
Oct. 14	Cape Henry and Little Island.	Lch. Eclipse.....	2,800	.....	4	.....
22	Durants.....	Lch. 200.....	200	.....	10	.....
24	Portsmouth.....	do. 800.....	800	.....	1	.....
Nov. 15	Ocracoke.....	Lch. Clyde.....	3,000	.....	4	.....
24	Fort Macon.....	Lch. 250.....	250	.....	1	.....
Dec. 8	do.	do. 200.....	200	.....	9	.....
9	do.	Sharpie Two Cousins.....	150	.....	2	.....
27	do.	Slp. George R. Connor.....	800	.....	2	.....
29	Core Bank.....	Lch. Thelma.....	300	.....	3	.....
1912.						
Jan. 5	Nags Head.....	Fish boat Corbit.....	200	\$50	.....	.....
20	Fort Macon.....	Lch. Rosalind.....	3,000	.....	7	.....
Feb. 10	Creeds Hill.....	Slp. Little Myrtle.....	200	.....	2	.....
11	Bogue Inlet.....	Lch. Sarah C. Sanders.....	400	.....	1	.....
22	Fort Macon.....	Lch. Alice.....	250	5	.....	.....
Mar. 18	do.	Lch. W. J. Moore.....	600	.....	1	.....
Apr. 6	Portsmouth.....	Lch. 400.....	400	.....	1	.....
20	Bogue Inlet.....	Lch. Cathline.....	500	.....	3	.....
May 12	Ocracoke.....	Lch. 200.....	200	.....	2	.....
	Total.....		17,350	55	65	.....

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 8.—COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
July 6	Sullivans Island.	Sailboat.	\$40		4	
Aug. 2	Fort Lauderdale.	Lch. Trail.	500		4	
20	Sullivans Island.	Lch. Sue.	800		1	
20	Bulow.	Lch. O. U. Kid.	400	\$10	2	
25	Sullivans Island.	Lch. Sue.	800			
Sept. 21	Biscayne Bay.	Lch. Bailey.	500		22	
27	Fort Lauderdale.	Lch.	200		5	
Nov. 3	Biscayne Bay.	Skiff.	20		3	
24	Sullivans Island.	Slp. May Queen.	125		3	
Dec. 22	Fort Lauderdale.	Lch. Bertha May.	1,000		12	
24	do.	Lch. Security (and tow).	3,500		2	
28	Indian River Inlet.	Lch.	650	10	2	
30	Mosquito Lagoon.	do.	600		3	
1912.						
Jan. 15	Fort Lauderdale.	Lch. Rosebud.	800		1	
24	Gilberts Bar.	Lch.	500		2	
31	Fort Lauderdale.	Lch. Anemone.	2,300	5		
Feb. 10	do.	Lch. Anhinga.	800		3	
12	do.	Lch. Lela B. K.	500	500	4	
28	Mosquito Lagoon.	Houseboat Dentos.	1,800		4	
Mar. 6	Fort Lauderdale.	Lch. Annel.	4,000		6	
6	do.	Lch.	50	5	2	
7	do.	Lch. Dixie.	1,200		10	
11	do.	Lch.	155	10	2	
11	Bethel Creek.	Lch. Allilia.	300		1	
22	do.	Lch. Polly.	400		2	
22	Sullivans Island.	Lch.	900		4	
22	Bethel Creek.	Lch. Kathleen.	5,000		1	
Apr. 2	Fort Lauderdale.	Lch. Tascar.	1,800		2	
3	Mosquito Lagoon.	Lch. Comrade.	2,000		2	
3	Fort Lauderdale.	Lch. Myrtle.	1,800		3	
15	do.	Lch. Lanai.	25,000		5	
15	do.	Lch. Prouts.	800		6	
17	Bethel Creek.	Lch.	300		2	
18	Mosquito Lagoon.	Lch. Anita.	3,250		5	
May 16	Sullivans Island.	Lch.	200		2	
16	Bulow.	Lch. Marian.	5,000		3	
25	Fort Lauderdale.	Lch. Prouts.	800		27	
	Total.		68,790	540	163	

DISTRICT NO. 9.—GULF COAST OF THE UNITED STATES.

1911.						
Aug. 6	Santa Rosa.	Lch. Katy Did.	\$500		1	
10	Galveston.	Lch.	150		3	
Sept. 2	Santa Rosa.	Lch. Two Sisters.	475		6	
4	do.	Lch. Charles Jr.	500		4	
13	Galveston.	Lch. J. W.	800		2	
Oct. 2	do.	Lch. Stranger.	700		1	
Nov. 11	Sabine Pass.	Seow.	150			
12	Santa Rosa.	Lch. Sylvia.	1,375		1	
12	Galveston.	Slp. Sydie.	75		4	
13	Aransas.	Lch. Sea Cat.	250		2	
17	Galveston.	Lch. Beatrice.	150		3	
11	do.	Lch.	150		1	
18	Santa Rosa.	Slp.	25		2	
20	San Luis.	Lch. Mary Alma.	5,000		3	
22	do.	Lch. Lee.	200		2	
25	Galveston.	Str.	5,000		22	
1912.						
Jan. 6	do.	Bge. Tom.	3,000		4	
7	Santa Rosa.	Bge. Marjorie.	3,000			
8	Galveston.	Catboat Helen B.	65		3	
8	Velasco.	Slp. Four Dollar Bill.	400	\$10	3	
15	Saluria.	Lch. Welber.	500	100	2	
Feb. 4	Santa Rosa.	Lch. Galatea.	2,010		5	
12	Galveston.	Lch. Pansy (and tow).	3,500		4	
14	do.	Slp. Regatta.	400		2	
17	Santa Rosa.	Lch. Sylvia H.	1,500		5	

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Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 9.—GULF COAST OF THE UNITED STATES—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1912.						
Feb. 21	Galveston.....	Lch. Alert.....	\$500	\$15	.....	.....
21	do.....	Lch. Gazelle.....	700		3	
Mar. 2	Sabine Pass.....	Lch. Oscar B.....	4,000		3	
4	Galveston.....	Lch. Bar.....	800		1	
8	do.....	Lch.....	1,000		2	
19	do.....	Lch. Bessie.....	700		1	
29	do.....	Lch. Fram.....	300		1	
29	do.....	Lch.....	1,000		6	
Apr. 21	do.....	Lch. Caroline.....	1,500		1	
22	San Luis.....	Lch. Janus.....	3,000		4	
23	Saluria.....	Sc. Columbia.....	700		2	
May 11	Sabine Pass.....	Lch.....	200		1	
16	do.....	Sp. Oscar L.....	150		1	
June 3	Galveston.....	Lch. Janus.....	150		1	
16	do.....	Lch. Caroline.....	1,500		5	
Total.....			46,075	125	117	.....

DISTRICT NO. 10.—COASTS OF LAKES ERIE AND ONTARIO.

1911.						
July 2	Niagara.....	Lch. Mermaid.....	\$500		12	.....
2	do.....	Lch.....	500		10	.....
4	Marblehead.....	Lch. Hobo.....	150		3	.....
4	do.....	Lch. William.....	100		1	.....
5	Cleveland.....	Rowboat.....	45		.....	.....
5	Lorain.....	Lch. L. E. R., jr.....	8,000		5	.....
6	Niagara.....	Lch. Alice.....	200		3	.....
11	Charlotte.....	Aux. slp. Carita.....	1,200		2	.....
11	Erie.....	Lch. Dexi II.....	350		4	.....
14	Lorain.....	Sp. Patsy II.....	100		2	.....
16	Oswego.....	Sp. Bessie.....	800		6	.....
16	Erie.....	Lch. Ray.....	200		1	.....
16	Marblehead.....	Sp. Lakewood.....	2,500		3	.....
17	Charlotte.....	Sp.....	200	\$5	1	.....
17	Erie.....	Lch. Spray.....	250		2	.....
23	Oswego.....	Lch. Nox.....	600		3	.....
23	Lorain.....	Lch. Corsair.....	1,200		4	.....
24	Buffalo.....	Scow.....	2,000		2	.....
27	Marblehead.....	Lch. Billy.....	600		2	.....
27	Lorain.....	Lch. Frances W.....	500		2	.....
28	Cleveland.....	Dredge.....	15,000		.....	.....
29	Buffalo.....	Sp. Anna J.....	600		3	.....
31	do.....	Lch. Peerless.....	3,500		22	.....
Aug. 3	Lorain.....	Lch. Whats the Use.....	2,500		3	.....
5	Louisville.....	Lch. Ripple.....	180		2	.....
6	Niagara.....	Lch.....	400		2	.....
8	Lorain.....	Lch. Robert S.....	500		2	.....
8	Erie.....	Sp. Althea.....	1,500		4	.....
8	Louisville.....	Lch. Echo.....	100	10	2	.....
9	Marblehead.....	Lch. Alice S.....	100		2	.....
10	do.....	Lch. Axelda.....	1,000		2	.....
12	Buffalo.....	Lch. Babe.....	6,000		9	.....
13	Marblehead.....	Lch.....	250		4	.....
14	Buffalo.....	Lch. Take it Easy.....	1,500		5	.....
18	Charlotte.....	Canoe.....	35		.....	.....
19	Buffalo.....	Lch. Kitty Hawk.....	6,000	10	2	.....
20	Marblehead.....	Lch. Wilda.....	1,200		10	.....
20	Erie.....	Rowboat.....	25		4	1
21	Cleveland.....	Lch. Fire Fly.....	600		.....	.....
22	Louisville.....	Lch. and houseboat.....	1,000		3	.....
26	Marblehead.....	Lch. Wapakoneta.....	125		3	.....
28	Charlotte.....	Skiff.....	35		1	.....
Sept. 3	do.....	Lch. Wha Hoo.....	1,500	1,500	2	.....
3	do.....	Lch. Ontario.....	1,200		10	.....
3	Niagara.....	Lch. Mermaid.....	500		2	.....
3	Buffalo.....	Sp. Dorethe.....	100	100	3	.....
3	Cleveland.....	Sp. Psammaid.....	2,000		3	.....
4	Marblehead.....	Lch.....	100		3	.....
4	Louisville.....	Skiff.....	5		3	.....
5	do.....	do.....	30		2	.....
7	Charlotte.....	Sp. Tantrum.....	600	25	.....	.....
9	Lorain.....	Lch. Vivien.....	700	5	7	.....

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 10.—COASTS OF LAKES ERIE AND ONTARIO—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
Sept. 10	Louisville.	Lch. Louise M.	\$200		2	
13	Cleveland.	Lch.	100		3	
15	Big Sandy.	do	500		2	
17	Marblehead.	do	150		2	
20	Charlotte.	Lch. Comrade.	1,000		2	
21	Louisville.	Sailboat.	300			
21	do.	Bge.	50			
23	Niagara.	Lch. Eveline.	700		5	
24	Buffalo.	Lch. Gamlet.	400		3	
29	Louisville.	Flatboat.	1,000		3	1
Oct. 2	Cleveland.	Lch. Tarapon.	2,000		1	
4	do.	Dredge Maumee.	50,000	\$30,000	13	
6	Charlotte.	Slp. Tantrum.	600			
6	do.	Slp. Seneca.	2,600			
10	Lorain.	Lch. B. F. Co. No. 4.	800		4	
10	Marblehead.	Lch. Pathfinder.	1,000		2	
12	Erie.	Lch. Thelma.	600		1	
13	do.	Lch.	175		2	
15	Oswego.	Lch. Rambler.	300		1	
15	Niagara.	Lch. Mermaid.	500		10	
15	Louisville.	Lch. The Tramp.	500		4	
19	Lorain.	Lch. Leona.	950		5	
22	Erie.	Lch.	150		2	
22	Fairport.	Scow No. 3.	8,000			
24	Lorain.	Lch. B. F. Co. No. 1.	100		4	
25	Marblehead.	Lch. Wilda.	1,200		3	
26	Erie.	Lch. Wasp.	700	35	2	
29	do.	Lch.	400		2	
29	do.	Lch. Ruth.	50		1	
29	Marblehead.	Lch. Lucille.	500		3	
Nov. 5	Louisville.	Skiff.	15		2	
10	Buffalo.	Lch. U. S. Survey No. 4.	1,000		2	
11	Marblehead.	Lch. Pathfinder.	1,000		1	
18	Cleveland.	Lch. Tarapon.	2,000		1	
20	Niagara.	Rowboat.	5		1	
25	Louisville.	Flat Jumbo.	500		4	
26	do.	Shanty boat.	100		4	
28	Lorain.	Lch. B and L.	300		2	
29	Louisville.	Lch. John Phoenix.	550		1	
30	Cleveland.	Rowboats (2).	20		4	
Dec. 1	Louisville.	Shanty boat.	80		2	
4	Erie.	Str. Eagle.	2,000	150	6	
19	Louisville.	Flat Ed.	250			
29	do.	Bge.	1,500			
29	do.	do.	1,200			
1912.						
Feb. 19	Marblehead.	Small boat.	60		1	
24	Louisville.	Flat Jumbo.	500		4	
Mar. 8	do.	Bge.	1,000	200		
14	do.	Flat Jumbo.	500		9	
Apr. 4	Lorain.	Rowboat.	25		3	
10	Charlotte.	do.	5		1	
13	Cleveland.	Lch.	400		1	
May 3	Marblehead.	do.	250		5	
4	Louisville.	Shanty boats (2).	150		2	
5	Erie.	Lch. Viola.	200		1	
9	Niagara.	Lch.	300		2	
15	Lorain.	Lch. Nifty.	300		5	
18	Charlotte.	Slp.	500		4	
18	do.	Rowboat.	25		1	
19	Buffalo.	Skiff.	50			
19	do.	Lch. Little Jeff.	100		3	
22	Louisville.	Lch. Lillian L.	300		2	
23	Erie.	Lch.	100		2	
24	Oswego.	Catboat Alls Well.	150		1	
24	Louisville.	Lch. Tody.	90		3	
25	do.	Canoe.	45		3	
25	do.	Dredge Louisville.	5,700	200	5	
28	Erie.	Lch. Angler.	800		2	
29	Marblehead.	Lch. White Bass.	500		1	
30	Charlotte.	Lch. Idella.	2,000		6	
June 1	Oswego.	Lch. Laura.	500		5	
2	Niagara.	Rowboat.	5		1	
2	Cleveland.	Rowboats (2).	80		7	

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Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 10.—COASTS OF LAKES ERIE AND ONTARIO—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1912.						
June 2	Cleveland.....	Lch.....	\$500		2	
3	Niagara.....	.....do.....	300		3	
4	Buffalo.....	Lch. Helen M.....	1,200		2	
4	Cleveland.....	Lch. Eagle.....	400		2	
8	Buffalo.....	Sailboat.....	70		1	
8	.....do.....	Canoe.....	30		5	
9	.....do.....	Lch. Rival.....	400		3	
9	Marblehead.....	Lch. Wilda.....	4,000		3	
10	Niagara.....	Lch.....	300		2	
15	Fairport.....	Skiff.....	5	5	1	
15	Louisville.....	Lch.....	200		2	
16	Lorain.....	Lch. Annabelle.....	150		5	
18	Buffalo.....	Lch.....	75		2	
20	Fairport.....	Lch. Papoose.....	65			
21	Erie.....	Lch. Dart.....	200		4	
21	Louisville.....	Lch. Igo.....	125			
22	Oswego.....	Lch. Happy Hooligan.....	250		1	
22	Louisville.....	Skiff Rex.....	10		2	
23	Oswego.....	Lch. M. and E.....	500		10	
24	Niagara.....	Lch. Viola.....	700		1	
26	Louisville.....	Rowboat.....	25		3	
29	Niagara.....	Slp. Meteor (Br.).....	1,000		3	
29	.....do.....	Lch. Eugenia.....	300		5	
30	Charlotte.....	Slp. Neola.....	1,000		2	
30	Cleveland.....	Lch. Howard.....	500		7	
	Total.....		181,865	32,245	447	2

DISTRICT NO. 11.—COASTS OF LAKES HURON AND SUPERIOR.

1911						
July 1	Duluth.....	Lch.....	\$750		1	
2	.....do.....	Racing shell.....	200		2	
3	.....do.....	Lch.....	1,000		2	
5	.....do.....	Slp.....	150			
5	.....do.....	Lch. Lurline.....	1,000		1	
8	Portage.....	Scow.....	1,000			
8	Duluth.....	Lch.....	150		1	
9	.....do.....	Slp.....	50		2	
9	.....do.....	.....do.....	150		2	
10	Grand Marais.....	Lch. Anna May.....	300		1	
10	Marquette.....	Aux. slp.....	900			
11	Hammond.....	Sailboat.....	60	\$30	2	
11	Portage.....	Scow.....	3,000			
14	Marquette.....	Lch. Mary Ann.....	1,500	5	3	
15	Thunder Bay Island.....	Scow.....	500		3	
16	Middle Island.....	Lch. Myles.....	300		5	
18	Tawas.....	Lch. Reliance.....	400		14	
18	Middle Island.....	Lch. Jean.....	1,200	50	3	
20	Duluth.....	Lch.....	650		2	
20	.....do.....	Canoe.....	25		2	
21	Thunder Bay Island.....	Lch. Ego.....	150	5	2	
23	Hammond.....	Slp. Pique Maid.....	200		4	
24	Thunder Bay Island.....	Fish boat Dutch Girl.....	100	10		
24	Middle Island.....	Se. Janet.....	400		2	
24	Portage.....	Scow.....	1,000			
24	Duluth.....	Catboat Sylph.....	50		3	
24	.....do.....	Racing shell.....	30		1	
26	Grand Marais.....	Lch.....	200	5	5	
28	Hammond.....	Lch. Billiken.....	6,000		3	
28	Duluth.....	Lch.....	200		4	
30	.....do.....	.....do.....	200		4	
Aug. 1	Tawas.....	Catboat D. & M.....	75		2	
3	Duluth.....	Skiff.....	35			
3	.....do.....	.....do.....	20			
7	Port Austin.....	Lch. Swordfish.....	600	5	2	
7	Marquette.....	Lch.....	400	5	2	
8	Middle Island.....	Gas. vt. Johanna.....	12,000		4	
9	Duluth.....	Lch. Lester.....	400		1	
11	.....do.....	Lch.....	200		1	
15	.....do.....	.....do.....	300		1	
17	.....do.....	Lch. Galahad.....	500		2	

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 11.—COASTS OF LAKES HURON AND SUPERIOR—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
Aug. 18	Harbor Beach.....	Leh. Virginia.....	\$200		2	
18	Marquette.....	Leh. Inquisitive.....	300	\$50	2	
21	Sturgeon Point.....	Leh.....	600		1	
22	Harbor Beach.....	Skiff.....	25			
26	Duluth.....	Slp.....	100		2	
26	do.....	Racing shell.....	250		2	
29	Harbor Beach.....	Leh.....	350	10	2	
31	do.....	Leh. Half Moon.....	200		3	
31	Duluth.....	Slp.....	80		1	
Sept. 2	do.....	Skiff.....	35			
2	do.....	Slp.....	150			
2	do.....	Leh.....	300		4	
3	do.....	Catboat O-At-Ka.....	50		1	
6	Hammond.....	Pledriver.....	200		2	
8	Port Austin.....	Sch. Irma.....	1,800		3	
13	Duluth.....	Leh.....	200		1	
16	do.....	Leh. Spray.....	350		2	
17	do.....	Leh. Irene B.....	100		1	
17	do.....	Leh.....	150		2	
24	do.....	do.....	300		9	
27	do.....	Leh. La Belle June.....	150		4	
29	Harbor Beach.....	Skiffs (3).....	60	5		
Oct. 4	do.....	Lighters.....	150	5		
8	Duluth.....	Leh. Rover.....	500	10	2	
17	Harbor Beach.....	Leh. Bully Boy.....	150			
17	Duluth.....	Leh. Dorothy.....	200		1	
18	do.....	Leh.....	300		3	
21	Hammond.....	Leh. Dixie.....	200	5	3	
23	Marquette.....	Leh.....	800		2	
28	Duluth.....	do.....	200		1	
29	do.....	do.....	200		1	
Nov. 1	Pointe aux Barques.....	do.....	1,000		2	
2	Harbor Beach.....	Leh. Catherine.....	350			
3	do.....	Leh.....	500	25	3	
4	Duluth.....	do.....	300		1	
6	Harbor Beach.....	Skiff.....	25		2	
11	Duluth.....	Leh.....	1,500		4	
12	Middle Island.....	Lighter.....	200	50		
14	Port Austin.....	Sc.....	100		1	
20	Duluth.....	Leh.....	60		2	
27	Portage.....	Scow.....	800	800		
28	Tawas.....	Leh.....	400		3	
1912						
May 6	Duluth.....	Leh. Anthony.....	300		2	
11	Tawas.....	Leh. Alice B.....	400		3	
12	Duluth.....	Leh.....	150		2	
13	do.....	Leh. Dorothy.....	400		1	
18	Portage.....	Scow Pat Cook.....	6,000		3	
21	Grand Marais.....	Leh.....	150		2	
25	Harbor Beach.....	do.....	500		2	
26	Duluth.....	Racing shell.....	100		1	
31	Marquette.....	Leh. Day Off.....	600		1	
June 3	Duluth.....	Leh.....	300		2	
8	do.....	Leh. North Butte.....	1,000		3	
13	Thunder Bay Island.....	Fish boat Dutch Girl.....	100			
18	Duluth.....	Canoe.....	35		2	
25	Hammond.....	Skiffs (2).....	10		3	
25	Portage.....	Leh. Superior.....	1,000		3	
26	do.....	Leh.....	700	10	1	
29	Duluth.....	Canoe.....	40		2	
29	do.....	Leh.....	500		1	
29	do.....	do.....	200		6	
30	Portage.....	Leh. Superior.....	1,000		3	
30	Duluth.....	Leh.....	200		2	
30	do.....	Slp. Spring Maid.....	500		4	
Total.....			64,415	1,085	213	

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 12.—COAST OF LAKE MICHIGAN.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
July 1	Ludington.	Rowboat.	\$35			
1	Plum Island.	U. S. Lch. No. 193.	1,400		3	
3	Racine.	Lch. Fawn.	300		1	
3	Milwaukee.	Yt. Valkyrie.	1,900		4	
4	Holland.	Slp. Flying Dutchman.	200		4	
4	Michigan City.	Lch. Leola.	250		11	
5	Manistee.	Lch. Cinch.	500		2	
6	Frankfort.	Lch. Osprey.	150		2	
6	Evanston.	Lch. Marie K.	500	\$50	3	
7	St. Joseph.	Skiff.	15		2	
9	Grand Haven.	Rowboat.	10		2	
9	Jackson Park.	Slp. Perhaps.	75		4	
9	do.	Slp. Cygnet.	100	10	5	
9	Evanston.	Slp. Pearl C.	100		2	
9	Milwaukee.	Canoe.	75		2	
9	Sturgeon Bay Canal.	Slp.	25		4	
11	Jackson Park.	Slp. We're Here.	500		3	
12	Muskegon.	Lch. Inquisitive.	2,500		2	
13	Michigan City.	Lch. Anna.	1,000		4	
14	Jackson Park.	Lch. Liberty.	500		2	
15	Michigan City.	Lch. Alice.	150		3	
15	Old Chicago.	Lch. Banzai.	2,000		3	
15	Racine.	Lch. Fawn.	300		1	
15	Milwaukee.	Slp. Romance.	75		2	
15	Sheboygan.	Lch. Omoo.	1,300		1	
16	Jackson Park.	Slp. Susan.	800		10	
16	Old Chicago.	Lch. El Stel.	1,400		3	
17	Ludington.	Lch.	300		5	
19	Old Chicago.	Lch. Black Hawk.	800		5	
20	Milwaukee.	Lch.	500		1	
23	Ludington.	Slp. Mendota.	3,000		4	
23	do.	Lch.	160		4	
23	St. Joseph.	Lch. Linnie.	250			
23	Michigan City.	Lch. Spray.	400		4	
23	Jackson Park.	Lch. Pegasus.	300		2	
23	do.	Lch.	400		8	
23	Old Chicago.	Lch. Tillie H.	600		1	
23	Evanston.	Slp. Doris II.	300	100	2	
24	Beaver Island.	Slp. Illinois.	2,000	1,200	7	
24	Holland.	Slp. Flying Dutchman.	200		3	
24	St. Joseph.	Slp. Seminole.	800		2	
24	do.	Slp. Neoma.	1,400			
24	Jackson Park.	Slp. Rebel II.	900		2	
24	do.	Slp. Renegade.	400		2	
24	do.	Slp. Bandit.	1,000		2	
24	do.	Slp. Edith.	500		2	
26	White River.	Lch.	300		2	
26	Michigan City.	do.	250		1	
26	Sheboygan.	Lch. Areturus.	500		3	
28	Milwaukee.	Rowboat.	45		3	
30	Ludington.	Lch. Helen.	350		6	
30	Jackson Park.	Lch. Thelma.	500	5	14	
30	Old Chicago.	Lch. Minerva.	600		5	
30	Evanston (Rogers Park).	Lch.	350		3	
30	Kenosha.	Lch. Alma.	200		6	
30	Milwaukee.	Lch. Helen.	850		5	
31	Manistee.	Canoe.	40		3	
31	Pentwater.	Lch. Mara.	500		6	
31	White River.	Slp.	50		3	
Aug. 1	Grande Pointe au Sable.	Yt. Aeola.	1,500		4	
1	Sheboygan.	Skiff.	15		1	
1	Sturgeon Bay Canal.	Lch. Lulu.	650		2	
5	Frankfort.	Lch.	100	5	2	
5	Michigan City.	Lch. Minnie H.	600		4	
5	Jackson Park.	Slp. Susan.	800	100	4	
5	do.	Slp. Jackson Park.	1,000		4	
5	Old Chicago.	Slp. Salome.	450		2	
6	South Chicago.	Lch. Violet.	600		2	
6	Jackson Park.	Lch. Frolic.	6,000		2	
7	White River.	Slp. Onawa.	125		3	
7	do.	Lch. Maybe.	1,000			
7	Holland.	Lch. Cork II.	150		3	
7	South Haven.	Lch. Corondelet.	1,500		2	
8	Charlevoix.	Yawl Virginia.	15		1	
8	Evanston.	Lch. Lillie J.	300		5	

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 12.—COAST OF LAKE MICHIGAN—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
Aug. 9	Ludington.....	Scow.....	\$100		1	
9	do.....	Leh.....	250		3	
9	Holland.....	Slp. Grace.....	85		3	
10	White River.....	Leh.....	135		1	
10	Jackson Park.....	Leh. No. 7.....	3,000		24	
10	Racine.....	Leh. Rube.....	150		2	
10	do.....	Leh. Bonita.....	1,200		3	
11	St. Joseph.....	Slp. We're Here.....	500		1	
12	White River.....	Leh. Bertha.....	800	\$150		
13	Jackson Park.....	Slp. Rebel.....	200		3	
13	Michigan City.....	Leh. Bo Peep.....	2,000	25	3	
14	South Haven.....	Canoe.....	40		2	
14	Baileys Harbor.....	Leh. Silver Leaf.....	800		2	
15	Jackson Park.....	Leh. Lizzie L.....	300		5	
15	Old Chicago.....	Leh. Louise.....	300		2	
15	Two Rivers.....	Leh.....	900		1	
18	Evanston.....	Sailboat.....	30		3	
19	Jackson Park.....	Slp. Easy.....	150		3	
20	Holland.....	Leh.....	250		3	
21	Old Chicago.....	Leh. Trepang.....	3,500		5	
22	Grand Haven.....	Leh. Eileen.....	150		2	
23	St. Joseph.....	Canoe.....	40		1	
25	Charlevoix.....	Leh. Why Not.....	450		3	
25	Jackson Park.....	Slp. We're Here.....	500		2	
27	do.....	Leh. Harriet.....	200		1	
27	Evanston.....	Leh. Venture.....	1,000	50	5	
28	Kenosha.....	Leh. Arrow.....	200		7	
31	Beaver Island.....	Leh. Chipmunk.....	800		2	
31	Muskegon.....	Leh. Ellida.....	300		2	
Sept. 1	Pentwater.....	Slp. Jumbo.....	50		2	
3	Frankfort.....	Leh. Joliet.....	30,000	10	11	
3	Ludington.....	Leh.....	275		1	
3	Jackson Park.....	Slp. Kanuk.....	150			
3	do.....	Catboat.....	100		2	
3	do.....	Leh. C. Q. Leib.....	1,500		1	
4	White River.....	Slp.....	40		2	
6	Sturgeon Bay Canal.....	Leh. Lady Grace.....	2,000		2	
7	Old Chicago.....	Yt. Roamer.....	1,800	300		
7	do.....	Slp. Cricket.....	400	30		
7	do.....	Slp. Makahie.....	1,600	250		
8	Ludington.....	Leh.....	250		4	
10	Evanston (Rogers Park).....	do.....	250		2	
11	Jackson Park.....	Slp. Nymph.....	300	20		
11	do.....	Slp. Mayflower.....	400	20		
11	do.....	Slp. Fawn.....	250	20		
11	do.....	Slp. Sea Rover.....	100	20		
11	do.....	Slp. Seagull.....	100	20		
11	do.....	Slp. Rebel II.....	300	20		
11	do.....	Slp. Gwendolin.....	200	20		
11	do.....	Slp. Teddy.....	400	20		
11	do.....	Slp. Optimist.....	200	20		
11	do.....	Slp. Naomi.....	200	20		
11	do.....	Slp. Seminole.....	400	20		
11	do.....	Slp. We're Here.....	500	20		
11	do.....	Slp. Wizard.....	150	20		
11	do.....	Yt. Iris.....	800	15	1	
13	Michigan City.....	Leh. Royal F.....	125		2	
13	Sheboygan.....	Leh. Marigold.....	400		2	
14	Jackson Park.....	Leh. Wilah.....	1,000			
14	Old Chicago.....	Slp. New Illinois.....	400			
20	Milwaukee.....	Leh.....	350		1	
21	Sheboygan.....	Leh. Marigold.....	400		1	
22	do.....	Scows (2).....	300		1	
24	Old Chicago.....	Leh. Marinauka.....	2,000		5	
25	Jackson Park.....	Leh. Lady Roman.....	4,500		13	
26	Michigan City.....	Leh. O. K.....	250		2	
26	do.....	Leh. Hope.....	350		4	
28	do.....	Leh. M. C.....	150		2	
28	Muskegon.....	Fishboat.....	300		1	
28	Baileys Harbor.....	Leh. Nellie.....	800			
29	Manistee.....	Leh. Marry Yutch.....	200		7	
29	South Haven.....	Leh. Lady Helen.....	1,000	5	1	
Oct. 1	Sleeping Bear Point.....	Leh.....	250		1	
3	Old Chicago.....	Leh. Water Gipsy.....	2,500	100		
3	Milwaukee.....	Slp. Believe.....	175			

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 12.—COAST OF LAKE MICHIGAN—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1911.						
Oct. 4	Jackson Park	Slp. Chloris	\$800		2	
6	Manistee	Lch. Handy	150		1	
7	Jackson Park	Slp. Wizard	700			
7	do.	Slp. Caddy	150			
7	do.	Lch.	200			
11	Baileys Harbor	Lch. (and tow)	500		5	
12	Jackson Park	Slp. Seminole	800		7	
12	do.	Lch. Rose Jackson	600		1	
12	Old Chicago	Lch. Maylon	1,950		10	
12	do.	Lch. Merry Widow	1,200		2	
12	Sheboygan	Lch. Areturus (and tow)	700		1	
13	Jackson Park	Lch. Roamer	800		2	
15	Old Chicago	Lch. Martha B.	800	\$50	2	
18	Manistee	Rowboat	25		1	
18	Evanston	do.	20		2	
18	Plum Island	Lch. No. 155	700		1	
20	Racine	Lch. May F.	800	5	2	
23	Baileys Harbor	Lch. Silver Leaf	800			
Nov. 1	do.	Lch. Nellie	800		3	
4	Kewaunee	Scow	2,500			
11	Jackson Park	Slp. Bandit	500		4	
11	Old Chicago	Lch. Tow	600			
12	St. Joseph	Lch. Sis.	400	25		
12	do.	Lch. Breman	600	100		
14	Sturgeon Bay Canal	Lch. The Pirate	300	80	2	
15	Jackson Park	Lch. Rose Jackson	600	300	2	
15	do.	Lch. Trey	500		2	
16	Beaver Island	Lch.	600		2	
17	Pentwater	Scow	35		5	
17	Milwaukee	Lch. Admiral	450			
23	Sturgeon Bay Canal	Lch. George R.	1,000		3	
28	Baileys Harbor	Lch. Nellie	800		1	
Dec. 8	Sturgeon Bay Canal	Lch. Bouquet	500	50	2	
29	Racine	Lch.	575		4	
1912.						
Jan. 20	Sleeping Bear Point	Lch. Beatrice	500		2	
Apr. 10	St. Joseph	Rowboat No. 25	20		2	
23	South Haven	Lch. Lazy Moon	400		3	
26	Old Chicago	Rowboat	60		2	
28	Racine	Lch. Roma D.	300		1	
May 10	Old Chicago	Lch. Sylvia	600		3	
12	Jackson Park	Lch. Arlene B.	1,000			
12	do.	Lch. Maroon	800			
2	do.	Lch. Hilda B.	2,000			
13	do.	Slp.	300			
13	Evanston	Rowboat	15		2	
14	South Chicago	Lch. Hydra	1,200		1	
17	Kenosha	Rowboat	25		2	
18	Milwaukee	Lch. Kinney	400	125	9	
19	South Chicago	Lch. Beach	750		6	
19	Jackson Park	Yt. Hattie B.	700	25		
19	do.	Yt. Niobe	500		3	
22	Michigan City	Rowboat	15		2	
22	Evanston (Rogers Park Boat Club)	Canoe	60		2	
23	Michigan City	Lch. Hope	400		2	
26	Evanston	Canoe	25		3	
27	Old Chicago	Slp. Foodle	350	15		
27	do.	Slp. Giddy Gaddy	350	15		
29	Jackson Park	Lch. Roy	200			
June 1	Grande Pointe au Sabie	Lch. Katy N.	450		2	
3	Milwaukee	Skiff	20		1	
3	do.	do.	10		1	
4	Old Chicago	do.	40		2	
8	Michigan City	Rowboat	15		1	
12	do.	Lch. Lulu F.	350		2	
13	Manistee	Slp. Circe	1,000		2	
15	Racine	Lch. We Two	800		3	
16	Jackson Park	Lch. Loretta	800		5	
16	Old Chicago	Slp. Wizard	900	200	7	
16	Racine	Lch. Whirlwind	500		6	
17	do.	Skiff	10		4	
17	Grand Haven	Lch.	300		2	
18	Jackson Park	Rowboat No. 76	50		2	

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 12.—COAST OF LAKE MICHIGAN—Continued.

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1912.						
June 19	Jackson Park.....	Lch.	\$100		2	
22	Charlevoix.....	do.....	200		1	
26	Milwaukee.....	Lch. Mary James.....	350			
27	Jackson Park.....	Lch. Opal.....	150		9	
27	Kenosha.....	Lch. Maggie M.....	1,000	\$50	5	
	Total.....		166,675	3,705	577	

DISTRICT NO. 13.—PACIFIC COAST.

1911.						
July 6	Point Adams.....	Lch. Maxine S.....	\$3,700		3	
10	Nome.....	Lch. Lee.....	3,000		2	
10	do.....	Lch. Defender.....	1,500		1	
10	Point Adams.....	Fish boat.....	300		2	
11	Cape Disappointment.....	Skiff.....	20		1	
11	do.....	Fish boat.....	200		2	
11	do.....	do.....	450		2	1
15	Nome.....	Skiff.....	100		1	
15	do.....	Dinghy.....	250		3	
15	Point Adams.....	Bge. Nehalem.....	6,000		2	
24	Nome.....	Lch. Lee.....	3,000		2	
25	Point Adams.....	Fish boat.....	300		2	
25	do.....	do.....	250		2	
28	Point Adams.....	do.....	200	\$25	2	
29	Cape Disappointment.....	do.....	200		2	
29	do.....	Lch.	600		2	
30	Fort Point.....	Lch. Union.....	800		2	
31	do.....	do.....	800		1	
Aug. 1	Baaddah Point.....	Lch. Prospector.....	200		3	
3	Point Adams.....	Lch.	800	100		
5	Fort Point.....	Lch. Dina.....	1,000		1	
8	Humboldt Bay.....	Slp. Bear.....	1,000		2	
13	Nome.....	Small boat.....	150			
15	Golden Gate and Fort Point.....	Lch.	800	800		
19	Point Bonita.....	Fish boat.....	2,000		6	
19	do.....	Small boat.....	35		4	
21	Nome.....	Lch. Arizona.....	800		1	
22	Southside.....	Lch. No. 48.....	500		2	
27	Point Adams.....	Fish boat.....	700	10	2	
28	Cape Disappointment.....	do.....	500		2	
Sept. 1	Tillamook Bay.....	Lch.	500			
3	Nome.....	Lch. Wasp.....	4,000		2	
3	do.....	Lch. Louise.....	750		6	
4	do.....	Lch. Defender.....	1,500		9	
7	do.....	Lch. Wasp.....	4,000		2	
14	do.....	Lch. Defiance II.....	3,000		7	
14	do.....	Lighter.....	1,000			
14	Baaddah Point.....	Lch.	300		1	
14	do.....	do.....	400		1	
17	Nome.....	Lch. Defiance II.....	3,000		2	
17	Fort Point.....	Skiff.....	25		2	
18	Coquille River.....	Lch. Limit.....	3,000	30	3	
18	do.....	Bge.	800			
18	Fort Point and Golden Gate.....	Slp. Cupid.....	500		11	
21	Nome.....	Lighter.....	300		2	
21	do.....	Lch. Defender.....	1,500		1	
26	do.....	do.....	1,500		1	
27	do.....	Lch. Defiance II.....	3,000		2	
29	do.....	do.....	3,000			
29	do.....	Lch. Wasp.....	4,000		4	
Oct. 4	do.....	Lch. Defender.....	1,500		7	
25	Point Bonita.....	Lch. Saint Speero.....	4,000	75	4	
Nov. 21	Cape Disappointment.....	Lch. Vigilant.....	9,500		2	
27	Point Adams.....	Bge. No. 2.....	10,000		1	
27	do.....	Bge. No. 6.....	5,000	250	1	
27	do.....	Bge. No. 27.....	7,500		1	
27	do.....	Bge. No. 31.....	7,500		1	
28	Yaquina Bay.....	Lch.	150		5	

Casualties within scope of Life-Saving Service: 1912—Undocumented vessels—Continued.

DISTRICT NO. 13.—PACIFIC COAST—Continued

Date of accident.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1912.						
Jan. 1	Fort Point.....	Yawl.....	\$100		2	
8	Point Adams.....	Lch.....	200			
21	Willapa Bay.....	do.....	1,000			
24	Yaquina Bay.....	Scow.....	1,000		2	
30	Fort Point.....	Lch. Columbus.....	1,000		4	
Mar. 3	Humboldt Bay.....	Lch.....	800		1	
10	Cape Disappointment.....	do.....	500		1	
21	Fort Point.....	Lch. No. 5.....	5,000			
21	do.....	Lch. No. 6.....	5,000			
21	do.....	Lch. No. 23.....	5,000			
21	do.....	Lch. Ilo Ilo.....	800			
26	Yaquina Bay.....	Lch. High Life and unnamed lch.....	1,200		3	
Apr. 19	Point Bonita.....	Slp. Helen.....	300		10	
21	Willapa Bay.....	Lch.....	500		2	
May 3	Tillamook Bay.....	Bge. Nehalem.....	30,000	\$200	2	
4	Point Adams.....	Lch.....	750		2	
8	Cape Disappointment.....	Fish boat.....	500		2	
9	Willapa Bay.....	Lch. Atlas.....	1,000	50	1	
17	Cape Disappointment.....	Lch.....	1,000		2	
23	do.....	do.....	875		2	
28	Fort Point.....	Lch. Virginia.....	3,000		1	
30	Cape Disappointment.....	Lch.....	1,000		2	
31	Point Adams.....	Fish boat.....	850		2	
June 3	do.....	Lch. Alma.....	900	50		
3	do.....	Lch.....	1,000		2	
16	Baaddah Point.....	Lch. Fremad.....	1,000		2	
14	Fort Point.....	Lch.....	500		5	
18	Cape Disappointment.....	do.....	1,000		2	
22	Humboldt Bay.....	Skiff.....	10		7	2
23	Fort Point.....	Slp. Neva.....	1,000	25	2	
23	do.....	Lch. Swell.....	1,000		9	
27	Cape Disappointment.....	Lch.....	1,000		2	
28	do.....	Fish boat.....	600	250	2	
30	Point Bonita.....	Lch. Germania.....	1,500	75	5	
	Total.....		181,765	1,940	216	3

TABULAR STATEMENT OF WRECKS AND OTHER
MARINE CASUALTIES OCCURRING IN UNITED
STATES WATERS AND TO AMERICAN VESSELS
AT SEA AND IN FOREIGN WATERS: 1912.

**TABULAR STATEMENT¹ OF WRECKS AND OTHER MARINE
CASUALTIES OCCURRING IN UNITED STATES WATERS AND
TO AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS
DURING THE FISCAL YEAR ENDING JUNE 30, 1912.**

On the 30th of June, 1912, the total number of United States vessels (exclusive of canal boats not propelled by mechanical power) registered, enrolled, and licensed was 26,528, having a combined tonnage of 7,714,133. Of this number, 14,265 were steam and motor vessels; 7,582 sailing vessels; 4,016 barges; and 665 steam canal boats.

The number of American vessels reported as having sustained casualties during the year, involving a loss of \$300 or over, was 1,437. In addition, 10 foreign vessels, having an aggregate tonnage of 16,181, were reported as having sustained disaster within the year in United States waters, making the total number of vessels included in the year's record of reported casualties to shipping 1,447. Statistics relating to the 10 foreign vessels are embraced in tables numbered 8, 32, and 62, appearing on succeeding pages of this chapter. No casualties were reported during the year as having occurred to foreign vessels on the Pacific coast and on United States rivers.

The 1,447 vessels above mentioned were valued at \$132,295,620 and their cargoes at \$26,512,790, the total value of property endangered being \$158,808,410—an increase of \$19,586,460 over the similar figure for last year. The losses to vessels amounted to \$8,213,375 and to cargoes \$1,940,760, making the aggregate property loss \$10,154,135. The number of totally lost vessels was 328. Of the 1,447 vessels, 846 carried cargoes.

The amount of insurance reported as carried upon the vessels was \$82,039,150 and upon cargoes \$13,910,140, making the total insurance for vessels and cargoes \$95,949,290.

One hundred and nine of the vessels involved in disaster foundered, 346 stranded, 407 were in collision, and 585 sustained miscellaneous casualties, which are classified in the following tables under "Other casualties." A total of 40,282 persons were aboard the 1,447 vessels, 15,972 of the number being passengers and 24,310 crews. Of the 40,282 persons, 194 were lost (70 less than the number given last year in the same connection).

There was also reported during the year the loss of 25 persons from 13 undocumented vessels that were in collision with documented vessels, the loss of 2 persons from 2 vessels suffering damage amounting to less than \$300, and the loss of 233 persons from 218 vessels not involved in any disaster. The 233 persons last referred to were lost

¹Including also disasters to documented vessels within the field of operations of the Life-Saving Service.

overboard, capsized from small boats away from their vessels, or killed by falling from the rigging, being struck by falling spars, swinging booms, tackle, etc. The published statistics relating to the 260 fatalities mentioned in this paragraph are found only in Tables 64 and 65, which also embrace similar data relating to the 194 cases of loss of life mentioned in the paragraph preceding.

The following is the thirty-ninth tabular statement published in the annual reports of the Life-Saving Service with reference to wrecks and other casualties occurring in United States waters and to American vessels at sea and in foreign waters.

Disasters involving damage or loss amounting to less than \$300 are not included in any of the following tables (1 to 63), except in certain cases of collision. All collisions are tabulated where the damage or loss to both vessels combined amounts to \$300, notwithstanding one of the vessels may have suffered little or no loss.

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

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

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

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

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

III. Disasters occurring on the Great Lakes, embracing—

1. All casualties occurring on Lakes Superior, Michigan, Huron, St. Clair, Erie, and Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;

2. All casualties occurring in rivers, straits, etc., connecting the several lakes named;

3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

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

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

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

1. *Foundering*s.—Embracing foundering caused by the leaking or capsizing of vessels, but not those resulting from collision, stranding, or striking sunken wrecks, piers, snags, or ice.

2. *Stranding*s.—Embracing disasters caused by running aground, striking rocks, reefs, bars, or other natural objects, although the vessels may have sunk as a result of such casualties.

3. *Collisions*.—Embracing all collisions between vessels only.

4. *Other casualties.*—Embracing disasters caused by various agencies, as follows:

Fire, irrespective of results; scuttling or any other intentional damage to vessel; collisions with ice, although vessel may be sunk thereby; striking submerged wrecks, anchors, buoys, piers, or bridges; leakage (except when vessel foundered or went ashore for safety); loss of masts, sails, boats, or any other portion of vessel's equipment; capsizing, when vessel did not sink; damage to machinery; fouling of anchors; damage by lightning; explosions; breaking of wheels; also water-logged, missing, and abandoned vessels.

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1912.

TABLE 1.—*Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.*

Months.	Vessels.		Cargoes.		Number of cargoes, value unknown.
	Number.	Value.	Number.	Value.	
July.....	44	\$7,163,450	28	\$1,452,280	1
August.....	89	4,186,500	33	861,960	1
September.....	47	2,738,280	26	487,740	2
October.....	49	4,361,530	29	306,470	2
November.....	70	2,784,920	40	982,140	1
December.....	58	4,193,380	29	1,062,470	3
January.....	81	7,273,815	34	937,790	1
February.....	61	3,892,655	39	819,470	3
March.....	55	4,064,090	33	1,086,935	1
April.....	40	2,252,400	18	469,480	2
May.....	29	1,132,215	13	119,135	1
June.....	30	1,737,350	15	179,170	.....
Total.....	653	45,780,585	337	8,765,040	18

Months.	Vessels.		Vessels undamaged. ¹	Cargoes.		Cargoes undamaged. ²	Vessels in ballast.
	Number.	Loss.		Number.	Loss.		
July.....	40	\$88,690	4	14	\$15,915	15	15
August.....	83	416,615	6	14	49,365	20	55
September.....	39	75,700	8	14	15,305	14	19
October.....	46	197,645	3	14	17,300	17	18
November.....	63	508,495	7	29	102,295	12	29
December.....	53	330,405	5	19	100,690	13	26
January.....	77	370,990	4	14	325,660	21	46
February.....	56	337,560	5	18	30,975	24	19
March.....	49	389,510	6	18	49,785	16	21
April.....	38	293,280	2	6	192,625	14	20
May.....	27	65,685	2	6	9,275	8	15
June.....	27	133,200	3	5	58,040	10	15
Total.....	598	3,207,775	55	171	967,230	184	298

¹ Including 3 vessels, whether damaged or undamaged, not known.

² Including 11 cargoes, whether damaged or undamaged, not known.

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1912—Continued.

TABLE 2.—Number of vessels totally lost, number damaged only, and number sustaining no damage, also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Number of vessels—			Tonnage of vessels—				Persons on board.		Lives lost.
	Totally lost.	Damaged. ¹	Not damaged.	Totally lost.	Damaged.	Not damaged.	Total.	Passengers.	Number in crews.	
July.....	15	26	3	1,224	33,068	6,873	41,165	1,391	1,182	6
August.....	35	48	6	5,364	32,243	5,692	43,299	1,885	1,040	2
September.....	10	29	8	1,941	21,295	6,362	29,598	22	524	.....
October.....	9	37	3	3,480	31,173	4,117	38,770	756	769	2
November.....	27	37	6	10,908	24,656	4,261	39,825	958	707	17
December.....	15	38	5	6,052	34,252	3,415	43,719	688	793	10
January.....	13	64	4	6,806	65,611	3,659	76,076	1,237	1,317	4
February.....	11	45	5	5,599	48,124	3,370	57,093	66	636	.....
March.....	13	37	5	8,616	37,809	50,961	128	727	727	10
April.....	6	32	2	1,153	24,486	1,012	26,651	364	500	.....
May.....	3	24	2	169	7,986	4,100	12,255	3	255	.....
June.....	6	21	3	391	14,576	906	15,873	96	359	1
Total.....	163	438	52	51,703	375,279	48,303	475,285	7,594	8,809	52

¹ Including 3 vessels, whether lost or damaged, not known.

TABLE 3.—Insurance on vessels and cargoes involved in disaster, 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.....	22	\$5,054,600	16	\$1,096,425	\$6,151,025	16	6	6	7	15
August.....	34	3,042,200	10	184,000	3,226,200	49	12	6	12	55
September.....	29	1,106,950	16	458,355	1,565,305	14	6	4	6	19
October.....	19	2,886,600	15	279,260	3,165,860	25	8	5	8	18
November.....	21	1,892,780	17	508,850	2,401,630	35	9	14	15	29
December.....	28	3,152,950	23	1,032,100	4,185,050	24	6	6	3	26
January.....	47	5,424,895	16	476,970	5,901,865	22	9	12	10	46
February.....	35	3,142,750	15	84,985	3,227,735	19	8	7	19	19
March.....	28	2,216,895	14	707,400	2,924,295	18	9	9	11	21
April.....	23	1,390,425	5	213,300	1,603,725	12	7	5	8	20
May.....	17	842,735	5	12,135	854,870	9	1	3	8	15
June.....	14	808,500	7	166,030	974,530	15	3	1	5	15
Total.....	317	30,962,280	159	5,219,810	36,182,090	258	84	78	112	298

TABLE 4.—Distinguishing the nature of casualties, etc.

Nature of casualties.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundering.....	4	20	3	3	8	5	8	2	2	5	.....	2	62
Strandings.....	12	22	8	15	24	15	22	16	18	8	6	5	171
Vessels in collision.....	16	21	21	22	22	27	35	23	22	13	9	10	241
Other casualties:													
Fire.....	3	3	6	1	5	4	3	6	4	4	10	9	58
Damage to hull, masts, rigging, etc.....	6	13	2	3	6	1	6	6	2	2	.....	.....	48
Damage to machinery.....	2	6	2	3	.....	4	4	3	.....	2	1	2	29
Struck bridge, pier, wreck, rock, etc.....	.....	4	1	.....	2	1	.....	3	6	5	2	2	26
Sprung a leak.....	1	.....	4	1	1	.....	.....	.....	.....	1	1	.....	9
Involved in ice.....	.....	.....	.....	.....	.....	3	2	.....	.....	.....	.....	.....	5
Damage to cargo.....	.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	.....	3
Waterlogged.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total.....	44	89	47	49	70	58	81	61	55	40	29	30	653

¹ Originating in 8 cases from gasoline explosions.

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1912—Continued.

TABLE 5.—*Distinguishing the causes of casualties (excluding collisions).*

Class and cause of disaster.	Found- derings.	Strand- ings.	Other casual- ties.	Total.
Class 1.—Causes connected with weather and sea:				
Gales, storms, hurricanes, etc.....	35	53	39	127
Fog.....		40		40
Heavy seas.....	3	6	7	16
Currents, tides, etc.....		11	2	13
Snowstorms.....		3		3
Darkness.....	1	2		3
Total.....	39	115	48	202
Class 2.—Causes connected with vessel and equipment:				
Error of compass.....		2		2
Defective chart.....		1		1
Total.....		3		3
Class 3.—Causes connected with navigation and seamanship:				
Error of officers or crew.....		16		16
Error of pilot.....		5		5
Total.....		21		21
Class 5.—Miscellaneous causes:				
Sprung a leak.....	18	4	1	23
Struck bridge, pier, wreck, rock, etc.....	1	3	18	22
Ice.....		5	11	16
Explosion of—				
Gasoline and other gases.....			11	11
Lamp.....			4	4
Missed stays.....		5		5
Spontaneous combustion.....			3	3
Absence of buoy.....		3		3
Unclassified.....	2	9	3	14
Cause not given ¹	2	3	80	85
Total.....	23	32	131	186
Aggregate.....	62	171	179	412

¹ The nature of the disaster in 41 of these cases was fire.TABLE 6.—*Collisions: Distinguishing their causes, as given by masters, agents, and owners.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Fault of other vessels.....	2	7	6	9	6	8	9	4	9	6	4	5	75
Fog.....	6	4	1		4	7	2		4	5			33
Accidental.....	3		2	3	5	6	2		3				24
Currents, tides, etc.....	2	1	3	3			7		1		3		20
Misunderstanding of signals.....		2		5	4	2		2	2		1	1	17
High and baffling winds.....		3			2	1		11	1				17
Unavoidable.....		2	2			1	3	1					8
Fault of towing vessel.....			3					1		1		2	7
Bad management.....		1	1			1	1	2		1			7
Error of officers or crew.....		1	2	1					1			1	7
Ice.....							6						6
Snowstorms.....							2	1					3
Error of pilot.....							2					1	1
Want of proper lights.....	1												1
Damage to machinery.....				1									1
Cause not given.....	2	1	1		1	1	3	3	1		1		14
Total.....	16	21	21	22	22	27	35	23	22	13	9	10	241

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1912—Continued.

TABLE 7.—Description of vessels involved in disaster.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Steamers.....	19	45	23	22	27	32	40	25	28	18	20	17	316
Schooners.....	21	25	19	21	36	15	32	22	20	15	9	10	245
Barges.....	1	6	3	4	2	5	4	12	4	3	.....	1	45
Ferryboats.....	3	3	.....	1	3	5	5	1	1	2	.....	.....	23
Sloops.....	3	9	1	1	2	1	.....	.....	2	1	.....	.....	19
Barks.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Scows.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Barkentines.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total.....	44	89	47	49	70	58	81	61	55	40	29	30	653

TABLE 8.—Nationality and description of foreign vessels involved in disaster.

Nationality and rig.	July.		August.		September.		November.		December.		April.		May.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
British steamers.....	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	3
British schooners.....	1	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	3	1
Norwegian steamer.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	3	.....	1	.....	1	.....	1	.....	1	.....	1	.....	1	.....	9	.....

NOTE.—No casualties reported for Oct., Jan., Feb., Mar., and June.

TABLE 9.—Classification, according to tonnage, of vessels involved in disaster.

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.....	10	3	26	21	6	8	4	10	12	20	4	9	9	15
Over 100 and not exceeding 200 tons.....	3	5	2	2	1	7	1	1	7	7	2	8	1	7
Over 200 and not exceeding 300 tons.....	1	5	.....	4	1	6	1	7	3	1	1	4	.....	6
Over 300 and not exceeding 500 tons.....	1	3	3	10	1	2	1	5	3	1	3	4	1	6
Over 500 and not exceeding 700 tons.....	1	2	3	.....	2	2	.....	2	2	4	2	6	.....	3
Over 700 and not exceeding 1,000 tons.....	2	1	4	.....	4	1	5	.....	1	1	1	1	.....	7
Over 1,000 and not exceeding 1,500 tons.....	.....	1	1	1	1	3	2	5	2	1	2	1	.....	8
Over 1,500 and not exceeding 2,000 tons.....	4	.....	.....	.....	.....	.....	.....	1	1	1	.....	.....	.....	4
Over 2,000 and not exceeding 2,500 tons.....	.....	.....	5	.....	2	.....	2	.....	1	1	2	2	2	6
Over 2,500 and not exceeding 3,000 tons.....	3	.....	1	.....	.....	.....	2	1	.....	.....	3	3	.....	1
Over 3,000 and not exceeding 3,500 tons.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....
Over 3,500 and not exceeding 4,000 tons.....	1	.....	1	.....	.....	.....	1	.....	1	1	.....	.....	.....	2
Over 4,000 and not exceeding 4,500 tons.....	1	.....	1	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....
Over 4,500 and not exceeding 5,000 tons.....	.....	.....	1	.....	1	.....	.....	.....	1	1	.....	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons.....	2	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	3
Over 6,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	15	29	35	54	10	37	9	40	27	43	15	43	13	68
Aggregate.....	44	.....	89	.....	47	.....	49	.....	70	.....	58	.....	81	.....

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1912—Continued.

TABLE 9.—Classification according to tonnage, of vessels involved in disaster—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	9	4	8	2	10	2	8	5	3	87	124	211
Over 100 and not exceeding 200 tons.....	1	6	...	8	1	4	1	6	2	2	14	63	77
Over 200 and not exceeding 300 tons.....	1	6	...	2	2	2	...	3	1	4	11	50	61
Over 300 and not exceeding 500 tons.....	2	6	3	6	1	4	...	3	...	2	19	51	70
Over 500 and not exceeding 700 tons.....	2	3	...	1	...	...	...	1	...	7	8	37	45
Over 700 and not exceeding 1,000 tons.....	1	6	3	3	...	2	...	2	...	4	7	41	48
Over 1,000 and not exceeding 1,500 tons.....	2	6	2	2	...	...	...	...	...	...	11	30	41
Over 1,500 and not exceeding 2,000 tons.....	...	1	1	3	...	3	...	1	...	...	2	21	23
Over 2,000 and not exceeding 2,500 tons.....	...	...	...	1	...	...	...	...	...	...	2	21	23
Over 2,500 and not exceeding 3,000 tons.....	...	4	...	5	...	...	1	...	2	1	22	23	23
Over 3,000 and not exceeding 3,500 tons.....	...	...	...	2	...	1	...	...	...	...	...	5	5
Over 3,500 and not exceeding 4,000 tons.....	...	1	...	...	...	1	...	...	...	...	...	8	8
Over 4,000 and not exceeding 4,500 tons.....	...	...	...	...	...	1	...	...	...	1	4	5	5
Over 4,500 and not exceeding 5,000 tons.....	...	...	...	...	...	...	...	...	...	...	3	3	3
Over 5,000 and not exceeding 6,000 tons.....	...	...	...	1	...	...	...	...	...	...	8	8	8
Over 6,000 tons.....	...	2	...	...	...	...	...	...	...	...	2	2	2
Total.....	11	50	13	42	6	34	3	26	6	24	163	490	653
Aggregate.....	61		55		40		29		30		653		

TABLE 10.—Classification, according to age, of vessels involved in disaster.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	5	20	9	9	2	7	12	7	7	6	4	6	94
Over 5 and not exceeding 10 years.....	8	10	6	12	10	9	12	9	12	5	7	4	104
Over 10 and not exceeding 15 years.....	6	9	9	4	6	4	13	13	9	6	4	1	84
Over 15 and not exceeding 20 years.....	1	5	7	4	8	12	7	2	7	4	3	2	62
Over 20 and not exceeding 25 years.....	7	12	2	3	12	7	13	12	7	5	5	3	88
Over 25 and not exceeding 30 years.....	6	13	3	9	12	7	9	6	6	5	...	5	81
Over 30 and not exceeding 35 years.....	...	7	1	3	3	3	4	6	2	3	2	4	38
Over 35 and not exceeding 40 years.....	3	7	5	3	11	7	5	5	2	4	2	3	57
Over 40 and not exceeding 45 years.....	3	4	2	...	3	...	...	1	...	...	1	1	15
Over 45 and not exceeding 50 years.....	2	2	2	...	1	1	4	1	2	2	...	...	17
Over 50 years.....	3	...	1	2	2	1	2	...	...	...	1	1	13
Total.....	44	89	47	49	70	58	81	61	55	40	29	30	653

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1912—Continued.

TABLE 11.—*Nature of cargoes carried by vessels involved in disaster.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total
General.....	10	9	5	8	7	11	10	9	15	6	5	2	97
Coal.....	3	4	11	7	12	5	15	20	3	5	4	3	92
Lumber.....	7	6	1	6	9	4	3	5	4	2	1	4	52
Fish.....	2	3	1	1	4	2	2	2	1	1	1	3	21
Fertilizers.....	1	1	1	1	1	2	1	1	1	1	1	1	11
Petroleum and its products.....	2	1	1	1	1	4	2	2	2	2	1	1	8
Stone.....	2	2	1	2	1	1	1	1	1	2	1	1	6
Cement, sand, and gravel.....	1	2	1	1	1	1	1	1	1	1	1	1	7
Salt.....	1	2	1	1	1	1	1	1	1	1	1	1	6
Sugar.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Phosphate rock.....	1	1	1	1	1	1	2	1	1	1	1	1	6
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Iron.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Paving blocks.....	1	1	2	1	1	1	1	1	1	1	1	1	5
Plaster.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Lime.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Paper.....	1	1	2	1	1	1	1	1	1	1	1	1	2
Hay.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Chemicals.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Sperm oil.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Fruit.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Logwood.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Barrels.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Machinery.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Furniture.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Asphalt.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Copper ore.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Not given.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Total.....	29	34	28	31	41	32	35	42	31	20	14	15	355
Vessels in ballast.....	15	55	19	18	29	26	46	19	21	20	15	15	298
Aggregate.....	44	89	47	49	70	58	81	61	55	40	29	30	653

TABLE 12.—*Summary: Atlantic and Gulf coasts.*

Nature of casualties.	Number of vessels.	Tonnage of vessels—			Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged.	Undamaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	62	13,370	1,638	.....	\$435,000	\$103,350	\$367,370	\$91,790
Strandings.....	171	29,349	80,429	5,551	9,255,185	2,615,255	1,299,730	496,420
Vessels in collision.....	241	2,972	173,210	42,752	22,949,515	3,444,950	689,470	122,810
Other casualties.....	179	6,012	120,002	.....	13,140,885	2,601,485	851,205	256,210
Total.....	653	51,703	375,279	48,303	45,780,585	8,765,040	3,207,775	967,230
Aggregate.....	.....	.....	475,285	.....	54,545,625	.....	4,175,005	.....

Nature of casualties.	Amount of insurance carried.		Vessels—					Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In ballast.	Totally lost.	Damaged.	Undamaged.	Passengers.	Number in crews.	
Foundering.....	\$169,500	\$53,065	30	32	42	20	.....	8	219	20
Strandings.....	9,076,705	973,080	117	54	73	94	5	1,105	2,068	13
Vessels in collision.....	15,573,500	2,674,820	116	125	11	182	47	4,045	3,780	16
Other casualties.....	9,142,575	1,518,845	92	87	37	142	.....	2,436	2,742	3
Total.....	30,962,280	5,219,810	355	298	163	438	52	7,594	8,809	52
Aggregate.....	.....	36,182,090	.....	653	.....	653	.....	16,403	.....	.....

MARINE CASUALTIES, PACIFIC COAST, 1912.

TABLE 13.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.

Months.	Vessels.		Cargoes.		Number of cargoes value unknown.
	Number.	Value.	Number.	Value. ¹	
July.....	6	\$489,500	5	\$69,100	.....
August.....	9	662,000	9	104,830	.....
September.....	9	739,250	5	206,055	.....
October.....	12	1,789,000	8	351,250	1
November.....	13	504,500	6	69,200	1
December.....	13	1,154,475	9	250,945	.....
January.....	15	1,585,000	9	171,000	.....
February.....	16	1,335,200	10	81,525	1
March.....	18	6,690,500	9	70,715	3
April.....	13	4,022,750	3	117,600	1
May.....	11	489,000	7	142,340	.....
June.....	6	484,000	5	19,500	.....
Total.....	141	19,945,175	85	1,654,060	7

Months.	Loss to vessels.		Vessels undamaged.	Loss to cargoes.		Cargoes undamaged.	Vessels in bal-last.
	Num-ber.	Loss.		Num-ber.	Loss.		
July.....	6	\$329,795	.....	4	\$59,060	1	1
August.....	9	90,500	.....	7	14,580	2	.....
September.....	9	163,665	.....	1	43,000	4	4
October.....	11	186,500	1	2	9,000	7	3
November.....	13	67,545	.....	3	5,000	4	6
December.....	13	76,475	.....	3	795	6	4
January.....	15	113,215	.....	3	1,800	6	6
February.....	14	47,080	2	2	1,575	9	5
March.....	15	138,220	3	4	103,015	8	6
April.....	12	98,600	1	2	620	2	9
May.....	10	31,150	1	1	240	6	4
June.....	6	20,300	.....	2	4,700	3	1
Total.....	133	1,363,045	8	34	243,385	58	49

¹ Value of cargoes carried by 7 vessels unknown.

TABLE 14.—Number of vessels totally lost, number damaged only, and number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Number of vessels—			Tonnage of vessels—				Persons on board.		Lives lost.
	Totally lost.	Dam- aged.	Not dam- aged.	Totally lost.	Dam- aged.	Not dam- aged.	Total.	Passen- gers.	Num- ber in crews.	
July.....	2	4	.....	3,479	1,741	.....	5,220	200	152	4
August.....	4	5	.....	1,323	7,766	.....	9,089	.....	180	2
September.....	2	7	.....	1,101	4,556	.....	5,657	115	175	.....
October.....	4	7	1	686	14,547	1,169	16,402	21	388	.....
November.....	3	10	.....	428	7,316	.....	7,744	96	190	1
December.....	.....	13	.....	.....	13,556	.....	13,556	65	296	.....
January.....	3	12	.....	704	17,151	.....	17,855	58	283	6
February.....	1	13	2	10	12,876	792	13,678	375	327	.....
March.....	.....	15	3	.....	47,872	591	48,463	17	825	2
April.....	4	8	1	710	18,060	8,579	27,349	30	604	1
May.....	2	8	1	875	6,139	456	7,470	30	263	7
June.....	1	5	.....	12	2,993	.....	3,005	250	75	.....
Total.....	26	107	8	9,328	154,573	11,587	175,488	1,257	3,758	23

MARINE CASUALTIES, PACIFIC COAST, 1912—Continued.

TABLE 15.—Insurance on vessels and cargoes involved in disaster, 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	\$305,000	1	\$12,000	\$317,000	3	3	.....	1	1
August.....	6	461,500	3	33,500	495,000	2	4	1	2	.....
September.....	5	353,500	1	10,555	364,055	3	1	1	3	4
October.....	10	1,464,500	2	13,000	1,477,500	1	3	1	4	3
November.....	8	135,000	2	8,500	143,500	3	2	2	3	6
December.....	9	686,250	2	25,500	711,750	3	4	1	3	4
January.....	9	1,224,240	2	60,000	1,284,240	4	5	2	2	6
February.....	11	450,800	3	31,850	482,650	4	6	1	2	5
March.....	13	3,896,770	1	9,000	3,905,770	5	8	.....	3	6
April.....	9	2,695,360	1	105,600	2,800,960	2	1	2	2	9
May.....	7	329,000	2	45,000	299,000	3	1	1	4	4
June.....	2	310,000	1	3,500	313,500	4	2	.....	2	1
Total.....	92	12,311,920	21	358,005	12,669,925	37	40	12	31	49

TABLE 16.—Distinguishing the nature of casualties, etc.

Nature of casualties.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundering.....	2	2	2	1	1	1	1	1	1	1	1	1	8
Strandings.....	3	7	3	5	1	3	10	5	4	4	5	2	52
Vessels in collision.....	.....	.....	2	2	3	3	2	4	6	4	3	.....	29
Other casualties:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fire.....	.....	1	.....	3	4	1	1	.....	2	3	2	1	18
Damage to machinery.....	.....	1	2	2	1	2	1	2	4	2	1	.....	18
Damage to hull, masts, rigging, etc.....	.....	.....	.....	.....	3	2	.....	2	.....	.....	.....	2	9
Struck bridge, pier, wreck, rock, etc.....	1	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	3
Damage to cargo.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Sprung leak.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Damage to boilers.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Total.....	6	9	9	12	13	13	15	16	18	13	11	6	141

1 Originating in 3 cases from gasoline explosions.

2 Broken shaft in 11 of these cases.

TABLE 17.—Distinguishing the causes of casualties (excluding collisions).

Class and cause of disaster.	Foundering.	Strandings.	Other casualties.	Total.
Class 1.—Causes connected with weather and sea:
Gales, storms, hurricanes, etc.....	11	4	15
Fog.....	11	.....	11
Currents, tides, etc.....	6	2	8
Heavy seas.....	2	4	6
Darkness.....	4	.....	4
Shifting channel.....	2	.....	2
Total.....	36	10	46
Class 2.—Causes connected with vessels and equipment:
Defective chart.....	2	.....	2
Defective chronometer.....	1	.....	1
Total.....	3	.....	3
Class 3.—Causes connected with navigation and seamanship:
Error of officers or crew.....	2	1	3
Error of pilot.....	2	.....	2
Total.....	4	1	5

MARINE CASUALTIES, PACIFIC COAST, 1912—Continued.

TABLE 17.—*Distinguishing the causes of casualties (excluding collisions)*—Continued.

Class and cause of disaster.	Founders.	Strandings.	Other casualties.	Total.
Class 4.—Causes connected with machinery and boilers:				
Disabled engine.....		1		1
Leaking boiler tube.....			1	1
Defective shaft.....			3	3
Total.....		1	4	5
Class 5.—Miscellaneous causes:				
Struck bridge, pier, wreck, rock, etc.....		5	3	7
Sprung a leak.....	7			8
Explosion—				
Of gasoline.....			3	3
Of lantern.....			1	1
Of oil.....			1	1
Cause not given.....			2	2
Spontaneous combustion.....			4	4
Absence of buoy.....		2		2
Unclassified.....	1		4	5
Cause not given.....		1	19	20
Total.....	8	8	37	53
Aggregate.....	8	52	52	112

TABLE 18.—*Collisions: Distinguishing their causes, as given by masters, agents, and owners.*

Cause of disaster.	September.	October.	November.	December.	January.	February.	March.	April.	May.	Total.
Fault of other vessel.....			1			2	2	1	2	8
Fog.....		2	2			2				6
Currents, tides, etc.....	2							2		4
High and baffling winds.....							2			2
Misunderstanding of signals.....									1	1
Accidental.....							1			1
Fault of towing vessel.....				1						1
Bad management.....								1		1
Want of proper lights.....					1					1
Error of officers or crew.....				1						1
Darkness.....					1					1
Cause not given.....				1			1			2
Total.....	2	2	3	3	2	4	6	4	3	29

NOTE.—No collisions reported for July, August, or June.

TABLE 19.—*Description of vessels involved in disaster.*

Description of vessel.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Steamers.....	4	7	6	12	11	11	12	13	15	10	6	5	112
Schooners.....	2	2	2		2	1	2	2	3	2	2		18
Barkentines.....							1	2			1		4
Barks.....								1			1		2
Barges.....			1								1		1
Scows.....										1			1
Ferry boats.....						1							1
Brigantines.....												1	1
Ships.....											1		1
Total.....	6	9	9	12	13	13	15	16	18	13	11	6	141

MARINE CASUALTIES, PACIFIC COAST, 1912—Continued.

TABLE 20.—*Nationality and description of foreign vessels involved in disaster.*

(No casualties to foreign vessels on the Pacific coast were reported for the year.)

TABLE 21.—*Classification, according to tonnage, of vessels involved in disaster.*

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	2		2	1			2	1
Over 100 and not exceeding 200 tons.....			1				1	1	1	1		1		
Over 200 and not exceeding 300 tons.....			1			1	1	1		1		1		1
Over 300 and not exceeding 500 tons.....	1	2	1		1	1	1	1	4	1		2		2
Over 500 and not exceeding 700 tons.....		1	2				2		1			1	1	3
Over 700 and not exceeding 1,000 tons.....	1	1	1		1	1					3			2
Over 1,000 and not exceeding 1,500 tons.....	1				1	1	1		1					1
Over 1,500 and not exceeding 2,000 tons.....					1									
Over 2,000 and not exceeding 2,500 tons.....	1						1				1			
Over 2,500 and not exceeding 3,000 tons.....											1			
Over 3,000 and not exceeding 3,500 tons.....									1					
Over 3,500 and not exceeding 4,000 tons.....														1
Over 4,500 and not exceeding 5,000 tons.....							2				1			
Over 5,000 and not exceeding 6,000 tons.....			1											
Over 6,000 tons.....														1
Total.....	2	3	4	5	2	7	4	8	3	10		13	3	12
Aggregate.....	5		9		9		12		13		13		15	

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				6	2	1	1	1		12	12	24
Over 100 and not exceeding 200 tons.....		1			1			2	1		1	10	11
Over 200 and not exceeding 300 tons.....		1		1	1					1	3	8	11
Over 300 and not exceeding 500 tons.....		1		1	1				1		3	5	21
Over 500 and not exceeding 700 tons.....		4		1				1			5	17	19
Over 700 and not exceeding 1,000 tons.....		5		3		2	1	1	1		1	19	20
Over 1,000 and not exceeding 1,500 tons.....							1	1	1		2	6	8
Over 1,500 and not exceeding 2,000 tons.....		1							1		1	3	5
Over 2,000 and not exceeding 2,500 tons.....		1					1				1	4	5
Over 2,500 and not exceeding 3,000 tons.....		1									1	5	5
Over 3,000 and not exceeding 3,500 tons.....			2			1						1	1
Over 3,500 and not exceeding 4,000 tons.....						1						3	3
Over 4,500 and not exceeding 5,000 tons.....				1								2	2
Over 5,000 and not exceeding 6,000 tons.....												3	3
Over 6,000 tons.....				2		2						5	5
Total.....	1	15		18	4	9	3	9	1	5	27	114	141
Aggregate.....	16		18		13		12		6		141		

NOTE.—No disasters to vessels between 4,000 and 4,500 tons reported.

MARINE CASUALTIES, PACIFIC COAST, 1912—Continued.

TABLE 22.—Classification, according to age, of vessels involved in disaster.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	2	2	4	4	5	1	5	4	5	1	4	39
Over 5 and not exceeding 10 years.....	3	3	4	4	1	3	4	5	5	2	1	1	32
Over 10 and not exceeding 15 years.....	1	1	1	2	2	9	2	2	2	2	4	1	24
Over 15 and not exceeding 20 years.....	1	2	1	1	1	1	1	2	2	1	2	1	5
Over 20 and not exceeding 25 years.....	1	2	2	1	3	1	2	2	1	1	2	1	17
Over 25 and not exceeding 30 years.....	1	1	1	2	1	1	1	1	1	1	1	1	10
Over 30 and not exceeding 35 years.....	1	1	1	3	1	2	1	1	2	1	1	1	10
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	6	9	9	12	13	13	15	16	18	13	11	6	141

TABLE 23.—Nature of cargoes carried by vessels involved in disaster.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
General.....	3	4	3	5	2	3	3	2	6	2	4	1	38
Lumber.....	1	1	1	1	3	5	5	7	5	2	1	1	31
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	8
Lime, cement, etc.....	1	2	1	1	1	1	1	1	1	1	1	1	5
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Canned salmon.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Coal.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Chemicals.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Copper ore.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	5	9	5	9	7	9	9	11	12	4	7	5	92
Vessels in ballast.....	1	1	4	3	6	4	6	5	6	9	4	1	49
Aggregate.....	6	9	9	12	13	13	15	16	18	13	11	6	141

TABLE 24.—Summary: Pacific coast.

Nature of casualties.	Number of vessels.	Tonnage of vessels—			Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged.	Undamaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	8	1,115	604	.....	\$69,750	\$14,400	\$29,275	\$14,160
Strandings.....	52	6,515	46,811	.....	5,374,800	917,990	927,720	109,515
Vessels in collision.....	29	708	28,290	11,587	3,817,950	244,035	123,510	3,220
Other casualties.....	52	990	78,868	.....	10,682,675	477,635	282,540	116,490
Total.....	141	9,328	154,573	11,587	19,945,175	1,654,060	1,363,045	243,385
Aggregate.....	175,488	21,599,235	1,606,490

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MARINE CASUALTIES, PACIFIC COAST, 1912—Continued.

TABLE 24.—Summary: Pacific coast—Continued.

Nature of casualties.	Amount of insurance carried.		Vessels—					Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In bal- last.	To- tally lost.	Dam- aged.	Un- dam- aged.	Passen- gers.	Num- ber in crews.	
Foundering.....	\$35,000	\$12,000	3	5	3	5	.....	74	.....	.....
Strandings.....	3,014,240	160,000	41	11	11	41	.....	309	1,313	21
Vessels in collision.....	2,277,860	132,600	13	16	3	18	8	35	587	.....
Other casualties.....	6,984,820	53,405	35	17	9	43	.....	913	1,784	2
Total.....	12,311,920	358,005	92	49	26	107	8	1,257	3,758	23
Aggregate.....	12,669,925		141			141		5,015		.....

MARINE CASUALTIES, GREAT LAKES, 1912.

TABLE 25.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.

Months.	Vessels.		Cargoes.		Number of car- goes, value un- known.
	Number.	Value.	Number.	Value.	
July.....	28	\$3,488,950	17	\$280,880	.....
August.....	31	4,198,230	15	247,490	2
September.....	36	5,327,500	18	721,700	3
October.....	43	5,931,600	29	1,295,680	1
November.....	58	7,560,500	38	1,964,780	3
December.....	5	1,449,000	2	350,000	.....
January.....	7	952,500	3	332,000	.....
February.....	3	875,000	2	130,000	1
March.....	13	2,690,805	10	272,500	2
April.....	7	1,608,000	5	234,000	.....
May.....	30	5,351,500	15	677,905	1
June.....	19	2,210,960	9	157,715	1
Total.....	280	41,704,545	163	6,664,650	14

Months.	Loss to vessels.		Vessels un- dam- aged.	Loss to cargoes.		Car- goes un- dam- aged. ¹	Vessels in bal- last.
	Num- ber.	Loss.		Num- ber.	Loss.		
July.....	24	\$537,025	4	10	\$61,925	7	11
August.....	31	140,705	.....	4	71,350	13	14
September.....	32	221,765	4	5	24,250	16	15
October.....	43	167,485	.....	5	10,775	25	13
November.....	55	219,345	3	19	50,320	22	17
December.....	5	37,500	.....	.....	.....	2	3
January.....	6	12,390	1	.....	.....	3	4
February.....	3	9,300	.....	.....	.....	3	.....
March.....	11	31,025	2	2	30,100	10	1
April.....	7	17,075	.....	1	4,500	4	2
May.....	29	110,000	1	4	1,085	12	14
June.....	17	73,640	2	2	3,250	8	9
Total.....	263	1,577,255	17	52	257,555	125	103

¹ Including 4 cargoes, whether damaged or undamaged, not known.

MARINE CASUALTIES, GREAT LAKES, 1912—Continued.

TABLE 26.—Number of vessels totally lost, number damaged only, and number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Number of vessels—			Tonnage of vessels—				Persons on board.		Lives lost.
	Totally lost.	Damaged.	Not damaged.	Totally lost.	Damaged.	Not damaged.	Total.	Passengers.	Number in crews.	
July.....	5	19	4	8,907	40,313	9,401	58,621	2,773	583	4
August.....	3	28	.....	2,488	70,065	.....	72,553	704	586	1
September.....	3	29	4	4,736	74,363	11,335	90,434	21	658	.....
October.....	4	39	.....	1,851	104,610	.....	106,461	133	901	.....
November.....	7	48	3	3,679	128,755	5,705	138,139	.....	913	4
December.....	.....	5	.....	.....	20,275	.....	20,275	.....	84	.....
January.....	1	5	1	15	10,293	136	10,444	4	134	.....
February.....	.....	3	.....	.....	6,346	.....	6,346	3	140	.....
March.....	.....	11	2	.....	22,374	2,977	25,351	28	538	.....
April.....	.....	7	.....	.....	26,274	.....	26,274	18	173	.....
May.....	2	27	1	374	91,782	6,751	98,907	.....	509	.....
June.....	1	16	2	2,220	31,761	6,122	40,103	85	355	.....
Total.....	26	237	17	24,270	627,211	42,427	693,908	3,769	5,574	9

TABLE 27.—Insurance on vessels and cargoes involved in disaster, 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	\$2,140,000	5	\$135,750	\$2,275,750	15	7	1	5	11
August.....	15	2,669,000	8	150,890	2,819,890	14	6	2	3	14
September.....	13	1,628,425	10	526,485	2,154,910	15	3	8	8	15
October.....	20	3,863,000	12	1,028,855	4,891,855	19	5	4	13	13
November.....	25	4,974,700	22	947,700	5,922,400	28	4	5	15	17
December.....	5	1,388,000	2	300,000	1,688,000	.....	.....	.....	.....	3
January.....	2	526,700	1	10,000	536,700	3	.....	2	2	4
February.....	.....	.....	.....	.....	.....	.....	.....	3	3	.....
March.....	10	1,768,500	9	265,000	2,033,500	1	1	2	2	1
April.....	7	1,485,500	4	199,000	1,684,500	.....	.....	.....	1	2
May.....	12	2,928,150	5	497,765	3,425,915	13	5	5	6	14
June.....	10	752,000	3	28,095	780,095	6	3	3	4	9
Total.....	131	24,123,975	81	4,089,540	28,213,515	114	34	35	62	103

TABLE 28.—Distinguishing the nature of casualties, etc.

Nature of casualties.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundering.....	2	.....	.....	1	4	.....	1	.....	.....	.....	.....	.....	8
Strandings.....	9	6	7	17	21	2	.....	1	2	3	7	3	78
Vessels in collision.....	6	7	16	11	12	2	2	.....	4	2	13	5	80
Other casualties:													
Damage to hull, masts, rigging, etc.	4	4	6	6	6	.....	1	1	1	.....	2	.....	31
Fire ¹	3	4	4	2	2	1	2	.....	1	1	4	2	26
Damage to machinery.....	3	6	.....	5	3	.....	1	1	2	.....	.....	5	26
Struck bridge, pier, wreck, rock, etc.	1	.....	1	6	.....	.....	.....	.....	.....	.....	3	4	15
Involved in ice.....	.....	.....	.....	.....	.....	.....	.....	3	1	.....	.....	.....	4
Sprung a leak.....	.....	1	1	.....	2	.....	.....	.....	.....	.....	.....	.....	4
Damage to cargo.....	1	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	3
Damage to boilers.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Capsized.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Waterlogged.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	28	31	36	43	58	5	7	3	13	7	30	19	280

¹ Originating in 5 cases from gasoline explosions.

MARINE CASUALTIES, GREAT LAKES, 1912—Continued.

TABLE 29.—*Distinguishing the causes of casualties (excluding collisions).*

Class and cause of disaster.	Foundering.	Strandings.	Other casualties.	Total.
Class 1.—Causes connected with weather and sea:				
Gales, storms, hurricanes, etc.....	5	16	18	39
Fog.....		12	1	13
Snowstorms.....		8		8
Currents, tides, etc.....		4	3	7
Heavy seas.....			6	6
Darkness.....		5		5
Total.....	5	45	28	78
Class 2.—Causes connected with vessel and equipment:				
Defective chart.....		2		2
Error of compass.....		1		1
Total.....		3		3
Class 3.—Causes connected with navigation and seamanship:				
Error of officers or crew.....		7	4	11
Class 4.—Causes connected with machinery and boilers:				
Damage to machinery.....		2		2
Class 5.—Miscellaneous causes:				
Struck bridge, pier, wreck, rock, etc.....		8	15	23
Ice.....			12	12
Sprung a leak.....	2	2	2	6
Fault of towing vessel.....			5	5
Explosion of gasoline.....			5	5
Absence of buoy.....		5		5
Damage to hull, masts, rigging, etc.....		1		1
Spontaneous combustion.....			1	1
Unclassified.....		5	12	17
Cause not given.....	1		30	31
Total.....	3	21	82	106
Aggregate.....	8	78	114	200

TABLE 30.—*Collisions: Distinguishing their causes, as given by masters, agents, and owners.*

Cause of casualty.	July.	August.	September.	October.	November.	December.	January.	March.	April.	May.	June.	Total.
Fault of other vessel.....	1	3	3	1	2					3	3	16
High, baffling winds.....			2	3	4	2				3	1	15
Accidental.....	2		3	3	1		1			1		11
Fog.....	1	2	3							3		8
Error of officers or crew.....					2					2		4
Ice.....								4				4
Unavoidable.....			2						1	1		4
Bad management.....		2	1									3
Currents, tides, etc.....				2								2
Fault of towing vessel.....	2											2
Snowstorms.....					2							2
Damage to machinery.....				2								2
Parting of towline.....			1									1
Unclassified.....							1		1		1	3
Cause not given.....			1		1					1		3
Total.....	6	7	16	11	12	2	2	4	2	13	5	80

NOTE.—No collisions reported for February.

MARINE CASUALTIES, GREAT LAKES, 1912—Continued.

TABLE 31.—Description of vessels involved in disaster.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Steamers.....	22	29	31	39	40	5	7	3	13	7	27	18	241
Schooners.....	4	2	3	4	18	.....	.....	.....	.....	.....	2	.....	33
Barges.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	4
Sloops.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Scows.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	28	31	36	43	58	5	7	3	13	7	30	19	280

TABLE 32.—Nationality and description of foreign vessels involved in disaster.

(Only 1 casualty to a foreign vessel on the Great Lakes was reported during the year, namely, a British (Canadian) steamer, damaged during the month of December.)

TABLE 33.—Classification, according to tonnage, of vessels involved in disaster.

Burden of vessels.	July.		August.		September.		October.		November.		December.	
	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	3	1	5	.....	6	.....	3	1	4	.....	.....
Over 100 and not exceeding 200 tons.....	.....	1	.....	2	.....	2	.....	1	.....	1	.....	.....
Over 200 and not exceeding 300 tons.....	.....	1	.....	.....	.....	2	1	3	1	4	.....	.....
Over 300 and not exceeding 500 tons.....	.....	3	1	2	.....	2	1	1	2	1	.....	.....
Over 500 and not exceeding 700 tons.....	.....	2	.....	.....	1	.....	2	2	.....	7	.....	1
Over 700 and not exceeding 1,000 tons.....	.....	.....	.....	.....	.....	2	.....	.....	2	4	.....	.....
Over 1,000 and not exceeding 1,500 tons.....	.....	.....	.....	1	.....	.....	.....	1	1	.....	.....	.....
Over 1,500 and not exceeding 2,000 tons.....	1	1	.....	4	1	2	.....	3	.....	2	.....	.....
Over 2,000 and not exceeding 2,500 tons.....	1	2	1	3	1	1	.....	10	.....	5	.....	.....
Over 2,500 and not exceeding 3,000 tons.....	.....	2	.....	1	.....	3	.....	1	.....	3	.....	1
Over 3,000 and not exceeding 3,500 tons.....	.....	1	.....	2	.....	1	.....	2	.....	2	.....	.....
Over 3,500 and not exceeding 4,000 tons.....	.....	3	.....	2	.....	.....	.....	1	.....	4	.....	.....
Over 4,000 and not exceeding 4,500 tons.....	1	1	.....	.....	.....	3	.....	1	.....	1	.....	1
Over 4,500 and not exceeding 5,000 tons.....	.....	1	.....	2	.....	2	.....	4	.....	4	.....	.....
Over 5,000 and not exceeding 6,000 tons.....	.....	1	.....	1	.....	4	.....	3	.....	3	.....	1
Over 6,000 tons.....	.....	1	.....	3	.....	3	.....	3	.....	6	.....	1
Total.....	5	23	3	28	3	33	4	39	7	51	.....	5
Aggregate.....	28	.....	31	.....	36	.....	43	.....	58	.....	.....	5

MARINE CASUALTIES, GREAT LAKES, 1912—Continued.

TABLE 33.—Classification, according to tonnage, of vessels involved in disaster—Con.

Burden of vessels.	Jan- uary.		Feb- ruary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	1	2	...	...	...	...	1	1	4	...	4	6	32	38	
Over 100 and not exceeding 200 tons..	...	1	...	...	...	...	...	...	...	...	...	...	9	9	
Over 200 and not exceeding 300 tons..	1	...	...	...	...	...	11	13	
Over 300 and not exceeding 500 tons..	1	1	...	...	...	5	10	
Over 500 and not exceeding 700 tons..	1	...	...	...	...	...	3	...	16	19	
Over 700 and not exceeding 1,000 tons..	2	...	...	...	...	...	2	...	8	10	
Over 1,000 and not exceeding 1,500 tons.....	1	...	...	...	...	3	1	6	7	
Over 1,500 and not exceeding 2,000 tons.....	...	1	...	1	...	1	...	...	1	...	...	2	16	18	
Over 2,000 and not exceeding 2,500 tons.....	2	...	1	...	...	5	1	1	4	30	34	
Over 2,500 and not exceeding 3,000 tons.....	...	1	...	...	7	...	2	...	3	...	...	...	24	24	
Over 3,000 and not exceeding 3,500 tons.....	2	...	10	10	
Over 3,500 and not exceeding 4,000 tons.....	1	...	2	...	13	13	
Over 4,000 and not exceeding 4,500 tons.....	2	...	1	1	10	11		
Over 4,500 and not exceeding 5,000 tons.....	1	...	...	14	14		
Over 5,000 and not exceeding 6,000 tons.....	...	1	...	...	...	...	1	...	...	...	1	16	16		
Over 6,000 tons.....	2	...	9	...	1	29	29		
Total.....	1	6	...	3	...	13	...	7	2	28	1	18	26	254	280
Aggregate.....	7	...	3	...	13	...	7	...	30	...	19	...	280	...	

TABLE 34.—Classification, according to age, of vessels involved in disaster.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	3	8	9	10	13	1	1	...	3	3	9	2	62
Over 5 and not exceeding 10 years.....	3	5	10	6	7	3	4	2	4	2	7	1	54
Over 10 and not exceeding 15 years.....	7	5	2	4	2	...	1	...	...	...	4	4	29
Over 15 and not exceeding 20 years.....	3	3	5	4	8	...	1	...	...	1	3	5	33
Over 20 and not exceeding 25 years.....	8	6	5	9	13	...	...	...	1	...	5	1	48
Over 25 and not exceeding 30 years.....	...	1	1	5	3	...	...	1	...	1	2	2	16
Over 30 and not exceeding 35 years.....	...	...	2	2	2	...	...	2	...	...	...	2	10
Over 35 and not exceeding 40 years.....	1	1	...	2	6	1	...	1	...	...	...	2	14
Over 40 and not exceeding 45 years.....	1	2	2	...	3	...	...	2	...	...	...	...	10
Over 45 and not exceeding 50 years.....	2	...	...	1	1	...	...	...	...	...	...	...	4
Total.....	28	31	36	43	58	5	7	3	13	7	30	19	280

MARINE CASUALTIES, GREAT LAKES, 1912—Continued.

TABLE 35.—*Nature of cargoes carried by vessels involved in disaster.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Coal.....	8	7	3	13	10	....	1	1	....	2	4	1	50
General.....	2	3	2	5	3	1	2	2	12	1	1	3	42
Iron ore.....	2	3	10	3	10	....	....	....	....	4	4	3	28
Lumber.....	5	2	3	5	10	....	....	....	....	1	1	1	28
Grain.....	1	1	3	2	5	1	....	....	....	1	2	....	16
Wood.....	....	1	....	....	2	....	....	....	....	....	....	....	3
Cement, sand, and gravel.....	1	....	....	....	....	....	....	....	....	....	1	1	3
Stone.....	....	....	....	1	....	....	....	....	....	....	....	....	1
Hay.....	....	....	....	....	1	....	....	....	....	....	....	....	1
Chemicals.....	....	....	....	....	....	....	....	....	....	....	1	....	1
Gasoline.....	....	....	....	....	....	....	....	....	....	....	1	....	1
Provisions.....	....	....	....	....	....	....	....	....	....	....	1	....	1
Railroad iron.....	....	....	....	....	....	....	....	....	....	....	....	1	1
Railroad ties.....	....	....	....	1	....	....	....	....	....	....	....	....	1
Total.....	17	17	21	30	41	2	3	3	12	5	16	10	177
Vessels in ballast.....	11	14	15	13	17	3	4	....	1	2	14	9	103
Aggregate.....	28	31	36	43	58	5	7	3	13	7	30	19	280

TABLE 36.—*Distinguishing lakes and connecting rivers on which disasters occurred.*

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Michigan.....	12	10	9	15	16	1	6	3	11	4	7	9	103
Lake Erie.....	5	9	4	6	18	3	....	....	2	3	12	3	65
Lake Superior.....	5	3	2	2	9	....	1	....	....	....	6	2	41
Lake Huron.....	2	1	4	4	7	....	....	....	....	....	2	....	22
Lake Ontario.....	....	2	....	....	....	....	....	....	....	....	....	1	3
Lake St. Clair.....	....	....	....	....	1	....	....	....	....	....	....	....	20
St. Clair River.....	....	3	2	3	2	1	....	....	....	....	....	1	14
St. Marys River.....	1	2	2	2	2	....	....	....	....	....	2	....	8
Detroit River.....	1	1	1	....	....	....	....	....	....	....	1	1	5
Straits of Mackinac.....	....	....	....	1	....	....	....	....	....	....	....	....	1
Total.....	28	31	36	43	58	5	7	3	13	7	30	19	280

TABLE 37.—*Summary: Great Lakes.*

Nature of casualties.	Number of vessels.	Tonnage of vessels—			Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged.	Undamaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	8	4,959	582	....	\$118,200	\$43,900	\$109,140	\$31,275
Strandings.....	78	5,146	205,314	583	12,048,060	2,319,325	431,695	51,640
Vessels in collision.....	80	8,708	190,332	40,801	13,676,825	1,576,510	674,885	117,400
Other casualties.....	114	5,457	230,983	1,043	15,861,470	2,724,915	361,585	57,240
Total.....	280	24,270	627,211	42,427	41,704,545	6,664,650	1,577,255	257,555
Aggregate.....	....	693,908			\$48,369,195		\$1,834,810	

MARINE CASUALTIES, GREAT LAKES, 1912—Continued.

TABLE 37.—Summary: Great Lakes—Continued.

Nature of casualties.	Amount of insurance carried.		Vessels—					Persons on board.		Lives lost.
	Vessels.	Cargoes.	La-den.	In bal-last.	Totally lost.	Dam-aged.	Un-dam-aged.	Pas-sen-gers.	Num-ber in crews.	
Foundering.....	\$8,000	\$12,400	7	1	5	3	.....	1	70	4
Strandings.....	7,425,650	1,927,895	52	26	10	67	1	191	1,445	1
Vessels in collision.....	8,509,700	1,013,845	52	28	5	61	14	359	1,710	3
Other casualties.....	8,180,625	1,135,400	66	48	6	106	2	3,218	2,349	1
Total.....	24,123,975	4,089,540	177	103	26	237	17	3,769	5,574	9
Aggregate.....	\$28,213,515		280		280		9,843		.....	.....

MARINE CASUALTIES, UNITED STATES RIVERS, 1912.

TABLE 38.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same, where known.

Months.	Vessels.		Cargoes.		Number of cargoes, value unknown.
	Number.	Value.	Number.	Value.	
July.....	12	\$481,300	5	\$27,675	2
August.....	12	239,000	3	77,635	1
September.....	17	652,400	6	112,600	.....
October.....	13	1,350,200	9	642,095	1
November.....	20	1,057,000	8	39,425	1
December.....	14	254,000	5	243,300	.....
January.....	26	485,315	8	46,735	.....
February.....	19	125,060	8	24,550	.....
March.....	18	553,800	8	165,500	.....
April.....	17	114,300	5	21,500	.....
May.....	13	140,100	5	15,860	.....
June.....	15	632,500	4	31,000	.....
Total.....	196	6,084,975	74	1,447,875	5

Months.	Loss to vessels.		Vessels un-dam-aged.	Loss to cargoes.		Cargoes un-dam-aged.	Vessels in bal-last.
	Num-ber.	Loss.		Num-ber.	Loss.		
July.....	13	\$107,900	.....	2	\$2,550	5	6
August.....	11	31,390	.....	.....	.....	4	7
September.....	17	46,590	.....	.....	.....	6	11
October.....	13	33,800	.....	4	14,295	6	3
November.....	18	79,510	2	2	2,500	7	11
December.....	14	55,185	.....	2	19,200	3	9
January.....	24	111,010	2	4	2,665	4	18
February.....	19	68,745	.....	6	11,100	2	11
March.....	18	75,750	.....	3	22,500	5	10
April.....	17	59,450	.....	3	8,550	2	12
May.....	13	70,865	.....	5	6,310	.....	8
June.....	13	50,250	2	2	1,500	2	11
Total.....	190	790,445	6	33	91,170	46	117

MARINE CASUALTIES, UNITED STATES RIVERS, 1912—Continued.

TABLE 39.—Number of vessels totally lost, number damaged only, and number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Number of ves- sels—		Tonnage of vessels.			Persons on board.		Lives lost.
	Totally lost.	Dam- aged. ¹	Totally lost.	Dam- aged.	Total.	Passen- gers.	Num- ber in crews.	
July.....	5	7	786	6,391	7,177	394	306	.....
August.....	5	7	214	4,493	4,707	79	115	8
September.....	5	12	290	7,523	7,813	769	208	.....
October.....	3	10	88	18,169	18,257	76	297	1
November.....	5	15	112	8,983	9,095	101	270	1
December.....	4	10	428	5,158	5,586	531	241	5
January.....	9	17	1,515	8,464	9,979	22	189	5
February.....	9	10	1,188	2,292	3,480	30	125	10
March.....	3	15	362	6,222	6,584	50	318	.....
April.....	6	11	75	1,143	1,218	34	158	4
May.....	5	8	620	849	1,469	1	130	1
June.....	2	13	666	4,089	4,755	152	246	.....
Total.....	61	135	6,344	73,776	80,120	2,239	2,603	35

¹ Including 5 undamaged vessels having a total tonnage of 7,098.

TABLE 40.—Insurance on vessels and cargoes involved in disaster, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether in- sured or not.		Ves- sels in bal- last.
	Num- ber.	Amount.	Num- ber.	Amount.		Ves- sels.	Cargoes.	Ves- sels.	Cargoes.	
July.....	8	\$178,300	2	\$7,000	\$185,300	4	2	1	3	6
August.....	8	219,000	2	76,635	295,635	3	1	.....	1	7
September.....	5	100,000	1	3,600	103,600	5	1	7	4	11
October.....	13	922,330	6	279,765	1,202,095	.....	1	.....	3	3
November.....	13	114,800	2	12,000	126,800	6	2	1	5	11
December.....	5	64,000	3	234,500	298,500	7	1	2	1	9
January.....	9	81,500	2	15,500	97,000	14	4	3	2	18
February.....	9	42,800	3	12,600	55,400	10	4	.....	1	11
March.....	12	407,800	4	131,000	538,800	4	1	2	3	10
April.....	8	45,000	1	10,000	55,000	8	3	1	1	12
May.....	8	76,750	1	5,000	81,750	5	3	.....	1	8
June.....	7	195,000	1	10,000	205,000	6	3	2	.....	11
Total.....	105	2,447,280	28	797,600	3,244,880	72	26	19	25	117

TABLE 41.—Distinguishing the nature of casualties, etc.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundering.....	.....	3	.....	1	3	.....	1	3	1	2	2	1	17
Strandings.....	3	2	2	3	.....	1	1	.....	.....	.....	.....	.....	12
Vessels in collision.....	1	.....	9	.....	5	2	5	3	4	1	2	6	38
Other casualties:													
Fire ¹	5	2	4	3	4	5	7	6	5	9	2	3	55
Struck bridge, pier, wreck, rock, etc.....	1	3	1	4	2	2	.....	1	5	2	4	3	28
Damage to machinery.....	1	1	.....	2	4	1	3	.....	2	.....	2	1	17
Damage to hull, masts, etc.....	1	.....	.....	.....	2	2	4	3	1	3	.....	.....	16
Involved in ice.....	.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	7
Explosion of boiler.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	3
Capsized.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Damage to cargo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total.....	12	12	17	13	20	14	26	19	18	17	13	15	196

¹ Originating in 7 cases from gasoline explosion.

MARINE CASUALTIES, UNITED STATES RIVERS, 1912—Continued.

TABLE 42.—Distinguishing the causes of casualties (excluding collisions).

Class and cause of disaster.	Founders.	Strandings.	Other casualties.	Total.
Class 1.—Causes connected with weather and sea:				
Gales, storms, hurricanes, etc.....	3		2	5
Fog.....		3	1	4
Currents, tides, etc.....		1	1	2
Total.....	3	4	4	11
Class 3.—Causes connected with navigation and seamanship:				
Error of officers or crew.....	1	1	1	3
Error of pilot.....			1	1
Total.....	1	1	2	4
Class 4.—Causes connected with machinery and boilers:				
Damage to machinery.....		1	14	15
Explosion of boilers.....			3	3
Total.....		1	17	18
Class 5.—Miscellaneous causes:				
Struck bridge, pier, wreck, rock, etc.....		2	28	30
Ice.....			17	17
Sprung a leak.....	11			11
Explosion of gasoline.....			7	7
Unclassified.....	2	2	12	16
Cause not given.....		2	42	44
Total.....	13	6	106	125
Aggregate.....	17	12	129	158

TABLE 43.—Collisions: Distinguishing their causes, as given by masters, agents, and owners.

Cause of disaster.	July.	September.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Fault of other vessel.....		2					3		1	2	8
Fog.....			1	2	1					2	6
Ice.....					4	1					5
Fault of towing vessel.....		4			4						8
Misunderstanding of signals.....						2				1	3
Accidental.....			3								3
Error of officers or crew.....		1								1	2
Bad management.....							1	1			2
High and baffling winds.....		1									1
Currents, tides, etc.....			1								1
Unavoidable.....		1									1
Cause not given.....	1								1		2
Total.....	1	9	5	2	5	3	4	1	2	6	38

TABLE 44.—Description of vessels involved in disaster.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Steamers.....	11	10	11	12	18	12	18	15	15	16	11	13	162
Schooners.....	1	2	4	1	1		7	3	1				20
Barges.....			1					1	2		1		5
Ferryboats.....						2				1			3
Sloops.....							1				1		2
Barkentines.....			1										1
Steam canal boats.....					1								1
Total.....	12	12	17	13	20	14	26	19	18	17	13	15	196

MARINE CASUALTIES, UNITED STATES RIVERS, 1912—Continued.

TABLE 45.—*Nationality and description of foreign vessels involved in disaster.*

(No casualties to foreign vessels on the rivers of the United States reported for the year.)

TABLE 46.—*Classification, according to tonnage, of vessels involved in disaster.*

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.....	4		4	1	3	3	1	5	4	3	4	6	7	2
Over 100 and not exceeding 200 tons.....	1		1	3	4	1			4	1	1	2		
Over 200 and not exceeding 300 tons.....					3				2	1	1			
Over 300 and not exceeding 500 tons.....		1			1						2	1		
Over 500 and not exceeding 700 tons.....	1	2		1			1	3		1				1
Over 700 and not exceeding 1,000 tons.....		1		2	3	1	1	1	1					5
Over 1,000 and not exceeding 1,500 tons.....		1												
Over 1,500 and not exceeding 2,000 tons.....							1							
Over 2,000 and not exceeding 2,500 tons.....							3						1	
Over 2,500 and not exceeding 3,000 tons.....	1				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.....														
Total.....	5	7	5	7	5	12	3	10	5	15	4	10	9	17
Aggregate.....	12		12		17		13		20		14		26	

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	7	2	7	6	8	3	5	4	45	51		96
Over 100 and not exceeding 200 tons.....	2		4		2	1	1	1	1	6	19		25
Over 200 and not exceeding 300 tons.....	1		1			1	2		2	5	10		15
Over 300 and not exceeding 500 tons.....	1	1	1		1			1	4	4	12		16
Over 500 and not exceeding 700 tons.....		1	1						2	1	16		17
Over 700 and not exceeding 1,000 tons.....		1							1		13		13
Over 1,000 and not exceeding 1,500 tons.....											1		1
Over 1,500 and not exceeding 2,000 tons.....											1		1
Over 2,000 and not exceeding 2,500 tons.....				2							6		6
Over 2,500 and not exceeding 3,000 tons.....											1		1
Over 3,000 and not exceeding 3,500 tons.....											3		3
Over 3,500 and not exceeding 4,000 tons.....											2		2
Over 4,000 and not exceeding 4,500 tons.....													
Total.....	9	10	3	15	6	11	5	8	2	13	61	135	196
Aggregate.....	19		18		17		13		15		196		

No casualties to vessels over 3,500 and not exceeding 4,500 tons, and over 5,000 tons, reported for rivers of the United States.

TABLE 47.—*Classification, according to age, of vessels involved in disaster.*

Burden of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	4		2	2	5	2	4	4	2	5	1	4	35
Over 5 and not exceeding 10 years.....	6	2	5	7	6	11	4	6	4	4	4	3	58
Over 10 and not exceeding 15 years.....		5	1	7	3	1	5	3	3	2	3	1	31
Over 15 and not exceeding 20 years.....		2	2	1	2	1	1	1	1	4		2	16
Over 20 and not exceeding 25 years.....		1	6				2	5	3			4	21
Over 25 and not exceeding 30 years.....		1		3	3	3	2	1	1		3		17
Over 30 and not exceeding 35 years.....			1	1	1			1	1		1	1	7
Over 35 and not exceeding 40 years.....								1		1	1		3
Over 40 and not exceeding 45 years.....							1			1			2
Over 45 and not exceeding 50 years.....	1							2					3
Over 50 years.....	1	1							1				3
Total.....	12	12	17	13	20	14	26	19	18	17	13	15	196

MARINE CASUALTIES, UNITED STATES RIVERS, 1912—Continued.

TABLE 48.—*Nature of cargoes carried by vessels involved in disaster.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
General.....	4	2	1	7	6	3	1	3	5	4	3	3	42
Lumber.....			4	1	2		1	1					10
Coal.....	1	1	1				2	2				1	7
Sugar.....	1					1		1					4
Grain.....		1						1					2
Live stock.....									1				2
Petroleum.....				1			1			1			2
Cotton.....						1		1					2
Oysters.....							2						2
Phosphate rock.....				1									1
Provisions.....							1						1
Naval stores.....								1					1
Hay.....					1								1
Sand and gravel.....											2		2
Total.....	6	5	6	10	9	5	8	8	8	5	5	4	79
Vessels in ballast.....	6	7	11	3	11	9	18	11	10	12	8	11	117
Aggregate.....	12	12	17	13	20	14	26	19	18	17	13	15	196

TABLE 49.—*Distinguishing the rivers on which disasters occurred.*

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total
Arkansas.....					1					1			2
Atchafalaya, La.....									1				1
Bayou Chene, La.....					1								1
Bayou Natches, La.....							1						1
Bayou Teche, La.....													1
Black, La.....		1											1
Cape Fear, N. C.....											1		1
Columbia.....	1			1	2		1	1				3	9
Cumberland.....									2				2
Delaware.....	2		2	3	2	2	7	4	1	4	1		28
Edisto, S. C.....								1	1	1	1		4
Great Kanawha, W. Va.....									2				2
Green, Ky.....					1								1
Guadalupe, Tex.....			1										1
Hudson.....				1			1	2	1		1	2	8
James, Va.....	1												1
Kennebec, Me.....		2	3										5
Matanzas, Fla.....										1			1
Mississippi.....	3	2	2	5	8	4	9	2	2	4	2	3	46
Missouri.....		1						2		1			4
Monongahela, Pa.....									3				4
Nansemond, Va.....											1		1
Neches, Tex.....						1							1
Ocklawaha, Fla.....		1											1
Ohio.....		1	3		3	4	4	4	1	1	5	3	29
Otter, Vt.....					1								1
Passaic, N. J.....								1					1
Penobscot, Me.....	1												1
Potomac.....	1	1					1						3
Red River of the North, N. Dak.....										2			2
Richelieu, Vt.....											1		1
St. Francis, Ark.....							1						1
St. Johns, Fla.....	1	1	1						3	1		1	8
St. Lawrence.....	1	2		2					1				6
San Joaquin, Cal.....										1			1
Tennessee.....			1		2	1	1						5
Willapa, Wash.....												2	2
Willamette, Oreg.....	1		4	1		1						1	8
Total.....	12	12	17	13	20	14	26	19	18	17	13	15	196

MARINE CASUALTIES, UNITED STATES RIVERS, 1912—Continued.

TABLE 50.—Summary: United States rivers.

Nature of casualties.	Number of vessels.	Tonnage of vessels—		Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged. ¹	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	17	1,370	422	\$130,500	\$10,855	\$78,450	\$7,655
Strandings.....	12	118	16,682	996,000	506,310	61,100	2,500
Vessels in collision.....	38	281	25,895	2,017,105	232,870	85,455	4,300
Other casualties.....	129	4,575	30,777	2,941,370	698,040	565,440	76,715
Total.....	196	6,344	73,776	6,084,975	1,447,875	790,445	91,170
Aggregate.....		80,120		7,532,850		881,615	

Nature of casualties.	Amount of insurance carried.		Vessels—					Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In ballast.	Totally lost.	Damaged.	Undamaged.	Passengers.	Number in crews.	
Foundering.....	\$51,000	\$4,295	5	12	10	7	.....	2	78	1
Strandings.....	523,900	487,235	8	4	1	11	.....	741	233	.....
Vessels in collision.....	476,000	53,100	19	19	3	31	4	726	510	1
Other casualties.....	1,396,380	252,970	47	82	47	81	1	770	1,782	33
Total.....	2,447,280	797,600	79	117	61	130	5	2,239	2,603	35
Aggregate...	3,244,880		196			196		4,842		

¹Including 5 undamaged vessels having a combined tonnage of 7,098.

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1912.

TABLE 51.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.

Months.	Vessels.		Cargoes.		Number of cargoes, value unknown.
	Number.	Value.	Number.	Value.	
July.....	18	\$1,182,300	11	\$93,515	.....
August.....	18	2,888,000	15	1,144,965	3
September.....	4	42,500	3	14,500	.....
October.....	21	3,098,160	16	1,294,540	2
November.....	13	135,000	10	64,900	1
December.....	16	1,845,160	13	996,450	.....
January.....	19	1,028,500	15	515,900	.....
February.....	17	1,828,350	14	863,030	1
March.....	11	1,965,000	9	1,978,560	.....
April.....	11	1,430,070	7	918,925	.....
May.....	14	713,300	7	26,360	2
June.....	15	2,624,000	10	69,520	4
Total.....	177	18,780,340	130	7,981,165	13

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1912—Continued.**TABLE 51.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known—Continued.**

Months.	Loss to vessels.		Ves- sels un- dam- aged.	Loss to cargoes.		Car- goes un- dam- aged. ¹	Ves- sels in bal- last.
	Num- ber.	Loss.		Num- ber.	Loss.		
July.....	18	\$47,180	.....	6	\$11,135	5	7
August.....	18	109,800	.....	8	38,645	10	.....
September.....	4	17,100	.....	2	10,500	1	1
October.....	19	232,750	2	7	81,720	11	3
November.....	13	42,100	.....	7	10,875	4	2
December.....	16	175,205	.....	8	32,800	5	3
January.....	19	113,000	.....	8	70,300	7	4
February.....	16	104,350	1	6	33,155	9	2
March.....	11	83,755	.....	3	10,890	6	2
April.....	11	67,300	.....	2	50,500	5	4
May.....	14	47,765	.....	6	7,900	3	5
June.....	15	234,550	.....	7	23,000	7	1
Total.....	174	1,274,855	3	70	381,420	73	34

¹ Including 6 cargoes, whether damaged or undamaged, not known. ***TABLE 52.—Number of vessels totally lost, number damaged only, and number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.**

Months.	Number of vessels—		Tonnage of vessels.			Persons on board.		Lives lost.
	Totally lost.	Dam- aged. ¹	Totally lost.	Dam- aged.	Total.	Passen- gers.	Num- ber in crews.	
July.....	5	13	742	12,781	13,523	31	291	5
August.....	4	14	2,114	31,995	34,109	237	478	17
September.....	2	2	638	1,048	1,686	.....	43	1
October.....	5	16	4,374	29,416	33,790	207	563	10
November.....	3	10	744	5,265	6,009	5	113	8
December.....	7	9	5,208	18,764	23,972	180	287	1
January.....	10	9	4,151	12,281	16,432	32	274	20
February.....	3	14	295	25,065	25,360	.....	245	.....
March.....	3	8	834	25,604	26,438	94	292	12
April.....	2	9	720	17,259	17,979	98	305	.....
May.....	5	9	1,044	9,211	10,255	96	280	1
June.....	3	12	1,411	24,546	25,957	133	395	.....
Total.....	52	125	22,275	213,235	235,510	1,113	3,566	75

¹ Including 3 undamaged vessels having a total tonnage of 3,150.**TABLE 53.—Insurance on vessels and cargoes involved in disaster, where known.**

Months.	Vessels reported insured.		Cargoes reported insured.		Total. amount of insurance.	Reported not insured.		Unknown whether insured or not.		Ves- sels in bal- last.
	Num- ber.	Amount.	Num- ber.	Amount.		Ves- sels.	Car- goes.	Ves- sels.	Car- goes.	
July.....	8	\$100,670	2	\$5,320	\$105,990	9	5	1	4	7
August.....	8	709,500	6	206,600	916,100	7	1	3	11	.....
September.....	3	12,905	1	4,000	16,905	1	1	.....	1	1
October.....	15	2,309,500	7	834,500	3,144,000	3	1	3	10	3
November.....	8	54,300	8	31,400	85,700	2	.....	3	3	2
December.....	8	1,434,000	5	693,635	2,127,635	6	3	2	5	3
January.....	9	815,050	4	23,900	838,950	9	1	1	10	4
February.....	8	1,358,325	5	737,720	2,096,045	5	4	4	6	2
March.....	9	1,621,175	3	524,590	2,145,765	2	2	.....	4	2
April.....	8	1,195,570	3	331,455	1,527,025	1	3	2	1	4
May.....	9	527,200	3	21,065	548,265	3	3	2	3	5
June.....	8	2,055,500	5	31,000	2,086,500	5	1	2	8	1
Total.....	101	12,193,695	52	3,445,185	15,638,880	53	25	23	66	34

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1912—Continued.

TABLE 54.—Distinguishing the nature of casualties, etc.

Nature of casualties.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundering.....	1				1		5		1		3	3	14
Strandings.....	5		2	3	1	6	4	3	2	2	4	1	33
Vessels in collision.....	3	2		2		1		3		5	1	2	19
Other causes:													
Damage to hull, masts, rigging, etc.....	5	9	1	8	5	5	6	5	2			4	50
Damage to machinery.....	2	2		3		1		1	3	3		2	20
Sprung a leak.....		1			2	1	1	1	1		3	3	13
Waterlogged.....	2	1	1	2	1	1	1	1					10
Fire.....					2	1	1	1	2				7
Damage to cargo.....		1		2						1			5
Struck bridge, pier, wreck, rock, etc.....								1					1
Cause not given ²		2		1	1		1						6
Total.....	18	18	4	21	13	16	19	17	11	11	14	15	177

¹ Six vessels included in this classification were abandoned.² All 5 vessels missing.

TABLE 55.—Distinguishing the causes of casualties (excluding collisions).

Class and cause of disaster.	Foundering.	Strandings.	Other casualties.	Total.
Class 1.—Causes connected with weather and sea:				
Gales, storms, hurricanes, etc.....	10	12	66	88
Heavy seas.....			7	7
Fog.....		6		6
Currents, tides, etc.....		4	1	5
Darkness.....		2		2
Total.....	10	24	74	108
Class 2.—Causes connected with vessel and equipment:				
Error of compass.....		1		1
Class 3.—Causes connected with navigation and seamanship:				
Error of officers or crew.....		3		3
Error of pilot.....		1		1
Total.....		4		4
Class 4.—Causes connected with machinery and boilers:				
Damage to machinery.....			16	16
Class 5.—Miscellaneous causes:				
Sprung a leak.....	4	1	5	10
Struck bridge, pier, wreck, rock, etc.....			2	2
Overheated stove.....			2	2
Ice.....		1		1
Cause not given.....		2	11	13
Total.....	4	4	20	28
Aggregate.....	14	33	110	157

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1912—Continued.

TABLE 56.—*Collisions: Distinguishing their causes, as given by masters, agents, and owners.*

Cause of disaster.	July.	August.	October.	December.	February.	April.	May.	June.	Total.
Fog.....	3	2	.....	.....	.....	3	.....	2	10
Fault of other vessel.....	.....	.....	.....	1	2	1	.....	.....	4
Accidental.....	.....	.....	2	.....	1	.....	.....	.....	3
Damage to machinery.....	.....	.....	.....	.....	.....	1	.....	.....	1
High and baffling winds.....	.....	.....	.....	.....	.....	1	.....	.....	1
Currents, tides, etc.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total.....	3	2	2	1	3	6	1	2	20

NOTE.—Collisions reported only for months shown.

TABLE 57.—*Description of vessels involved in disaster.*

Description of vessel.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Schooners.....	12	12	1	10	7	10	15	11	4	4	7	9	102
Steamers.....	6	6	1	10	4	4	4	5	6	6	4	5	61
Barkentines.....	.....	.....	1	.....	1	1	.....	1	1	.....	.....	.....	5
Barks.....	.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	.....	4
Barges.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3
Ships.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Scows.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total.....	18	18	4	21	13	16	19	17	11	11	14	15	177

TABLE 58.—*Classification, according to tonnage, of vessels involved in disaster.*

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.....	3	3	.....	.....	1	.....	1	.....	1	.....	1	.....	2	1
Over 100 and not exceeding 200 tons.....	1	3	.....	.....	.....	1	.....	2	2	1	1	.....	2	.....
Over 200 and not exceeding 300 tons.....	.....	3	.....	.....	.....	.....	.....	1	1	1	.....	.....	.....	.....
Over 300 and not exceeding 500 tons.....	.....	3	1	.....	.....	.....	.....	1	1	1	3	.....	2	2
Over 500 and not exceeding 700 tons.....	1	.....	3	2	1	.....	3	2	.....	3	.....	1	.....	2
Over 700 and not exceeding 1,000 tons.....	.....	1	.....	.....	1	.....	1	.....	2	.....	.....	5	4	1
Over 1,000 and not exceeding 1,500 tons.....	.....	.....	.....	2	.....	.....	2	1	.....	1	1	1	.....	1
Over 1,500 and not exceeding 2,000 tons.....	.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Over 2,000 and not exceeding 2,500 tons.....	.....	.....	.....	1	.....	.....	2	.....	.....	1	.....	.....	.....	1
Over 2,500 and not exceeding 3,000 tons.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 3,000 and not exceeding 3,500 tons.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Over 3,500 and not exceeding 4,000 tons.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 4,000 and not exceeding 4,500 tons.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Over 4,500 and not exceeding 5,000 tons.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Over 6,000 tons.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	1
Total.....	5	13	4	14	2	2	5	16	3	10	7	9	10	9
	18	.....	18	.....	4	.....	21	.....	13	.....	16	.....	19	.....

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1912—Continued.

TABLE 58.—Classification, according to tonnage, of vessels involved in disaster—Con.

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	1	1	1	2	6	18	6	18
Over 100 and not exceeding 200 tons.....	1	2	1	1	2	1	3	1	9	15	24	4	24
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	1	1	2	4	5	9	4	9
Over 300 and not exceeding 500 tons.....	1	1	1	1	1	1	1	2	9	12	21	1	21
Over 500 and not exceeding 700 tons.....	4	1	1	1	2	1	1	1	9	19	28	1	28
Over 700 and not exceeding 1,000 tons.....	1	1	1	1	2	2	1	2	5	17	22	1	22
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	1	1	1	1	1	3	9	12	1	12
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	5	7	5	1	5
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	2	7	8	8	1	8
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	1	2	6	6	6	1	6
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	2	4	4	4	1	4
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	2	3	3	3	1	3
Over 4,000 and not exceeding 4,500 tons.....	1	1	2	2	2	2	2	3	3	3	3	1	3
Over 4,500 and not exceeding 5,000 tons.....	1	1	2	2	2	2	2	5	5	5	5	1	5
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 6,000 tons.....	1	1	1	1	1	1	1	2	8	8	8	1	8
Total.....	3	14	3	8	2	9	5	9	3	12	52	125	177
Aggregate.....	17	11	11	14	15	177							

TABLE 59.—Classification, according to age, of vessels involved in disaster.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	3	3	4	1	3	2	1	1	2	2	22	22
Over 5 and not exceeding 10 years.....	7	3	1	6	5	2	5	3	2	4	4	42	42
Over 10 and not exceeding 15 years.....	2	2	5	1	1	2	6	1	3	1	4	26	26
Over 15 and not exceeding 20 years.....	3	2	3	3	3	6	2	2	1	2	20	20	20
Over 20 and not exceeding 25 years.....	2	2	1	4	2	4	3	2	1	2	2	27	27
Over 25 and not exceeding 30 years.....	2	5	1	1	2	1	1	2	1	2	1	19	19
Over 30 and not exceeding 35 years.....	1	1	1	1	1	1	1	1	1	1	1	8	8
Over 35 and not exceeding 40 years.....	2	2	2	2	2	1	1	1	1	1	1	3	3
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	18	18	4	21	13	16	19	17	11	11	14	15	177

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1912—Continued.

TABLE 60.—Nature of cargoes carried by vessels involved in disaster.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lumber.....	4	8	1	5	5	5	2	5	1	3	7	46	
General.....	1	5	5	1	1	3	2	4	3	2	4	31	
Fish.....	5	1	3	2	3	1	3	1	1	1	1	21	
Coal.....	2	1	1	2	6	1	1	1	1	1	1	15	
Petroleum.....	1	1	1	1	1	1	1	1	1	2	1	6	
Cement.....	1	1	1	1	1	1	1	1	1	1	2	4	
Sugar.....	1	1	1	1	1	1	1	1	1	1	1	3	
Iron.....	1	1	1	2	1	1	1	1	1	1	1	2	
Acid phosphate.....	1	1	1	1	1	1	1	1	1	1	1	2	
Fertilizer.....	1	1	1	1	1	1	1	1	1	1	1	2	
Phosphate rock.....	1	1	1	1	1	1	1	1	1	1	1	1	
Sulphur.....	1	1	1	1	1	1	1	1	1	1	1	1	
Fruit.....	1	1	1	1	1	1	1	1	1	1	1	1	
Sand.....	1	1	1	1	1	1	1	1	1	1	1	1	
Hay.....	1	1	1	1	1	1	1	1	1	1	1	1	
Logwood.....	1	1	1	1	1	1	1	1	1	1	1	1	
Paving blocks.....	1	1	1	1	1	1	1	1	1	1	1	1	
Copper ore.....	1	1	1	1	1	1	1	1	1	1	1	1	
Asphalt.....	1	1	1	1	1	1	1	1	1	1	1	1	
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	
Copra.....	1	1	1	1	1	1	1	1	1	1	1	1	
Total.....	11	18	3	18	11	13	15	15	9	7	9	14	143
Vessels in ballast.....	7	18	1	3	2	3	4	2	2	4	5	1	34
Aggregate.....	18	18	4	21	13	16	19	17	11	11	14	15	177

TABLE 61.—Summary: American vessels at sea and in foreign waters.

Nature of casualties.	Number of vessels.	Tonnage of vessels—		Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged. ¹	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	14	6,202	.....	\$268,300	\$82,290	\$268,300	\$82,290
Strandings.....	33	5,766	2,415	316,800	128,555	246,200	77,340
Vessels in collision.....	19	32,628	32,628	2,368,430	759,590	92,630	.....
Other casualties.....	111	10,307	178,192	15,826,810	7,010,730	667,725	221,790
Total.....	177	22,275	213,235	18,780,340	7,981,165	1,274,855	381,420
Aggregate.....	.....	235,510	.....	26,761,505	.....	1,656,275	.....

Nature of casualties.	Amount of insurance carried.		Vessels—					Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In ballast.	Totally lost.	Damaged.	Undamaged.	Passengers.	Number in crews.	
Foundering.....	\$39,100	\$20,690	13	1	14	.....	.....	1	82	18
Strandings.....	152,975	77,085	22	11	21	12	.....	40	375	11
Vessels in collision.....	1,867,770	165,520	13	6	.....	18	1	58	413	.....
Other casualties.....	10,133,850	3,181,890	95	16	17	92	2	1,014	2,696	46
Total.....	12,193,695	3,445,185	143	34	52	122	3	1,113	3,566	75
Aggregate.....	15,638,880	.....	177	.....	177	.....	.....	4,679	.....	.....

¹ Including 3 undamaged vessels having a combined tonnage of 3,150.

MARINE CASUALTIES, SUMMARY OF, TO FOREIGN VESSELS, 1912.

TABLE 62.—Summary of disasters to foreign vessels.

Ten foreign vessels, having a total tonnage of 16,181, valued, with their cargoes, at \$985,095, and carrying 154 persons, suffered casualty in United States waters during the year, with a resulting property loss of \$339,750. Nine of the vessels were of British and one of Norwegian registry. All of the vessels except one were involved in disaster on the Atlantic coast. Only 1 life was lost of the 154 persons involved.

MARINE CASUALTIES, GENERAL SUMMARY OF, 1912.

TABLE 63.—General summary of disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1912.

	Vessels involved.	Tonnage.	Value of property involved.		Value of property lost.	
			Vessels.	Cargoes.	Vessels.	Cargoes.
Summary by coasts, etc.:						
Atlantic and Gulf coasts.....	653	475,285	\$45,780,585	\$8,765,040	\$3,207,775	\$967,230
Pacific coast.....	141	175,488	19,945,175	1,654,060	1,363,045	243,385
Great Lakes.....	280	693,908	41,704,545	6,064,650	1,577,255	257,555
United States rivers.....	196	80,120	6,084,975	1,447,875	790,445	91,170
At sea and in foreign waters.....	177	235,510	8,780,340	7,981,165	274,855	381,420
Total.....	1,447	1,660,311	132,295,620	26,512,790	8,213,375	1,940,760
Aggregate.....			158,808,410		10,154,135	
Summary by nature of casualties:						
Foundering.....	109	30,262	1,021,750	254,595	852,535	227,170
Strandings.....	346	404,679	27,990,835	6,487,435	2,966,445	737,415
Vessels in collision.....	407	558,164	44,829,825	6,257,955	1,665,900	247,730
Other casualties.....	585	667,206	58,453,210	13,512,805	2,728,495	728,445
Total.....	1,447	1,660,311	132,295,620	26,512,790	8,213,375	1,940,760
Aggregate.....			158,808,410		10,154,135	
Summary by months:						
July.....	108	125,706	12,805,500	1,923,450	1,110,590	150,585
August.....	159	163,757	12,173,730	2,436,880	789,010	173,940
September.....	113	135,188	9,499,930	1,542,595	524,820	93,055
October.....	138	213,680	16,530,490	3,890,035	818,180	133,090
November.....	174	210,812	12,041,920	3,120,445	916,995	170,990
December.....	106	107,108	8,896,015	2,903,165	674,770	153,485
January.....	148	130,786	11,325,136	2,003,425	720,605	400,425
February.....	116	105,957	8,056,265	1,918,575	567,035	76,805
March.....	115	157,797	15,964,195	3,574,210	718,260	216,290
April.....	88	99,471	9,487,520	1,761,505	535,705	256,795
May.....	97	130,356	7,826,115	981,600	325,465	24,810
June.....	85	89,693	7,688,810	456,905	511,940	90,490
Total.....	1,447	1,660,311	132,295,620	26,512,790	8,213,375	1,940,760
Aggregate.....			158,808,410		10,154,135	

	Insurance carried. ¹		Laden vessels. ²	Vessels in ballast.	Vessels totally lost.	Persons on board. ³	Lives lost.
	Vessels.	Cargoes.					
Summary by coasts, etc.:							
Atlantic and Gulf coasts.....	\$30,962,280	\$5,219,810	355	298	163	16,403	52
Pacific coast.....	12,311,920	358,005	92	49	26	5,015	23
Great Lakes.....	24,123,975	4,089,540	177	103	26	9,343	9
United States rivers.....	2,447,280	797,600	79	117	61	4,842	35
At sea and in foreign waters.....	12,193,695	3,445,185	143	34	52	4,679	75
Total.....	82,039,150	13,910,140	846	601	328	40,282	194
Aggregate.....	95,949,290						

¹ Insurance is on 746 vessels and 341 cargoes.

² Value of cargoes carried by 57 of the laden vessels unknown.

³ Of those, 15,972 were passengers and 24,310 members of crews.

MARINE CASUALTIES, GENERAL SUMMARY OF, 1912—Continued.

TABLE 63.—General summary of disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1912—Continued.

	Insurance carried.		Laden vessels.	Vessels in ballast.	Vessels totally lost.	Persons on board.	Lives lost.
	Vessels.	Cargoes.					
Summary by nature of casualties:							
Foundering.....	\$302,600	\$102,450	58	51	74	535	43
Strandings.....	17,193,470	3,625,295	240	106	116	7,820	46
Vessels in collision.....	28,704,836	4,039,885	213	194	22	12,223	20
Other casualties.....	35,838,250	6,142,510	335	250	116	19,704	85
Total.....	82,039,150	13,910,140	846	601	328	40,282	194
Aggregate.....	95,949,290						
Summary by months:							
July.....	7,778,570	1,256,495	68	40	32	7,303	19
August.....	7,101,200	651,625	83	76	51	5,304	30
September.....	3,201,780	1,002,995	63	50	22	2,535	1
October.....	11,445,930	2,435,380	98	40	25	4,111	13
November.....	7,171,580	1,508,450	109	65	45	3,353	31
December.....	6,725,200	2,285,735	61	45	26	3,165	16
January.....	8,072,385	586,370	70	78	36	3,550	35
February.....	4,994,675	867,155	79	37	24	1,947	10
March.....	9,911,140	1,636,990	75	40	19	3,017	24
April.....	6,811,855	859,355	41	47	18	2,284	5
May.....	4,703,835	580,965	51	46	17	1,567	9
June.....	4,121,000	238,625	48	37	13	2,146	1
Total.....	82,039,150	13,910,140	846	601	328	40,282	194
Aggregate.....	95,949,290						

Summary for Atlantic and Gulf coasts, see p. 176; Pacific coast, see p. 181; Great Lakes, see p. 187; United States rivers, see p. 193. At sea and in foreign waters, see p. 198.

MARINE CASUALTIES, LOSS OF LIFE, 1912.

TABLE 64.—Wrecks and other marine casualties on and near the coasts and rivers of the United States and to American vessels at sea and in foreign waters, involving loss of life, during the fiscal year ending June 30, 1912.

[Besides the cases of loss of life embraced in the preceding statistics, Table 64 includes the loss of 25 lives from 13 undocumented vessels that were in collision with documented vessels, the loss of 2 lives from 2 vessels suffering damage or loss amounting to less than \$300, and the loss of 233 lives from 218 vessels not involved in any disaster, making a total of 260 lives lost from 233 vessels during the year in addition to the 194 (see Table 63) reported as having perished from 61 of the 1,447 vessels suffering material loss or damage. Figures relating to these 260 cases of fatality are to be found only in Tables 64 and 65.]

FOUNDERINGS.

Date of disaster.	Name of vessel.	Tonnage.	Persons on board.	Lives lost.	Locality.
1911.					
July 28	Str. Lewis Warren.....	17	5	5	Off Cape Cod, Mass.
28	Sc. Nokomis.....	32	9	5	Off Nantucket, Mass.
30	Str. Robert C. Wente.....	335	12	1	Lake Michigan.
Aug. 28	Sc. Malcolm B. Seavey.....	1,247	10	1	Near Cape Romain, S. C.
Oct. 20	Str. Majestic.....	17	9	1	New Orleans, La.
Nov. 12	Bge. Searsport.....	1,265	5	5	Near Fire Island, N. Y.
18	Bge. Vermont.....	270	4	2	Long Island Sound.
30	Str. Raleigh.....	1,205	14	3	Port Colborne, Canada.
1912.					
Jan. 8	Sc. Annie F. Kimball.....	401	7	7	At sea (off Hatteras).
8	Sc. Annie L. Russell.....	49	3	3	Hereford Inlet, N. J.
9	Sc. Alabama.....	881	4	4	At sea (off Hatteras).
Mar. 15	Sc. Thaxter.....	843	4	4	Off Long Island.
24	Sc. Elm City.....	672	7	2	At sea (Atlantic Ocean).
	Total.....	7,234	93	43	

MARINE CASUALTIES, LOSS OF LIFE, 1912—Continued.

TABLE 64.—*Wrecks and other marine casualties, involving loss of life, during the fiscal year ending June 30, 1912—Continued.*

STRANDINGS.

Date of disaster.	Name of vessel.	Tonnage.	Persons on board.	Lives lost.	Locality.
1911.					
July 7	Str. Santa Rosa.....	2,416	282	4	Point Arguello, Cal.
29	Sc. Tay (Br.)	133	5	1	Great Head, Me.
Aug. 20	Str. Favorite.....	155	83	1	Buffalo, N. Y.
30	Sc. Comet.....	429	8	1	San Miguel Island, Cal.
31	Bge. W. D. Brinnier.....	334	1	1	Narragansett Bay, R. I.
Nov. 12	Slp. Bertha B.....	10	2	1	Narragaus Bay, Me.
12	Sc. Harriet E. Ford.....	50	3	2	Chesapeake Bay.
12	Sc. Witch Hazel.....	251	6	3	New Haven, Conn.
18	Sc. Henry Willis.....	80	4	2	Menunketesuck Point, Conn.
Dec. 11	Sc. Ella May.....	96	3	1	York River, Me.
1912.					
Jan. 20	Str. North Star No. 1.....	8	6	6	Coos Bay, Oreg.
Mar. 11	Str. Rosecrans.....	2,976	36	2	Gaviota, Cal.
15	Sc. Patrician.....	125	20	10	Jordans Bay, Nova Scotia.
22	Str. Fawn.....	42	5	1	Myrtle Beach, N. C.
25	Sc. Ricardo Ruis.....	22	3	1	Isabela, P. R.
Apr. 21	Sc. Joseph Russ.....	249	36	1	Chirikof Island, Alaska.
May 12	Bk. Haydn Brown.....	864	8	7	Montague Island, Alaska.
12	Sc. Walter P. Goulart.....	84	14	1	Shelburne, Nova Scotia.
	Total.....	8,324	525	46	•

COLLISIONS.

NOTE.—The vessels in the following section of Table 64 for which no tonnage is given are undocumented. Life was lost from aboard them in collision with documented vessels.

1911.					
July 8	Leh. Ruth.....		2	1	Harlem River, N. Y.
9	Str. John Mitchell.....	4,468	28	3	Lake Superior.
Aug. 9	Str. M. P. Howlett.....	85	19	1	Delaware River.
Sept. 2	Leh. Nemo.....		8	7	Lake Erie.
2	Leh.....		8	3	Delaware River.
13	Skiff.....		1	1	Cincinnati, Ohio.
17	Leh.....		3	1	Delaware River.
18	Rowboat.....		3	1	New Haven, Conn.
Oct. 1	Leh.....		6	1	Sandusky, Ohio.
17	Leh.....		4	1	Houston, Tex.
Nov. 11	Slp. Della May.....	7	5	2	Baltimore, Md.
13	Str. Westerner.....	601	19	1	Columbia River.
Dec. 24	Skiff.....		2	1	Mississippi River.
28	Sc. Madalene Cooney.....	790	9	9	Near Hatteras, N. C.
1912.					
Jan. 13	Sc. Wayne.....	820	4	1	Boston, Mass.
Feb. 13	Str. Rosalie.....	14	3	1	Charleston, S. C.
24	Leh. Bill Bailey.....		2	2	Mississippi River.
Mar. 16	Sc. Herbert D. Maxwell.....	772	9	4	Chesapeake Bay.
May 26	Leh. Lotus.....		5	2	Potomac River.
June 22	Rowboat.....		6	3	New York Harbor.
26	Small boat.....		1	1	Mississippi River (near Dubuque, Iowa).
	Total.....	7,557	147	47	

MARINE CASUALTIES, LOSS OF LIFE, 1912—Continued.

TABLE 64.—*Wrecks and other marine casualties, involving loss of life, during the fiscal year ending June 30, 1912—Continued.*

OTHER CASUALTIES.

Date of disaster.	Name of vessel.	Tonnage.	Persons on board.	Lives lost.	Locality.
1911.					
Aug. 1	Str. Sirius.....	22	59	7	St. Lawrence River.
22	Str. Harry Lee.....	200	67	1	Mississippi River.
26	Sc. Margaret A. May.....	536	10	10	At sea (Atlantic Ocean.)
27	Sc. Massachusetts.....	501	7	7	At sea (never heard from).
27	Str. Transport.....	164	17	1	Washington Sound, Wash.
Sept. 21	Bkn. Stephen G. Hart.....	605	8	1	At sea (Atlantic Ocean)
Oct. 11	Sc. Ruth E. Godfrey.....	597	9	9	At sea (Pacific Ocean).
3	Str. Nevada.....	4,408	39	1	Do.
30	Str. Pure Oil Co. No. 5.....	223	5	2	Newark Bay, N. J.
Nov. —	Sc. Alice R. Lawson.....	121	8	8	At sea (Atlantic Ocean).
14	Str. Dora.....	320	49	1	Cooks Inlet, Alaska.
17	Sc. C. E. Redfern.....	680	7	1	Lake Huron, Mich.
Dec. 3	Str. Diamond.....	84	15	5	Ohio River.
28	Sc. Gladys.....	726	8	1	At sea (Atlantic Ocean).
1912.					
Jan. 13	Str. Nettie Johnson.....	72	23	2	St. Francis River, Ark.
16	Sc. Hattie C. Luce.....	335	7	1	At sea (southeast of Bermuda).
18	Str. Sarah Dixon.....	368	12	3	Columbia River.
	Sc. James B. Jordan.....	722	7	7	At sea (never heard from).
Jan. 27	Sc. Americana.....	900	11	1	At sea (Pacific Ocean).
Feb. 29	Str. J. E. Trudeau.....	242	37	10	Mississippi River.
Apr. 5	Str. Pegg.....	13	4	1	San Joaquin River, Cal.
21	Str. Concordia.....	156	64	3	Mississippi River.
May 16	Str. Little Fred.....	126	20	1	Ohio River.
June 21	Str. Cristina.....	456	31	1	New London, Conn.
	Total.....	12,577	524	85	

OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER).

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1911.					
July 1	Str. Frederick.....		1	Delaware River.....	Fell overboard.
3	Scow Andrew.....		1	Lake Michigan (St. Joseph, Mich.).	Do.
3	Sc. Isolda Bock.....	70	1	Lake Michigan.....	Do.
4	Gas. str. Nobles & Bro.....	13	1	Buck Hall Creek (near Charleston, S. C.).	Do.
5	Str. Stranger.....	40	1	New Haven, Conn.....	Do.
5	Str. O. M. Field.....	29	1	Detroit River.....	Do.
5	Str. Elva.....	85	1	St. Marys River.....	Fell overboard while intoxicated.
7	Str. Reaper.....	96	1	Mississippi River.....	Fell overboard.
7	Sc. John A.....	282	1	At sea (Pacific Ocean).....	Swept overboard.
10	Str. Seminole.....	1,102	1	Sacramento River, Cal.....	Fell overboard while intoxicated.
11	Str. Elk.....	57	1	Niagara River.....	Fell overboard.
12	Sc. City of Georgetown.....	599	1	St. Helena Sound, S. C.....	Do.
15	Str. Stacker Lee.....	710	1	Mississippi River.....	Do.
22	Str. Cygnus.....	857	1	New York Harbor.....	Fell overboard while intoxicated.
23	Str. Keokuk.....	111	1	Mississippi River (La Grange, Ill.).	Lost overboard.
24	Str. Tomahawk.....	70	1	Tennessee River.....	Fell overboard.
25	Str. E. J. Earling.....	6,657	1	Lake Erie (Conneaut Harbor, Ohio).	Fell into hold.
26	Str. A. B. Covington.....	56	1	Chesapeake Bay (Back River).....	Scalded.
26	Str. San Jacinto.....	6,099	1	At sea (Atlantic Ocean).....	Lost overboard.
28	Str. Reliance.....	39	1	Port Eads, La.....	Fell overboard.
28	Str. Yankee.....	43	1	At sea (Atlantic Ocean).....	Washed overboard.
29	Str. Sterling.....	14	1	New York Bay.....	Fell overboard.
30	Str. Rensselaer.....	2,690	1	Hudson River.....	Do.
30	Str. Ruth E.....	34	1	St. Johns River, Fla.....	Sinking of tow.

MARINE CASUALTIES, LOSS OF LIFE, 1912—Continued.

TABLE 64.—*Wrecks and other marine casualties, involving loss of life, during the fiscal year ending June 30, 1912—Continued.*

OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER)—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1911.					
Aug. 4	Str. Viking.....	77	1	Hampton Roads, Va.....	Fell overboard.
5	Str. City of South Haven.....	1,719	1	Lake Michigan.....	Do.
7	Str. John A. McGean.....	5,100	1	Lake Erie.....	Do.
7	Str. Stadacona.....	6,014	1	Lake Superior.....	Fell into hold.
10	Str. Leader.....	39	1	Baltimore Harbor.....	Fell overboard.
15	Str. Lauretta Curran.....	23	1	Chesapeake Bay.....	Do.
17	Sc. Miranda.....	108	2	At sea (Atlantic Ocean).....	Went astray in dories.
18	Str. Joseph C. Suit.....	318	1	Detroit River.....	Jumped overboard to recover hat.
19	Sc. Vega.....	245	1	Umnak Pass, Alaska.....	Fell overboard.
19	Str. F. M. Owens.....	129	1	Mississippi River.....	Do.
19	Str. T. T. Morford.....	99	1	Lake Michigan (Chicago).....	Do.
21	Sc. Sallie Purnell Beswick.....	125	1	Neuse River, N. C.....	Do.
24	Str. Squantum.....	248	1	Narragansett Bay, R. I.....	Do.
25	Str. Dover.....	617	1	St. Johns River, Fla.....	Do.
25	Str. Ottomwa Belle.....	81	1	Mississippi River.....	Lost overboard.
26	Str. Joppa.....	607	1	Baltimore, Md.....	Fell overboard while intoxicated.
27	Slp. Jubilee.....	12	1	Dawho River, S. C.....	Swept overboard in gale.
27	Sc. Vittorio.....	18	1	Charleston, S. C.....	Knocked overboard by cable.
27	Str. Thomas C. Millard.....	356	1	New York Harbor.....	Fell overboard while intoxicated.
29	Str. Winifred.....	2,551	1	Port Arthur, Tex.....	Scalded.
Sept. 2	Sc. Robert & Arthur.....	110	2	At sea (Atlantic Ocean).....	Dory capsized.
2	Str. New Rochelle.....	54	1	New York Harbor.....	Lost overboard.
5	Str. Progress.....	195	1	Ohio River.....	Fell overboard from tow.
7	Str. Stacker Lee.....	710	1	Mississippi River.....	Fell overboard.
7	Str. General Lincoln.....	398	1	Boston, Mass.....	Do.
7	Str. San Marcos.....	2,839	1	Galveston, Tex.....	Jumped overboard while insane.
8	Str. Keystone.....	94	1	Illinois River.....	Fell overboard.
9	Str. Tacoma.....	276	1	Ohio River.....	Do.
9	Str. Geo. R. West.....	22	1	Lake Michigan.....	Do.
10	Str. Steel City.....	628	1	Ohio River.....	Fell overboard while intoxicated.
14	Str. Dover.....	244	1	Sacramento River.....	Fell overboard.
17	Str. Keystone State.....	599	1	Mississippi River.....	Do.
17	Str. Mary E. Staples.....	201	1	Alabama River.....	Do.
17	Gas. str. Tom.....	37	1	Mississippi River.....	Do.
18	Str. Sadie Lee.....	179	1	do.....	Do.
18	Sc. Wallace A. McDonald.....	20	1	Gulf of Mexico.....	Do.
19	Str. America.....	141	1	New York Harbor.....	Tangled up in towing hawser.
19	Str. Climax.....	56	1	Bayou Lafourche, La.....	Fell overboard.
19	Str. Thos. S. Brennan.....	977	1	East River, N. Y.....	Jumped overboard to elude officer.
19	Str. Miranda.....	95	1	Narragansett Bay, R. I.....	Fell overboard.
20	Str. Harlem River No. 2.....	49	1	New York Harbor.....	Do.
23	Str. Gamecock.....	464	1	Columbia River, Wash.....	Jumped overboard while insane.
27	Sc. Helen G. Wells.....	95	1	At sea (Atlantic Ocean).....	Knocked overboard by main boom.
28	Sc. Margaret Thomas.....	1,427	1	do.....	Fell overboard.
29	Str. Jesse Spalding.....	1,043	1	Lake Superior (Superior, Wis.).....	Do.
29	Str. Juno.....	80	1	Galveston, Tex.....	Crushed by towline.
Oct. 1	Sc. Rebecca.....	79	1	Off Cape Cod, Mass.....	Lost from dory.
2	Str. Dorothea.....	29	1	Hampton Roads, Va.....	Fell overboard.
2	Str. A. M. Bramell.....	34	1	Delaware River (Philadelphia).....	Do.
4	Str. John Lee.....	181	1	Mississippi River.....	Do.
6	Str. Transfer.....	102	1	Norfolk, Va.....	Do.
8	Gas. str. Rosie K.....	14	1	Sunflower River, Miss.....	Do.
12	Sc. William D. Hilton.....	324	1	Hoboken, N. J.....	Fell from aloft.
12	Sc. Ellen C. Burke.....	92	1	At sea (Atlantic Ocean).....	Lost from dory.
13	Bge. John M. Wheeler.....	289	1	Bridgeport, Conn.....	Fell overboard.
13	Sc. Effie M. Prior.....	138	1	At sea (Atlantic Ocean).....	Washed overboard.
16	Bge. Hopatcong.....	563	1	New York Harbor.....	Fell overboard.
16	Sc. Margaret Thomas.....	1,427	1	At sea (Atlantic Ocean).....	Fell from aloft.

MARINE CASUALTIES, LOSS OF LIFE, 1912—Continued.

TABLE 64.—*Wrecks and other marine casualties, involving loss of life, during the fiscal year ending June 30, 1912—Continued.*

OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER)—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1911.					
Oct. 20	Str. Charles O. Jenkins.	6,285	1	Buffalo, N. Y.	Fell overboard while intoxicated.
21	Sc. Burtie.	11	1	Lake Ponchartrain, La.	Fell overboard.
21	Str. Peerless.	60	1	Mississippi River.	Do.
22	Str. Polynesia.	3,640	1	Buffalo, N. Y.	Do.
23	Slp. Nettie J. Booth.	10	1	Baltimore, Md.	Do.
23	Gas. str. Morote.	36	1	Lake Ponchartrain, La.	Accidentally knocked overboard.
23	Str. Peerless.	60	1	Mississippi River.	Scalded.
26	Str. Rio Grande.	2,556	1	At sea (Atlantic Ocean)	Fell overboard.
27	Gas. str. Meteor.	8	1	San Joaquin River, Cal.	Do.
29	Str. Julia Luckenbach.	3,100	1	New York Harbor.	Fell into hold.
31	Str. Hoover and Mason.	5,841	1	Ashtabula, Ohio.	Fell overboard.
Nov. 2	Sc. Della Townsend.	12	1	Chesapeake Bay.	Vessel capsized.
2	Str. H. E. Wright.	583	1	San Joaquin River, Cal.	Fell overboard.
3	Str. Momus.	6,878	3	Off coast Florida.	Washed overboard.
7	Str. A. McVittie.	2,046	1	St. Lawrence River.	Fell into hold.
10	Str. H. F. Dimock.	2,625	1	Boston Harbor.	Fell overboard.
10	Str. Corozal.	283	1	Mississippi River.	Do.
10	Sc. Bessie Ford.	26	1	Potomac River.	Do.
11	Str. Loretto.	27	1	Narragansett Bay, R. I.	Do.
15	Gas. str. J. F. McMor-row.	13	2	At sea (Atlantic Ocean)	Lost from dory.
16	Str. Okanogan.	432	1	Columbia River.	Fell overboard.
16	Str. Saccharine.	98	1	Bayou Teche, La.	Do.
21	Sc. Ella Covington.	16	1	Baltimore, Md.	Do.
21	Str. S. B. Duncan.	432	1	Mississippi River.	Do.
23	Str. Fred J. Fenner.	37	1	New York Harbor.	Caught in machinery.
23	Str. Watson.	1,820	1	San Pablo Bay, Cal.	Fell overboard.
23	Str. John Quill.	270	1	Tombigbee River.	Do.
25	Str. Mohawk.	2,357	1	Lake Erie.	Fell into coal chute.
26	Ferryboat Oswego.	1,055	1	New York Harbor.	Accidentally knocked overboard.
27	Str. Manteo.	719	1	Mobile, Ala.	Fell overboard.
27	Str. Sadie Downman.	86	1	Bayou Boeuf, La.	Do.
29	Str. Mermaid.	25	1	Little Kanawha River, W. Va.	Do.
30	Sc. Wm. S. Miles.	11	1	Baltimore, Md.	Do.
Dec. 2	Bge. No. 3.	574	1	New York Harbor.	Do.
2	Str. Harry Lee.	200	1	Mississippi River.	Do.
3	Sc. A. F. Kindberg.	226	1	Penobscot River.	Suffocated by fire.
7	Str. San Joaquin No. 4.	365	1	Suisun Bay, Cal.	Fell overboard.
8	Gas. str. Gerald C.	39	1	Astoria, Oreg.	Do.
10	Str. J. T. Hutchinson.	3,734	1	Lake Erie (Sandwich, Ontario)	Do.
13	Str. Caseo.	533	1	Columbia River.	Killed by breaking of hawser.
15	Str. Boaz.	623	2	Ohio River.	Do.
16	Str. Greensburg.	9	1	Cumberland River (Burnside, Ky.).	Fell overboard.
25	Str. Atlanta.	2,094	1	Chesapeake Bay.	Lost overboard.
26	Bge. Mobjack.	426	1	Delaware River.	Fell overboard.
28	Str. Roanoke.	2,354	1	Columbia River bar.	Washed overboard.
29	Str. Piedmont.	90	1	Hampton Roads, Va.	Fell from scow in tow.
29	Sc. Richard.	134	1	At sea (Atlantic Ocean)	Washed overboard.
1912.					
Jan. 5	Slp. Ada May.	8	1	Potomac River.	Vessel capsized.
9	Sc. Emma Jane.	42	2	At sea (Atlantic Ocean)	Washed overboard.
9	Bge. P. R. R. No. 445.	517	1	New York Harbor.	Fell overboard.
11	Sc. Champion Splitter.	21	1	Lake Maurepas, La.	Do.
12	Sc. Idaho.	1,376	1	Providence, R. I.	Do.
13	Str. Northwestern.	3,496	1	Straits of Fuca, Wash.	Lost overboard.
13	Str. Terrebonne.	91	1	Mississippi River (New Orleans, La.).	Fell overboard.
13	Str. Fannie Reed.	21	2	At sea (Atlantic Ocean)	Lost from dory.
14	Str. State of California.	2,226	1	Santa Barbara, Cal.	Fell overboard.
14	Sc. Collins W. Walton.	450	1	At sea (Atlantic Ocean)	Lost overboard.
17	Str. Constellation.	137	1	Off Port au Port, Newfoundland.	Fell overboard.
21	Sc. Goldfield.	730	1	Off coast of Cuba.	Jumped overboard while insane.
25	Str. Charleston.	141	1	Whitestone, L. I.	Fell overboard.
25	Str. Valiant.	307	1	Cincinnati, Ohio.	Do.
26	Str. Mohawk.	4,623	1	At sea (Atlantic Ocean)	Do.
26	Str. American.	190	1	Alabama River, Ala.	Do.

MARINE CASUALTIES, LOSS OF LIFE, 1912—Continued.

TABLE 64.—*Wrecks and other marine casualties, involving loss of life, during the fiscal year ending June 30, 1912—Continued.*

OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER)—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1912.					
Jan. 27	Sc. Daisy.....	8	1	Galveston Bay.....	Accidentally knocked overboard.
31	Str. Southland.....	2,081	1	Potomac River.....	Struck by dynamo.
Feb. 4	Sc. Muriel.....	120	2	At sea (Atlantic Ocean).....	In dories lost in snow-storm.
7	Str. Mary Louisa.....	87	1	Mobile Bay, Ala.....	Fell overboard.
7	Str. T. C. Drake, jr.....	72	1	Flint River, Ga.....	Do.
12	Str. Georgia Lee.....	595	1	Mississippi River.....	Fell off gangplank.
13	Sc. Pearl.....	21	1	Near Carrabelle, Fla.....	Knocked overboard accidentally.
16	Str. Dependent.....	48	1	Mississippi River.....	Fell overboard.
19	Str. Milkmaid.....	12	1	Sacramento River, Cal.....	Fell overboard while intoxicated.
22	Sc. Frances V. Sawyer.....	399	1	Provincetown, Mass.....	Small boat capsized.
22	Bge. Bombay.....	1,295	1	Near Virginia Beach, Va.....	Fell overboard.
23	Str. Bob Blanks.....	265	1	Mississippi River.....	Do.
25	Str. Rowena.....	97	1	Cumberland River, Tenn.....	Do.
26	Sc. Annie May.....	34	1	Savannah River.....	Struck by jibboom.
29	Str. Rheclair.....	539	1	New York Harbor.....	Burned.
Mar. 1	Sc. Thaxter.....	843	1	Hampton Roads, Va.....	Lost from small boat.
1	Str. Sumner.....	50	1	Straits of Fuca, Wash.....	Lost overboard.
5	Str. Potomac.....	763	1	Rappahannock River, Va.....	Fell overboard.
15	Str. Sonoma.....	139	1	Ohio River.....	Crushed by pitman rod.
19	Str. Crescent.....	253	1	St. Johns River (Palatka, Fla.).....	Fell overboard.
22	Str. Majestic.....	113	2	Delaware River.....	Do.
22	Sc. Arapahoe.....	16	1	Mississippi Sound.....	Do.
23	Str. John A. Hughes.....	157	1	Baltimore, Md.....	Burned.
23	Str. E. J. Henkle.....	14	1	Chesapeake Bay.....	Knocked overboard accidentally.
28	Str. City of Atlanta.....	5,433	1	At sea (off Hatteras).....	Lost overboard.
28	Sc. Clara M. Littlefield.....	63	1	Gulf of Mexico.....	Fell overboard.
28	Str. A. P. Parkhurst.....	12	1	At sea (Atlantic Ocean).....	Knocked overboard accidentally.
Apr. 29	Brig Daisy.....	439	1	At sea.....	Killed by whale.
2	Shp. Lena Louise.....	7	1	Choptank River.....	Vessel capsized.
8	Sc. Vanessa.....	130	1	At sea.....	Lost overboard.
9	Str. Eugene.....	73	1	Santa Rosa Sound, Fla.....	Fell overboard while intoxicated.
12	Str. Uncle Dan.....	15	1	Clarence Strait, Alaska.....	Do.
14	Sc. Dean E. Brown.....	719	1	At sea (Atlantic Ocean).....	Fell overboard.
15	Sc. Clara E. Comee.....	138	1	do.....	Do.
15	Str. Majestic.....	717	1	New York Harbor.....	Do.
17	Bark W. B. Flint.....	835	1	At sea (Pacific Ocean).....	Do.
17	Sc. Axel.....	42	1	Lake Ponchartrain, La.....	Do.
21	Sc. Alabama.....	27	1	Grand Pass, La.....	Knocked overboard accidentally.
22	Str. Shiloh.....	140	1	Tennessee River.....	Scalded.
23	Str. Geo. H. Van Vleck.....	1,020	1	Lake Erie (Buffalo, N. Y.).....	Fell overboard.
23	Str. Baltic.....	134	1	New York Harbor.....	Do.
30	Sc. Ranger.....	24	4	Block Island, R. I.....	Dory capsized.
30	Sc. Robert P. Murphy.....	697	1	At sea (Atlantic Ocean).....	Knocked overboard accidentally.
May 5	Str. Columbia.....	341	1	Columbia River.....	Fell overboard.
15	Sc. John A.....	282	1	At sea (Pacific Ocean).....	Lost from dory.
15	Bge. Shenandoah.....	330	1	Hampton Roads, Va.....	Capsized in small boat.
16	Str. J. N. Teal.....	513	1	Columbia River.....	Fell overboard.
17	Str. Calvin Austin.....	3,826	1	Boston, Mass.....	Scalded.
19	Str. Northland.....	2,055	1	Potomac River (Washington, D. C.).....	Fell overboard.
20	Str. G. K. Wentworth.....	325	1	Willamette River, Oreg.....	Do.
21	Str. Dover.....	244	1	Sacramento River, Cal.....	Fell overboard while intoxicated.
21	Str. James E. Davidson.....	6,206	2	Lake Superior.....	Scalded.
22	Str. National City.....	310	1	Off coast of California.....	Lost overboard.
26	Str. Brandywine.....	407	1	Delaware River.....	Fell overboard.
27	Sc. Hattie Nickerson.....	172	1	Baltimore, Md.....	Do.
28	Str. Sugarland.....	100	1	Bayou Teche, La.....	Do.
28	Str. Mariposa.....	2,831	1	Lake Superior.....	Fell into hold.
29	Str. A. K. Rudd.....	149	1	Ohio River.....	Fell overboard.
June 1	Str. Anson M. Bangs.....	178	1	Lake Erie.....	Do.
5	Str. Catherine P. Le.....	67	1	Tennessee River.....	Do.
8	Sc. Orleans.....	751	1	At sea.....	Do.
9	Bge. No. 14.....	800	1	Williamsburg, N. Y.....	Do.

MARINE CASUALTIES, LOSS OF LIFE, 1912—Continued.

TABLE 64.—*Wrecks and other marine casualties, involving loss of life, during the fiscal year ending June 30, 1912—Continued.*

OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER)—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1912.					
June 10	Str. Terrebonne.....	91	1	Mississippi River (New Orleans, La.)	Fell overboard.
11	Str. L. O. Muir.....	13	1	Albemarle Sound.....	Do.
18	Str. Bertha May.....	37	1	Potomac River (Washington, D. C.)	Do.
21	Bge. Mae.....	150	1	Missouri River.....	Do.
27	Sc. R. Bottsford.....	474	1	Lake Erie.....	Fell off cargo to deck.
28	Str. F. Y. Robertson...	65	1	New York Harbor.....	Fell overboard.
29	Str. New Dublin.....	136	1	Savannah, Ga.....	Do.
29	Str. Norman B. Ream...	7,053	1	Lake Michigan (Gary, Ind.)...	Struck by line slipping off pile.
29	Str. Schwatka.....	484	1	Tanana River, Alaska.....	Killed by breaking of capstan gear.
30	Str. Elm City.....	379	1	Long Island Sound.....	Fell overboard.
30	Str. Four Brothers.....	12	1	Lake Michigan (Chicago).....	Do.
	Total.....	167,246	233		

TABLE 65.—*Summary of Table 64: Loss of life, 1912.*

	Number of vessels.	Tonnage.	Persons on board.	Lives lost.
Foundering.....	13	7,234	93	43
Strandings.....	18	8,324	525	46
Vessels in collision.....	21	7,557	147	1 47
Other casualties to vessels.....	24	12,577	524	85
Loss of life from vessels not involved in casualty.....	218	167,246	.....	233
Total.....	294	202,938	1,289	454

¹ Of this number, 27 were lost from small craft in collision with documented vessels.

SUPPLEMENTAL STATISTICS OF MARINE
CASUALTIES FOR THE FISCAL YEAR ENDED
JUNE 30, 1911.

MARINE CASUALTIES: SUPPLEMENTAL STATISTICS, 1911.

LOSS OF LIFE.

After the wreck statistics published in the service report for 1911 were tabulated, reports were received of the loss of 2 lives from 1 documented vessel involved in disaster, the loss of 1 life from a launch that collided with a documented vessel, and the loss of 22 lives from 22 vessels suffering no disaster. The usual statistics relating to these cases are presented in the following table, which is a continuation of Table 64 of last year's report, and completes the record of loss of life for 1911 from aboard vessels in United States waters and from American vessels at sea and in foreign waters:

TABLE 1.—*Supplemental to Table 64 of the report for 1911, embracing statistics for that year since collected relating to loss of life from aboard vessels.*

Date of disaster.	Name of vessel.	Tonnage.	Persons on board.	Lives lost.	Locality.	Nature of casualty.
1910. Dec. 29	Str. Jessie Harkins	88	42	1	Columbia River.....	Fell overboard—intoxicated.
1911. Jan. 3	Str. Franklin Edson.	112	14	1	East River, N. Y.....	Do.
14	Str. Charlotte.....	3,205	115	1	Port Eads, La.....	Lost overboard.
24	Bk. Aloha.....	659	39	1	New York Harbor....	Caught in flywheel of dynamo
Feb. 6	Str. Margaret.....	328	17	1	Ohio River.....	Fell overboard.
11	Str. Helen White..	174	11	1	do.....	Fell overboard from tow.
13	Str. Flora M. Hill..	625	30	1	Lake Michigan.....	Fell overboard.
13	Str. Iwalani.....	588	4	1	Maui Island, Hawaii..	Washed overboard.
20	Lch.....		1	1	Portland, Me.....	Collided with U. S. Str. Henry Wilson.
28	Str. Walter F. Jahncke.	42	8	1	Mississippi River.....	Fell overboard.
Mar. 6	Str. Dover.....	244	35	1	Sacramento River.....	Do.
23	Str. Jessie Harkins	88	34	1	Columbia River.....	Do.
Apr. 29	Str. Greenwood....	270	52	1	Ohio River.....	Fell between steamer and barge.
May 6	Str. S. R. Callaway	175	1	1	New York Harbor.....	Fell overboard from tow.
9	Str. T. C. Drake, Jr.	72	10	1	Flint River, Ga.....	Fell overboard.
18	Str. Three States..	124	35	1	Apalachicola River..	Do.
20	Bge. Auburn.....	454	1	1	New York Harbor.....	Do.
June 2	Str. Sinaloa.....	4,539	24	1	Lake Huron.....	Fell into hold.
6	Str. Tomahawk.....	70	12	1	Tennessee River.....	Fell overboard.
12	Str. Kenois.....	43	3	1	Ohio River.....	Do.
13	Str. Samuel Mitchell.	2,277	20	1	Lake Erie.....	Fell overboard while asleep.
14	Str. Ida M. Chase..	38	3	1	Boston, Mass.....	Fell overboard while handling lines.
18	Str. Gov. Andrew..	495	593	2	do.....	Lost in burning of vessel.
28	Str. Saccharine....	98		1	New Orleans, La.....	Fell overboard.
	Total.....	14,808	1,104	25		

COMPLETE SUMMARY OF LOSS OF LIFE, 1911.

TABLE 2.—*Supplemental to Table 65 of the report for 1911, now completed by including statistics for that year since collected relating to loss of life from aboard vessels.*

Coasts, nature of casualties, etc.	Number of vessels.	Tonnage.	Passengers.	Number in crews.	Lives lost. ¹
Summary by coasts, etc.:					
Atlantic and Gulf coasts.....	102	42,088	2,437	960	160
Pacific coast.....	23	15,701	2,369	321	45
Great Lakes.....	47	99,342	1,997	1,017	95
United States rivers.....	75	24,950	715	1,325	99
At sea and in foreign waters.....	58	75,160	751	1,418	118
Total.....	305	257,241	8,269	5,041	517
Summary by nature of casualties:					
Foundering.....	10	5,999	3	112	56
Strandings.....	13	10,693	151	179	43
Vessels in collision.....	22	4,512	6	95	47
Other casualties.....	260	236,037	8,109	4,655	371
Total.....	305	257,241	8,269	5,041	517
Summary by months:					
July.....	28	34,136	2,342	715	31
August.....	27	27,216	1,762	489	31
September.....	24	32,203	100	432	56
October.....	33	27,346	56	523	79
November.....	24	29,355	219	351	33
December.....	29	19,708	306	398	47
January.....	24	15,185	2,095	337	46
February.....	29	9,745	42	368	48
March.....	29	16,610	265	419	43
April.....	17	9,869	303	310	34
May.....	17	13,610	5	228	23
June.....	24	22,258	774	471	46
Total.....	305	257,241	8,269	5,041	517

¹ Including the 264 lives lost (see supplemental Table 3) from documented vessels involved in disaster, the loss of 15 lives from 12 undocumented vessels that collided with documented vessels; the loss of 2 lives from 2 vessels suffering loss or damage less than \$300; and the loss of 236 lives from 230 vessels suffering no casualty.

In addition to the belated reports mentioned in the explanatory remarks preceding supplemental Table 1, there were received, after the tabulation for 1911 had been completed, reports in cases of 85 vessels suffering casualty but no loss of life. These, with the 1 vessel mentioned in the explanatory remark referred to as having suffered casualty attended by loss of life, make a total of 86 vessels that were involved in disaster last year, figures for which were not embraced in the published statistics for that year. It would be obviously impracticable to publish supplemental tables classifying in detail the information collected in these cases, but Table 63 of the annual report for 1911, which is a general summary of the casualty statistics appearing in Tables 1 to 62 of that volume, is reproduced here (supplemental Table 3), amended to include the important data relating to the 86 additional vessels.

COMPLETE GENERAL SUMMARY OF MARINE CASUALTIES, 1911.

TABLE 3.—*Supplemental to Table 63 of the report for 1911. A complete general summary of reported disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1911.*

	Vessels.	Tonnage of vessels—		Value of property involved.		Value of property lost.	
		Totally lost.	Damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Atlantic and Gulf coasts:							
Foundering.....	53	7,325	1,675	\$334,300	\$79,065	\$182,035	\$63,215
Strandings.....	123	26,387	74,480	5,839,275	1,109,395	1,276,275	138,980
Vessels in collision..	167	1,177	110,219	10,138,110	2,823,000	253,010	21,825
Other casualties....	161	4,969	95,185	12,517,520	1,412,495	770,845	91,625
Total.....	504	39,858	281,559	28,829,205	5,423,955	2,482,165	315,645
Aggregate.....		321,417		34,253,160		2,797,810	
Pacific coast:							
Foundering.....	6	197	2,217	228,500	8,200	65,400	7,600
Strandings.....	56	7,212	45,265	4,299,950	963,650	923,585	351,095
Vessels in collision..	47	2,117	55,370	5,692,085	979,990	391,270	9,450
Other casualties....	70	767	58,324	5,466,350	729,335	374,185	144,425
Total.....	179	10,293	161,176	15,686,885	2,701,155	1,754,440	512,570
Aggregate.....		171,469		18,388,040		2,267,010	
Great Lakes:							
Foundering.....	14	4,467	1,377	358,950	70,055	335,800	67,675
Strandings.....	79	10,072	254,091	14,685,795	1,929,665	1,043,810	211,905
Vessels in collision..	112	511	377,712	20,662,200	2,859,405	381,010	19,025
Other casualties....	94	8,179	176,751	13,733,400	1,468,925	591,420	37,170
Total.....	299	23,229	809,931	49,440,345	6,328,050	2,352,040	335,775
Aggregate.....		833,160		55,768,395		2,687,815	
United States rivers:							
Foundering.....	11	497	369	44,750	1,200	22,900	500
Strandings.....	19	46	10,785	897,100	88,050	91,830	550
Vessels in collision..	37	698	28,066	2,400,850	350,175	71,510	65
Other casualties....	110	4,093	19,547	1,984,200	393,375	608,495	33,570
Total.....	177	5,334	58,767	5,326,900	832,800	794,735	34,685
Aggregate.....		64,101		6,159,700		829,420	
At sea and in foreign waters:							
Foundering.....	10	3,662	.....	104,500	62,965	104,500	62,965
Strandings.....	29	4,386	25,099	3,976,230	2,232,205	344,915	66,100
Vessels in collision..	18	8,806	33,405	5,358,250	164,860	1,179,900	36,260
Other casualties....	97	7,717	175,835	16,647,500	2,967,005	797,650	351,110
Total.....	154	24,571	234,339	26,086,480	5,427,035	2,426,965	516,435
Aggregate.....		258,910		31,513,515		2,943,400	
Recapitulation by casualties:							
Foundering.....	94	16,148	5,638	1,071,000	221,485	710,635	201,955
Strandings.....	306	48,103	409,720	29,698,350	6,342,945	3,680,515	768,630
Vessels in collision..	381	13,309	604,772	44,251,495	7,177,430	2,276,700	86,625
Other casualties....	532	25,725	525,642	50,348,970	6,971,135	3,142,595	657,900
Total.....	1,313	103,285	1,545,772	125,369,815	20,712,995	9,810,345	1,715,110
Aggregate.....		1,648,857		146,082,810		11,525,455	

COMPLETE GENERAL SUMMARY OF MARINE CASUALTIES, 1911—Continued.

TABLE 3.—*Supplemental to Table 63 of the report for 1911. A complete general summary of reported disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1911—Continued.*

	Insurance carried. ¹		Vessels laden or in ballast.		Vessels lost or damaged.		Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden. ²	In ballast.	Totally lost.	Damaged.	Passengers.	Number in crews.	
Atlantic and Gulf coasts:									
Foundering.....	\$139,350	\$43,500	26	27	30	23	3	233	19
Strandings.....	2,696,100	482,305	80	43	47	76	2,306	1,524	26
Vessels in collision..	6,611,195	1,416,985	77	90	8	159	2,114	2,187	8
Other casualties....	8,555,425	1,244,235	68	93	47	114	2,796	2,104	31
Total.....	18,002,070	3,187,025	251	253	132	372	7,219	6,048	84
Aggregate.....	21,189,095		504		504		13,267		
Pacific coast:									
Foundering.....	128,500	2,000	3	3	3	3		18	
Strandings.....	3,038,115	405,690	42	14	16	40	651	1,328	
Vessels in collision..	3,472,600	788,525	27	20	5	42	3,547	1,058	14
Other casualties....	3,061,600	240,210	43	27	17	53	3,290	1,327	17
Total.....	9,700,815	1,436,425	115	64	41	138	7,488	3,731	31
Aggregate.....	11,137,240		179		179		11,219		
Great Lakes:									
Foundering.....	281,000	27,000	12	2	9	5		124	31
Strandings.....	10,959,320	962,200	63	16	8	71	964	1,544	13
Vessels in collision..	13,608,935	982,395	72	40	3	109	150	2,097	8
Other casualties....	7,518,475	828,735	49	45	10	84	2,951	2,125	4
Total.....	32,367,730	2,800,330	196	103	30	269	4,065	5,890	56
Aggregate.....	35,168,060		299		299		9,955		
United States rivers:									
Foundering.....	19,000	1,100	1	10	6	5		45	
Strandings.....	697,000	33,000	14	5	1	18	483	442	
Vessels in collision..	807,150	208,350	17	20	3	34	1,311	650	
Other casualties....	1,214,375	228,200	31	79	54	56	616	1,392	27
Total.....	2,737,525	470,650	63	114	64	113	2,410	2,529	27
Aggregate.....	3,208,175		177		177		4,939		
At sea and in foreign waters:									
Foundering.....	5,000	15,385	5	5	10			74	6
Strandings.....	2,836,440	20,300	18	11	12	17	955	847	4
Vessels in collision..	3,574,790	83,000	16	2	4	14	703	891	2
Other casualties....	10,434,630	684,505	82	15	13	84	977	2,945	54
Total.....	16,850,860	803,190	121	33	39	115	2,635	4,757	66
Aggregate.....	17,654,050		154		154		7,392		
Recapitulation by casualties:									
Foundering.....	572,850	88,985	47	47	58	36	3	494	56
Strandings.....	20,226,975	1,903,495	217	89	84	222	5,359	5,685	43
Vessels in collision..	28,074,670	3,479,255	209	172	23	358	7,825	6,883	32
Other casualties....	30,784,505	3,225,885	273	259	141	391	10,630	9,893	133
Total.....	79,659,000	8,697,620	746	567	306	1,007	23,817	22,955	264
Aggregate.....	88,356,620		1,313		1,313		46,772		

¹ Amount of insurance is on 619 vessels and 219 cargoes.² Value of cargoes carried by 55 of the laden vessels unknown.

In addition to the loss of 264 lives shown in the above table, the loss of 253 lives was reported for 1911, as follows: Fifteen from 12 undocumented vessels that were in collision with documented vessels; 2 from vessels suffering damage or loss amounting to less than \$300; and 236 from 230 vessels not involved in any disaster. This makes a grand total of 517 lives lost from 317 vessels during the year. Statistics relating to the loss of the 253 lives are found only in tables 64 and 65 of the annual report for 1911, and in supplemental tables 1 and 2 of this chapter.

PLACES IN UNITED STATES WATERS WHERE
VESSELS HAVE STRANDED DURING THE LAST
10 YEARS; ALSO, WHERE AMERICAN VESSELS
HAVE STRANDED AT SEA AND IN FOREIGN
WATERS DURING THE SAME PERIOD.

Places in United States waters where vessels have stranded during the last 10 years.

ATLANTIC AND GULF COASTS.¹

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows.....	2										2
Eagle Island.....							1				1
Ellsworth.....										1	1
Gotts Island.....		2									2
Green Island Ledge.....						1					1
Horseshoe Ledge.....		1									1
Long Island.....							1		1		2
Oak Point.....								1			1
Staples Ledge.....		1									1
Swan Island.....								1			1
Tuppers Ledge.....				1							1
York Narrows.....						1			1		2
Blue Hill Bay approaches:											
Black Ledge.....			1								1
Flye Point.....										1	1
Johns Island Ledge.....	1			1					1		3
Little Duck Island.....						1					1
Boothbay:											
Squirrel Island.....					1						1
Tumblers Island.....	1										1
Cape Elizabeth.....	1		1								2
Hunts Point.....										1	1
Richmond Island.....				1				1	1	1	4
Trundys Reef.....	1			1	1						3
Zebs Cove.....				1							1
Cape Neddick.....						1					1
Cape Porpoise.....							1				1
Goat Island.....						1			1		2
Green Island.....		1									1
Timber Island.....										1	1
Vaughn Island.....										1	1
Cape Small Point:											
Bald Head Rocks.....										1	1
Fullers or Glovers Rock.....			1								1
Casco Bay:											
Aldens Rock.....									1		1
Baileys Island.....							1				1
Broad Sound.....				1							1
Bush Island.....			1								1
Bustings Island.....				1							1
Cousins River.....			1								1
Cundy Harbor.....		1									1
Cushing Island.....			2								2
Great Chebeag Island.....									1		1
Haddock Rock, Broad Sound.....	1										1
Long Island.....		1			1						2
Peaks Island.....		1									1
Ram Island and Ledge.....	2		1				1				4
Turnip Island.....			1								1
Yarmouth River.....						1					1
Cobscook Bay.....										1	1
Cranberry Island, Great.....	2			1			1				4
Sperlin Rock.....				1							1
West Bunkers Ledge.....				1	1						2
Cranberry Island, Little.....		1			1				1		3
Bakers Island and Bar.....			1			1	1				3
Hardings Ledge.....						1					1
Cutler and approaches.....					1	1					2

¹ In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
MAINE—continued.											
Damariscotta River and approaches:											
Bantam Rock			1		1	1					3
Damiscove Island						1	1				2
Fishermans Island										1	1
Pumpkin Island and Ledges				1		1				1	3
Ram Island	1										1
Spruce Point Ledges							1				1
Thrumbeap Island									1		1
Deer Island Thoroughfare							1	1			2
Deer Isle:											
Greens Landing			1								1
North West Harbor								1			1
Stonington									1		1
Eastport Harbor			1								1
Eggemoggin Reach:											
Billings Cove				1							1
Island Ledge		1									1
Pumpkin Island Ledge						1					1
Englishmans Bay:											
Little Spruce Ledge			1								1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck	3	1	3	2	4			1			14
Dansburys Ledge								1			1
Fox Island Thoroughfare								1			1
Browns Cove	1										1
Stimpsons Island					1						1
Frenchmans Bay:											
Beans Ledge										1	1
Crabtree Ledge							1				1
Egg Rock		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	1		1		4
Jericho Bay:											
Long Ledge								1			1
Kennebec River (mouth of):			1		1			1			3
Atkins Bay										1	1
Hunniwells Beach	2	1			1					1	5
Hunniwells Point		1									1
Sugar Loaves, The	1				2						3
Whales Back						1					1
Wood Island								1			1
Kennebec River approaches:											
Jackknife Ledge					1						1
Seguin Island										1	1
Machias Bay:											
Cross Island	1			1					1	1	4
Fosters Island					1						1
Libbey Islands	1				1		3				5
Machias					2						2
Starboard Island Ledge				1		1					2
Yellow Island							1				1
Machias Bay, Little:											
Double Headed or Double Shot Island			1								1
Machias Seal Island							1				1
Moosabec Reach and approaches:				1	1						2
Beals Island		1									1
Duck Ledges							1				1
Egg Rock							1				1
Fishermans Island Passage—											
Brownney Island		1					1				2
Stevens Island					1						1
Freemans Rock		1	1								2
Great Wass Island	1										1
Head Harbor Island		1									1
Jonesport		1									1
Mistake Island			1								1
Seal Cove						1					1
Stanleys Ledge					1						1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
MAINE—continued.											
Mount Desert Island:											
Bass Harbor Bar and Head.....				2							2
Bear Island.....					1						1
Eastern Bunkers Ledge.....						1					1
Great Head.....										1	1
Long Ledge.....			1				1				2
Otter Point.....					1						1
Rodicks Island.....						1					1
Seal Harbor.....						1					1
Southwest Harbor.....			1			1					2
Mount Desert Rock.....	1					1					1
Muscle Ridge Channel:											
Ash Island.....					1						1
Birch Island.....			1								1
Clam Ledges.....							1				1
Dix Island.....		1	1								2
Fawn Ledge.....				1							1
Fishermans Island.....				1							1
Gangway Ledge.....				1							1
Garden Island Ledge.....				1							1
Grindstone Ledge.....						1					1
Hay Island Ledge.....				1							1
High Island.....			1								1
Long Ledge, Seal Harbor.....	1										1
Monroe Island.....							1				1
Pleasant Island.....								1			1
Seal Harbor.....			2					2			4
Sheep Island and Shoals.....			1		1						2
Spruce Head Island.....	1		1			1					3
Stallion Ledge.....						1					1
Sunken Ledge.....				1							1
Upper Gangway Ledges.....	1	1									2
White Head Island.....	1	1		1				1			4
Yellow Ledge.....			1								1
Muscongus Bay:											
Egg Rock.....								1			1
Friendship.....			1								1
Harbor Island.....							1				1
Martins Point.....					1						1
Pemaquid Point.....		2									2
Muscongus Bay approaches:											
Duck Rocks.....	1				1						2
Monhegan Island.....	1		1								2
Marraguagus Bay and ap- proaches:											
Black Ledge.....						1					1
Flint Island.....										1	1
Millbridge.....						2					2
Penobscot Bay:											
Browns Head.....			1								1
Cape Jellison.....					1						1
Isle au Haut.....			1		1						2
Long Cove.....										1	1
Long Island.....		1						1			2
No Mans Land.....									1		1
Odoms Ledge.....	1										1
Seal Island.....	1			1							2
Vinal Haven Island.....	1		1	1		1		2		3	9
Wooden Ball Island.....						1					1
Penobscot Bay, East:											
Airys Ledge.....			1								1
Birch Island.....								1			1
Black Ledge.....						1					1
Brimstone Island.....	1										1
Dogfish Island.....						1					1
Fort Point Ledge.....						1					1
Sheep Island Ledge.....						1					1
Stonington.....										1	1
Thurlow Island.....		1									1
York Island.....										1	1
Penobscot Bay, West:											
Bantam Ledge.....		1									1
Barley Ledge.....	1										1
Hurricane Island.....						1					1
Inner Bay Ledges.....			1		1						2
Matinicus Ledge.....				1							1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
MAINE—continued.											
Penobscot Bay, West—Contd.											
Metinic Island.....					1					1	2
Roaring Bull Ledges.....			1								1
Rockland.....				1					1		2
Rockport.....										1	1
Saddle Island.....					1						1
Seal Ledge.....			1								1
Southern Triangles.....	1										1
Spragues Ledge.....	1										1
Two-Bush Island and Reef.....					1	1					2
White Islands.....							1				1
Pigeon Hill Bay:											
Petit Manan Island and Point.....	2		1							1	4
Portland Harbor.....	1								1		2
Simontons Cove.....			1						1		2
Portsmouth Harbor (Maineside):											
Fishing Islands.....		3	1	2		1					7
Gerrish Island.....	2		1				1		2		6
Hicks Rocks.....	1					1					2
Kittery Point.....				1	1	1		4		1	8
Logeys Ledge.....			3			1			1	1	6
West Sister.....		1									1
Wood Island.....	1					1	1			1	4
Prospect Harbor:											
Moultons Ledge.....	1										1
Quoddy Roads.....			3			1	1			1	7
Lubec.....					1						1
Wallace Cove.....					1						1
West Quoddy Head.....	1				3	1		1	1	1	8
Saco Bay:											1
Ferry Beach.....					1						1
Negro Island Ledge.....			2		1		2				5
Sharps Rocks.....					1						1
Stage Island.....						2					2
Stratten Island.....	1										1
Wood Island.....					1						1
St. Georges River and approaches:											
Allens Island.....			1								1
Black Rocks.....										1	1
Burnt Island.....	1							1			2
Davis Island.....			1								1
Fort Point.....							1				1
Gunning Rocks.....										1	1
Harts Island Bar and Ledges.....	2	1	2	1				3			9
Hay Ledge.....	1	1									2
Hoopers Island.....			1								1
Little Seavey Island.....				1	1						2
Marshalls Point.....			1				2	1			4
Mosquito Island.....				1				1			2
Old Man Ledge.....	1		1								2
Port Clyde.....	1						1				2
Thompsons Island and Ledges.....	1			1							2
Sheepscot Bay and River:											
Barbers Island.....					1						1
Sawyers Island.....				1							1
Tennant Harbor:											
Harts Ledge.....										1	1
Northern Island.....										1	1
Southern Island.....			1		1			1	2	1	6
Whealers Bay:											
Clarks Island.....				1							1
Southern Island Reef.....		1									1
York River and approaches:											
Godfreys Cove.....	1										1
Stones Rock.....							1	1			2
York Ledges.....										1	1
NEW HAMPSHIRE.											
Foss Ledges.....	1					1					2
Isles of Shoals:											
Duck Island.....			1						1	1	3
Lunging Island.....										1	1
White Island Ledge.....									1		1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
NEW HAMPSHIRE—continued.											
Portsmouth Harbor (New Hampshire side).....					1						1
Fort Point.....	2								1		3
Frost Point.....					1						1
Great Island.....	1				1						2
Jerrys Point.....	2	2									4
Odiornes Point.....			1			1		1			3
Rye Beach and Ledge.....		1						1			2
Stielmans Rocks.....	1		1					1			3
Wallis Sands.....			1								1
MASSACHUSETTS.											
Boston Bay and Harbor.....				1		1					2
Bird Island Flats.....	1					1			1		3
Black Rock and Channel.....			1	1							2
Brewsters, The.....			1	2	3	2	1				9
Bumkin Island.....				1							1
Castle Island.....		2									2
Deer Island.....		1							1	1	3
Devils Back.....			2	1	2						5
Dorchester Bay.....			1	1		2		1			5
Gallups Island.....	1	3	1	1							6
Georges Island.....	2	1		1	7	2	6	5	8	7	39
Governors Island.....										1	1
Graves, The.....					1						1
Great Fawn Bar.....			1								1
Hardings Ledge.....		2		1							3
Long Island.....			1								1
Lovells Island.....	1	1	4	3		3				2	14
Lower Middle.....		1			1						2
Middle Ground.....	2		1								3
Nixs Mate.....			3	1		1				1	6
Peddocks Island.....				1							1
Pig Rocks.....	1										1
Pleasure Bay.....					1					5	7
Point Allerton.....	1	2			1	1	1		1		7
Quincy Beach.....					1						1
Ram Head.....	1		1	3	3	1		2	1		12
Sunken Island.....									1		1
Thompsons Island.....			1								1
Toddy Rocks.....							1				1
Winthrop.....						1					1
Brant or Green Harbor Point.....	2										2
Buzzards Bay:											
Bents Ledge.....										1	1
Cuttyhunk Harbor.....		1			1						2
Dumpling Rock.....			2								2
Gull Island.....							1				1
Hen and Chickens Reef.....					1		1				2
Mishaum Lodge.....				1							1
Mosher Ledge.....			1								1
Nashawena Island.....					2						2
New Bedford Harbor.....							1			1	2
Onset.....										1	1
Penikese Island.....						1					1
West End.....										1	1
Cape Ann:											
Annisquam.....		1						1	1	1	4
Bay View.....				1							1
Braces Cove.....		1							1		2
Dog Bar.....	1	1	1								3
Dollivers Neck.....				1	1						2
Eastern Point.....	1	2	1					2		1	7
Gap Head.....		1									1
Gloucester.....	1	1		1		2	1		2	1	8
Halibut Point.....							1				1
Kettle Island.....		1									1
Lanesville.....					1						1
Londoner, The.....	1	1		2			1				5
Milk Island.....	1				1		1				3
Muscle Point.....		1									1
Pigeon Cove.....	1		1				1				3
Rockport.....	1		2	1		1	1	1			7
Salvage, The.....					2						2
Straitsmouth Island.....				1						1	2
Thatchers Island.....						1					1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—											Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912		
MASSACHUSETTS—continued.												
Cape Cod:												
Bearses Shoal.....	1					2					3	
Chatham.....			1					1			2	
Chatham Bar.....	1		3	1	1	1				1	8	
Highland Light.....	1				2	1					4	
Little Round Shoal.....							1	1			2	
Monomoy Point.....	1	1	1					1			4	
Nauset Beach.....	1	1		1	2	1	1			1	8	
Orleans Beach.....		1									1	
Pamet River.....					2						2	
Peaked Hill Bar.....	1		3	1	2	1		1	8	1	18	
Pollock Rip.....			3	1	2	1	2	4		1	14	
Race Point.....		3	2		6	6	3	1		2	23	
Shovelful Shoal.....	2	3	3	2	1	2	1		2	1	17	
Stone Horse Shoal.....	1	2			1		2	1		1	8	
Cape Cod Bay:												
Barnstable.....	2		2								4	
Long Point.....	1						1		1		3	
Provincetown.....	2	2		1			1	1			7	
Sandwich.....			1					1			2	
Sandy Neck.....	1										1	
Truro.....		1				1	1			1	4	
Wood End.....	2	7	3		1	9	5	3		1	31	
Duxbury Beach.....	1										1	
Fall River.....						2					2	
Gurnet Point.....		3			1	1					5	
Ipswich Bay:												
Essex Bar.....					2	1				1	4	
Ipswich Bar.....		2	2	4	2	1	3	3	2		19	
Lynn Harbor.....		1					2				3	
Marblehead and approaches.....				1		1					2	
Marthas Vinyard:												
Cape Poge.....				2	1						3	
Cedar Tree Neck.....							2	1			3	
Chappaquiddick Point.....				1							1	
Cottage City.....	1			1							2	
East Chop.....			1						1		2	
Edgartown.....									1	1	2	
Gay Head.....	1				3	1			1		6	
Menemsha Bight.....			4	1	2	1		1			9	
No Mans Land.....		1			1		1		1		4	
Vineyard Haven.....	1		1	2				3	2		9	
Wasque Shoal.....								1			1	
West Chop.....	1	1						1			3	
Nahant Bay:												
Nahant.....				1		1					2	
Nantucket:												
Bar and Bay.....	1	2	2			1		2	1		9	
Coskata.....	1	1	1			1		1			5	
Great Point and Great Rip.....	1		1			3	1	1	1	3	11	
Maddaket.....			2								3	
Nantucket Shoals.....	2				1			1	2		6	
Nantucket Sound:												
Bishop and Clerks Shoal.....			1					1		1	3	
Common Flats.....	1		1								2	
Cross Rip Shoal.....										1	1	
Dennisport Beach.....				1		2					3	
Dog Fish Bar.....				1		1					2	
Handkerchief Shoal.....	2	3	4		3	1	2	4		4	23	
Hardings Beach.....					1						1	
Hawes Shoal.....			1		1					1	3	
Horseshoe Shoal.....			1	1				1			3	
Hyannis.....						1					1	
Kill Pond Bar.....	1			1		1					3	
Long Shoal.....			1								1	
Muskeget Island.....						2	3				5	
Skiff Island Shoal.....					1				1		2	
Tuckernuck Shoal.....								2			2	
Newburyport approaches:												
Newburyport Bar.....	3	5	4	4		3		2	2		23	
Salisbury Point.....			1								1	
Plum Island.....	2			1			1	2			6	
Plymouth Bay:												
Browns Bank and Shoal.....		2		2	2	2	5	1	2	1	17	
Cow Yard, The.....							1				1	

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
MASSACHUSETTS—continued.											
Plymouth Bay—Continued.											
Dicks Flat.....		1	1								2
Plymouth.....								3	1		4
Saquis Head.....								1			1
Salem Harbor and approaches:											
Bakers Island and Shoals.....	1								1		2
Beverly.....									1		1
Curtis Point.....						1					1
Half Tide Rock.....				1							1
Misery Island.....			1								1
Salem Harbor.....		1					1		1		3
The Breakers.....								1			1
Scituate.....								1			1
Fourth Cliff.....				2	1		1				4
North Scituate.....	1					1		1			3
Vineyard Sound:											
Cuttyhunk Island.....	1	2	1				2		2	1	9
Half Moon Shoal.....							1				1
Hedge Fence Shoal.....			1		2					1	4
Lucas Shoal.....							2				2
Middle Ground.....						1			1	3	5
Nashawena Island.....	1			1							2
Naushon Island.....					1	3		1			5
Nobska Point.....				1		1	2			1	5
Nomanasset Island.....						1					1
Old Man Ledge.....									1		1
Pasque Island.....			1		1			2	1	1	6
Sow and Pigs.....				1		1		1		1	4
Tarpanlin Cove.....	1		1								2
Woods Hole.....	3			1							4
RHODE ISLAND.											
Block Island:											
Block Island Breakwater.....	1		2								3
Grove Point.....	1						1		1		3
New Harbor.....		2		1						1	4
New Shoreham.....		1	3	3	1	2		1	1	1	13
Sandy Point.....			1					4		1	6
South Shore.....	1	1	3		1	1	2	2	1	1	13
West side of.....		2							1		3
Charlestown Beach.....						1					1
Narragansett Bay:											
Adams Point.....			1								1
Bonnet Point.....			1							1	2
Brenton Point and Reef.....			1								1
Bristol.....										1	1
Buttonwood Beach.....						2					2
Church Point.....	1										1
Coal Mine Point.....				1							1
Coddington Cove.....										1	1
Conanicut Island.....		1	1				1				3
Cormorant Rock.....			1								1
Dumpling Rock.....					1						1
Dutch Island.....	1	2				1		1			5
Goat Island.....				1				1			2
Hog Island.....										1	1
James Ledge.....			1								1
Nayat Point.....	1										2
Newport.....		2	1	1					1		4
Pine Tree Beach.....					1						1
Popasquash Point.....									1		1
Portsmouth.....						1					1
Providence River.....				1		1					2
Prudence Island.....	1					1	2				4
Rocky Point.....									1		1
Rose Island.....						1				1	2
Sakonnet Point.....				1							1
Sakonnet River.....						1					1
Warwick Neck.....	1		2								3
Whale Rock.....	1										1
Point Judith.....		1	2	1	3	3	2	1			13
Quonochontaug Beach.....	1										1
Watch Hill.....	1			1	1	3			2		8
Catumb Reef.....					1						1
Napatree Point.....					3						3

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Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
RHODE ISLAND—continued.											
Watch Hill—Continued.											
Pleasant View Beach.....						5					5
Spindle Reef.....		1									1
Sugar Reef.....			1				1	1			3
CONNECTICUT.											
Branford Harbor.....		1		1	1						3
Bridgeport.....						1	2	3	1		7
Cedar Point.....						1					1
Connecticut River (mouth of):											
Saybrook Bar.....		1	2								3
Coscob.....										2	2
Fishers Island Sound:											
Latimers Reef.....						1	1				2
Mumford Point.....							2				2
Ram Island Reef.....			1								1
Seaflower Reef.....								1			1
Greenwich.....	1										1
Long Island Sound (near coast of Connecticut):											
Captain Islands.....		1		1							2
Cranes Reef.....									3		3
Duck Island.....	1		2		1	1			1		6
Faulkners Island.....				1			3	2			6
Flat Island.....				1							1
Goose Island.....								1		1	2
Greens Ledge.....				1							1
Hen and Chickens Shoal.....											1
Long Sand Shoal.....				1				1			2
Norwalk Islands.....			1			3			1		4
Penfields Reef.....			1				1			1	3
Smiths Reef.....			1								1
Townsend Ledge.....							1				1
Menunketesuck Point.....										1	1
New Haven Harbor:											
Adams Fall Rock.....										2	2
New Haven.....		1		1		4	1			1	8
New London Harbor and approaches.....		1					1		1		3
Black or Southeast Ledge.....							1				1
Cormorant Rock.....										1	1
Eastern Point.....						1					1
Goshen Ledge and Point.....							2			2	4
Quinnepeg Rocks.....							1				1
Southwest Ledge.....							1				1
Norwalk.....										2	2
Sachems Head.....							1				1
Saugatuck River (mouth of).....							1				1
Shippan Point.....		1					1	1	1	1	5
Stamford Harbor.....						1	1				3
Stonington Harbor.....				1		1			1		3
NEW YORK.											
Block Island Sound:											
Fort Pond Bay.....			2								2
Gardiners Island.....			1							1	2
Napeague Bay.....				1							1
East River:											
Astoria.....							2				2
Blackwells Island.....	1										1
Bowery Bay.....			1						1	1	3
College Point.....											1
Hell Gate.....	1	3	1	1		2	2	4	3		17
Mill Rock.....							1	1			2
Negro Head.....								1			1
The Hogs Back.....							1			1	2
Lawrence Point.....			2								2
Man-of-War Rock.....			1			1		1			3
North Brother.....	1			2		1					4
Randalls Island.....	1					1		1			2
Rikers Island.....							1	1			2
Sunken Meadows, The.....					1		1			2	4
Wards Island.....		1	1		1	1	1	1			6

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
NEW YORK—continued.											
Gardiners Bay:											
Gardiner Island (see Block Island Sound).											
Sag Harbor.....			1								1
Long Island (outside):											
Amagansett.....	1			1							2
Coney Island.....		1			1						2
Fire Island Beach.....		3	3	1	1	3	2	3	4	1	21
Fire Island Inlet.....	9	6	6	1	2	3	1	7	9	15	59
Gilgo Inlet.....				2							2
Great South Bay.....	3	6	11	21	10	11	4	6		1	73
Jamaica Bay.....					1						1
Jones Beach.....	1					2			1		4
Jones or New Inlet.....	1	1	2	1			4	6	5	6	26
Long Beach.....	1		2	1				1	1	1	7
Montauk Point.....		1		2		2					5
Moriches Beach.....						2	2				4
Moriches Bay.....				1	1					1	3
Napeague.....	1										1
Quogue.....		1									1
Rockaway Beach.....	1	2		1			1			1	6
Rockaway Inlet and Shoals.....	1	3	1		1			1			7
Shagwong Point and Reef.....		1						1			2
Shinnecock Beach.....			1		1	1					3
Short Beach.....						1	2	1			4
Zachs Inlet.....		1				1		1			3
Long Island Sound:											
Bayville.....						1	1				2
Big Tom Rock.....			1			1					2
Cold Spring Harbor.....		2									2
Davenport or Davids Island.....									3		3
East Chester Bay.....									1		1
Eatons Neck.....	3	2			1		1				7
Execution Rocks.....		2	1	1	1	1	2	1	1	1	11
Fishers Island.....	1		5	1	2	2	1	2	3	2	19
Glen Cove.....						1					1
Great Gull Island.....			1	1				1			3
Harts Island.....	1				1	1			1	3	7
Hempstead Harbor.....								1	1		2
Hortons Point.....			1		1						2
Huntington Bay.....							1			2	3
Little Gull Island.....	1			1		1					3
Lloyds Neck.....	2										2
Manursing Island.....					1						1
Matinecock Point.....								1		2	3
Mulford's Point.....										1	1
New Rochelle Harbor.....		1		1						1	2
Oak Neck Point.....			1								1
Old Silas Rock.....							1				1
Oyster Pond or Orient Point.....	1										1
Peacock Point.....			1								1
Peconic Bay.....					1						1
Plum Island.....	1			1		1		2			5
Port Washington.....			1								1
Race Rock.....			1	3	1				1	2	8
Rocky Point.....						1					1
Rodmans Neck.....				1							1
Rye Point.....						1				1	2
Sands Point.....							1				1
Stepping Stones.....					1						1
Throggs Point.....						1			1		2
Wicopessett Island.....				1							1
New York Bay and Harbor.....			1	1			1			4	7
Bay Ridge.....					1						1
Bedloes Island.....			1							1	2
East Bank.....									1		1
Governors Island.....		1					1	2			4
Gravesend Bay.....		6									6
Gowanus Bay.....										1	1
Hoffmans Island.....										1	1
Nortons Point.....						1					1
Robbins Reef.....								1	1		2
Romer Shoal.....			1	2		2	1		1	1	8
Staten Island.....	1	2	1		1		1	1		3	10
Swash Channel.....					1						1
West Bank.....			1				1				2

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Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
NEW JERSEY.											
Absecon Inlet.....	7	3	1	2	6	1	3	4	6	2	35
Atlantic City.....	2		1		1	1	2	1		1	9
Barneget Inlet.....	1	1	3	4	4	6	4	3	4	1	31
Brigantine Beach and Shoals.....	1	4	1	2			2	2	5	1	18
Cape May.....					1	1	1				3
Cold Spring Inlet.....						1	3	3		1	8
Delaware Bay (see also Delaware):											
Cross Ledge.....								1			1
Egg Island Point.....					3	1					4
Joe Flogger Shoal.....										1	1
Maurice River Cove.....				1							1
Overfalls or South Shoals.....				1							1
Five Mile Beach.....	2	1									3
Great Egg Harbor and Inlet.....	3	1	2		1					2	9
Hereford Inlet.....	4	4	6		3	14	7	18	5	2	63
Highlands.....	1	2									3
Island Beach.....	2	1		1	2	1		3			10
Little Egg Harbor.....		2	2	1			1			4	10
Little Egg Harbor Inlet or New Inlet.....	3	1	2	5		4		4	2	4	25
Long Beach.....	2	1	1		2	1		2	1		10
Long Branch.....	1		1		1						2
Ludlam Beach.....				1							1
Monmouth Beach.....									1		1
Newark Bay, Shooters Island.....	1									1	2
Sandy Hook.....		6	3			5		3	2		19
Flynn's Knoll.....			1								1
Horse Shoe.....	1	7		3	1						12
Spermaceti Cove.....								1	1		2
Seabright.....				1				1	1		3
Shrewsbury River (mouth of).....	1	1	1	2		1				1	7
Squan Beach.....			1	1		2					4
Tathams.....	1										1
Townsend's Inlet.....	2			1	2	2	1				8
Tuckers Beach.....		1							1		2
Turtle Gut Inlet.....	1										1
DELAWARE.											
Cape Henlopen.....	2		1					2	1	1	7
Hen and Chickens Shoal.....							1	1			2
Delaware Bay (see also New Jersey):											
Brandywine Shoal.....	1			1		1		1		1	5
Bombay Hook.....			1								1
Brown Shoal.....		1								2	3
Dead Mans Shoal.....						1					1
Maurice River (mouth of).....										1	1
Mispillion River.....		3									3
Old Bear Shoal.....		2									2
Ship John Shoal.....			1		1						2
Delaware Breakwater.....		1	1		1		2		1		6
Indian River Inlet.....	3	1		1			1				6
Lewes.....		1	5	1	3	3	1	1	1	1	17
Rehoboth Beach.....		1									1
MARYLAND.											
Chesapeake Bay:											
Black Walnut Point.....										1	1
Bloody Point.....										1	1
Bush River.....			1								1
Cedar Point.....				1							2
Chester River (mouth of).....	1									1	2
Cove Point.....							1		2		3
Dorchester Beach.....			1								1
Eastern Bay.....		1									1
Franklin Point.....							1				1
Holland Point.....	1										1
James Island and Point.....						1			1		2
Long Point.....							1				1
Love Point.....										1	1
Magothy River (mouth of).....				1							1
Nanticoke River (mouth of).....							1				1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
MARYLAND—continued.											
Chesapeake Bay—Continued.											
North Point.....										1	1
Parkers Island.....	1										1
Patapsco River (mouth of)...					1	1	1	2		2	7
Patuxent River (mouth of)...					1		1				2
Point Lookout.....											1
Point No Point.....								1		1	2
Pooles Island.....								1	1		2
Poplar Island.....			1								1
Plum Point.....				1				1			2
Rock Hall Creek.....	1										1
Sandy Point.....		1		1		1					3
Seven Foot Knoll.....	1										1
Tangier Beach.....				1							1
Tangier Island.....			2								2
Thomas Point Shoal.....		1	1					1			3
Fenwick Island.....											1
Fenwick Island Shoals.....									1		1
Green Run Inlet.....	1										1
North Beach.....		1		1			1				3
Ocean City.....					1				1	1	3
VIRGINIA.											
Assateague Island.....		1	1		2	3	1				8
Fishing Point.....	6	3	3	1	2	2			1		18
Ship Shoal.....	1										1
Turners Shoals.....	1				1		1				3
Assawoman Inlet.....			1								1
Cape Charles.....					1					1	2
Cape Henry.....				2	3				1	1	7
Chesapeake Bay:											
Back River Shoals.....			1			1	1				3
Great Wicomico River (mouth of).....				1							1
Gwynns Island.....					1						1
Horseshoe Shoal.....										1	1
Indian Creek.....						1					1
Lynn Haven Roads.....					2		1				3
Middle Ground.....		1									1
Mobjack Bay.....					1						1
Nautilus Shoal.....							1			1	2
New Point Comfort.....					1				1		2
Old Point Comfort.....				1							1
Smiths Point.....			1		1			1			3
Stingray Point.....			1								1
Tail of the Horseshoe.....										2	2
Thimble Shoal.....				1		1			1		3
Willoughby Spit.....	1										1
Windmill Point.....					1						1
Wolf Trap Shoal.....	1										1
York River Spit.....	1				1	1	1				4
Chincoteague Inlet.....	3	3		3	1	1	3			3	17
Chincoteague Shoals (off Fishing Point).....				1							1
Cobb Island.....	1					1	1			2	5
Carters Shoals.....	2	2	1	1			1	1			8
Dam Neck Mills.....		1									1
False Cape.....	1		1	2	1		2	1			8
Pebble Shoals.....	3	1		1				1		1	7
Fishermans Island.....		1		1							2
Gargathy Inlet.....			2	1							3
Great Machipongo Island and Inlet.....	1	3	3	2	2	4	1	3	2	4	25
Hampton Roads:											
Bush Bluff Shoal.....			1								1
Hampton Bar.....	1									1	2
Middle Ground.....										1	1
Newport News.....	1			1							2
Rip Raps.....	1			1							2
Sewalls Point.....							1			3	4
Hog Island.....	1	1	1			1		1			5
Little Island.....			1	4			1				6

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Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
VIRGINIA—continued.											
Metomkin Island and Inlet.....	3	1	2			1	3	1			11
Norfolk.....										1	1
Parramore Beach.....		1									1
Sand Shoal Inlet.....	1	1	1								3
Ship Shoal Inlet.....		1	2					1	1	1	4
Smiths Island.....		3		3	1			1			8
Isaac Shoals.....	2	2			1		1		1	1	8
Virginia Beach.....		3						1			4
Wachapreague Inlet.....		3	1								4
Dawson Shoals.....			2	1	1						4
Wallops Beach.....		2		2							4
Winter Quarter Shoals.....				1			1				2
NORTH CAROLINA.											
Albemarle Sound:											
Camden Point.....					1						1
Kitty Hawk Bay.....				1							1
Pasquotank River (mouth of).....		1									1
Roanoke River (mouth of).....		1									1
Beaufort Inlet.....			1	3	1		3	1	2	1	11
Big Kinnakeet (also see Pamlico Sound).....	1									1	2
Bodie Island (also see Pamlico Sound).....	1		1	1			1			1	5
Bogue Island and Inlet.....			3	2	1	1			1	1	9
Cape Fear and Frying Pan Shoals.....	3	1	2	1	5	1	1	2	1	1	18
Cape Fear River Bar.....	4	3	3	2	1	2		5		2	22
Cape Hatteras.....	1		1	2		1		2			7
Diamond Shoals (inner and outer).....	1		3		1			1	2	1	9
Cape Lookout.....	1	4	2	2	2	2	3	1	2		19
Cape Lookout Shoals.....	1	3	2			1	1		1	2	11
Chicamacomico.....			1	1							2
Core Beach.....	3		1	1		2		2		1	10
Core Sound.....	1		3	7	1	1					13
Currituck Beach.....		3					2	1	1		7
Currituck Sound.....				1	1						2
Durants (also see Pamlico Sound).....						1			1		2
Gull Shoal (also see Pamlico Sound).....	1		1	1	1	1				1	6
Hatteras Inlet (also see Pamlico Sound).....	1					1					2
Kitty Hawk.....				1							1
Little Island.....					1				1		2
Lockwoods Folly Beach.....					1						1
Myrtle Beach.....										1	1
Nags Head.....				1	1						2
New Inlet.....	1	1									2
Ocracoke Inlet.....	2		2	2	1	4	2	1			14
Ocracoke Island.....	2			2				1			5
Oregon Inlet.....	1										1
Pamlico Sound:											
Big Kinnakeet.....		3	1	1				1	1		7
Brant Island.....		1									1
Bluff Shoal.....			1				1				2
Chicamacomico.....					1			1			2
Cockle Shoal.....				1		2		1			4
Creeds Hill.....				1	1	1		1	1		4
Durants.....	1	1		1	2	3					8
Gull Island and Shoal.....		2				3					5
Harbor Island Bar.....				1	1			1			3
Hatteras Inlet.....					2			2	1		5
Hog Island Reef.....					1						1
Howard Reef.....		1					1				2
Little Kinnakeet.....								1			1
Log Shoal.....							1				1
Maw Point.....					1						1
Middle Ground.....							1				1
Neuse River (mouth of).....							2				2
Nine Foot Shoal.....					2						2
Ocracoke Inlet.....		1	7		2			2	4		16
Olivers Reef.....					2			1			3
Oyster Shoal.....		1		1	1	1					4

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
NORTH CAROLINA—continued.											
Pamlico Sound—Continued.											
Pamlico Point.....	1										1
Royal Shoals.....						1	4				5
Portsmouth Island.....					1			1			2
Shallotte Inlet.....		1									1
Wash Woods.....		1									1
Wimble Shoals.....								1			1
SOUTH CAROLINA.											
Botany Bay Island.....										1	1
Bulls Bay.....	1										1
Cape Romain.....										1	1
Charleston.....		2							1	5	8
Charleston Bar:											
Drunken Dick Shoal.....	1									1	2
Edisto Island.....						1					1
Georgetown Breakers.....			1								1
Hilton Head Island.....	1										1
James Island.....										1	1
Little River Inlet.....					3						3
Paris Island.....									1		1
Port Royal Bar.....			1		1	1	2				5
St. Helena Sound and approaches		1			1	1	1			1	4
Singleton Swash.....					1						1
South Bull Island.....							1				1
Sullivan's Island.....		1	1						1		3
Wolf Island Shoal.....					1						1
GEORGIA.											
Altamaha Sound.....							1				1
Brunswick.....					1					1	2
Cumberland Island and Shoal.						1					1
Doboy Sound and approaches.			1								1
Long Island.....	1										1
Ossabaw Island.....	1										1
St. Simons Island and Bar.						1	1				2
Sapelo Island.....										1	1
Savannah River (mouth of).....					1						1
Tybee Island.....								1			1
Wassaw Island.....	1										1
Wolf Island, Spit, and Shoals.		3									3
FLORIDA.											
Apalachee Bay.....							1				1
Apalachicola Bay.....					1						1
Bethel Creek.....							3			2	5
Big Clearwater Pass.....								1			1
Biscayne Bay.....			2							1	3
Cape Florida.....					1						1
Cape Romano.....	1								1		2
Cape Sable.....	1								2		3
Cape San Blas.....									1		1
Charlotte Harbor Bar.....		1									1
Choctawhatchie Bay.....						1					1
Crooked Island.....										1	1
Dog Island.....		2									2
East Pass, Carrabelle.....									1		1
Fernandina Bar and Harbor.....				1							1
Florida Reefs:											
Alligator Reef.....		1								1	2
Bahia Honda Key.....								2			2
Carysfoot Reef.....						1	1	1			3
Coal Bin Shoal.....		1								1	2
Coffins Patches.....				1							1
Cosgrove Shoal.....	1				1				1		3
Dog Island and Reef.....				1					1		2
Elbow Reef.....				1					1		2
Elliotts Key.....					2						2
French Reef.....							1	1		1	3
Fowey Rocks.....				1		1	1				3
Isaac Shoals.....										1	1
Key West.....		1						9	2		12

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
FLORIDA—continued.											
Florida Reefs—Continued.											
Knights Key.....					1			1	1		3
Largo Key.....					1						1
Ledbury Reef.....									1		1
Long Key.....					3				1		4
Loo Key.....						1					1
Marquesas Key.....			1					1	1		3
Molasses Reef.....			1		1				1		3
New Ground Shoal.....						1	1		2	1	5
Northwest Channel.....										1	1
Pacific Reef.....			1								1
Pickles Reef.....							1	1		1	3
Planer Key.....									1		1
Pulaski Shoal.....				1	1					1	3
Rebecca Shoal.....		1	1		1	2					5
Sombrero Key.....									1	1	2
Southwest Key.....		1	4	1	1	1					9
Tennessee Reef.....							2		1	1	5
Tortugas.....	1		2		1	1	1	1	2	1	10
Triumph Reef.....			1								1
Western Sambo.....		1									1
West Summerland Key.....								2		1	3
Fort Lauderdale.....			1	1		2	1	2			7
Gilberts Bar.....		1	2								3
Halifax River Beach.....									1		1
Hillsboro Inlet.....						1			1		2
Indian Pass.....		1									1
Indian River Inlet.....									1		1
Jupiter Inlet.....	1	1								1	3
Lake Worth Beach.....		1	1						1		3
Marco.....			1						1		2
Matacumbia.....					1						1
Miami River Bar.....										1	1
Mosquito Inlet.....										1	1
Mosquito Lagoon.....			1	1							2
Nassau Bar.....					1	1		1			3
Orange Grove.....	1										1
Pablo Beach.....						1					1
Pensacola Bar.....	1							1	2		4
Pensacola Bay.....	3	2	1	1	33	2	2	1	4	2	51
Perdido River (mouth of).....					1	1					2
St. Andrews Bay.....	1						1				2
St. Augustine Bar.....				1							1
St. Georges Island.....	1										1
St. Johns Bar.....	2				1			2			5
St. Joseph Point and Bay.....		2						1			3
San Carlos Bay.....									1		1
Sanibel Island.....					1				1		2
Santa Rosa Island.....	1			1	1	1			1		5
Snake River Bar.....										1	1
Tampa Bay.....					1	1	1		1	1	5
Egmont Key.....				1	1		1	1			4
Pass-a-grille.....					1						1
Thousand Islands.....									1		1
ALABAMA.											
Mobile Bay and approaches:											
Dixie Island.....						2					2
Fort Morgan.....	1				1				1		3
Grants Pass.....							1				1
Huron Bay.....											1
Little Dauphin Island.....					5						5
Mobile Bar and Bay.....	1				32		2	1	1	1	38
Mobile Point.....			1								1
Mon Louis Island.....					1						1
Navy Cove.....		1									1
Petit Bois Island.....						1					1
MISSISSIPPI.											
Mississippi Sound:											
Biloxi.....					1			2			3
Cat Island.....					2						2
Gulfport.....					1			2			3

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
MISSISSIPPI—continued.											
Mississippi Sound—Continued.											
Horn Island.....					2						2
Pascagoula.....					2						2
St. Louis Bay.....								1			1
Ship Island.....					4						4
LOUISIANA.											
Atchafalaya Bay.....								2			2
Calcasieu Bar.....					1						1
Chandeleur Islands.....	1	3	2	1	1	1	1				10
Lake Pontchartrain.....							1				1
Le Petit Pass.....						1					1
Mississippi River (mouth of).....	1				1	1	1			3	7
Trinity Shoal.....						1					1
TEXAS.											
Aransas Bay.....		1									1
Aransas Pass.....	1	3				2	2			1	9
Bolivar Peninsula.....					3						3
Brazos Santiago.....	2	5	4	1		1					13
Corpus Christi Bay.....									2		2
Galveston Bar.....		2	2	1	1	2	2			3	13
Galveston Bay and Harbor.....	1					2	4	3	2		12
Pelican Island and Spit.....						1	1				2
Galveston Island.....		1	1					1			3
Matagorda Bay.....								1			1
Matagorda Island.....								1			1
Mustang Island.....								1			1
Pass Cavallo.....	1				1	3	1				6
Port Arthur.....			1			1				1	3
Sabine Pass.....				1	1	3	2		1	1	9
San Louis Pass.....			1				3	1			5
Velasco.....						1				1	2
PORTO RICO.											
Arecibo.....					1						1
Arroyo.....	1		1				1				3
Cape San Juan.....		1					1				2
Guanica.....						1		1		1	3
Guayanilla.....							1				1
Humacao.....						1					1
Isabella.....										1	1
Luquillo.....		1									1
Mayaguez Bay.....						1					1
Mono Island.....								1			1
Point Cerro Gordo.....								1			1
Ponce.....						1					1
Salinas.....			1								1
San Juan.....		1								1	2
Varia Talegas Point.....						1					1
Vieques or Crab Island.....					2				1		3
Yabucoa.....				1		1	1				3

PACIFIC COAST.¹

ALASKA.											
Admiralty Island.....					1						1
Akun Island.....									1		1
Akutan Pass.....		1									1
Bristol Bay.....				1		1	1				3
Cape Douglas.....								1			1
Cape Hinchbrook.....					1				1		2
Cape Nome.....	5	1		3	2	7	2	22	6	3	51
Cape Prince of Wales.....			1	1						1	3
Cape Rodgnot.....					1						1

¹ In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

Places in United States waters where vessels have stranded during the last 10 years—Con.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
ALASKA—continued.											
Cape Rodney.....							1				1
Cape Suckling.....								1			1
Cape York.....			1								1
Chatham Strait.....	1			1		1	1				4
Chignik Bay.....				1					2		3
Chirikoff Island.....				1							1
Chowiet Island.....						1					1
Christian Sound.....										1	1
Clarence Strait:											
Etolin Island.....	1										1
Mount Andrew.....					1						1
Zarembo Island.....									1		1
Cold Bay Harbor.....		1									1
Cooks Inlet.....								1			1
Cross Sound.....								1			1
Coronation Island.....							1				1
Dry Bay.....									1		1
Dutch Harbor.....	1										1
Frederick Sound.....						1		1			2
Geese Island, Kodiak Island.....		1									1
Glen Island.....	1										1
Herringdon Bay.....	1										1
Icy Strait.....							1		1		2
Juneau.....								1			1
Karta Bay.....								1			1
Katalla Bay.....						1			1		2
Kayak Island.....	1	1	2		1						5
Kodiak Island.....				2		1		1			4
Kotzebue Sound.....				1					1		2
Cape Blossom.....				1		1					2
Cape Espenberg.....							1				1
Deering.....						1					1
Kuskokwim Bay.....			1			1					2
La Touche Island.....					1						1
Long Island.....					1						1
Lynn Canal:											
Douglas Island.....		1						1			2
Eagle Harbor.....			1								1
Funter Bay.....		1									1
Horse Island.....									1		1
Sentinel Island.....									1		1
Shelter Islands.....							1				1
Martin Islands.....						1					1
Montague Island.....			1							3	4
Nelsons Lagoon.....					1	1				1	3
Norton Sound.....				1						1	2
Nunivak Island.....				1				1			2
Nushagak River (mouth of).....			1							1	2
Point Barrow.....							1				1
Point Wooley.....						1					1
Popoff Reef.....							1				1
Port Nuchek.....							1				1
Portlock Harbor.....									1		1
Prince of Wales Island.....			1								1
Prince William Sound.....					1	3	1		1		6
Revillagigedo Island.....	1										1
St. Lawrence Island.....						1	1				2
St. Michael.....				3		1		2	1		8
Sannak Islands.....				1			1	1			3
Sergius Narrows.....								1			1
Seymour Canal.....							1				1
Shelikof Strait.....								1			1
Shipley Bay.....								1			1
Shumagin Islands.....			1	3	1				1		6
Sitka Sound.....			1						1		2
Spasskaia Island, Icy Straits.....		1									1
Tongass Narrows.....		1		1			1			1	4
Umnak Island.....	1										1
Unalaska Island.....	1					1					2
Unga Island.....		1		1							2
Unimak Island.....						2	1				3
Valdez.....					1						1
Vank Island.....								1			1
Wrangell Island.....			1						1		1
Wrangell Strait.....				1		2					3
Yukon River (mouth of).....							1				1

Places in United States waters where vessels have stranded during the last 10 years—Con.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
HAWAII.											
Hawaii Island.....										1	1
Kahoolawe Island.....				1							1
Kauai Island.....						1					1
Maui Island.....				2				2			4
Molokai Island.....								1			1
Oahu Island (Honolulu).....	2	1	1	2	3	2	3	2	1		17
WASHINGTON.											
Cape Flattery.....	1				1	2			1		5
Cape Johnson.....	1										1
Copalis Rocks.....							1				1
Davidsons Rock.....									1		1
Grays Harbor.....		3	5	1	2	4	1	3	5	1	25
Hoh River (mouth of).....	1	1									2
Ilwaco Beach.....							1				1
Ocean Beach.....		1									1
Puget Sound.....		1									1
Bainbridge Island.....							1				1
Cape Horn.....								1			1
Hoods Canal.....					1						1
Marrowstone Point.....		1	1			1			2		5
Point Defiance.....		1									1
Point Jefferson.....					1						1
Point Nodule.....	1								1		2
Point No Point.....		1	1								2
Point Wilson.....			1		1				1		3
Port Gamble.....						1					1
Port Orchard.....					1			1			2
Port Townsend.....				1							1
Presidents Point.....										1	1
Restoration Point.....					1						1
Richmond Beach.....		1									1
Seattle.....							1			1	2
Tacoma.....										1	1
Useless Bay.....								1			1
West Point.....					1						1
Whidbey Island.....			1							2	3
Queets River (mouth of).....					1						1
Straits of Fuca:											
Angeles Point.....	2	1					1				4
Clallam Bay.....					2	1					3
Crescent Bay.....							2				2
Ediz Hook.....							1				1
Gettysburg.....					1						1
Hein Bank.....		1									1
Kydaka Point.....								1			1
Neah Bay.....		1	1							1	3
New Dungeness.....						1		1		2	4
Pillar Point.....						1	2				3
Port Angeles.....				1			1				2
Sekon Point.....		1									1
Waaddah Island.....								1	2		3
Washington Sound:											
Bellingham Bay.....			2		1				1		4
Deception Pass.....							1		1		2
Jones Island.....						1					1
La Conner.....		1					2		1		4
Lopez Island.....										1	1
Lummi Island.....		1					1				2
Richardson.....						1					1
San Juan Island.....					1				3		4
Semiahmoo.....							1				1
Stuart Island.....									1		1
Willapa Bay or Shoalwater Bay.....	1		2		2	1	2	2	3		13
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit.....			1	2	4		1		2	3	13
Columbia River Bar.....					1	1	1	2	3	4	12
Desdemona Sands.....	1	1	2		3	2	1			1	11
Peacock Spit.....	1	1									2

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Places in United States waters where vessels have stranded during the last 10 years—Con.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
OREGON.											
Alseya Bay.....				1							1
Cape Arago.....				1							1
Cape Blanco.....		1								2	3
Cape Foulweather.....				1							1
Cape Sebastian.....									1		1
Coos Bay Bar and Bay.....	2		2	4	2	3	4	4		2	23
Coquille River (mouth of).....	4	3	6	3		1		4	2	1	24
Double Headed Rock.....		1									1
Nehalem River (mouth of).....	1					2				1	4
Nestuggah Bay and Bar.....		2									2
Point Adams.....			1			1	1				3
Port Orford.....		1									1
Rogue River Bar.....	1		1					1			3
Salmon River Bar.....										1	1
Sluslaw River (mouth of).....	1	2	1	1		2	1				8
Tillamook Bar and Bay.....	1	1			1	1	1	2	1	1	9
Umpqua Bar.....			1	1	1	1		1	2		7
Yaquina Bar.....		1						1			2
Yaquina Head.....			1								1
CALIFORNIA.											
Albion River (mouth of).....							1				1
Bihlers Point.....		1	1								2
Bodega Head.....	1			1							2
Bollinas Beach.....				1							1
Bollinas Point.....					1						1
Cape Mendocino.....				1							1
Cayucos.....	1										1
Crescent City.....			1								1
Cuffeys Cove.....						1					1
Del Mar.....				1							1
Drakes Bay.....				1						1	2
Double Point.....							1			1	2
Duxbury Point.....							1				1
El Morro Rock.....							1				1
Farallones.....					1						1
Fish Rock.....	1										1
Fort Bragg.....	1			2			2	1	1	2	8
Fort Ross.....							1				1
Gaviota Landing.....										1	1
Golden Gate.....							1				1
Fort Point.....			1	1				1	1	1	5
Golden Gate Park.....			1		1						2
Lime Point.....	1	1						1			3
Mile Rock.....										1	1
Point Diablo.....										1	1
Point Lobos.....								1	1		2
South Side.....		1	2								3
Half Moon Bay.....			1				1				2
Hueneme.....				1	1						2
Humboldt Bar and Bay.....	1	3	1	3	5	3	3	2		8	29
Iversons Landing.....	1										1
Klamath River Bar.....						1					1
Long Beach.....			1				1			1	3
Monterey.....				1		2			1		4
Naples.....							1				1
Needle Rock.....					1						1
Pebbly Beach.....							1				1
Pigeon Point.....					1					1	2
Point Arena.....		1			1		1	1	2		6
Point Arguillo.....							1			1	2
Point Bonito.....		1									1
Point Conception.....					1		1				2
Point Esteros.....			1								1
Point Fermin.....						1					1
Point Gordo.....	1	1			1						3
Point Loma.....					1	1		1		1	4
Point Pinos.....			1		1		1				3
Point Reyes.....		1				1		1	2	1	6
Point St. George.....						1					1
Point San Luis.....		1								2	3
Point San Pedros.....			1						1		2
Point Sur.....								1		1	2
Port Harford.....						1		1			2

Places in United States waters where vessels have stranded during the last 10 years—Con.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
CALIFORNIA—continued.											
Port Los Angeles.....							1				1
Redondo Beach.....		1		1	1		1				4
Russian River Bar.....						1					2
Salinas, Monterey Bay.....					1			1		1	3
San Diego Bay.....					1	1			1	2	5
San Francisco Bay and Harbor.....					2	1	1	1	1		6
Alcatraz Island.....								1			1
Angel Island.....		1		1	2				2		6
Anita Rock.....							1			1	2
Brothers, The.....	1										1
Castro Rocks.....				1							1
Goat Island.....									1		1
Point Richmond.....			1								1
Red Rock.....								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					3
Santa Rosa Island.....							1	1		1	3
San Pedro.....					2		2	2	2		9
Shelter Cove.....					1	1					2
Suisun Bay.....	1								1		2
Surf Beach.....			1								1
Tomales Point.....		1									1
Trinidad Head.....						1					1
Union Landing.....									1		2
Ventura.....									1		1

GREAT LAKES.¹

LAKE ONTARIO.											
Bay of Quinte, Ontario.....										1	1
Big Sodus, N. Y.....					1						1
Braddocks Point, N. Y.....						1					1
Cape Vincent, N. Y.....		1		1							2
Charity Shoals, N. Y.....				1							1
Charlotte, N. Y.....					1			1			2
Devils Nose, N. Y.....	1										1
Fair Haven, N. Y.....							1				1
Ford Shoal, N. Y.....			1								1
Fort Niagara, N. Y.....		1			1			1			3
Galloo Island, N. Y.....	1								1		2
Grenadier Island, N. Y.....	1										1
Henderson Bay, N. Y.....				1							1
Kingston, Ontario.....				1			1				2
Main Duck Island, N. Y.....			1								1
Olcott, N. Y.....		1									1
Oswego, N. Y.....	2	1			2		2				7
Port Dalhousie, Ontario.....									1		1
Pultneyville, N. Y.....					1						1
Sacketts Harbor, N. Y.....							1				1
Salmon Island, Canada.....	1										1
Salmon Point, Canada.....	1										1
South Bay Point, Ontario.....			1						1		2
Stony Point, N. Y.....	1										1
LAKE ERIE.											
Ashtabula, Ohio.....	2		2	1		3	6	1	1	1	17
Avon Point, Ohio.....					1						1
Bar Point, Canada.....			2		2	16	4	5	3		32
Buffalo, N. Y.....	4	1	1	2	9	10	9	16	6	10	68
Cedar Point, Sandusky Bay, Ohio.....					1	1					2
Cleveland, Ohio.....	2	1	1	9	2	1	4	3	2	2	27
Colchester Reef, Canada.....				1			2	1		1	5

¹ In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

[NOTE.—This list also includes places on the Canadian shore where American vessels have stranded.]

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Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
LAKE ERIE—continued.											
Conneaut, Ohio.....					2	1	1				4
Dunkirk, N. Y.....					1					1	2
Erie, Pa.....			1	1	1		2	1	3	1	10
Euclid Beach, Ohio.....					2		1				3
Fairport, Ohio.....			1			2					3
Green Island, N. Y.....			1							1	2
Grecian Shoal, Ontario.....		1									1
Grubb Reef, Canada.....	1							1			2
Gull Island and Reef, Ohio.....										1	1
Horse Shoe Reef, N. Y.....	1		2		1	1	1	1			7
Huron, Ohio.....	1	1		1	1	1			2		7
Kelleys Island and Shoal, Ohio.....		2			1	1				1	5
Leamington, Ontario.....					1						1
Long Point, Canada.....	1				2			2		4	9
Lorain, Ohio.....	1			3	1		2	1	1		9
Marblehead, Ohio.....		1			1		1	1			4
Middle Ground, Ontario.....								1			1
Middle Island, Ohio.....				1							1
Morgan Point, Canada.....			1								1
Mouse Island Reef, Ohio.....	3				2	1					6
Niagara River.....		2	2		1	4	3	1	2	3	18
North Bass Island, Ohio.....					3						3
Pelee Island, Canada.....							1	1			2
Point Abino, Canada.....				1		1					2
Point au Pelee, Canada.....					1				2		3
Port Burwell, Ontario.....							2				2
Port Colborne, Canada.....		1						1			2
Port Stanley, Ontario.....		1		1						1	3
Rattlesnake Island, Ohio.....	1	1		1							3
Redbird, Ohio.....					1	1					2
Roses Reef, Ontario.....	1										1
Sandusky Bay, Ohio.....	1		1		3	2	5	2	1	1	16
Seneca Shoal, N. Y.....								1			1
South Bass Island, Ohio.....		1									1
Southeast Shoal, Ontario.....						1			1		2
Starve Island Reef, Ohio.....	2							1	1		4
Sturgeon Point, N. Y.....					1						1
Toledo, Ohio.....	1				1			1		5	8
Waverly Shoal, N. Y.....			1	1	2			1			5
Westfield, N. Y.....				1							1
Windmill Point, Canada.....	2		2		2		1				7
DETROIT RIVER.											
Amherstburg, Canada.....				1	2		1	2	1		7
Ballards Reef.....				1	4	1		2	2	1	11
Belle Isle.....							1		1	1	3
Bois Blanc Island.....		1		1	1	2	1	1			7
Detroit River.....				3	2	2	3	3	4	1	18
Fighting Island.....					2	1		1	1	1	6
Grassy Island.....									1		1
Grosse Isle and Shoals.....					1	4					5
Limekiln Crossing.....	1	4	1	3	11	3	2		4	2	31
Peach Island.....					1						1
Sandwich, Ontario.....										1	1
Sugar Island.....					1						1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.....			1		1			1	1		4
Middle Ground, Mich.....	1			1	2				1		5
Russell Island.....								1			1
St. Clair Lake.....	2	1	1	3			2	3	2		14
St. Clair River.....		1	1	2	2	2	1	4	6		19
Stag Island.....		1	3		2	2	3		2		13
Walpole Island.....										1	1
Windmill Point, Mich.....						1			1		2
LAKE HURON.											
Alabaster, Mich.....	1						1				2
Algoma Mills, North Passage, Ontario.....		1									1
Alpena, Mich.....				1			1		1		3
Aral, Mich.....									1		1

Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—											Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912		
LAKE HURON—continued.												
Ausable and Point Ausable, Mich.	1				2	1	1					5
Black River Island and Reef, Mich.		1	2				1					4
Boot Jack Island, Mich.				1								1
Burnt Cabin Point Reef, Mich.					1							1
Cape Hurd, Ontario.	1											1
Corsica Shoal, Mich.	1	2							2			5
Detour Passage, Mich.	2	1		2	2	2	4		3	2		18
Drummond Island, Mich.		3			1		3					7
Duck Island, Mich.		1			2			1				4
Elm Creek, Mich.	1			1	2					1		5
False Presque Isle, Mich.		1	1	1	1		2		1			7
Fort Gratiot, Mich.				2						1		3
Georgian Bay, Canada.			2			1						3
Arid Island.				1								1
Ariel Rock.					1							1
Bears Rump.		1								1		2
Collingwood.			1									1
Cove Island.									1			1
Depot Harbor.			1									1
Devils Island.			1									1
Giants Tomb Island.								1	1			2
Green Island.		1										1
Joe Reef.									1			1
Maple Island.								1				1
Meaford, Ontario.										1		1
Midland Harbor.			1				1					2
North West Bank.		1										1
Red Rock.							1					1
Spider Island.								1				1
Watcher Islands.										2		2
Gulf Island, Mich.	1											1
Hammonds Bay, Mich.		1	1			1		1	1			5
Harbor or Sand Beach, Mich.		1	1		1	2	2	4	1	3		15
Hardwood Point, Mich.							1					1
Harrisville, Mich.		1										1
Kettle Point, Ontario.							1		1			2
Kincardine, Ontario.	1											1
Lake View Beach, Mich.		1	1		1							3
Martin Reef, Mich.		1	1	1	1				1			5
Middle Island, Mich.	1	1	1	2			1					6
Nine Mile Point, Mich.	2		1	1			2	1	1			8
North Channel, Ontario.				1	2		1	2				6
North Point, Mich.	2		3	1			2					8
Pointe aux Barques, Mich.	5	1		1	3			1		1		12
Port Austin, Mich.								1				1
Port Crescent, Mich.			2									2
Port Hope, Mich.	1			3				1				5
Presque Isle, Mich.	1			1			1			1		4
Richmondville, Mich.						1						1
Rogers, Mich.									1			1
Saginaw Bay, Mich.	1				1		4					6
St. Vital Point, Mich.							1					1
Sanilac, Mich.					1							1
Scare Crow Island, Mich.							1					1
Sturgeon Point, Mich.							1					1
Surveyors Reef.										1		1
Tawas, Mich.		1	1	1		1	1					5
Thunder Bay.	1				1				1			3
Island and Reef, Mich.		1	1	2		1	1	3				9
ST. MARYS RIVER.												
Cedar Point.							1	3				4
Frying Pan Island.				1								1
Hay Lake.						1			1	1		3
Iroquois Shoal.							1		1			2
Middle Ground.							1		1			2
Mud Lake.					1		3	1	3	1		9
Pipe Island.			1						2			3
Pointe aux Pins, Canada.						1						1
Round Island.				2	2	1	1	1		1		8
Sailors Encampment.	1			1	3	1		4	1			11
St. Marys River.	6	3	6	8	8	10	10	4	5	3		63
Vidal Shoal.					1		1	1				3

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Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
LAKE SUPERIOR.											
Apostle Islands, Wis.				3	1			1			1
Gull Island Shoal.					1			1			5
Madaline Island.			2		1		1				4
Outer Island.					1			1			2
Sand Island.			1	1	1						2
Ashland, Wis.				1							1
Bad River, Wis.								1			1
Beaver Bay, Minn.			2					1			3
Big Bay Point, Mich.							1		1		2
Brule River (mouth of), Wis.								1			1
Caribou Island, Canada.					1						1
Carvers Bay, Mich.					2						2
Chaquamegon Bay and Point, Wis.					2	2					4
Crisps, Mich.	1	2	1			2	1				7
Deer Park, Mich.								1			1
Duluth, Minn.	1			4			1	1			7
Eagle Harbor, Mich.								1			1
Eagle River, Mich.		1		1					1		3
Encampment Island, Mich.				2							2
French River, Minn.			1								1
Fort William, Ontario.					1		1				2
Fourteen Mile Point, Mich.				1							1
Gooseberry River (mouth of), Minn.	1				1						2
Grand Island, Mich.		1		1							2
Grand Marais, Mich.	1	1	1	1	1			1			6
Grand Portage Island, Mich.		1									1
Gratiot River (mouth of), Mich.		1					1		1		3
Gros Cap Reef, Ontario.						1					1
Gull Point, Mich.					1						1
Huron Island, Mich.							2				2
Iron Ore River (mouth of), Wis.		1									1
Iroquois Island and Point, Mich.				1	1		1	1			4
Isle Royale, Mich.				2	2			3			7
Keweenaw Bay, Mich.					1						1
Bete Grise Bay.	2							1			3
Point Abbaye.					1		1				2
Point Isabelle.				2			1				3
Keweenaw Point, Mich.								1			1
Knife Island, Minn.		1									1
Lester River (mouth of), Minn.		1									1
Mamaine Point, Canada.	1										1
Manitou Island, Mich.			2			1				2	5
Marquette, Mich.						1				2	3
Middle Ground, Mich.							1				1
Ontonagon, Mich.					1						1
Pan Cake Shoal, Ontario.			1								1
Parisian Island, Ontario.						1	1				2
Partridge Island, Mich.				1							1
Passage Island, Mich.							1				1
Point au Sable, Mich.			1	3			1		1		6
Point Iroquois, Mich.			2			1					3
Port Arthur, Ontario.								1			1
Portage Entry, Mich.							2				2
Portage River and Lake, Mich.						1	2	1	1	1	6
Presque Isle, Mich.						1					1
Redmyer, Minn.				2							2
Ship Canal, Mich.			2	2	5	1	2			1	14
Split Rock Point, Minn.				2					2		4
Sucker River (near), Mich.		1									1
Superior, Wis.					1		1				2
Taquamenon Island, Mich.					1						1
Two Harbors, Minn.					1		2	3		2	8
Two Hearted River, Mich.										1	1
Two Islands, Minn.				1							1
Vermilion Point, Mich.	1	1	2			1	2				7
Victoria Isle, Canada.	1										1
White Fish Point, Mich.		2	1	1	2	1	3	1			11
STRAITS OF MACKINAC.											
Bois Blanc Island, Mich.	1		2	2	3	1	7	4	1		21
Cheboygan, Mich.	1			3	1	1	1	1		1	9

Places in United States waters where vessels have stranded during the last 10 years—Con

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
STRAITS OF MACKINAC—contd.											
East Moran Bay, Mich.				1				1			2
Goose Island Shoal, Mich.								1			1
Graham Shoal, Mich.				2					2		4
McGulpins Point, Mich.							1				1
Mackinac Island, Mich.	2		1	1	1	1	1	1		1	9
Major Shoal, Mich.				1			1				2
Old Point Mackinac, Mich.				2	1	2					5
Poe Reef, Mich.				1			3				4
Point au Sable, Mich.				2							2
Round Island, Mich.		4				1	2				7
St. Helena Island and Shoal, Mich.			1								1
St. Martins Point, Mich.			1								1
LAKE MICHIGAN.											
Ahnapee, Mich.								1			1
Algoma, Wis.	1					1		1			3
Baileys Harbor, Wis.		1		1		1		1	1		5
Bayview, Mich.										1	1
Beaver Island, Mich.			2	1	1	3		1	1		9
Berryville, Wis.								1			1
Big Rock Point, Mich.	1							1			2
Big Summer Island, Mich.					1		1				2
Calumet, Ill.			2	1							3
Cat Head Point, Mich.							1				1
Centerville, Wis.								1			1
Charlevoix, Mich.		1	1		3			1	1	1	8
Chicago Harbor, Ill.	3	2		1		1	4	1	2	2	16
Clay Banks, Wis.		1			2		2	4	1		10
Cross Village, Mich.										1	1
Deaths Door, Wis.							1			1	2
Detroit Island and Harbor, Wis.		1	1		1		2	1	1		7
Dunne Park, Ind.					1						1
Epoufette, Mich.					1						1
Evanston, Ill.								1	1		2
Fishermans Island, Mich.										1	1
Fishermans Shoals, Wis.				1	1						2
Fox Point, Wis.		1	2			2			1	1	8
Frankfort, Mich.	1			1			1				3
Garden Island, Mich.									1	1	2
Glen Arbor, Mich.						1					1
Glencoe, Ill.				1						3	4
Glen Haven, Mich.	1										1
Grand Haven, Mich.		4	1								5
Grande Pointe au Sable, Mich.		1	1	1		1	3		1		8
Grand Traverse Bay, Mich.		1	1				3	1	2	1	9
Gravelly Island, Wis.			1					1	3		5
Grays Reef, Mich.				1			1				2
Green Bay:											
Arthur Bay, Mich.						1		1			2
Bark River, Wis.				1				1			2
Cedar River, Mich.	1		1			1		1	1		5
Chambers Island, Wis.	1					1					2
Escanaba, Mich.			1				1	3			5
Fish Creek Bay, Wis.									1		1
Green Bay Harbor, Wis.									1		1
Hat Island, Mich.								1			1
Little Sturgeon Bay, Wis.				1							1
Nine-foot Shoal, Wis.				1			1			1	3
Oconto Reef, Wis.				1							1
Peninsula Point, Mich.			1								1
Peshtigo River (mouth of), Wis.					1	1					2
Point Rochereau, Mich.				1							1
Red River (mouth of), Wis.			1					1			2
Round Island, Mich.					2						2
Sabel Point, Wis.				1							1
Sister Bay and Islands, Wis.			1						1		2
Snake Island Reef, Mich.										1	1
Squaw Point, Mich.					1						1
Sturgeon Bay, Wis.							2	2		1	5
Whale Back Shoal, Mich.					1				1	1	3
Grosse Point, Ill.					1		1			1	3

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Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
LAKE MICHIGAN—continued.											
Gull Island and Reef, Mich.....	1			2	1			1	1		6
Harbor Springs, Mich.....							1				1
Holland, Mich.....	3	2		2		3	1			1	12
Indiana Harbor, Ind.....						2		1	3		6
Jacksonport, Wis.....	2			1							3
Kenosha, Wis.....							2				2
Kewaunee, Wis.....					1						1
Lansing Shoals, Mich.....								1		1	2
Little Point au Sable, Mich.....				1			1				2
Little Traverse Bay, Mich.....		1									1
Ludington, Mich.....				1			2			1	4
Manistee, Mich.....				1			1	1			3
Manistique, Mich.....		1				1			2	1	5
Manitowoc, Wis.....					1	2	1	2		2	8
Michigan City, Ind.....	1			1		1			1		4
Middle Shoal, Mich.....										1	1
Middle Village, Mich.....		1									1
Milwaukee, Wis.....	2	2	3	4	2	1	3		2	1	20
Muskegon, Mich.....							2				2
Nauvau, Mich.....					1			1			2
North Manitou Island, Mich.....		1	2		1	1			1	1	7
Otter Creek, Mich.....		1									1
Outer Shoal, Wis.....				1					1		2
Pentwater, Mich.....		1				1	2				4
Petoskey, Mich.....				1	1						2
Pilot Island, Wis.....	1					1					2
Platte River Point, Mich.....								1			1
Plum Island, Wis.....					1		2		1		4
Pointe aux Barques, Mich.....						1	1				2
Point Betsie, Mich.....			1						1		2
Portage Lake, Mich.....				1	1	1					3
Port Washington, Wis.....				1	1			1			3
Poverty Island and Shoal, Mich.....							2		1		3
Pyramid Point, Mich.....						1					1
Racine, Wis.....						1					1
Racine or Wind Point, Wis.....	1			2							3
Racine Reef, Wis.....		1	1								2
Rowley's Bay, Wis.....				1	1						2
St. Joseph, Mich.....	1						2			1	4
St. Martin Island, Mich.....	3			1				2			6
Saugatuck, Mich.....			1								1
Seul Choix Point, Mich.....				1							1
Sheboygan, Wis.....						1	2	2			5
Simmons Reef, Mich.....	1	4	2	1							8
Skulligalee, Mich.....	1			1	1						3
Sleeping Bear Point, Mich.....	1		1	1							3
South Chicago, Ill.....			1		1			1			3
South Fox Island, Mich.....		1		2	1						5
South Haven, Mich.....			1	1				1			3
South Manitou Island, Mich.....	3	3	1		2	2	6	1	2	3	23
Squaw Island, Mich.....					1						1
Sturgeon Bay Canal, Wis.....	2	2		2	3				2	1	12
Thompson, Mich.....	1										1
Trout Island and Shoal, Mich.....							1				1
Twin River Point, Wis.....						1					1
Two Rivers, Wis.....			1					3	1		5
Washington Island, Wis.....		1					1			1	3
Waukegan Island and Shoal, Mich.....						1				1	3
Waukegan, Ill.....					2				1		3
White Fish Bay and Point, Wis.....		1								1	2
White River Harbor, Mich.....			2	1	1		1	1			6
White Shoal, Mich.....		1									1
Whiting, Ind.....								1			1
Zion City, Ill.....	1							2			3

Places where American vessels have stranded during the last 10 years at sea and in foreign waters.¹

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Africa:											
Allwal Shoal, south coast.....			1								1
Axim, Gold Coast.....	1	1									2
Salum River.....									1		1
Sierra Leone.....							1				1
West Coast.....		1									1
Argentine Republic:											
Plata River (mouth of).....	1										1
Staten Island.....					1						1
Australia:											
Bass Straits.....		1									1
Newcastle, New South Wales.....	1							1			2
Azores.....		1			1						2
Bahamas.....					1						1
Abaco Island.....			1		1						2
Bimini Islands.....	1				1						1
Egg Island Reef.....		1									1
Gingerbread Ground.....					1						1
Great Bahama Bank.....								1			1
Great Isaacs Island.....								1		1	2
Harbor Island.....			1								1
Hog Cays.....			1								1
Long Bank.....			1								1
Long Island.....	2										2
Moselle Shoal.....							1				1
Rum Cay.....		1									1
Salt Key Bank.....								1	1		2
Stirrups Key.....				1							1
Turks Island.....					1	1					2
Bermudas.....	2				1				1		4
Brazil:											
Pernambuco.....		1									1
British Columbia:											
Active Pass.....						1					1
Barclay Sound.....			1								1
Bonilla Point.....		1									1
Cape Lago.....						1					1
Carmanah.....				1							1
Chatham Sound.....		1						1			2
Clo-oose.....					1						1
Discovery Passage.....			1	1							2
Enterprise Reef.....							1				1
Entrance Island.....					1						1
Finlayson Channel.....								1			1
Frazer Reach.....								1			1
Georgian Point.....			1								1
Grahams Island.....					1						1
Haddington Island.....					1	1					2
Hecate Strait.....									1		1
Lasquiti Island.....	1										1
Lima Passage.....								1			1
Mayne Island.....						2					2
Milbanks Sound.....									1		1
Oyster River.....						1					1
Pender Island.....							2				2
Seaforth Channel.....		1	1				1				3
Seymour Narrows.....									1		1
Swanson Bay.....			1					1			2
Trial Island.....					1						1
Vancouver.....		1									1
Vancouver Island.....			1				2		2		5
Cape Breton Island:											
Arischat.....			1								1
Fourchu Harbor.....							1			1	2
Glace Bay.....		1									1
Indian Head.....			1								1
Louisburg.....			1				1				2
Port Hawkesbury.....									1		1
Scatar Island.....						1					1
Cape La Hague, France.....		1									1
Cape Parry, Arctic Ocean.....					1						1
Cape Verde Islands.....		2					1	1		1	5

¹ 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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Places where American vessels have stranded during the last 10 years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Central America:											
Acajutla El Salvador.....		1									1
Bluefields, Nicaragua.....			1								1
Corinto, Nicaragua.....					1						1
Corker Key.....		1									1
Courtown Bank.....				1							1
Patuca River (mouth of).....	1										1
Point Filibuster, Costa Rica.....									1		1
Truxillo Bay, Honduras.....							1				1
Two Kay Reef.....					1						1
China:											
Hongkong.....			1		1						2
Macao.....		1									1
Pratas Reef.....	1										1
Shanghai.....		1									1
Shawcishan.....	1										1
Cocos Island, Pacific Ocean.....						1					1
Cuba, West Indies:											
Batabaria.....					1						1
Cape Corienta.....				1							1
Cay Largo.....	1										1
Cienfuegos.....				1							1
Colorado Reef.....			1								1
Cruz Del Padre Key.....							1		1	1	3
Habana.....										1	1
Isle of Pines.....					2						2
Nipe Bay.....		1									1
Paredon Grande Key.....					1						1
Sagua la Grande Harbor.....			1								1
Trinidad.....								1			1
England:											
Dover.....						1					1
Scilly Islands.....						1					1
Greenland:										1	1
Gulf of St. Lawrence:											
Anticosti Island.....									1		1
Bonaventure Island.....										1	1
Magdalen Islands.....	2			1				1		1	5
Haiti:											
Jaemel.....					1						1
Jamaica, West Indies:											
Ochos Rios.....			1								1
Port Antonio, Fort Point.....			1								1
St. Anns.....					1						1
Japan:											
Najina Saki.....					1						1
Suruga Bay.....									1		1
Shimonaseki.....					1						1
Tokushima.....					1						1
Yokohama.....					1				1		2
Malaysia:											
Princess Channel, Java.....				1							1
Mexico:											
Alacran Reef.....	1	1							1	1	4
Altata Harbor.....								1			1
Alvarado Bar.....	1		1								2
Campeche Bay.....				1							1
Arcos Cay.....	1										1
Triangles, The.....		1									1
Cape Falso.....										1	1
Chamella Bay.....					1						1
Chiltepec.....					1						1
Cluna Point.....							1				1
Coatzacoalcos River Bar.....					1						1
Frontera.....			1								1
Geronimo Island.....								1			1
Guaymas.....	1										1
Lobos, Gulf of California.....	1										1
Mazatlan.....					1			1			2
Natividad Island.....								1			1
Navidad Bay.....		1		1							2
Patos Island.....								1			1
Progreso.....	1										1
Punta Maria.....										1	1
Salina Cruz.....					2	1	1				4
San Blas.....	1										1
San Margarita Island.....							1				1

Places where American vessels have stranded during the last 10 years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Mexico—Continued.											
San Miguel Point.....										1	1
Santa Maria.....									1		1
Tampico.....						1					1
Topa.....			1								1
Tonalá Bar.....								1			1
Topolobampo.....		1				1					2
Montevideo, Uruguay.....	1										1
New Brunswick:											
Bay of Fundy.....								1			1
Beaver Harbor.....				1							1
Bliss Island.....					1						1
Campobello Island.....		1		1	1						3
Cape Spencer.....								1			1
Chignecto Channel.....							1				1
Deer Island.....								1			1
Grand Manan Island.....				1	1				1		3
Letite Harbor.....							1				1
Murr Ledges.....						1					1
Musquash, Bay of Fundy.....	1										1
Quaco.....					1						1
St. George.....											1
St. John.....								1			1
St. Stephen.....							1		1		2
Salmon River.....						1					1
Shediac.....					1						1
Spruce Island.....									1		1
Newfoundland:											
Bay of Islands.....	1		1		3		1	2	1		9
Blanc Sablong.....						1					1
Burgio.....									1		1
Cow Head Harbor.....							1				1
Grand Bay.....		1									1
Middle Island.....			1								1
Miquelon Island.....					1						1
Point Breen.....					1						1
Port aux Basques.....		1									1
Port au Port.....		1			2						3
St. George Bay.....		1			1				1	1	3
Table Point.....										1	1
Nova Scotia:											
Apple River (mouth of).....										2	2
Argyle Harbor.....				1							1
Beaver Harbor.....		2							1		3
Big Mud Island.....									1		1
Bon Portage.....					1						1
Bridgeton.....							1				1
Cape Canso.....					1		1				2
Cape Negro.....						1		1	2		4
Cape Sable.....			1				1		1	1	4
Cape Sambro.....				1							1
Cheverie.....					1						1
Cranberry Isle.....	1							1			2
Digby.....		1			1						2
Great Island.....										1	1
Green Island.....										1	1
Gut of Canso.....				1			1	1		1	4
Jordans Bay.....										1	1
La Have Island.....							1				1
Liscomb Ledges.....				1							1
Little Hope Island.....	1										1
Liverpool.....										1	1
Locke Port.....							1				1
Long Island.....									1		1
Lunenburg.....	1		1				1				3
Moreton Island.....						1					1
Piscatiqui Island.....								1			1
Pubnico.....	1										1
Sable Island.....		1									1
Shag Harbor.....		1								1	2
Seal Island.....		1							1		2
Shelburne.....			1							1	2
Spencer Island.....								1			1
Wentworth Creek.....	1										1
Weymouth.....									1		1
Whitehead.....			1								1

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Places where American vessels have stranded during the last 10 years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Nova Scotia—Continued.											
White Point.....	1									1	2
Yarmouth.....		1									1
Oceania:											
Fanning Islands.....										1	1
Friendly Islands.....									1		1
Midway Islands.....		1	1		2						4
Society Islands.....										1	1
Palliser Bay, New Zealand.....			1								1
Philippine Islands:											
Cavite.....				1							1
Maricaban.....				1							1
Prince Edward Island:											
East Point.....				1							1
Tryon Shoal.....	1										1
Sabine Bank, Gulf of Mexico.....					1						1
Santo Domingo, West Indies:											
Catalina.....						1					1
Porto Plata.....									1		1
Siberia:											
Anadir Bay.....					1				1		2
Ball Head.....				1							1
East Cape.....			1	1							2
Okhotsk Sea.....						1					1
St. Laurence Bay.....									1		1
Strait of Magellan, South America				1							1
Tigil Bar, Kamtchatka.			1								1
United States of Colombia:											
Colon.....							1				1
Playa Clica.....	1										1
Uruguay, Martin Gracia.										1	1
Venezuela:											
La Guayra.....					1						1
Maricao.....			1								1
West Indies:											
Buen Ayre.....					1						1
Virgin Islands.....						1					1

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