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ANNUAL REPORT OF THE  
United States Life-Saving  
Service

FOR THE FISCAL YEAR ENDED JUNE 30

1913

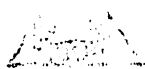


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**TREASURY DEPARTMENT,**  
**Document No. 2703.**  
***Life-Saving Service.***



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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.....	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. Henry G. Fisher, U. S. Revenue-Cutter Service..	{ Patchogue, N. Y.
Fourth.....		
Fifth.....	Capt. Kirtland W. Perry, U. S. Revenue-Cutter Service..	{ Atlantic City, N. J.
Sixth.....	Capt. John C. Cantwell, U. S. Revenue-Cutter Service..	{ Salisbury, Md.
Seventh.....	Capt. W. E. W. Hall, U. S. Revenue-Cutter Service.....	{ Elizabeth City, N. C.
Eighth.....	Capt. Byron L. Reed, U. S. Revenue-Cutter Service.....	{ No. 216 Post Office Building, Savannah, Ga.
Ninth.....		
Tenth.....	Capt. Francis A. Levis, U. S. Revenue-Cutter Service..	{ No. 204 Post Office Building, Detroit, Mich.
Eleventh.....	Capt. Andrew J. Henderson, U. S. Revenue-Cutter Service.	{ No. 500 Federal Building, Chi- cago, Ill.
Twelfth.....		
Thirteenth.....	Capt. Johnstone H. Quinan, U. S. Revenue-Cutter Service.	{ Rooms 311-312, Customhouse, San Francisco, Cal.

## BOARD OF LIFE-SAVING APPLIANCES.

Name.	Post-office address.
Otto H. Tittman, president, Superintendent U. S. Coast and Geo- detic Survey.	Washington, D. C.
Edwin E. Chapman, recorder, superintendent, tenth life-saving district.	Buffalo, N. Y.
Col. David A. Lyle, U. S. Army (retired).....	St. Davids, Pa.
Silas H. Harding, superintendent, first life-saving district.....	Portsmouth, N. H.
Herbert M. Knowles, superintendent, third life-saving district.....	Wakefield, R. I.
Jerome G. Kiah, superintendent, eleventh life-saving district.....	Harbor Beach, Mich.
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.<sup>1</sup>

Tenth district (Lakes Erie and Ontario, including Louisville station).....	13
Eleventh district (Lakes Huron and Superior).....	19
Twelfth district (Lake Michigan).....	31
Total.....	63

PACIFIC COAST.<sup>2</sup>

Thirteenth district.....	19
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## SUMMARY.

Atlantic and Gulf coasts.....	203
Coasts of the Great Lakes.....	63
Pacific coast.....	19
Total.....	285

<sup>1</sup> Including a station at the Falls of the Ohio, Louisville, Ky.<sup>2</sup> Including a station at Nome, Alaska.

## LETTER OF TRANSMITTAL.

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TREASURY DEPARTMENT,

*Washington, November 29, 1913.*

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, 1913, and of the expenditures of moneys appropriated for the maintenance of the service for that period.

Respectfully,

SUMNER I. KIMBALL,  
*General Superintendent.*

Hon. W. G. McADOO,  
*Secretary of the Treasury.*



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OPERATIONS OF THE UNITED STATES  
LIFE-SAVING SERVICE: 1913

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# OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE.

## STATEMENT OF OPERATIONS.

The number of documented vessels sustaining disaster during the last fiscal year within the field of operations of the Life-Saving Service was 552. They carried 5,787 persons, of whom 73 were lost. The estimated value of the vessels was \$12,128,070 and of their cargoes \$2,529,170, making the total value of the property imperiled \$14,657,240. Of this amount, \$1,721,215 represents the estimated value of the property lost.

There were also involved in casualty during the year 1,191 undocumented vessels—those of less than 5 tons burden—such as small launches, sailboats, rowboats, etc. These were valued at \$965,910, and the loss they sustained is estimated at \$41,935. There were on board 3,254 persons, 14 of whom perished.

Shelter and subsistence were afforded at the service stations to 437 persons who were victims of shipwreck and of boating accidents. These were furnished a total of 756 days' relief.

The foregoing data and other information of importance relating to the year's work of the life-saving corps are presented for ready reference in tabular form as follows, the figures pertaining to each class of vessels (documented and undocumented) being given separately:

	Documented vessels.	Undocu- mented vessels.	Total.
Number of vessels involved.....	552	1,191	1,743
Vessels totally lost.....	40	29	69
Persons on board.....	5,787	3,254	9,041
Lives lost.....	73	14	87
Persons succored at stations.....	223	214	437
Days' succor afforded.....	505	251	756
Value of vessels involved.....	\$12,128,070	\$962,310	\$13,080,380
Value of cargoes.....	\$2,529,170	\$13,600	\$2,542,770
Total value of property involved.....	\$14,657,240	\$965,910	\$15,623,150
Value of property saved.....	\$12,936,025	\$923,975	\$13,860,000
Value of property lost.....	\$1,721,215	\$41,935	\$1,763,150

<sup>1</sup> 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.

The number of casualties reported during the year from the field exceeds that of any former year within the history of the service. The value of imperiled property was greater, also, than ever before except for the year 1909. Notwithstanding this, a lower percentage of property loss is not to be found in any former annual summary of service operations. It has been equaled only twice, namely, in 1896 and 1898. The value of property endangered, however, during the first of these two years was approximately \$3,000,000 less and during the last mentioned year \$8,000,000 less than was imperiled during 1913.

The loss of life within the last year was also exceptionally large, exceeding that of any previous year since the season of 1877-78. It is also widely at variance with the average annual mortality record since the introduction of the present life-saving system in 1871, which has been 33. This unusual record was due to two disasters which took place upon the Pacific coast: One, the wreck of the steamer *Rosecrans*, January 7, 1913, at the entrance to the Columbia River, with the loss of 33 of the 36 persons she carried; the other, the destruction of the German bark *Mimi*, April 6, 1913, near the mouth of the Nehalem River, Oreg., with the loss of 16 of the 20 persons on board. In neither of these instances could those who perished have been saved by any human agency. It should be stated, moreover, that all of the life-saving crews present at these wrecks performed valiant service, those engaged at the disaster first mentioned losing two powerful motor lifeboats while making desperate but, happily, successful efforts to rescue two sailors, all that remained alive on board when the rescuers appeared after a search of several hours made for the vessel in a thick fog. The work of the corps upon this occasion was marked by incidents of heroism and devotion to duty that have never been surpassed. It evoked the highest encomiums of press and public, and was specially recognized by the passage of resolutions of commendation by the Legislature of the State of Oregon, and the adoption of similar resolutions by various city governments and commercial organizations. Recognition by the National Government was extended to each man who participated in the work in the form of a gold medal, bestowed under authority of the act of June 20, 1874. It is appropriate to state in this connection that none of the instances of loss of life during the year was due to the failure of the corps to perform their full duty.

#### 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.

	Documented vessels.	Undocu- mented vessels.	Total.
Vessels involved.....	56	91	147
Vessels totally lost.....	4	4	8
Persons on board.....	297	184	481
Lives lost.....			
Persons succored at stations.....	43	24	67
Days' succor afforded.....	141	46	187
Value of vessels involved.....	\$305,400	\$35,395	\$340,795
Value of cargoes.....	\$91,445	\$750	\$92,195
Total value of property involved.....	\$396,845	\$36,145	\$432,990
Value of property saved.....	\$317,315	\$34,805	\$352,180
Value of property lost.....	\$79,530	\$1,280	\$80,810

## SECOND DISTRICT—COAST OF MASSACHUSETTS.

Vessels involved.....	97	297	394
Vessels totally lost.....	4	9	13
Persons on board.....	1,147	761	1,908
Lives lost.....			
Persons succored at stations.....	20	65	85
Days' succor afforded.....	26	72	98
Value of vessels involved.....	\$1,135,325	\$247,455	\$1,382,780
Value of cargoes.....	\$435,220	\$455	\$435,675
Total value of property involved.....	\$1,570,545	\$247,910	\$1,818,455
Value of property saved.....	\$1,503,045	\$240,260	\$1,743,305
Value of property lost.....	\$67,500	\$7,650	\$75,150

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

Vessels involved.....	12	17	29
Vessels totally lost.....	1		1
Persons on board.....	75	32	107
Lives lost.....			
Persons succored at stations.....	18	2	20
Days' succor afforded.....	24	2	26
Value of vessels involved.....	\$134,400	\$11,555	\$145,955
Value of cargoes.....	\$23,400		\$23,400
Total value of property involved.....	\$157,800	\$11,555	\$169,355
Value of property saved.....	\$145,800	\$11,240	\$157,040
Value of property lost.....	\$12,000	\$315	\$12,315

## FOURTH DISTRICT—COAST OF LONG ISLAND.

Vessels involved.....	50	65	115
Vessels totally lost.....	3		3
Persons on board.....	309	189	498
Lives lost.....			
Persons succored at stations.....	18	6	24
Days' succor afforded.....	35	6	41
Value of vessels involved.....	\$314,900	\$50,955	\$365,855
Value of cargoes.....	\$38,420	\$580	\$39,000
Total value of property involved.....	\$353,320	\$51,535	\$404,855
Value of property saved.....	\$299,170	\$51,425	\$350,595
Value of property lost.....	\$54,150	\$110	\$54,260

## FIFTH DISTRICT—COAST OF NEW JERSEY.

Vessels involved.....	65	93	158
Vessels totally lost.....	5	5	10
Persons on board.....	857	291	1,148
Lives lost.....	1	2	3
Persons succored at stations.....	25	31	56
Days' succor afforded.....	67	31	98
Value of vessels involved.....	\$1,410,400	\$81,265	\$1,491,665
Value of cargoes.....	\$314,820	\$405	\$315,225
Total value of property involved.....	\$1,725,220	\$81,670	\$1,806,890
Value of property saved.....	\$1,592,905	\$75,250	\$1,668,155
Value of property lost.....	\$132,315	\$6,420	\$138,735

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

## SIXTH DISTRICT—COAST FROM CAPE HENLOPEN TO CAPE CHARLES.

	Documented vessels.	Undocu- mented vessels.	Total.
Vessels involved.....	19	19	38
Vessels totally lost.....			
Persons on board.....	69	50	119
Lives lost.....	1		1
Persons succored at stations.....	7	8	15
Days' succor afforded.....	17	8	25
Value of vessels involved.....	\$101,225	\$16,115	\$117,340
Value of cargoes.....	\$17,765	\$250	\$18,015
Total value of property involved.....	\$118,990	\$16,365	\$135,355
Value of property saved.....	\$109,490	\$16,290	\$125,780
Value of property lost.....	\$9,500	\$75	\$9,575

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

Vessels involved.....	35	32	67
Vessels totally lost.....	5		5
Persons on board.....	355	85	440
Lives lost.....	6		6
Persons succored at stations.....	40	23	63
Days' succor afforded.....	136	22	159
Value of vessels involved.....	\$1,190,550	\$30,475	\$1,221,025
Value of cargoes.....	\$387,110	\$405	\$387,515
Total value of property involved.....	\$1,577,660	\$30,880	\$1,608,540
Value of property saved.....	\$1,343,420	\$30,595	\$1,374,015
Value of property lost.....	\$234,240	\$285	\$234,525

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

Vessels involved.....	7	24	31
Vessels totally lost.....			
Persons on board.....	55	85	140
Lives lost.....			
Persons succored at stations.....		4	4
Days' succor afforded.....		8	8
Value of vessels involved.....	\$345,000	\$18,760	\$363,760
Value of cargoes.....	\$30,000	\$600	\$30,600
Total value of property involved.....	\$375,000	\$19,360	\$394,360
Value of property saved.....	\$352,500	\$19,145	\$371,645
Value of property lost.....	\$22,500	\$215	\$22,715

## NINTH DISTRICT—GULF COAST.

Vessels involved.....	18	32	50
Vessels totally lost.....	1	1	2
Persons on board.....	181	84	265
Lives lost.....			
Persons succored at stations.....		12	12
Days' succor afforded.....		12	12
Value of vessels involved.....	\$522,070	\$29,085	\$551,155
Value of cargoes.....	\$58,305	\$815	\$59,120
Total value of property involved.....	\$580,375	\$29,900	\$610,275
Value of property saved.....	\$507,830	\$29,265	\$537,095
Value of property lost.....	\$72,545	\$635	\$73,180

## SUMMARY—ATLANTIC AND GULF COASTS.

Vessels involved.....	359	670	1,029
Vessels totally lost.....	23	19	42
Persons on board.....	3,345	1,761	5,106
Lives lost.....	8	6	14
Persons succored at stations.....	171	175	346
Days' succor afforded.....	446	208	654
Value of vessels involved.....	\$5,459,270	\$521,060	\$5,980,330
Value of cargoes.....	\$1,396,485	\$4,260	\$1,400,745
Total value of property involved.....	\$6,855,755	\$525,320	\$7,381,075
Value of property saved.....	\$6,171,475	\$508,335	\$6,679,810
Value of property lost.....	\$684,280	\$16,985	\$701,265

## COASTS OF THE GREAT LAKES: DISTRICTS 10 TO 12.

## TENTH DISTRICT—COASTS OF LAKES ERIE AND ONTARIO.

	Documented vessels.	Undocu- mented vessels.	Total.
Vessels involved.....	25	111	136
Vessels totally lost.....	4	2	6
Persons on board.....	880	371	1,251
Lives lost.....		2	2
Persons succored at stations.....		7	7
Days' succor offered.....		7	7
Value of vessels involved.....	\$822,700	\$67,435	\$890,135
Value of cargoes.....	\$88,315	\$630	\$88,945
Total value of property involved.....	\$911,015	\$68,065	\$979,080
Value of property saved.....	\$875,215	\$63,295	\$938,510
Value of property lost.....	\$35,800	\$4,770	\$40,570

## ELEVENTH DISTRICT—COASTS OF LAKES HURON AND SUPERIOR.

Vessels involved.....	27	103	130
Vessels totally lost.....	3		3
Persons on board.....	373	251	624
Lives lost.....			
Persons succored at stations.....	12		12
Days' succor afforded.....	17		17
Value of vessels involved.....	\$2,394,800	\$61,075	\$2,455,875
Value of cargoes.....	\$470,460	\$2,535	\$472,995
Total value of property involved.....	\$2,865,260	\$63,610	\$2,928,870
Value of property saved.....	\$2,785,740	\$63,470	\$2,849,210
Value of property lost.....	\$79,520	\$140	\$79,660

## TWELFTH DISTRICT—COAST OF LAKE MICHIGAN.

Vessels involved.....	64	184	248
Vessels totally lost.....	2	2	4
Persons on board.....	456	563	1,019
Lives lost.....	10		10
Persons succored at stations.....	2	14	16
Days' succor afforded.....	4	14	18
Value of vessels involved.....	\$1,696,550	\$150,930	\$1,847,480
Value of cargoes.....	\$178,910	\$425	\$179,335
Total value of property involved.....	\$1,875,460	\$151,355	\$2,026,815
Value of property saved.....	\$1,794,345	\$144,360	\$1,938,705
Value of property lost.....	\$81,115	\$6,995	\$88,110

## SUMMARY—COASTS OF THE GREAT LAKES.

Vessels involved.....	116	398	514
Vessels totally lost.....	9	4	13
Persons on board.....	1,709	1,185	2,894
Lives lost.....	10	2	12
Persons succored at stations.....	14	21	35
Days' succor afforded.....	21	21	42
Value of vessels involved.....	\$4,914,050	\$279,440	\$5,193,490
Value of cargoes.....	\$737,685	\$3,590	\$741,275
Total value of property involved.....	\$5,651,735	\$283,030	\$5,934,765
Value of property saved.....	\$5,455,300	\$271,125	\$5,726,425
Value of property lost.....	\$196,435	\$11,905	\$208,340

THIRTEENTH DISTRICT—PACIFIC COAST.<sup>1</sup>

Vessels involved.....	77	123	200
Vessels totally lost.....	8	6	14
Persons on board.....	733	308	1,041
Lives lost.....	55	6	61
Persons succored at stations.....	38	18	56
Days' succor afforded.....	38	22	60
Value of vessels involved.....	\$1,754,750	\$151,810	\$1,906,560
Value of cargoes.....	\$395,000	\$5,750	\$400,750
Total value of property involved.....	\$2,149,750	\$157,560	\$2,307,310
Value of property saved.....	\$1,309,250	\$144,515	\$1,453,765
Value of property lost.....	\$840,500	\$13,045	\$853,545

<sup>1</sup> Including a station at Louisville, Ky.<sup>2</sup> 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.....	1,029	514	200	1,743
Vessels totally lost.....	42	13	14	69
Persons on board.....	5,106	2,894	1,041	9,041
Lives lost.....	14	12	61	87
Persons succored at stations.....	346	35	56	437
Days' succor afforded.....	654	42	60	756
Value of vessels involved.....	\$5,980,330	\$5,193,490	\$1,906,560	\$13,080,380
Value of cargoes.....	\$1,400,745	\$741,275	\$400,750	\$2,542,770
Total value of property involved.....	\$7,381,075	\$5,934,765	\$2,307,310	\$15,623,150
Value of property saved.....	\$6,679,810	\$5,726,425	\$1,453,765	\$13,860,000
Value of property lost.....	\$701,265	\$208,340	\$853,545	\$1,763,150

## SOURCES OF ASSISTANCE TO VESSELS.

Of the 1,743 vessels included in the tabular statement, 1,364, or 78 per. cent, valued with their cargoes at \$6,032,935, and carrying 5,168 persons, were assisted by the crews of the service only; 307, valued with their cargoes at \$7,785,205, and having on board 3,270 persons, were assisted by the service corps, working in conjunction with revenue cutters, wrecking vessels, etc.; 33, valued with their cargoes at \$1,353,455, and carrying 376 persons, were assisted only by private agencies; while 39, valued with their cargoes at \$451,555, and carrying 227 persons, got out of danger unassisted or suffered destruction before assistance could reach them.

In addition to the services performed by the corps as already set forth, aid was extended to 288 vessels finding themselves in divers situations of need, though not in immediate danger. The service thus afforded consisted largely of emergency piloting, carrying persons to and fro between ship and shore, caring for sick and injured officers, seamen, etc.

Warning signals were given also to 182 vessels running into danger. Of these, 117 were steamers. On 147 occasions these warnings were given in the night. No figures can, of course, be furnished showing the value of the vessels so warned or the number of persons they carried. It may be assumed, nevertheless, that the signals were instrumental in preventing the loss of much property, and doubtless loss of life as well.

## ACCIDENTS TO UNDOCUMENTED VESSELS.

As shown on a preceding page, 1,191 undocumented vessels—launches, sailboats, barges, scows, houseboats, rowboats, etc.—met with accident or disaster during the year within the field of the service. This is an increase of 84 over the number given for 1912. A classification of these vessels according to propulsive power, and other data of interest relating to them, appears in the accompanying table.

As usual, motor boats head the list with an excess in number of only 14 over that given in the preceding report in the same connection. Craft of this kind comprised 70 per cent of the total number of vessels included in the table—a larger percentage by 6 than that

shown for 1912. Moreover, they carried 76 per cent of the entire number of persons aboard disabled undocumented boats and approximately one-fourth of the number of persons aboard all classes of vessels, both documented and undocumented, reported as having suffered disaster.

The percentage of fatalities occurring in accidents to undocumented craft during 1913 was considerably more than that given for 1912, one person having been lost of each 232 involved, as against 1 of each 346 involved during the previous year.

Description of vessels.	Vessels.	Property involved.	Persons on board.	Lives lost.
Gasoline motor boats.....	831	\$756,900	2,475	9
Miscellaneous small sailing vessels.....	183	107,715	451	.....
Miscellaneous towed vessels (barges, scows, lighters, houseboats, pile drivers, dredges, etc.).....	45	87,665	65	.....
Miscellaneous small boats propelled by oars.....	132	13,630	263	6
Total.....	1,191	965,910	3,254	14

#### ACCIDENTS TO GASOLINE BOATS.

In addition to the 831 motor boats included in the foregoing table, 207 gasoline-propelled craft of the documented class suffered casualty in the vicinity of the life-saving stations, making the total number of motor-driven vessels reported for the year as having been involved in disaster 1,038. This exceeds the similar record of the preceding year by 56. These 1,038 cases comprise 60 per cent of all marine casualties reported from the stations within the year, an increase of 3 per cent over the like record for 1912. The 1,038 motor boats carried 4,088 persons, or 45 per cent of the number of persons aboard the entire number of vessels of all descriptions reported. They contributed 5 of the 15 disasters attended by loss of life within the field of service operations, said 5 casualties having caused the death of 17 of the 87 persons who perished within the territory guarded by the corps.

The total value of the property involved in the 1,038 instances of casualty mentioned was \$1,729,660. In 579 of these cases the nature of the accident was reported as "disabled engine."

Comment has been made in former reports upon the ever increasing volume of work put upon the service crews by accidents to motor vessels. The evolution of the gasoline boat covers little more than a decade. In 1904, for example, a total of 88 motor-boat accidents was reported from the life-saving stations. This number was only 11 per cent of the total number of vessels included in that year's record of casualties. The number of such accidents reported during the last fiscal year was, as above stated, 60 per cent of the whole.

In comparison with their number the aggregate value of these boats is small, considered in relation to the total value of all classes of endangered vessels. Their value last year, when more of them sustained accident than during any previous year, was but 11 per cent of the value of all the property (vessels and cargoes) involved in casualty.

In connection with the foregoing advertence to the steadily augmented contribution made by these boats to the list of reported casualties, the following table is not without interest. The tabulation covers a decade—1904 to 1913, inclusive—and shows the number of casualties reported for each of said years, their annual increase, the percentage of increase, and the percentage of such accidents in relation to the entire number of casualties reported annually for all classes of vessels:

	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
Number of accidents to motor vessels reported.....	88	112	172	225	405	568	756	809	982	1,038
Annual increase in number of casualties.....	28	24	60	53	180	163	188	53	173	56
Percentage of annual increase.....	47	27	54	31	80	40	33	7	21	6
Percentage of casualties in relation to the entire number of casualties reported during the year.....	11	14	20	27	37	41	52	55	57	60

#### VESSELS TOTALLY LOST.

Sixty-nine, or 4 per cent, of the 1,743 vessels suffering disaster within the field of the service during the year were totally lost. Of these, 40 were documented and 29 undocumented.

Forty-two of the 69 were lost on the Atlantic and Gulf coasts, 13 on the Great Lakes, and 14 on the Pacific coast.

The 40 documented craft had an aggregate tonnage of 20,808, were valued at \$1,264,150, and carried 370 persons, 60 of whom were lost. Five of the 40 vessels were British, 1 German, and 1 Italian. The 33 others were American. In the list were the Italian bark *Caterina*, of 1,350 tons, wrecked October 23, 1912, on the coast of New Jersey; the schooner *Charmer*, of 1,885 tons, wrecked December 3, 1912, at Cape Henry, Va.; the schooner *L. Herbert Taft*, of 1,492 tons, wrecked December 19, 1912, near Sandy Hook, N. J.; the British bark *Torrisdale*, of 2,184 tons, wrecked December 28, 1912, near Grays Harbor, Wash.; the steamer *Rosecrans*, of 2,976 tons, lost January 7, 1913, at the entrance to the Columbia River, Pacific coast; the schooner *Montrose Houck*, of 1,104 tons, wrecked February 19, 1913, on the coast of North Carolina; and the German bark *Mimi*, of 2,369 tons, lost April 6, 1913, at the mouth of the Nehalem River, Oreg. The record shows also the loss of 7 other vessels of between 500 and 1,000 tons.

The 29 undocumented vessels lost were small craft—launches, sailboats, etc. They were valued at \$32,830, and had on board 73 persons, none of whom perished.

The entire number of persons lost, as above stated, perished in 6 disasters, two alone of which—the wrecks of the *Rosecrans* and the *Mimi*—claimed 49 lives.

#### FOREIGN VESSELS INVOLVED IN DISASTER.

Forty-one documented and 2 undocumented foreign vessels (14 steamers, 20 schooners, 5 barks, 1 ship, and 3 sloops) met disaster during the year within the scope of operations of the service as follows: Thirty-four upon the Atlantic and Gulf coasts, 4 upon the Great Lakes,

and 5 upon the Pacific coast. Thirty-two of the 43 vessels were British, 3 Norwegian, 2 German, 2 Dutch, 2 Austrian, 1 Italian, and 1 Chilean.

The documented vessels had a combined tonnage of 54,426, and were valued with their cargoes at \$2,501,285, of which amount \$139,790 represents the damage or loss incurred. They carried a total of 753 persons, 16 of whom were lost. These perished in one disaster—the wreck of the German bark *Mimi*.

Nineteen of the documented vessels were large craft, having an average tonnage of 2,655 and an average value of \$124,000. The average tonnage of the 22 other documented vessels was only 177.

The two undocumented vessels (both British sloops) were valued together at \$1,800. They carried 5 persons, none of whom was lost.

#### BOATS AND APPARATUS USED DURING THE YEAR.

The various boats and appliances at the stations were used on 1,989 occasions during the year in conveying to land or carrying to other places of safety 4,096 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. <sup>1</sup>
Surfboats (without power).....	319	391	830
Power surfboats.....	480	539	1,049
Lifeboats (without power), self-righting and self-bailing.....	9	9	1
Power lifeboats, self-righting and self-bailing.....	482	542	957
Miscellaneous power launches.....	<sup>1</sup> 412	461	742
Small boats (unclassified).....	233	293	228
River life skiffs (used at Louisville station).....	42	78	234
Breeches buoy apparatus <sup>2</sup> .....	11	59	55
Heaving stick.....	1	.....	.....
Total.....	1,989	2,372	<sup>3</sup> 4,096

<sup>1</sup> Of these, 472 were victims of floods in the Middle Western States.

<sup>2</sup> Operated on one occasion at night, landing 4 persons.

<sup>3</sup> Includes use of steamer *Relief* at City Point Station, as follows: Twenty-three times, 23 trips, 24 persons landed, etc.

#### POWER BOATS FOR RESCUE WORK.

From the field continue to come demands for power craft to replace certain of the larger types of service boats propelled by oars. This demand is being met as rapidly as appropriations will allow. At the close of the year 68 self-righting and self-bailing lifeboats and 58 Beebe-McLellan self-bailing power surfboats (126 in all) were in use at the stations, 19 of the type last described having been put in commission during the year. Of the lifeboats, 28 are of the 36-foot length and 40 of the 34-foot length.

The marked growth of late years in the work of the service does not necessarily indicate a corresponding increase in the number of casualties to vessels along our coasts, but rather the ability of the corps, with their improved boats, to cover more territory than formerly. Of the 4,096 endangered persons taken ashore or to other places of safety by the life-saving crews during the year, 2,748 were transported in the power boats of the service.

## ESTABLISHMENT, REBUILDING, AND IMPROVEMENT OF STATIONS.

The stations within the establishment number 285, a station having been completed and manned during the year at Eagle Harbor, Mich. Their distribution by coasts is shown on page 6.

Reference was made last year to contracts entered into for rebuilding the Blue Point, Moriches, and Rockaway Stations, on the coast of Long Island. This work was completed within the year, as was also the rebuilding of the station at Rockaway Point, on the same coast, and the station at City Point, Mass., to replace structures that were old and unsuited to present-day needs. The rebuilding of the station at Brazos, Tex., destroyed by hurricane October 16, 1912, was also completed during the year.

Contract was entered into for rebuilding stations at Nags Head and Poyners Hill, N. C., and for extensive improvements to the stations at Point Allerton, Mass., Ocean City, Md., and Burnt Island, Me. This work has all been completed, as has also the work of repair and construction mentioned in last year's report as having been begun at Cobb Island, Va. The rebuilding of the station at Cape Fear, N. C., begun within the year, is still under way.

## MISCELLANEOUS SERVICES OF STATION CREWS.

During the year considerable miscellaneous service (work unassociated with casualties to vessels) was performed by the station crews. The most important part of the work of this character consisted of the rescue of persons finding themselves in various situations of danger or distress both in the water and on land. The rescues reported in this connection show the saving of 106 persons, most of them bathers and swimmers. Other services of a miscellaneous nature are reported as follows: First-aid treatment, given to 96 sick and injured persons; shelter and subsistence afforded to 116 persons detained upon the beaches by inclement weather and for other reasons; succor provided to 3,037 persons (victims of floods in the Middle West); the recovery of the bodies of 161 persons who met death in the neighborhood of the stations, by drowning in the majority of instances; the saving, upon 157 occasions, of personal property such as automobiles and horse-drawn vehicles, fish nets, lumber, live stock, aeroplanes and balloons, money and jewelry, involved in mire and quicksands, endangered by floods and tides, lost, stolen, etc.; assistance in 47 instances at fires, involving public and private buildings and forests; aid on 70 occasions, extended to other branches of the public service; also several unclassified items of service, such as the apprehension of thieves and other lawbreakers, the detection of smugglers, the finding of lost children, and assistance at burials.

## BRAZOS STATION DESTROYED BY HURRICANE.

On October 16, 1912, the Brazos Life-Saving Station, situated at the northern end of Brazos Island, Tex., was totally destroyed by hurricane.

The coming of the hurricane was not altogether without warning. On the morning of the 15th the patrol at the station named was discontinued because of the impassibility of the beach, due to exceptionally high tide. By 10 a. m. of this date the water had risen to

such a height around the station that the keeper had the Beebe-McLellan and the Monomoy surfboats launched and anchored near by, ready for the crew to make their escape should their quarters become untenable. About 10.30 p. m. the wind shifted to the northwest, driving the tide in so rapidly that within an hour the floor of the station building was awash. After the lapse of another hour the service boathouse was swept away and the main station building began to move.

At 3.40 a. m. of the 16th, when it appeared that the building was about to go, all hands were ordered into the Beebe-McLellan boat. The barometer at this time stood at 28.25. Within 50 minutes after the crew abandoned the station the building turned over and began to break up. At 5 a. m. the wind suddenly died down. The lull lasted for perhaps 10 minutes, then the wind shifted to the southwest and shortly was blowing a hurricane.

Along about 6.30 a. m., as the crew lay at anchor near their devastated quarters, they discovered a signal of distress hoisted on Padre Island. They at once rigged a sail and responded. After a hard fight against a strong ebb tide they reached the island and found two men, a woman, and a child endangered by water. Taking the four into their boat, they again anchored. Two hours later, the storm having moderated, they set out with the rescued persons for Isabel, Tex., situated on the mainland 2 or 3 miles westward. Two light keepers accompanied them. Arriving at Isabel, they found every vessel wrecked that had been at that place when the storm broke, also many buildings destroyed. They remained at Isabel all day and during the following night, doing what they could to relieve the distress of the inhabitants and assisting them to recover their property. No loss of life was reported by the keeper.

On the morning of the 17th the crew returned to the spot where their station had stood, to find that the storm had made a clean sweep of the buildings, save only the station kitchen (a detached building) and an outhouse. The principal loss sustained in the damage and destruction of apparatus and boats is reported to have been as follows: Beach apparatus—crushed in fall of house, wheels dished, axle bent, worthless; Beebe-McLellan boat wagon—reach broken on port side, forward starboard wheel slightly dished, cradle badly bent out of shape on starboard side; dinghy and skiff swept away and lost; supply boat *Aid* swept 450 yards into the bay and sunk, bowsprit broken, house gone, mast and sail lost, deck sprung from hull, starboard planking loose; life-car battered and leaks sprung, probably unserviceable; signals, spare oars, medicine chest, and other articles probably lost.

Measures were promptly taken to maintain the functions of the life-saving crew regardless of the destructive interruption occasioned by the storm, such supplies and equipment as were immediately necessary being transferred from adjacent stations. Fortunately, the station kitchen and the outhouse previously mentioned (the latter a building 14 by 30 feet in plan) remained fit for occupancy. These buildings became the temporary quarters of the crew.

The rebuilding of the station was undertaken without delay and the work speedily concluded, the life-saving crew performing the work of construction.



## FLOOD SERVICE IN THE MIDDLE WEST.

The spring of 1913 will be long remembered for its record of casualties due to storm and flood. Of all the ravages caused by the overflowing of the rivers of the country the flood visitation of March and April, last, claimed the greatest number of lives and the largest loss of property. The effects of the high water, felt generally in Ohio and Indiana, extended also to portions of West Virginia, Kentucky, Illinois, Missouri, Tennessee, and other States farther south bordering upon the Mississippi River.

Under personal instructions of the Secretary of the Treasury, given when the news first reached Washington that life and property were in jeopardy in certain sections of the inundated territory, a number of live-saving crews, with the necessary boats and equipment, were placed at the disposal of State and municipal authorities and others having charge of such relief work as had been hastily instituted in the stricken zone.

Seven crews in all performed flood service. A report of their operations, submitted by the General Superintendent of the Service to the Secretary of the Treasury under date of June 6, 1913, was printed in the form of a public document (House Doc. No. 94, 63d Congress, 1st session). As this report is of undoubted historical value it is reproduced in this volume (see Appendix) in order that it may become a part of the permanent record of the work of the establishment.

GENERAL SUMMARY OF OPERATIONS SINCE THE INTRODUCTION OF THE PRESENT LIFE-SAVING SYSTEM, 1871-1913.<sup>1</sup>

Vessels involved.....	26, 184
Persons on board.....	<sup>2</sup> 168, 952
Lives lost.....	<sup>3</sup> 1, 417
Persons succored at stations.....	<sup>4</sup> 27, 791
Days' succor afforded.....	<sup>5</sup> 58, 425
Value of vessels involved.....	\$244, 441, 225
Value of cargoes.....	\$89, 451, 999
Total value of property involved.....	\$333, 893, 224
Value of property saved.....	\$270, 088, 037
Value of property lost.....	\$63, 805, 187

## RETIREMENT PAY FOR THE LIFE-SAVING CREWS.

Retirement pay for the life-saving corps has been so repeatedly recommended in former reports, and the crying need of such a provision of law so fully set forth, that further adversion to the subject seems but a waste of words. It is felt to be a duty, however, to continue to plead the cause.

<sup>1</sup> It should be observed that the operations of the service during this period have been limited as follows: Season of 1871-72, to the coasts of Long Island and New Jersey; seasons of 1872-74, to the coasts of Cape Cod, Long Island, and New Jersey; season of 1874-75, to the coasts of New England, Long Island, New Jersey, and the coast from Cape Henry to Cape Hatteras; season of 1875-76, to the coasts of New England, Long Island, New Jersey, the coast from Cape Henlopen to Cape Charles, and the coast from Cape Henry to Cape Hatteras; season of 1876-77 and since, all the foregoing with the addition of the eastern coast of Florida and portions of the lake coasts. In 1877-78 the Pacific coast was added, and in 1880 the coast of Texas.

<sup>2</sup> Including persons rescued not connected with vessels involved in disaster.

<sup>3</sup> 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.

<sup>4</sup> Including persons not connected with vessels involved in disaster.

<sup>5</sup> Including succor afforded to persons not connected with vessels involved in disaster.

The Life-Saving Establishment enjoys a justly earned reputation for efficiency, but it may be truthfully said that its prestige has been held, in the face of a steady deterioration of its personnel, only because the improvement of its matériel—its boats and apparatus—has not been hampered by the difficulties that have been encountered in keeping its stations properly manned.

While improved life-saving appliances have thus far largely offset the lowered physical standard and morale of the corps, due to the inability of the service to attract and hold able recruits, modern equipment and up-to-date methods can not much longer overbalance the deficiencies of a host of old and in many instances physically unsound men whom it is necessary to reenlist from year to year in order that the station crews may not be shorthanded.

Men of the sort the service needs have no incentive nowadays to enter an employment that takes the best they can give of youth, health, and zeal in an arduous, and oftentimes hazardous, routine of duty, then casts them aside like driftwood. The records show that many of those who do enlist leave the establishment after short periods of service, preferring to follow private pursuits in which, if their earnings are less certain, the chances for getting ahead appear to them to be better.

Years ago, when wages in the business world were not so high as at present and the cost of living less, the young men reared on the coast looked to the Life-Saving Service as their natural field of work. In fact, it offered them a career such as suited their training and preparation for life.

For more than a decade, however, the service has ceased to attract the class of men best suited to its peculiar demands. In preference to joining the corps they are migrating to the larger cities and becoming police officers, members of fire companies, street-car conductors, motormen, etc. Strong of body, as a rule, they have no difficulty in getting work in the city. Moreover, their changed environment enables them to give their families advantages not to be secured in isolated localities, and they frequently find themselves so situated that they may complacently regard the future, seeing before them that incentive to fidelity that the Life-Saving Service has been unable to hold out, namely, retirement for age or disability.

A bill in the interest of the corps is now pending in the Senate. It is believed that it will overcome the objections raised against former bills of the kind, in that it proposes to remove the life-saving crews from their present civilian status and place them under a new bureau to be known as the Coast Guard, said bureau to include the present Life-Saving Service and the Revenue-Cutter Service. This bill provides for the rank and file of the Life-Saving Establishment, and for certain of its officers the same retirement and other benefits now enjoyed by the officers and enlisted men of the Revenue-Cutter Service.

As the work of the two services is similar, so far as relates to the saving of life and property from shipwreck, and as the personnel of the two bureaus are in constant cooperation in that line of endeavor, the joining of the two services, as proposed, and the granting of equal benefits to the officers and employees of each alike, would seem to be a step in the interest of efficient and economical administration and deserving of the favorable consideration of Congress.



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**RESTORATION OF THE APPARENTLY  
DROWNED: 1913**

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## RESTORATION OF THE APPARENTLY DROWNED.

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The life-saving crews are frequently 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 numbers of such instances the efforts made to restore animation 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, and in 9 they were apparently dead. Accounts of 10 of the 14 cases are selected for publication here as best illustrating the service method of restoring the apparently drowned.

ALBERT NEELEY, SOUTH HAVEN, MICH.

On the afternoon of July 9, 1912, the lookout of the South Haven (Mich.) Life-Saving Station reported that a bather was being carried from the water 100 yards to the southward. Making all haste to the beach, the station crew found that a young man named Albert Neeley had had a fit while in bathing, fallen in 3 feet of water, and sunk. He was in the company of other bathers, but it seems that nobody observed his indisposition or noted his disappearance until some one a minute or so afterwards stepped upon his body. Then he was quickly hauled to the surface and conveyed ashore.

When the life-savers arrived and took charge of the body it was to all appearances inanimate. It was promptly placed across the legs of a prostrate member of the crew and a pint of water ejected from stomach and chest. Next the bellows movement was employed with the patient lying upon his back upon a roll of blankets brought from the station, the limbs being meanwhile vigorously rubbed to restore circulation. Neeley began to breathe after less than five minutes' work on the part of the station crew. When respiratory action had become sufficiently strong to permit of a temporary cessation of resuscitative endeavor the man was carried to the station, stripped of his wet clothing, wrapped in blankets, given a stimulant, and left to lie undisturbed. After a two-hour sleep he was able to go unassisted to his home.

MISS RUTH MCLAUGHLIN, ERIE, PA.

While bathing near Presque Isle Light, at Erie, Pa., on the evening of July 16, 1912, Miss Ruth McLaughlin, 26 years of age, was swept beyond her depth by a strong current. She was taken from the

lake apparently dead by Robert Allen, keeper of the Erie light station, after she had been under water between two and three minutes, and resuscitated by the crew of the Erie Life-Saving Station.

It appears that a Mr. Victor Osburg was teaching Miss McLaughlin to swim. When the current caught her he swam to her assistance and tried to get her back into shallow water. A sea separated the two, however, before they could get beyond danger, and the current thereupon swept both, exhausted and helpless, into deep water and toward the pier upon which Allen happened to be at the time, lighting a beacon.

The light keeper secured a short line and fastened to one of its ends a mop handle, which he cast out to Osburg, and by means of which he hauled the man up on the pier. By this time Miss McLaughlin had sunk. Allen now divested himself of some of his clothing, plunged into the heavy surf, swam the 60 or more yards to the place where she had gone down, secured her by diving, and brought her back to the pier. Both were taken out of the water by the Erie life-saving crew, who had come from their station a third of a mile away in response to an alarm sounded by the station lookout.

When the life-savers took charge of the woman no signs of life were manifest. They immediately laid her face down upon a roll of clothing and expelled about a cupful of water from her. A quantity of mucus was also removed from mouth and throat. When the bellows movement had been applied for three minutes without result she was turned a second time upon her face in an effort to still further free her air passages of water. This time as much as two tablespoonfuls of water were forced out. Artificial respiration had not been continued for more than a minute afterwards when the eyes of the patient were seen to roll and respiration to start. Several minutes later she began to groan and cry out. From this time on her recovery was rapid. Artificial respiration was practiced altogether about three-quarters of an hour, accompanied by the usual accessory treatment such as chafing the limbs, the application of hot-water bags, warmed blankets, mustard plasters, etc.

When the woman's condition was such that she could be removed without danger she was taken to the life-saving station. There she was put to bed, and watched over by the keeper to guard against a relapse. After lying quietly for awhile she was, by the direction of a physician, taken to a hospital at Erie.

#### F. HOUSTON, SAN FRANCISCO, CAL.

On the afternoon of July 26, 1912, F. Houston, a man 26 years of age, and several companions were surf bathing in the waters of the Pacific Ocean at a point  $1\frac{1}{2}$  miles south of the Golden Gate (Cal.) Life-Saving Station. In the course of their sport in the surf Houston, who was reputed to be a strong swimmer, ventured outside the breakers. While making his way back toward the shore he was caught in the undertow, and, being greatly fatigued, was unable to successfully contend against it. He sank after a short struggle.

About 2.30 p. m. some men in an automobile came rushing into the station yard with the news of Houston's peril. The station keeper and crew boarded the car and were carried at top speed to the scene

of the accident. On their arrival Surfman Christ. Olsen went out 150 yards to the place where Houston was last seen and recovered the body by diving. Two other members of the station crew, equipped with life belts and line went to Olsen's assistance, and all four men were hauled to safety by those on the beach.

It would seem that Houston had been under water at least five minutes. When taken out his face was black and his nose and mouth were covered with mucus. No signs of respiration were apparent from a cursory examination. He was turned upon his stomach three times during the progress of the resuscitative work, a pint of water being ejected the first and second time, respectively, and a much smaller quantity the third time. While the movement to induce respiration was going on he lay upon dry blankets, and his limbs were continuously chafed by the keeper's assistants.

The first indication of returning animation observed was a slight movement of the mucus exuding from the mouth. After this, recovery was rapid. When the bellows movement had been applied for 18 minutes the patient breathed quite freely. Operations were now temporarily suspended while the automobile previously mentioned carried Houston to the house of a friend of his, living in the vicinity, where stimulants could be more advantageously administered than on the beach and where bodily warmth could be better promoted by means of hot-water bottles, heated flatirons, warm blankets, etc.

Houston's recovery progressed so favorably that the keeper was able to leave him in the hands of his friends after watching by his bedside for three hours. He was soon entirely recovered.

#### MISS LILLIAN ROBB, ROXBURY, MASS.

Miss Lillian Robb, 18 years of age, was one of a party of 21 persons thrown into the waters of Dorchester Bay (Mass.) August 11, 1912, from the capsized launch *Pippin*. Two of the 21 persons were drowned (see account of disaster, p. 52). Miss Robb and a 19-year-old girl named Martha Glynn were taken from the water in an unconscious condition and resuscitated by members of the City Point life-saving crew, who had gone to the scene of the accident in two boats.

The body of Miss Robb was recovered and hauled into one of the service boats by Surfmen Stanwood and Eldredge after she had been under the surface for a period estimated at three minutes. She was black in the face, her jaws were tightly clenched, and she was to all appearances beyond hope of recovery. As the boat—a 28-foot launch—was manned by only three surfmen, Eldredge, who undertook to resuscitate the girl, had to work alone. Placing her face down in the boat upon a bundle of clothing, he forced a quart of water, more or less, from stomach and chest. The bellows movement was then resorted to, and after a lapse of two minutes the patient began to gasp. Three minutes later she was conscious and breathing easily. On their arrival at the life-saving station the surfman wrapped her in blankets and put her to bed. Stimulants were given her at quarter-hour intervals. After four hours' rest she was able to return to her home.



## MISS MARTHA GLYNN, ROXBURY, MASS.

Miss Martha Glynn, referred to in the preceding account as having been one of the party involved in the capsizing of the launch *Pippin*, was, as in the case of Miss Lillian Robb, picked up by the members of the City Point life-saving crew. The boat into which she was taken—a 25-foot launch—was manned by four surfmen. Surfman Sullivan, one of the four, recovered her body from a depth of several feet by diving headlong from the boat. She also had been under water something like three minutes. She was apparently in as serious a condition as the other girl, her jaws being rigid and her face highly discolored. Two surfmen immediately took her in hand. After they had forced a quantity of water—estimated at a quart—from her she revived rapidly. Five minutes practice of the bellows movement saw respiration and consciousness reestablished. At the station the surfmen subjected her to the same restorative attention given Miss Robb, and with equally gratifying results. She was taken to her home after several hours' rest, and was sufficiently recovered by the next day to be up and about.

## WAINWRIGHT M. TAYLOR, VERMILION, MICH.

The victim in this case of near-drowning was a 2-year-old boy—the son of a member of the crew of the Two Heart River (Mich.) Life-Saving Station. He fell into the water August 16, 1912, while playing in two boats moored together near the station named. The boats were not in view from the station lookout, and none of the life-savers knew anything of the accident until another small boy at play near the water raised the alarm.

In response to the lad's cries two members of the station crew—Surfmen Miller and Mattson—who were doing some painting close by, ran to the river bank and waded in, and after a brief search found the child lying on the bottom 100 feet from the spot where the boats lay.

As closely as can be estimated four minutes had elapsed since he had fallen in. It is stated in the station keeper's report that he was not breathing when taken in hand by the surfmen, and that no signs of life whatever were apparent. The preliminary steps taken in the work of resuscitation relieved the child's stomach of about 2 quarts of water—an exceptional quantity even in the case of an adult. Thereafter 10 minutes' manipulation of arms and chest established respiration and brought him to. His restoration accomplished, he was carried home by his overjoyed father, wrapped in warm flannels, given a stimulant, and put to bed. After a rest of 24 hours he was playing around as usual.

The keeper highly commends the conduct of the two surfmen, whose quick and effective action was instrumental in saving the boy's life.

## CLIFFORD HAWKINS, BROOKHAVEN, N. Y.

On August 27, 1912, a young man named Clifford Hawkins, in bathing with some friends near the Smiths Point (N. Y.) Life-Saving Station, jumped from a pier into water over his head. He was unable to swim, but it appears that he expected to save himself by

getting hold of one of the piles that supported the pier. Failing to do as he had planned he found himself floundering helplessly about in an ineffectual effort to keep afloat. Some of his companions who were more at home in the water went to his assistance and grasped him as he was about to sink. They tried to keep his head above water, but were compelled to release their hold several times to escape his frenzied clutches. Eventually the would-be rescuers lost him for good and he went under. Fortunately at this juncture a man aboard a yacht lying at the pier dived from his vessel and brought Hawkins up. A man in a small boat thereupon went to the rescuer's assistance and helped to support Hawkins until members of the life-saving crew appeared a few moments later in a skiff and relieved them of their burden.

Hawkins had been under water five minutes. The flesh around his nose and mouth had turned purple, and life was to all appearances extinct. When he was turned face down in the boat the first time in the preliminary work of resuscitation about a pint of water was expelled from the body. A repetition of this posture shortly afterwards brought up still more water, estimated at half a pint. The first signs of life shown by the patient were a slight twitching of the muscles of the lips and a quick gasp for breath. After 10 minutes of artificial respiration the man was breathing naturally. At this stage he was stripped of his bathing suit, wrapped in blankets and carried on a stretcher to the station. There he was put to bed, and given the usual stimulants prescribed for use in such cases. After he had lain quietly for more than an hour he complained of pains in his chest and of difficulty in breathing. Applications of mustard plasters soon brought him relief.

He continued to improve steadily from this on, but it was not until the following day that his condition was sufficiently improved to permit of his safe removal to his home.

#### M. DEISS, SAN FRANCISCO, CAL.

Shortly before noon of September 5, 1912, a Mr. Gloch, engaged in fishing about 2 miles south of the Southside (Cal.) Life-Saving Station, observed a man coming toward him along the beach. Although fully 600 yards separated the two, the man's actions indicated that he was intoxicated. When Gloch turned again to look for him a few moments later he had disappeared. As he could not have vanished so quickly over the land, Gloch ran up the beach to see what had become of him and discovered him pitching about in the surf, face downward and body nearly submerged. Gloch waded into the water and hauled him out and made an unsuccessful effort to revive him.

As luck would have it a man with a team happened along at this juncture and was good enough to carry the two men with all possible speed to the life-saving station. They arrived at the station at 12.15 p. m.—17 or 18 minutes after the man had cast himself into the surf.

When the service crew took charge of the body, the jaws were tightly closed and the limbs rigid. After as much water as possible—about a pint—had been expelled from the patient's stomach he was stripped of his clothing and wrapped in blankets. The jaws were then separated and kept apart by a piece of wood, and the tongue was worked out between the teeth and held at the corner of the mouth

with a piece of cloth between the fingers of one of the surfmen. To promote circulation the flesh was vigorously chafed and massaged and hot-water bottles and heated bricks were applied to stomach, limbs, and soles. Meanwhile artificial respiration went on without interruption. After 45 minutes of such treatment irregular respiratory action and a slight movement of the muscles of the chest indicated to the life-saving crew that their efforts were meeting with success. Brandy and water in tablespoonful doses was administered at intervals from this stage. When the bellows movement had been continued for a quarter of an hour longer with a steady improvement in the condition of the patient he was conveyed to a hospital. Two days later he was discharged as fully recovered. It appears that he entered the water with suicidal intent.

ADA DIDIEU, GALVESTON, TEX.

About midday of September 10, 1912, a colored woman, 32 years of age, named Ada Didieu, walked out on pier No. 20, at Galveston, Tex., and asked some men she found there to direct her to a good place to commit suicide. Getting no information that would abet her in her evident purpose to end her life, and her inquiry, moreover, having apparently excited no curiosity or concern on the part of the persons addressed, she continued her way unheeded to the pierhead and quietly jumped into the water.

That her intention to destroy herself was frustrated at the last moment was due to the prompt and courageous action of a man of her race—name unknown—who happened to be near her when she plunged overboard. Leaping after her, he secured her with some difficulty and brought her back to the pier. Fortune was still further in the woman's favor that day, as was shown by the fact that two members of the crew of the Galveston Life-Saving Station were passing by the pier while the rescuer was trying to carry out his task of getting her out of the water. Their attention being attracted to the knot of persons that had gathered to watch the swimmer's efforts, they hastened to ascertain the cause of the commotion and arrived in time to help hoist the woman up on the pier.

It is stated in the resuscitation report submitted in this case that the woman had been under water "about three or four minutes." When the two life-savers began to work over her she was unconscious and inanimate, her jaws were set and her arms and legs were rigid. Some old sacks were quickly collected and formed into a bundle and placed under her stomach. After a pint of water had been expelled from her mouth as she lay face down she was turned on her back and subjected to the bellows exercise, willing bystanders the while assisting the surfmen by holding her tongue extended beyond her lips to keep open the air passages, and rubbing her limbs to promote circulation. When the resuscitative work had continued for 10 minutes mouth and throat became clogged with mucus. With this obstruction removed and the patient turned a second time upon her face, an additional quantity of water—estimated at about a pint—was expelled. The bellows movement was thereupon resumed only to be interrupted again several minutes later by the same difficulty. The third time she was turned face down very little water was voided. The accompanying mucus was flecked, however, with

blood. Shortly after she was placed a third time on her back with a renewal of artificial respiration she began to show signs of life. After the bellows movement had been practiced for a total of 30 minutes she breathed freely and was conscious. When she was able to talk her first speech framed a request that she be permitted to repeat her aquatic performance and "finish the job." An ambulance having by this time arrived, she was taken to a hospital, where she soon fully recovered.

HENRY HOWES, LOUISVILLE, KY.

About 7 o'clock on the evening of March 19, 1913, a man named Henry Howes, on his way from an island in the Ohio River to the main shore in a small flatboat, was swept by the swift current under some barges moored to the land at a point several hundred feet east of the Louisville Life-Saving Station.

A watchman on duty in the neighborhood reached down from the upstream barge and grasped the man by the hand as he was about to disappear beneath the vessel, but was unable to retain his hold. Failing to save Howes, he called to the captain of a near-by ferry-boat to blow his whistle for the life-saving crew.

The station keeper did not know, of course, the nature of the call, but men and a boat were nevertheless dispatched to the scene with drags and lines, for use should the case prove to be one of drowning. On learning the circumstances of the accident the life-savers set to sweeping the water around the barges. While they were so engaged a man aboard a coal barge moving along in the river near the station shouted to the keeper that he had just seen a body floating downstream. A second boat, with the keeper standing alert in the bow, thereupon put out and picked Howes up 200 feet from the shore and an eighth of a mile from the place where he had suffered mishap. The boat's crew were barely in time, for the man had gone under when they overhauled him, and to secure him the keeper had to thrust his hand below the surface.

According to the keeper's estimate seven minutes elapsed from the time Howes fell into the water until he was taken out. It appears, however, that respiration had not entirely ceased when he was lifted into the station boat, although he was unconscious, and, to use the keeper's expression, his arms and legs were "almost as stiff as iron." It took 40 minutes to revive him. He was turned upon his stomach twice in the course of the resuscitative work, but practically no water was thrown off—only about 2 tablespoonfuls the first time, and none when the posture was repeated.

When regular breathing had been established the patient was wrapped in blankets, put to bed and given the usual after-treatment. He slept quietly through the night, and the next morning his wife came and took him home.



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**AWARDS OF LIFE-SAVING MEDALS: 1913**

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## AWARDS OF LIFE-SAVING MEDALS.

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During the fiscal year 1913 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 62 persons who distinguished themselves in saving persons from drowning. Thirty-two of the medals were of gold and 30 of silver. The services so recognized are briefly set forth as follows:

*John T. Wyatt, coal passer, United States Navy.*—Awarded a silver medal July 9, 1912, for going to the rescue of a shipmate who attempted suicide February 25, 1912, by jumping overboard from the U. S. S. *South Dakota* while the vessel named was lying at a wharf in Honolulu, Hawaii.

The man whose life Wyatt assisted in saving was an ordinary seaman named Cowan, who was suffering from hysteria or dementia. While sitting quietly on deck reading a book he was suddenly seized with an impulse to destroy himself and jumped overboard before anyone could interfere with his action. Wyatt promptly followed him into the water, bent upon saving him. Due either to Cowan's purpose to consummate his act or to the frenzied excitement that sometimes takes possession of drowning persons, he resisted Wyatt with all his strength. In the struggle that took place Cowan grasped his rescuer by the neck in a strangle hold, and both men went under. When they rose the second time Ordinary Seaman L. R. Scott leaped into the water and broke Cowan's grasp upon Wyatt, and assisted in getting the demented man to the ship's ladder. After Cowan had been hauled up on deck by means of a bowline he continued to fight and struggle so violently that the efforts of several persons were required to subdue him.

*George W. Neily, Lackawanna, N. Y.*—Awarded a silver medal July 11, 1912, for attempting to rescue two comrades from the shark-infested waters of Colombo Harbor, Ceylon, January 24, 1898.

Neily and the two men whose lives he tried to save were marines attached to the U. S. S. *Raleigh*. At 1 o'clock in the morning Neily, who was on the deck of his vessel, having just completed his watch, heard cries for help coming from somewhere in the darkness alongside. He ran to the gangway, bent upon leaping overboard to the rescue. The man who had relieved him attempted to intercept him, failing in which he shouted after him, "Don't jump overboard; the water is full of sharks." Neily continued on, nevertheless, and plunged in. Swimming 100 yards or more from the side of the ship, he found a man struggling desperately to keep afloat. He scarce had time to seize the marine by the collar, when he disappeared with a jerk, leaving his coat in Neily's hands. The rescuer then turned to another man struggling a few feet away. When he was within an arm's length of the second marine the man threw up his hands with a terrified yell and disappeared also. Neily dived several times in a



vain attempt to find the bodies of the unfortunate men. While he was making a search a marine named McCarthy jumped overboard to take a hand in the rescue. Shortly, a boat from the *Raleigh* picked both men up.

While Neily was receiving medical attention aboard ship it was found that his clothing was stained with blood—evidently the result of the attack of the sharks upon his comrades. The two marines met death, it appears, while trying to get ashore without leave. Their bodies, badly mutilated, were recovered later in the day and given burial in the cemetery at Colombo.

*George R. Horan, gunner's mate, first class, United States Navy.*—Awarded a silver medal August 1, 1912, for gallantry displayed July 4, 1912, in assisting in the rescue of two persons from the waters of Eastport Harbor, Me.

About mid-afternoon of the last-mentioned date a skiff containing an elderly man and woman was run down and capsized 50 yards off the Water Street wharf, Eastport, by an auxiliary schooner. At the time of the accident a number of enlisted men attached to the U. S. S. *Chester*, lying at anchor in the harbor named, were passing by in a cutter on their way to their vessel from the shore. Horan, who was one of the party in the cutter, leaped overboard fully dressed, swam the 50 yards or more to the scene of the capsize, and supported the woman until the schooner that had caused the mishap could swing around and pick her up. Then he similarly attended the man until a small boat came to his aid.

*Henry Hanson, private, Company F, Sixth United States Infantry.*—Awarded a gold medal August 5, 1912, for an extraordinary display of endurance and courage on the night of January 27–28, 1912, in swimming ashore from a sailboat that had capsized on Lake Lanao, Mindanao, P. I., during a storm, and bringing assistance to three fellow soldiers who had shared the disaster with him.

When the capsize took place Hanson and four comrades were returning to their station from a wild-hog hunt. All five succeeded in getting hold of the overturned craft. Hanson, who it appears showed himself the leading spirit of the party, dived under the boat and brought up two rifles, which he repeatedly fired in the hope of attracting attention to their predicament. Shortly afterwards one of the soldiers, a sergeant named Leyden, struck out for the shore. Knowing him to be an indifferent swimmer, Hanson set out after him and persuaded him to turn back. He sank, however, while trying to regain the boat, and his comrades never saw him again. Hanson continued on and made land after a 2-mile swim, in which he was severely buffeted by heavy seas and swept out of his course by strong currents. Reaching the shore so exhausted he could scarcely stand, he groped his way in the darkness to camp through a mile of tropical jungle. Although he had apparently reached the limit of human endurance, he nevertheless accompanied his commander and several soldiers back to the lake and put out with them to the rescue in two boats. The three imperiled soldiers, helpless from cold and cramps, were picked up at 6.30 a. m. of the 28th, after they had been in the water a matter of four hours.

*Dennis O'Meara and Elmer J. Kelley, patrolmen Metropolitan police, New York City.*—Awarded a silver medal, each, August 5, 1912, for bravely rescuing, on October 26, 1909, an 18-year-old girl named Elsie

Chapolski, who had thrown herself into North River at Battery Park, New York City, with suicidal intent.

O'Meara, who, with Kelley, witnessed the girl's attempt at self-destruction, was first to go to the rescue. In climbing down the sea wall from which the girl jumped he fell and severely injured an arm. He nevertheless plunged into the water. The girl caught him by the throat with both hands when he took hold of her and clung to him with a frenzied grip, defeating his efforts to save her and endangering his own life. Responding to his calls for help, Kelley swam out and broke the girl's hold and assisted in getting her back to the wall, to the top of which she was hoisted with the aid of a private citizen. All three required medical attention. The patrolmen were in fact incapacitated for duty several days as a result of their efforts.

It is stated in the evidence with this case that the rescue was made near the hour of midnight, that the water was very cold, and that the rescuers had to battle against a strong tide in getting back to the sea wall.

*John E. Corbett, recruit, United States Artillery, and Edward C. Hamilton, recruit, United States Cavalry.*—Awarded a silver medal, each, September 7, 1912, for bravery exhibited in saving the life of a comrade who was about to drown in Long Island Sound at Fort Slocum, N. Y., June 22, 1912.

The man whom Corbett and Hamilton rescued, a recruit named John A. Margert, entered the water from the rocks on the east side of Davids Island. He swam out 60 or 70 feet, then turned and started back. While still some distance from the shore in 40 feet of water he was taken with cramps and went under. He rose to the surface a moment later, shouted for help and went under again. Corbett, Hamilton, and one or two other soldiers heard his cries and swam to his assistance.

While under water Margert saw the leg of a swimmer and grabbed it. The owner of the leg—a recruit named Marullo—kicked himself free. Shortly the drowning man saw within his reach the leg of another swimmer. The owner of the leg in the second instance—Corbett—soon had Margert above water and en route to the shore, Hamilton assisting. With the aid of several other soldiers the two rescuers removed Margert from the water and revived him.

*William H. Bowden, corporal, Twenty-seventh United States Infantry.*—Awarded a silver medal September 12, 1912, for bravely rescuing, on June 25, 1912, a fellow soldier from drowning in the Wisconsin River, opposite Sauk City, Wis.

The man whom Bowden rescued—a private named Carl E. Butts—was one of a number of soldiers bathing in the river named. Butts was unable to swim, and in the course of his frolic in the water was swept beyond his depth by the current. He sank after a short struggle in a place where the river was 15 feet deep. His comrades who were in with him were so much excited and alarmed by his struggles and his subsequent disappearance that none made an effort to save him. On the river bank were 500 soldiers, some of them watching the swimmers, others preparing to join them. Bowden had just stripped off his clothes preparatory to entering the water. He expressed his intention to go to the aid of the drowning man, but was urged not to do so because of the possible peril to

himself. Heedless of all admonitions, however, he plunged headlong into the river and, guided by the bubbles made by Butts, dived and brought him to the surface. He then swam with him to the shore. Butts was semi-conscious when removed from the water. So far as is known to the contrary, he fully recovered.

*George W. Carner, musician, Fourth United States Infantry.*—Awarded a silver medal October 1, 1912, in recognition of bravery exhibited September 5, 1901, in assisting in the rescue of a comrade from the Barac River, Province of Batangas, P. I.

The accident here described occurred while Lieut. (now Capt.) Louis J. Van Schaick, Musician Carner, Corpl. William I. Walker, and Pvt. Alexander J. Hewison, of the United States Army, were crossing the river mentioned. The stream had been swollen by heavy rains. Lieut. Van Schaick, Carner, and Walker reached the opposite bank safely, but the animal—a mule—ridden by Hewison became unmanageable while still in the water and threw its rider. Hewison, who was unable to swim, was being borne swiftly away when Van Schaick chanced to look back and perceive what had occurred. Throwing off his belt and revolver and blouse, the officer jumped into the river and swam and overtook Hewison after he had sunk twice. Shortly after he got hold of the soldier Van Schaick succeeded in grasping the branch of a bamboo tree that overhung the water, which aided him materially in keeping afloat during the 20 minutes or more that passed before the two other soldiers could afford him assistance.

After Van Schaick plunged into the river Carner and Walker made their way along the bank through a tangle of undergrowth until they came abreast of the place where he was holding to the bamboo, whereupon Carner entered the water and tried to swim to him. He was unable to stem the current, however, and was compelled to turn back. The two soldiers next procured a long bamboo pole, by means of which, after repeated failures, they succeeded in hauling the officer and his charge to land. For his services upon this occasion Lieut. Van Schaick was awarded a medal June 7, 1911 (see Annual Report for 1911, p. 37).

*Herman Victor, Omaha, Nebr.*—Awarded a silver medal October 31, 1912, for rescuing two children from the Missouri River, at Omaha, Nebr., December 27, 1904.

It appears that three children—Rosa, George, and Gus Oltman, aged, respectively, 11, 9, and 6 years, were precipitated into the water while playing on the ice. Victor, who was employed at a distillery near by, heard their cries and went to their assistance armed with a long-handled broom. Making his way cautiously toward them until the sagging ice let him into the water up to his hips, Victor hauled the two older children to safety. It is stated that the youngest child drowned, though whether before or after Victor appeared, is not shown. He assisted in recovering the body, however, before leaving the scene of the accident.

*Denis J. Glavin, police sergeant, Ninety-ninth Precinct, New York City.*—Awarded a silver medal October 31, 1912, for gallantry shown August 20, 1912, in rescuing from the waters of Staten Island Sound, at the foot of Amboy Road, a woman named Caroline Warner.

Mrs. Warner became exhausted while in bathing at the place named and sank 60 feet from the shore in water beyond wading depth. The attention of Glavin, who was also in the water at the time, enjoying

a day off duty, was attracted to the woman by the cries of other bathers who had tardily discovered her peril. Swimming to the place where she was last seen, he secured her by diving. When he laid hold of her she grasped him so tightly that he had to resort to considerable force to release himself. He finally conveyed her safely to land, fighting his way against a strong ebb tide. Glavin also helped to resuscitate the woman.

*Joseph Donellen, New York, N. Y.*—Awarded a gold medal December 10, 1912, for heroic daring exhibited November 8, 1911, in saving two men from drowning in New York Bay.

The rescue took place at night at Pier No. 33, North Atlantic Dock, Brooklyn. It is not stated in the evidence presented how the persons who were rescued—Terrence Kelly and John P. Lamb—came to be in the water, nor why Donellen was so opportunely at hand. It is shown that neither Kelly nor Lamb could swim, and that when Donellen went to their assistance both seized him in a vicelike grip. Finding himself unable to break their hold on the surface, Donellen freed himself by dragging them under. On rising, he swam to Kelly, who had also come up, and caught the man under the arms to support him. While he was engaged with Kelly, the other man rose behind him and grabbed him around the neck. Then a second and more furious struggle ensued, in which all went under again. Submersion failing this time to free Donellen, he now resorted to violence, and beat both men into a state of insensibility. At this juncture, when the strength of the rescuer was nearly gone, a man threw him a rope from the dock. All three were presently hauled out of the water in a semi-conscious condition.

*Joseph E. Campos, jr., Savannah, Ga.*—Awarded a gold medal December 10, 1912, for heroically saving from drowning, August 24, 1912, at Lovell Station, Tybee Island, Ga., two sisters—Elsie and Josephine Robider, aged, respectively, 17 and 13 years.

The lives of the girls were endangered while they were in bathing. It appears that Josephine became exhausted while trying to swim ashore against a strong undertow. Her cries attracted the attention of her sister, who bravely went to her assistance. The elder girl found the task of saving Josephine beyond her strength, however, and was soon herself equally imperiled.

Hearing screams on the beach, Campos, who occupied a cottage four or five hundred yards from the place where the girls had been bathing, ran and plunged into the water and swam 50 yards or more beyond wading depth to the sisters. He found Elsie floating face upward in a semi-conscious condition with an arm locked around the neck of Josephine, whose face was a foot under water. Up to this moment Campos did not know that two persons were endangered. Undaunted, however, he started with both girls for the shore. While fighting his way through the surf he found his strength going, and attempted to touch bottom. This action was nearly his undoing, as the water was still over his head and he was able to resume a swimming position only after a tremendous effort. When he reached a depth of 5 feet he let himself down again, broke Elsie's hold about her sister's neck, took the younger girl in his arms and pushed the other along. In answer to his call for help two young men now waded in and assisted him to the beach. Elsie regained possession of her faculties before she emerged from the water. Josephine, how-

ever, was resuscitated only after nearly an hour's work under the direction of a physician summoned by messenger from Fort Screven.

*Henry Lakestream (captain) and Herbert E. Whitcomb (fireman) of Engine Company No. 86, New York fire department.*—Awarded a silver medal, each, December 10, 1912, for rescuing from the North River on the evening of September 20, 1912, a young man named Julius R. Chadwick.

This rescue was performed while the fireboat *Thomas Willett*, commanded by Lakestream, was lying at the foot of Bloomfield Street, New York City. Lakestream heard cries for help coming from the river while sitting in his office aboard the vessel named. Running out on deck he saw a man struggling in the water a short distance away and leaped overboard to the rescue. Chadwick sank before Lakestream could reach him, but the fire captain secured and brought him to the surface after diving twice. Chadwick's strength was fast leaving him, but the frenzy induced by his peril was still such that his rescuer was unable to take care of him unassisted. He accordingly called for help. Fireman Whitcomb responded, and the two got the man to a dock. Other members of the fire company thereupon lowered a line and hauled him to safety. First-aid treatment was promptly administered, and by the time an ambulance arrived he had revived sufficiently to give his name and address.

The performance of Lakestream and Whitcomb is considered specially meritorious owing to the fact that it was accomplished in the darkness and during the prevalence of a strong ebb tide.

*Stuart E. De Witt, patrolman, Metropolitan police, New York City.*—Awarded a silver medal January 8, 1913, for bravely assisting in the rescue of a woman and a 4-year-old boy from the East River, New York City, July 9, 1912.

The woman and child named, respectively, Maria Wormcke and Diedrich Tietjen, jr., inadvertently stepped off the pier at the foot of East One hundred and twentieth Street while the steamer *Sirius* lay at the pier discharging a load of excursionists. Officer DeWitt, who at the time was on duty at the pier and within a few feet of the vessel, dropped down into the river in full uniform and, with the help of a member of the United States Volunteer Life-Saving Corps named Howard Warner, supported the two until both were removed from the water by means of a rope and a ladder let down from the pier. The rescue completed, DeWitt and Warner were picked up by a man in a rowboat.

*Almer A. Anderson, private, Seventh United States Cavalry.*—Awarded a silver medal February 18, 1913, for courageously swimming to the rescue of a fellow soldier—Pvt. Paul R. Gerhardt—about to drown November 9, 1912, in the Taguig River, near Fort William McKinley, Luzon, P. I.

Gerhardt's life was imperiled while he and Anderson were swimming horses across the river named. The soldier first mentioned was struck by a hoof of one of the animals and rendered helpless. It is not stated in the evidence submitted whether he was mounted at the time or swimming alongside the horses, whether or not he was swept away by the current, or how far Anderson had to swim to reach him. It is shown, however, that Anderson got hold of him after he had sunk once and supported him until a boat came and took both men from the water.

*John McCormick, fire department, New York City.*—Awarded a silver medal February 20, 1913, for gallantry displayed in going to the rescue of four persons who had suffered a capsizé while canoeing on the Hudson River on the night of August 4, 1912.

McCormick, asleep at his home in Inwood-on-the-Hudson, was aroused by cries for help coming from the direction of the river. He left his bed and rushed to the river bank clad only in his night clothes. Finding a log near the water's edge, he pushed it out into the stream and, holding on to one end of it, swam to the rescue. About 300 yards from the shore he found an overturned canoe with two young men and two young women clinging to it. All four were greatly exhausted, none of the party being proficient in swimming. McCormick, with much difficulty, righted the canoe and disposed the four alongside it. He then put an arm over the log and set out for land, pushing the canoe and paddling with one hand. Several times on the way shoreward he found it necessary to leave his place at the stern of the canoe and go to the assistance of one or the other of the girls. When the party were within a few yards of the bank one of the men left his position and swam on ahead. He soon returned with a motor boat and took his companions on board. The names of the rescued persons are given as Oscar Nelson, Katherine McMahon, Frederick A. Niles, jr., and Alma Doring.

*Charles J. Redican, New York City.*—Awarded a silver medal February 20, 1913, for bravely rescuing a 19-year-old girl from the waters of Long Island Sound on the night of September 15, 1912.

Redican and the young woman—Miss Loretta Connors—were cruising about in the Sound with a number of other persons aboard the launch *Viamo*. While the boat was passing Clauson's Point, Borough of the Bronx, New York City, a heavy windstorm arose, and to escape it they ran for shelter ashore. It appears that some of those in the party—Miss Connors included—became frightened as the storm broke, and in their eagerness to disembark on reaching a landing crowded in near the gangway. Miss Connors was standing next to the rail and a lurch of the boat as a wave struck it threw her headlong overboard. Without a moment's hesitation Redican dived into the water fully attired, reached the floundering girl in thirty or forty swift strokes, and kept her afloat until the launch's dinghy could be manned and sent to his assistance. The rescuer and his charge—the latter now unconscious—were rowed to Clauson's Point, where the girl was resuscitated.

Redican's services were performed in the darkness, at the height of the storm, and in a rough sea, all of which give his action special merit.

*Thomas Joseph Carroll, coxswain, and Arthur Ingham, boatswain's mate, first class, United States Navy.*—Awarded a silver medal, each, March 8, 1913, for bravely jumping overboard from the U. S. S. *Minnesota* December 2, 1912, to the rescue of a shipmate.

Carroll, Ingham, and the man whose life was imperiled—a mess attendant named F. Davis—were attached to the *Minnesota*, which at the time of the rescue here set forth, lay at anchor in the Mississippi River off Erato Street, New Orleans, La. Davis fell into the river from a steam launch bound from his vessel to the shore. He at once struck out for the ship, lying 100 yards astern. The launch swung around to pick him up, but before it could overtake him he became

exhausted and found himself about to go under. Responding to his cries, Carroll, who also was in the boat, dived overboard and, with the aid of a life-buoy thrown after him, supported the man until the launch was able to run alongside and take the two from the water.

Ingham, who had witnessed the accident from the *Minnesota*, jumped from the starboard gangway ladder and swam to Davis's assistance. The rescue was concluded, however, before he had time to reach the imperiled sailor.

*Cord C. Mickelson, surfman, Ludington (Mich.) Life-Saving Station.*—Awarded a silver medal March 11, 1913, for rescuing, on December 29, 1912, a 14-year-old boy named Spencer England.

The lad whose life Mickelson saved broke through the ice on *White Lake* (Mich.), a tributary of Lake Michigan. Mickelson heard his cries for help as he was passing along the street in the adjacent village of Whitehall. He ran with all speed to the lake and made his way out to the lad. With 30 feet of water under him and a distance of 150 feet separating him from the shore the youngster was struggling desperately to keep up by holding to the edges of the hole he had made in the ice. His fragile support kept giving way under his weight, however, and he was in imminent danger of going down. Mickelson got hold of him, but when the surfman attempted to haul him out he himself broke through. He managed, nevertheless, to retain his hold on the boy and to keep afloat, and in a short time persons on the land procured and threw him a long rope and pulled him and the exhausted and nearly frozen child to safety.

*Carl J. F. Fredriksen, gunner, United States Revenue-Cutter Service.*—Awarded a silver medal March 11, 1913, for bravely swimming to the rescue of a shipmate January 18, 1913.

Seaman Kolberg, whose life Fredriksen was instrumental in saving, was swept overboard from the derelict bark *Dorothea*, 300 miles northwest of Bermuda, while that vessel was in tow of the revenue cutter *Seneca*. It appears that on the morning of the last-mentioned date Jacobsen, Fredriksen, and five other members of the *Seneca's* crew, were dispatched to the bark in a surfboat to repair the bridle by which she was being towed. On their arrival alongside, five of the men (including Fredriksen) went aboard, leaving two in the boat under the lee bow. About 9 a. m. three of the five on the vessel—Coxswain Andersen and Seamen Kolberg and Jacobsen—were carried away by a sea. Andersen and Jacobsen came up close to the surfboat, and were hauled aboard it with little or no trouble. Kolberg, however, rose 40 or 50 feet away from the bark. He got hold of an oar thrown him from the boat, but as he had swallowed considerable water he had a hard time of it keeping afloat. When the accident occurred Fredriksen was upon the forecastle head of the derelict. He immediately leaped down into the surfboat, put on a life preserver and plunged into the sea to the rescue. He supported Kolberg until the men in the boat were able to swing around and come to his aid.

*Edward Reutler, East Rahway, N. J.*—Awarded a silver medal April 7, 1913, for gallantly saving from drowning a 17-year-old boy named Martin Golomb.

The rescue was performed on the afternoon of August 24, 1912, near the second drawbridge spanning the Rahway River, N. J. Golomb was taken with cramps while in swimming with several other boys at the place named. Reutler, who it appears had gone to the river about

the same time to enjoy a swim, and who had stopped on the bank of the stream to exchange a few words with Golomb and his companions before going into the water, plunged into the river on hearing the boy's cries for help, got hold of him after he had sunk twice, and brought him safely ashore. The rescue was accomplished with considerable difficulty and danger, owing to the lad's frenzied struggles.

*L. C. Drewson, second officer, U. S. transport Sheridan.*—Awarded a silver medal April 7, 1913, for bravely going to the rescue of a seaman named Edward T. Duke, about to drown in the waters of San Francisco Bay, Cal., December 29, 1912.

Duke and five other men aboard the transport *Logan* were thrown into the water in the course of experiments being made with a life-saving boat. The craft was being tested by loading it with sandbags weighing 145 pounds each. At the time of the accident all six men were in the boat. After the twenty-fourth bag had been placed aboard a supporting hook gave way, precipitating the men into the sea 30 feet below. Duke was so stunned by the fall that he was unable to sustain himself by swimming. Drewson, who was in charge of a boat lying in the water near by, leaped overboard and supported him until both were picked up.

*Wallace F. Gamble, private, Coast Artillery, United States Army.*—Awarded a silver medal April 7, 1913, for bravely rescuing, on February 22, 1913, Corpl. William E. Grimes, Coast Artillery Corps, who had fallen from a ferryboat at West Jamestown, R. I.

While the ferryboat was entering her slip at the place named, about 7 p. m. of the last-mentioned date, Corpl. Grimes attempted to jump from the vessel to the dock, missed his footing and fell into the water. Gamble, who witnessed the accident, threw off part of his clothing, dropped overboard and supported Grimes—who was unable to swim—until the vessel could be backed out of the way. Grimes was hauled up on the bow of the ferryboat by a boathook. A ladder was then lowered to Gamble from the dock. He started to climb up it, but was so exhausted and benumbed that he fell back into the water. Somebody upon the dock quickly descended the ladder and assisted him to safety.

*Oscar S. Wicklund, keeper, and Surfmen Charles E. Pearson, Bernard C. Anderson, Rudolph A. Pajoman, Carl W. Petterson, Robert Nagle, Ole Eriksen, and Leonard Pearson, all of the Point Adams (Oreg.) Life-Saving Station.*—Awarded a gold medal, each, April 14, 1913, for heroic daring exhibited in rescuing two members of the crew of the oil steamer *Rosecrans*, wrecked January 7, 1913, at the entrance to Columbia River, Pacific coast, with the loss of 33 men. (A full account of the services of Keeper Wicklund and the surfmen named appears on pages 66–74 of this report, under "Disasters to vessels involving loss of life.")

*Alfred Rimer, keeper, and Surfmen John Doty, Theodore Roberge, Edward Johnson, Charles Johnson, Thomas Anderson, Robert Theraud, and P. A. de Kruis, all of the Cape Disappointment (Wash.) Life-Saving Station.*—Awarded a gold medal, each, April 14, 1913, for heroically endeavoring to save the lives of members of the crew of the oil steamer *Rosecrans*, wrecked January 7, 1913, at the Columbia River entrance, Pacific coast. (A full account of the services of Keeper Rimer and the surfmen named appears on pages 66–74 of this report, under "Disasters to vessels involving loss of life.")



*Harry McGinley, keeper, and Surfmen William S. Eldridge, John E. Treworgy, William A. Eckersley, Charles Wright, jr., Earl S. Woolson, John K. Mathis, and Adelbert Robbins, all of the Tathams (N. J.) Life-Saving Station.*—Awarded a gold medal, each, April 16, 1913, for exceptional heroism displayed in rescuing 10 men from the steamer *Margaret*, wrecked December 30, 1912, near Stoneharbor, N. J. (A full account of the services of Keeper McGinley and the surfmen named appears on pages 62–66 of this volume under “Disasters to vessels involving loss of life.”)

*Frank Nichols, keeper, and Surfmen Richard Cresse, Samuel Morton, and Ridgeway G. Cobb, all of the Avalon (N. J.) Life-Saving Station.*—Awarded a gold medal, each, April 16, 1913, for great heroism exhibited in rescuing, in conjunction with the crew of the Tathams Life-Saving Station, 10 of the 11 men composing the crew of the steamer *Margaret*, wrecked December 30, 1912, near Stoneharbor, N. J. (A full account of the services of Keeper Nichols and the surfmen named appears on pages 62–66 of this report under “Disasters to vessels involving loss of life.”)

*Harry Williams Miller, sergeant, United States Marine Corps.*—Awarded a gold medal May 19, 1913, for extreme heroism shown in rescuing Owen Gallagher from the North River, New York City, December 27, 1911.

Gallagher jumped or fell from the ferryboat *Newark* as she was approaching her slip at the foot of Cortlandt Street, coming from Jersey City. A dense fog prevailed at the time, the water was ice cold, and the tide was running flood. The water about the ferry, moreover, was a seething turmoil, due to the churning of the boat's propellers. The cry of “man overboard” no sooner rang out on the frosty air than Sergt. Miller, who was a passenger on the ferry, threw off part of his clothing and leaped into the water. The evidence on file does not show how long he supported Gallagher on the surface, nor the character and extent of the assistance, if any, given him by other persons in the accomplishment of a rescue. It is shown, however, that he reached the drowning man as he was drifting past the bow of the *Newark*, and that he was exposed to the danger of being struck by the propellers of three ferryboats moving in the immediate vicinity.

*William Rouse, jr., private, Coast Artillery Corps, United States Army.*—Awarded a silver medal May 19, 1913, for bravely saving life May 19, 1912, when a gangplank at the Colman Dock, Seattle, Wash., collapsed.

Seventy persons were precipitated into the water when the gangplank gave way. A number of them were drowned. Immediately after the accident Rouse leaped down into the water from the dock. Working rapidly and with a cool head, he assisted several men and women to safety. While so engaged, he was in imminent danger of being seized by the frenzied persons fighting for life around him, and of being struck and injured by the various objects thrown from the dock by well-intentioned but excited persons. After the survivors had been taken from the water Rouse went to the city hospital in his wet garments and without change of clothing assisted the nurses for three or four hours in ministering to a number of the victims of the catastrophe.

*Charles Zeller, Brooklyn, N. Y.*—Awarded a silver medal May 28, 1913, for bravery shown in saving his mother from drowning in Jamaica Bay, N. Y., July 17, 1908.

About noon of the day mentioned Zeller and his mother and sister put off in a rowboat from the landing stage of the Bergen Beach Yacht Club on their way to a sloop moored about 600 yards offshore. Arriving alongside the vessel, Zeller assisted his sister to the deck, and was in the act of giving his mother similar aid when the boat drifted from under her and she tumbled into the water. Zeller at once sprang overboard, brought her to the side of the sloop against a strong current, and supported her until persons on the vessel came to his assistance. It is stated in the evidence with this case that Mrs. Zeller was a large woman and her son a frail lad, and that at the time of the rescue, moreover, the boy was incapacitated by a plaster cast, which encased his entire waist and one leg, the cast being worn to hold in place a hip that he had dislocated some time previously.

*Robert Allen, light keeper, Erie, Pa.*—Awarded a silver medal June 17, 1913, for bravely rescuing two persons at Erie, Pa., on July 16, 1912. A brief account of this rescue will be found in the chapter, "Restoration of the apparently drowned." (See case of "Miss Ruth McLaughlin," p. 27.)

*Michael J. Delaney, private, United States Coast Artillery Corps.*—Awarded a silver medal June 17, 1913, for bravely going to the rescue of Corpl. Forest S. McNeilly, Coast Artillery Corps, who had fallen overboard from the steamer *Lieut. Alfred W. Drew*, at Fort McKinley, Me., April 30, 1913.

The accident suffered by McNeilly occurred when the vessel named was about to cast off her lines preparatory to leaving for Portland, Me. The distance between the vessel and the landing was only 5 or 6 feet, but Delaney leaped down into this narrow space to the rescue without stopping to weigh the danger his act involved. McNeilly, who had struck his head against something in falling, sunk at once. Delaney dived and brought him to the surface and supported him until persons near by could come to his aid. A witness of the rescue states that when Delaney went overboard he did not know whether or not the steamer had already cast off. Had she done so, says the witness, while the two men were in the water, or before, both unquestionably would have been crushed between her side and the landing, as the tidal current swept her toward the landing when she did cut loose shortly after the rescue was consummated.

*John J. Ward, fire department, New York City.*—Awarded a silver medal June 30, 1913, for rescuing a man named John Cochran from the North River, at the foot of Gansevoort Street, New York City, on the night of January 21, 1909.

Fireman Ward, of floating engine company No. 86, was in his quarters aboard the fireboat on the night mentioned when cries from someone evidently in the water rang out near by. Ward raised a window, climbed through it, left the vessel, ran along the stringpiece of the adjacent pier, and jumped into the river. He shouted back to his comrades to turn on the searchlight. When they did so they beheld him engaged in a struggle with a drowning man in the tideway about 20 feet below the head of the pier. They threw him a heaving line as quickly as possible and hauled him and his charge up on the

pier. It is shown that the night was intensely dark and very cold, and that Ward's safety was jeopardized, also, by a strong ebb tide.

*Albert Deravin, surfman, Galveston (Tex.) Life-Saving Station.*—Awarded a silver medal June 30, 1913, for bravely rescuing, on September 13, 1909, from the waters of Galveston Bay, one Arthur Sherwood, a sailor attached to the British steamer *Belgian*, who got beyond his depth while in bathing.

Deravin, on watch at the life-saving station, heard Sherwood's cries for help and saw him go under. The surfman ran and dived off a dock and brought the man up in a lifeless condition after a long search. He also conveyed the man ashore unassisted and helped to resuscitate him. It appears from a resuscitation report submitted in this case by the station keeper that Sherwood had been under water nearly four minutes. (An account of his resuscitation appears on p. 38 of the Annual Report of the Life-Saving Service for the year 1910.)

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DISASTERS WITHIN THE FIELD OF OPERATIONS  
OF THE LIFE-SAVING SERVICE INVOLVING  
LOSS OF LIFE: 1913

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## DISASTERS TO VESSELS INVOLVING LOSS OF LIFE.

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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, which occurred within the fiscal year ended June 30, 1913, were investigated. The attendant facts and circumstances in each case, as ascertained by testimony taken under oath, are set forth in the following narratives:

### SWAMPING OF SKIFF, JULY 10, 1912.

#### BAADDAAH POINT STATION.

On the night of July 10, 1912, between 9 and 10 o'clock, two brothers—Hans Jensen and John Jensen—rowing a skiff out to their fishing launch anchored several hundred yards off Petersens Wharf, Neah Bay, Wash., suffered a capsize. John Jensen was drowned.

It was a dark, cloudy night, with a light breeze and a smooth sea. The skiff was a tiny affair only 6 feet long—too small even to carry one person safely. Hans was at the oars and John, who was much the heavier person, was seated in the stern. The boat swamped simply because of uneven and excessive loading. Strange to say, neither of the men could swim. John, who had on heavy sea boots, immediately sank. Hans caught hold of the boat and clung to it until he was picked up by the occupants of a fishing launch moored near the scene of the capsize. His rescuers carried him to the revenue cutter *Snohomish*, anchored near by. After signaling the news of the accident to the Baaddah Point Life-Saving Station, officers of the cutter dispatched two boats to search for the missing fisherman.

Keeper Alfred Rimer (now of the Cape Disappointment Station) and his crew immediately responded in the Monomoy surfboat. On their arrival an officer in command of one of the cutter's boats directed them where to drag for the body. While the search was going on they were signaled to come aboard the *Snohomish*. There they found that the body had been secured by the other boat from the cutter. They worked for two and one-half hours in an unsuccessful effort to restore the unfortunate fisherman, the resuscitative work being continued more than an hour after a physician, who had been summoned from the shore, pronounced the man dead.

## CAPSIZE OF LAUNCH "PIPPIN," AUGUST 11, 1912.

## CITY POINT STATION.

Shortly after noon of August 11, 1912, a party of 21 persons left the public landing at City Point, Mass., in the 28-foot cabined launch *Pippin* for a cruise around Dorchester Bay. There was a stiff breeze blowing at the time, making conditions highly unfavorable for boating. The launch had proceeded no more than a quarter of a mile from the landing when she was struck by a heavy sea, which caused her to list so heavily that she filled. She sank so deeply that only the roof of the cabin was available as a refuge for the persons imperiled. As usually happens in such cases, the occupants of the launch were immediately thrown into a panic. In the commotion attending their efforts to get into the tender the submerged launch rolled, precipitating all hands into the water. The tender capsized at the same time.

With the exception of two or three who succeeded in getting hold of loose life preservers or pieces of wreckage, the party found themselves struggling helplessly for their lives. Two of them, Michael Hardigan and John Smith, were drowned.

The lookout on the bridge of the City Point Life-Saving Station, half a mile distant from the scene of the casualty, had kept his glass trained upon the *Pippin* from the moment she left shore. The service crew were therefore on their way to her assistance in the two station launches as soon as it was observed that she was in trouble. They reached the scene of the capsize in less than five minutes after it occurred, but before their arrival several of the endangered persons had been rescued by a private launch. The two parties of surfmen promptly took on board all whom they found in the water. Each succeeded in rescuing a girl who had quit struggling and sunk. One of these rescues was performed by Surfman Sullivan aboard the smaller of the two service boats. He went overboard without waiting for the launch to stop, and secured the drowning woman after diving twice. Resuscitative work was immediately resorted to in both cases, the life-savers meanwhile circling about on the lookout for other victims of the accident.

A total of five persons—two girls and three men—was picked up by the life-savers. They were all taken to the station, where the girls, who had responded admirably to the treatment given them en route, were placed under the care of several physicians and nurses from aboard a yacht anchored in the vicinity, who kindly volunteered their services. The three men were not in need of attention.

So far none of the life-saving crew knew whether or not any of the pleasure seekers had been lost. After the five survivors had been cared for the crew therefore returned to the scene of the accident and dragged for the bodies of possible victims. While they were engaged in this work word reached them that everybody involved in the disaster had been rescued. The search was accordingly discontinued. About 8 o'clock in the evening, however, news reached the station that two of the men known to have been aboard the *Pippin* had not returned to their homes and that their relatives were making inquiries for them. Thereupon the crew immediately returned to the submerged launch aboard the steamer *Relief* and hauled the boat up on the beach, but failed to find the body of either of the

missing men. They continued fruitlessly to search the waters of Dorchester Bay and the shores of the adjacent islands for nearly a week. Several days after the capsizing the body of Hardigan was picked up by the launch *Augusta*, between Thompson's Island and Squantum, and that of Smith at Spectacle Island.

It appears that none of the survivors interrogated with regard to the casualty remembers to have seen in the water either of the two men who perished. It is presumed that they sank very soon after falling overboard.

#### CAPSIZE OF ROWBOAT, AUGUST 11, 1912.

##### BUFFALO STATION.

It is the custom of a number of persons variously employed during the day in the city of Buffalo, N. Y., to fish at night in the month of August from the end of the Government slip in the harbor of the place named.

On the night of August 11, 1912, about a dozen persons were engaged in the sport referred to, handling their lines from the piers, while three others were fishing from a rowboat anchored a hundred feet or so off one of the pier ends. Shortly after midnight the lookout of the Buffalo Life-Saving Station heard cries for help coming from the direction of the piers. As the station watches were changing at the time, four surfmen were dressed and ready for action. Under command of the keeper, these at once launched the power surfboat. Three minutes later they had covered the half-mile to the piers, where they found a man plainly under the influence of liquor sitting in a boat nearly full of water and screaming at the top of his voice. They took him on board and soon learned from him that the boat had contained two other men, both of whom had tumbled into the water while trying to change seats. According to the story of the survivor, both of them had tried to swim ashore. They were evidently soon drowned, as none of those fishing from the pier saw or heard them in the water.

After taking the rescued man to the station the keeper returned to the scene with grappling irons and dragged for the bodies. Both were recovered within an hour. Judging from the place where they were found, it would seem that they had swum away from instead of toward the shore. The names of the drowned men were George Leavrczyk and John Walkawak.

#### CAPSIZE OF BARGE "LILLEBONNE," AUGUST 29, 1912.

##### POINT BONITA STATION.

On the afternoon of August 29, 1912, the 218-ton barge *Lillebonne*, bound seaward from the harbor of Oakland, Cal., with a load of garbage was overturned by a strong wind and rough sea a mile offshore and the same distance south-southeast of the Point Bonita Life-Saving Station. The barge, which had formerly been a schooner, was making her first trip as a garbage boat, and was in tow of the tug *Dauntless*. She carried a crew of eight men, one of whom, Joseph Healy, was lost. Her cargo reposed in large bins constructed high above her deck. This made her top-heavy, and when a strong gust of wind struck her at the heads she went on her beam ends, sinking a few minutes later in 16 fathoms.



It would seem that after the schooner turned over seven of her crew were so fortunate as to be able to climb up on her side. It appears that a short time before the capsizing took place the man who lost his life went down into the cabin with the intention of sounding the bell to see whether the vessel was leaking. She went over while he was below, and he did not have even a chance to save himself. When she sank five of the seven men who had succeeded in getting on her side managed to scramble into her small boat, while two were thrown into the water.

At the time the disaster occurred the Point Bonita life-saving crew were at work 300 yards northeast of their station moving a pump house. The schooner lay on her beam ends when they sighted her. They ran to their power boat, which was moored at the station wharf, and put off, driving the engine at its highest speed. They also took advantage of the wind, which blew strong on their quarter, by hoisting the foresail. By the time they arrived a large motor launch, which had outdistanced them in the run to the vessel, had succeeded in picking up one of the two men who had been thrown into the water, and was trying to rescue the other. The station keeper therefore turned his attention to the five men in the schooner's boat, who by this time had drifted several hundred yards from the spot where the vessel had sunk. They were surrounded by wreckage and garbage, and the seas were breaking over them, but as the lifeboat drew near they were so unmindful of their peril as to beg the keeper to go first to the assistance of the man whom the other motor craft was trying to rescue. Although the lifeboat was not then in a position from which a quick run could be made in near him—a short turn against the sea among much wreckage being necessary—the keeper nevertheless endeavored to comply with their request. After the boat swung around, however, a big bunch of wreckage actually prevented it from getting within reach of him. A line was therefore thrown, but it fouled and fell short. Appreciating the danger to which the crew exposed themselves by keeping their boat longer in the midst of the wreckage, Surfman Johnson at this juncture sprang overboard and worked his way to the man's side. As it was out of the question for him to get back to the lifeboat, he assisted his charge to the other launch, which lay to leeward. This rescue consummated, the keeper turned back to the five men in the small boat. The work still to be accomplished had to be done with the utmost expedition. As the power boat swung in alongside three of the occupants were grasped and hauled on board, but before the two others could be picked up a sea swept the life-savers away. While they were circling around preparatory to another attempt a launch operated by a fisherman who had come upon the scene ran in and completed the rescue.

The state of sea and wind, and the wreckage and garbage that covered the water in the locality of the disaster combined to make the rescue of the seven survivors a difficult and dangerous task. The service power boat had scarcely arrived before she was disabled by getting a line in her wheel. The line did not interfere with running ahead or stopping, but she could not be backed. But for this difficulty the service crew would have been able on their first trip alongside to keep beside the small boat long enough to rescue all five of its occupants.

The keeper states that the master of the tug *Dauntless* did not sound any distress whistles until the schooner went down. The failure of the tug to go to the assistance of the schooner's crew is explained by the circumstance that she was for some time unable to get free of her steel towing hawser.

The body of the man who was drowned was never recovered. The *Lillebonne* remained on the bottom for about a week; then she floated and became a menace to navigation. She was finally hauled into shoal water and blown up, the life-saving crew assisting in her destruction.

#### CAPSIZING OF POWER BOAT "PILGRIM," OCTOBER 5, 1912.

##### YAQUINA BAY STATION.

On the evening of October 5, 1912, five lives were lost by the capsizing of the gasoline sloop *Pilgrim* off the entrance to Yaquina Bay, Oreg. The names of the persons lost were J. D. McKenzie (master), Claud Toner, Tarl Telefson, Forest Wooster, and Michael Henry. All except McKenzie were boys between 16 and 20 years of age.

The disaster occurred at a point  $1\frac{1}{2}$  miles south-southwest of the Yaquina Bay Life-Saving Station. The *Pilgrim*, a new 14-ton boat, 40 feet long, had crossed out over the bar during the forenoon, presumably to engage in fishing. She was overtaken by disaster and her crew lost while making her way back into harbor.

There was a strong northwest wind blowing at the time and a strong flood tide running, and the seas were breaking heavily on the bar. In fact, the condition of wind and sea throughout the day was such as should have deterred any vessel of the size of the *Pilgrim* from attempting to cross the bar, either going out of or coming into the bay.

It appears that as the *Pilgrim* approached the bar on her way home Keeper Stuart, of the Yaquina Bay Station, and two members of his crew were watching her. They had no idea she would do anything more than reconnoiter the bar. On the contrary, they confidently expected that she would turn round and put to sea to await a more favorable hour for making the harbor. But she kept steadily on toward the entrance. Reaching the breaker-swept area of the bar, she was seen to take the first sea without evident difficulty. The second one encountered, however, capsized her.

The Dobbins boat was immediately manned and launched with every member of the crew in his place. On their arrival at the end of the south jetty after a hard pull across the bay entrance against a strong incoming tide, the life-savers learned that the *Pilgrim* had come ashore about a mile farther south. They accordingly landed and proceeded on foot down the beach. They found the launch lying on her port side about 60 yards out from the edge of the surf. One of the crew, Surfman King, swam out to her with a heavy line attached to his waist, but as she was full of water, with wreckage and fishing gear thrashing about as the seas broke over her, he was unable to make search for the bodies of her unfortunate crew.

After patrolling the beach fully 2 miles to the southward the keeper and part of his crew returned to the station. Three or four surfmen were detailed to keep watch of the wreck. About 10 p. m., the tide

having ebbed and the water run out of the vessel, the surfmen and some volunteers boarded her and found the bodies of McKenzie, Telefson, and Henry. The bodies of Toner and Wooster were never recovered.

#### CAPSIZE OF LAUNCH "LILIAN L.," OCTOBER 6, 1912.

##### POINT LOOKOUT STATION.

The foolhardiness of inexperienced persons in venturing upon unsheltered waters in small, open boats is convincingly shown in the following account of an accident that occurred October 6, 1912, off the coast of Long Island, 2 miles east of the Point Lookout Life-Saving Station.

On the morning of the day mentioned a party of five men set out from Rockaway to Freeport, N. Y., in a 20-foot open launch named the *Lilian L.* The trip could be made by two routes: One, through the channels and inlets that cut up into numerous small islands the southerly shore of Long Island; the other, by the open sea from Rockaway to Jones Inlet, and thence northerly through one of several narrow passages similar to those necessary to be traversed on the first-described route. As the weather was fine and the water offshore smooth, the party chose to go by the route that would take them part of the way by sea. Little they reckoned the danger that awaited them 9 or 10 miles down the coast at the place where they would have to leave the ocean and turn into the estuary—Jones Inlet—leading up in the direction of Freeport.

About 11 a. m. the keeper of the service station at Long Beach, several miles east of Rockaway, rang up the Point Lookout Station and notified the life-saving crew at that place that a launch with a sharpie in tow had passed the station first-named, going east.

As the tide was flooding by this time and the sea had become rough, the man on duty in the tower of the Point Lookout Station kept a sharp watch for the launch. His vigilance was not immediately rewarded, however, owing to the fact that the view seaward had become obscured by a low-hanging mist. The party passed the station without being discovered. Reaching Jones Inlet, where they were to turn in, they found the water breaking heavily on the bar off the entrance. In their ignorance they nevertheless kept on, undeterred.

The first breaker that struck them filled their boat and set the sharpie adrift. Three of them managed to get hold of the sharpie, while two—Fred Ehlen and Jos. L. Meniger—succeeded in grasping the launch's bow. The next sea that came along rolled the launch over and broke the hold of the two men. They were not afterwards seen alive. The sharpie also rolled over several times, but the three men clinging to it were able to maintain their hold until the Point Lookout life-savers picked them up.

The station lookout had discovered the overturned sharpie while scanning the waters of the inlet through his glass. Owing to the distance and the prevailing haze, he could not make out what the object was, but in view of the telephone message referred to, he rightly assumed that the boating party had suffered misfortune.

The station crew immediately launched their surfboat and rescued three of the five boatmen, as already indicated. After taking them ashore and sending them to the station in charge of some citizens, the life-savers returned to the scene of the disaster and made search for the two missing men. Their quest proving fruitless, the keeper sent two surfmen to patrol the beach, while he obtained a fast power boat and explored the inside waters.

The body of Ehlen came ashore several days later at Edgemore, L. I. That of Meniger was not recovered.

#### WRECK OF GASOLINE STEAMER "OSPREY," NOVEMBER 1, 1912.

##### COOS BAY STATION.

While trying to cross in over the bar at the entrance to Coos Bay, Oreg., about 6 a. m. of November 1, 1912, the 43-ton gasoline steamer *Osprey*, bound from Port Orford, Oreg., to Coos Bay with a cargo of barreled salmon, was overwhelmed by the breakers and capsized with the loss of every person on board, namely: Gust Johnson (master), J. Jacobsen, Ned Harvey, Chester Johnson, and Joe Peitsch. The little that is known concerning the circumstances of the disaster is contained in a statement submitted by Capt. George Tyler, master of the tug *Roscoe*.

It appears that early in the morning of the date mentioned Capt. Tyler, on his way out of Coos Bay with a tow, cast off his line near the bay entrance and ran down to the bar to ascertain what his chances were for getting safely to sea. Deterred from making the venture by the state of the water on the bar, he had turned back when he saw the light of a small vessel outside. As she was apparently bent on coming into the bay he stopped his tug off the bell buoy abreast of Coos Head to watch her. He lost sight of her after she entered the outer line of breakers. Convinced that she had met with misfortune he swung round and ran out as far as the end of the jetty that extends seaward from North Spit, and saw a boat bottom up in the breakers nearly abreast of the jetty buoy. There were no signs of life on or near the vessel.

As the tide had commenced to ebb Capt. Tyler experienced much difficulty in handling his vessel, burdened heavily, as she was, with a deckload of freight. Therefore, he did not at once approach nearer the overturned boat than 300 feet. As those aboard the *Roscoe* watched, the *Osprey* was seen to turn up on her port beam, bringing her pilot house into view. The crew of the tug were then able to read her name. She had scarcely changed her position in the water when a man crawled out of the house and waved his arms. The tug immediately whistled to let him know that he was observed, then backed cautiously down toward the boat close enough to heave a line on board. In the meantime another man was discovered 30 feet or more from the vessel holding on to some wreckage that apparently trailed overboard.

The man seen in the pilot house was recognized by Capt. Tyler as Capt. Johnson, master of the *Osprey*. In the opinion of Capt. Tyler, he was either half drowned or badly frightened. He got hold of the line thrown from the *Roscoe* and tied it around his body in

compliance with Capt Tyler's instructions, but when commanded to jump overboard he did nothing but cling tightly to the rail of his vessel.

While the above-described efforts to save Johnson were being made both vessels drifted northward into an area of broken water so dangerous as to jeopardize the lives of those aboard the tug. Capt. Tyler therefore directed his men to haul the man overboard regardless of his reluctance to take the plunge into the water. They accordingly endeavored to break his hold, but he still resisted with all his strength. As the tug did not dare remain longer where she was, owing to her proximity to the jetty, there was nothing to be done in the circumstances but cast off the line, which was done. Soon after the tug made her escape the *Osprey* drifted into the furious surf off the end of the jetty, rolled over, and nearly buried herself in the seas. When those aboard the tug once more got a good view of her, both Johnson and the man clinging to the wreckage had disappeared.

About this time the Coos Bay life-saving crew, bound from their station 3 miles up the bay, were rounding the turn in the channel near the entrance. After learning from Capt. Tyler what had transpired they accompanied the tug to the end of the jetty and found the *Osprey* fast on the rocks forming the base of the structure. The water was too rough at the prevailing stage of the tide for the life-saving crew to land on the jetty and make a close inspection of the wreck.

It appears that just before dawn the lights of the *Osprey* were seen from the station lookout, situated on the point of North Spit and overlooking the bay entrance. They soon disappeared, and a few minutes later the surfman on watch saw the vessel lying on her side with her bottom toward the shore. He observed a man standing on her cabin aft and one clinging to some wreckage forward. Both men were shouting for help. He waved a flag to them and immediately telephoned to the life-saving station. The power lifeboat was quickly launched and run at top speed down the bay, but with the result already shown. The bodies of only two of the victims of the disaster—J. Jacobsen and Chester Johnson—were recovered, so far as known.

#### WRECK OF SCHOONER "JOHN MAXWELL," NOVEMBER 2, 1912.

##### NEW INLET STATION.

The wreck of the schooner *John Maxwell* in the early morning of November 2, 1912, three-fourths of a mile southeast of the New Inlet Life-Saving Station, coast of North Carolina, furnished the most serious casualty of any that occurred upon our eastern seaboard during the year within the scope of operations of the service.

When overtaken by disaster the *Maxwell*, a 532-ton vessel, carrying a crew of seven men, was on her way from Norfolk, Va., to Savannah, Ga., with a cargo of coal. Capt. Fred Godfrey, her master and the only survivor, states in his testimony, given at the official investigation of the wreck, that the weather previous to the time of the stranding had been thick and rainy, and that when the vessel struck the wind was blowing about 20 miles an hour and rapidly increasing,

with a rising sea. Asked as to the cause of the disaster, he declared it to have been the fault of the mate in not obeying his orders to get a cast of the lead. As all hands except the master perished, his charge of disobedience made against his first officer must stand unsupported and unchallenged.

According to Capt. Godfrey's story of events aboard ship the above-mentioned dereliction of the mate was not the only short-coming on the part of the latter that brought disaster upon his ship-mates. The schooner had scarcely grounded before he and four of the crew, in defiance of Capt. Godfrey, abandoned her in the ship's boat, leaving only the cook to keep the captain company. What befell the five men after the boat struck the water and the darkness swallowed them up will never be known, for none of them was afterwards seen alive. Had the mate obeyed his superior officer in the second instance he might in a measure have made amends for his fatal disregard of instructions given earlier, as the master expresses the belief that, with all hands assisting, the line that was finally laid across the schooner from the beach could have been hauled out and the breeches buoy apparatus set up, thereby making possible the rescue of the entire company.

Following the desertion of the five sailors, Capt. Godfrey and the cook (named Alexander Tillman) climbed into the mizzen rigging. A few moments later, namely, at 3.10 a. m., the vessel was discovered by Surfman P. L. O'Neal, making the patrol south from the New Inlet Life-Saving Station. Half an hour later the crew of the New Inlet Station (P. H. Etheridge, keeper) were abreast of the schooner with their beach apparatus. The Chicamacomico and Gull Shoal crews were soon also upon the scene, each with a surfboat, news of the stranding having been communicated to them by telephone from the station first named.

When the New Inlet crew appeared the *Maxwell* lay approximately 350 yards off the beach, wind, sea, and current having worked her some distance farther in from the spot where she first struck. Keeper Etheridge at once began operations looking to a rescue by firing a No. 7 line across the forward part of the vessel. The shot proved ineffective, however. The line fouled at the shore end and broke, and the projectile carried it away. The second shot, carrying a No. 9 line, was equally well aimed, but the life-savers hauled it back to the shore without feeling any answering pull from the schooner. Still a third line (a No. 9) was sent off with no better result. As it was apparent from the efforts made that nothing could be accomplished with the beach apparatus, owing to the distance to the schooner, the strong set of the current southward, and the lack of cooperation aboard ship, the three station keepers decided that it would be best to discontinue operations until daylight, when it was hoped a rescue might be effected by boat.

The wind, blowing strong when the schooner stranded, had become a full gale by dawn. The sea, also, which had risen during the latter part of the night, had become very rough. Giant waves were leaping clear over the schooner, while between her and the shore the water was a turmoil of furiously racing whitecaps. When it was sufficiently light to get a good view of the vessel, the two men on board were for the first time observed in the mizzen rigging. A shot now fired from the shore put a line within reach of them. They got hold of it

and endeavored to haul off the whip, but, exhausted as they were by their long vigil, and their movements being circumscribed, moreover, by their position, their combined strength was not sufficient to overcome the united force of sea and current tugging at the line between the schooner and the shore. When it appeared that they could do nothing with the line, the life-savers hauled it taut and bent on two cork lifebelts, it being plainly seen that they were without such protection. The line was cut on the beach and a signal made to the imperiled men to haul away. But the current again defeated their efforts—they could not drag even the belts through the water.

As the work so far performed held no promise of ultimate success the life-savers now turned to their boat. Eight oarsmen, picked from the three crews, were chosen for the venture, with Keepers Etheridge and J. A. Midgett (the latter of the Gull Shoal Station) to handle the steering oar. It required the efforts of every keeper and surfman on the beach, supplemented by the assistance of a number of spectators, to get the boat into the water and started on its way.

Recourse to the surfboat, however, like the efforts previously made with the line, was doomed to fail. The craft safely passed the inshore breakers with fair speed, but 100 yards from the wreck it encountered the powerful current previously referred to, and its progress was precipitately stopped. So far as getting ahead was concerned the strength of the seasoned men at the oars might as well have been exerted against a stone wall. Referring to the efforts of the boat's crew to proceed, Keeper Etheridge testifies that in all his experience as a life-saver, covering a period of 26 years, he never saw the tide running stronger. Perceiving, after a determined attempt to get on, the utter impossibility of reaching the ship, Keeper Etheridge, who was in command of the crew, passed the word to the oarsmen to run for the shore. A landing was made 500 yards leeward of the place where they had launched.

On getting back to the beach Keeper Etheridge shot another line over the wreck. The sailors secured it and fastened it to the mast. In a few moments Tillman grasped it and swung from his position with the evident intention of trying to make shore. He succeeded in working his way along the line a distance of perhaps 20 feet when he lost his hold and fell into the water. After making a desperate effort to regain the vessel he sank.

During the forenoon of the 2d, with the force of the gale rapidly increasing and the sea steadily growing rougher, the schooner began to break up. The service crews had reached the end of their resources, however, and could do nothing but look helplessly on in momentary expectation of seeing the single remaining survivor go down with the swaying mast. They stood thus impotently by watching the closing scenes of the tragedy throughout the afternoon of the 2d and a part of the night. The end came shortly after midnight. By the aid of two searchlights that played upon the wreck from a revenue cutter and a warship standing by offshore they saw the schooner riven apart and were able to follow the movements of the man up aloft as he lowered himself to the deck and made his last stand at the vessel's stern. They were soon to learn, however, that the good fortune which had permitted the master to live long enough to witness the death throes of his ship was destined to attend him throughout the still darker moments to come, in the fight for his life amidst wreckage and overwhelming seas, and finally to see him safely ashore.

When the dismemberment of the vessel took place the master found himself on a fragment of the schooner's stern. He still had enough strength left to cling to his unstable support and enough voice to halloo. His shouts, faintly carrying to the wearied men on the beach, gave them renewed energy and put them on the alert. The part of the broken hull that supported him was providentially borne by the swift tidal current in toward the land. When it came within throwing distance one of the watchers waded down into the surf and cast a line to the man, shouting to him to tie it around his body. He did as directed and was soon hauled ashore.

Capt. Godfrey was cared for at the New Inlet Station until fully recovered from his terrible experience. A letter from him expressing his appreciation of the services of his rescuers may be found under "Letters of acknowledgment." In said letter he expresses the opinion that his crew also would have been saved had they remained by the ship and assisted in the work of hauling off the lines sent out by the life-saving crews.

As previously indicated, a revenue cutter (the *Onondaga*) and a naval vessel, standing by the wreck outside during the night of November 2, threw their searchlights on the schooner. Capt. Godfrey was of the opinion that the illumination thus afforded actually saved his life, as it enabled him to change his position in time to keep him from going overboard with the mast.

#### LOSS OF FISH BOAT "TWO BROTHERS," NOVEMBER 23, 1912.

##### PENTWATER STATION.

On the afternoon of November 23, 1912, the fish boat *Two Brothers* struck the end of the south pier at Pentwater, Mich., while trying to make harbor during a gale, and sank, drowning her crew of three persons, namely: August Christensen, Ole Ellehammer, and Tony Johnson.

When the fish boats of Pentwater left harbor on the morning of the day mentioned to visit their nets on the offshore fishing grounds, wind and sky presaged a storm. About 1 p. m. the wind began to blow from the northwest and soon attained the force of a gale. By 2 o'clock the sea was running high, with heavy breakers extending 150 feet offshore from the harbor entrance and very rough water in the entrance channel. Indeed, the waves were soon making a clean breach over the outer portion of the north pier, the strong wind sending the spray from their crests 50 feet in the air. The seas broke over the south pier also at intervals, but not in such volume, owing to the lee afforded by the structure on the north side, which extended 100 feet farther out into the lake.

Along about 2 o'clock the surfman of the Pentwater Life-Saving Station on duty in the lookout, situated on the north pier, 750 feet from its outer end, called the station keeper into the tower to take a look at the returning fish boats then in the offing, which were making heavy weather of it and in danger of broaching to in the breakers at the harbor entrance. Having satisfied himself that the vessels were exposed to danger, the keeper returned to the station, launched the Beebe-McLellan surfboat, and proceeded down to the harbor entrance to within 300 or 400 feet of the pierheads. It was his plan to remain inside near the entrance ready to rush to the aid of any boat finding itself in trouble outside.



While the boat's crew were waiting there until their services should be in demand, the *Two Brothers* was seen to shoot out from behind the end of the north pier on the crest of a high comber, head south across the entrance, pass the end of the south pier a short distance to the south and west, and then square up for the harbor. Their view of her was obstructed for the moment by the south pier. When they beheld her again it was to see her fling herself like a living thing up on top of the pier end, rest there for a moment poised, then lose her balance as a sea struck her, and tumble backward into the lake. When this spectacular event took place the life-saving crew were at a distance of perhaps 400 feet from the unfortunate boat. They landed upon the pier as quickly as possible with heaving lines, but by the time they reached the end of the structure the boat with its crew of three was nowhere to be seen.

It appears that a man named Maynard was standing on the north pier when the *Two Brothers* met with disaster. Being at a point abreast of the end of the south pier, he had a good view of the occurrence. Referring to the sea that carried the boat to destruction and to the events immediately following, Maynard says:

It was the biggest sea I have seen in a good many days. The wind was blowing almost a hurricane from the northwest. When the *Two Brothers* got abreast of the north pier she turned and started in. When she came to about 100 or 150 feet out from the north pier she rose on a large wave, and it looked as though her wheel and rudder were both out of the water. It was just like a person going ashore on a comber. The boat was carried toward the south pier at railroad speed. As she neared the pier she slipped back on the wave, and the rudder and wheel taking effect sent her broadside to the end of the pier. A second wave lifted her up on top. She hung there until another wave swung her off. Then she dropped down into the water again. Christensen and Johnson came out at the stern and jumped into the lake, but Ellehammer, who came out at the bow, hung on to the top of the cabin until the boat went down.

The strong undertow rapidly carried Christensen and Johnson out into the lake, where they soon sank in the cold water. Ellehammer went down with the boat.

It appears from the evidence in this case that not more than two minutes elapsed between the time the fish boat struck the pier and the time her crew disappeared beneath the waves. In the circumstances, neither the life-saving crew nor anyone else could have done anything to save or even attempt to save the victims of the disaster.

#### WRECK OF TUG "MARGARET," DECEMBER 30, 1912.

##### AVALON AND TATHAMS STATIONS.

On the morning of December 30, 1912, the seagoing tug *Margaret*, fighting her way against a 45-mile gale, en route from New York to Norfolk with three heavily-laden barges, struck a submerged wreck or other obstruction off the coast of New Jersey, and was so severely injured that she had to cast off her tow and run for the shore to keep from sinking. She grounded in the breakers some 300 yards off the beach, and was promptly discovered by the lookout of the Avalon Life-Saving Station, 3 or 4 miles to the northeast.

As a rescuing party from the station named would have had to put to sea in the teeth of the gale, news of the disaster was telephoned to the Tathams Life-Saving Station, several miles to the southward—from which place a boat going to the assistance of the tug would have the wind dead astern. After sending the message the keeper

of the Avalon Station set out with his crew down the beach on foot with the purpose of assisting the life-savers at Tatham's should assistance be necessary.

On receiving information of the stranding the Tatham's crew, under the command of Keeper Harry McGinley, hauled their power surf-boat down to the beach ready for launching. Under the lashing of the gale the waters inshore had become a cauldron of raging seas. To launch off an unprotected beach at such a time is a task of great difficulty and danger, for in order to escape disaster the boat must be held squarely head to the seas. A swerve to either side, however slight, and a breaking wave may swing the craft around broadside to and roll her back on the beach, possibly to the loss of some of her crew.

As the boat glided from her carriage and struck the water, the engine was set going to give her steerage way, but so fierce were the onslaughts of the surf that the power of her two propellers had to be augmented by the muscle of seven oarsmen before she was able to get her nose beyond the first line of breakers. As it was, she filled before reaching the less turbulent area outside the inshore breakers. Fortunately the boat was a self-bailer and practically non-submergible.

Wind and sea were rapidly increasing, but once beyond the surf the rescuers had both in their favor and were soon in the locality of the tug. They found her lying bow to the shore, with only the upper part of her pilot house and 3 or 4 feet of her bow exposed. Her after-house had disappeared, and her boats had washed clear of their tackle. What still remained above water was being heavily bombarded by the seas, as though old Neptune were bent on battering down the last refuge of the vessel's hapless crew before any human agency could intervene to save them.

After a hasty survey of the situation, Keeper McGinley decided to run in under the starboard bow, that being the least exposed place alongside the wreck. A few quick-spoken instructions were accordingly given as to the duty of each man when the moment should arrive for the actual work of rescue to begin.

The boat was held in check as much as possible, awaiting the approach of a favoring sea. When one came along, the full power of the engine was turned on and boat and gathering wave sped swiftly toward the vessel. Fifty yards from the goal, however, the sea fell away. At this critical moment, with the speed of the craft slackened, two towering seas raced down upon the boat from over the bow. The propellers were reversed to give the craft sternway and enable her to meet the oncoming waves with as little shock as possible, but she failed to take the first one at the right moment and it broke over the heads of the occupants, hiding men and boat entirely from the view of the crew of the tug, who were anxiously watching the contest.

Like a duck coming up from a dive, the boat freed herself of the deluge of water, only to take a second plunge under when the following sea struck her; but she again came buoyantly up and with every man of her half-drowned crew in his place.

While the life-savers were battling thus with the seas, wind and tide carried them fully 250 yards away from the wreck. Efforts to regain the ground lost were continued with renewed vigor, the surfmen now taking to their oars and adding their strength to gasoline power.

For more than half an hour the unequal fight went on, the boat gaining, then losing, then gaining again, the oarsmen frequently having to stop rowing and hold onto their seats to keep from being washed overboard.

At last the boat, having shipped many seas and repeatedly filled, got within 25 yards of the tug—almost near enough to permit a line to be thrown into the hands of her crew.

Keeper McGinley, who held the steering oar, states in his report to the department that the surf around the wreck was the worst he had ever encountered in 29 years spent on the beach. The master of the tug adds his testimony also to that of the keeper regarding the condition of the sea, with the statement that on two occasions, as he watched the efforts of the life-savers to get alongside, their boat was flung so high above the surface of the water that he could see daylight underneath her entire length.

Weather conditions were unfortunately growing worse, the gale having now attained almost the velocity of a hurricane and the seas become miniature mountains. Moreover, the wave-buffed surf-boat, on getting in near the wreck, found herself in the toils of an irresistible current, against which the power of men and machinery combined availed nothing.

The life-saving crew had indeed reached the end of their resources, as was soon to be demonstrated. As they struggled futilely to make headway their boat was caught up without warning on the crest of a suddenly risen comber and in a twinkling flung aloft and turned over.

Following the capsizing, five of the crew, including the keeper, succeeded in regaining the boat, which now floated bottom up. Three came to the surface so far away from the craft that they could not reach it at all. After struggling vainly against the current for a while two of them gave up the contest and swam for the shore.

The four oarsmen who, with the keeper, had managed to get back to the boat were able to support themselves alongside by holding on to the bilge strips, while the keeper maintained himself at the stern, clinging to the propeller blades. Several attempts were made to right the boat, but its weight and bulk refused to answer the united tugging of the four oarsmen.

As the five helpless men clung to the craft, with tons of swirling green water burying them at intervals of a few seconds, they did not forget to shout words of encouragement to their apparently less fortunate comrades, fighting their way to a place beside them. Moreover, the men alongside the boat were not unmindful of each other. After each sea had smashed down on their heads and passed on, the first question asked one of the other was: "Is every one safe?"

Two of those who were clinging to the boat, Surfman John Mathis and Adelbert Robbins, had been boyhood friends. Mathis was married. When it seemed that all must inevitably perish, Robbins, with as fine a spirit of resignation and self sacrifice as was ever exhibited, remarked: "If one of us has to die, I would rather it would be me instead of John. He has a wife and children."

Shortly after the keeper regained the boat he endeavored to push the steering oar, which was still secured at the stern, within reach of one of the three men the tide had carried away some distance. While his attention was engaged by the oar a sea, taking him off his guard, tore him away from the wheel and swept him away also. Finding

himself unable to get back to the boat and feeling the chill of the water beginning to benumb his senses, he too struck out for land. The others who were still by the boat soon followed his example.

By a miracle all hands reached shallow water, from which they were hauled by their comrades from Avalon, assisted by residents of the neighborhood. They were so chilled and exhausted when taken from the surf that they had to be carried bodily to a rousing fire awaiting them in an abandoned barn near by.

By 2 p. m. the wind had moderated perceptibly and shifted to the westward, cutting down the surf considerably. In anticipation of the improved weather conditions Keeper Frank Nichols of the Avalon Station had already dispatched his crew for his surfboat. The boat arrived at 3.30 p. m.

While preparations for leaving shore were under way a new difficulty arose—that of picking a crew. Eight men were needed, but each man in the two crews insisted on being given a place in the boat. The Avalon crew were fresh and impatient for the work ahead, but the men from Tathams protested vociferously against any arrangement that would leave them to play the rôle of spectators. Finally it was agreed that the privilege of facing death in the breakers should be accorded the two keepers and three surfmen from each station. The disappointment of being left behind was so keenly felt by one of the surfmen that he broke down and wept. This man, be it known, had passed through the harrowing events of the earlier venture and was in no condition to go to sea again.

The surfboat, successfully launched, made fair headway toward the wreck, but the strength of the oarsmen alone—the boat being without power—was not sufficient to offset the combined force of wind and current. Consequently, the rescuers were swept helplessly past the wreck. There was nothing to do but beat back to windward again for another attempt. This they did, going far enough to give them a 300-yard run to the vessel.

They found the tug apparently intact, with the seas breaking over the pilot house, whose windows still framed the haggard faces of 10 despairing men. As the wreck afforded practically no lee, the danger of running alongside may well be conceived. The tug was in momentary danger, moreover, of breaking up, so there was no time to wait for a lull in the gale or for a chance to maneuver for an advantageous position. The run in alongside had to be made with the utmost expedition, and the boat, once the crew sent it forward, held true.

As the boat shot in under the tug's bow a line thrown toward the pilot house was eagerly seized by the sailors and made fast. The next instant almost saw a second disastrous termination of the life-savers' efforts. When the line tautened the boat swung around to the current and was struck broadside by a succession of seas, which, besides filling her, snatched five oars out of the hands of the surfmen and carried them away. Fortunately the two keepers, whose united strength was employed at the steering oar, managed to work the craft quickly around again to her former position. While she was held thus, the shipwrecked men—10 in number—left their precarious refuge and tumbled on board.

Just as the last man was taken off a giant comber lifted the boat high in the air and sent her smashing against the side of the tug,

staving in three of her planks. It was no place, however, in which to take stock of casualties. The surfmen, therefore, backed away for the shore with as much speed as could be made with the boat's three remaining oars.

Superb surfmanship won the day, and the battered and disabled boat, weighted down nearly to the gunwales by its load of 18 men, reached the beach without further accident.

It was learned from the shipwrecked crew that one of their number, the fireman, had perished after the tug had stranded. Rendered temporarily insane by fear, he had jumped into a boat and started to lower it. A sea came along while he was working at the fall and upended the craft, pitching him headlong into the water.

Keeper McGinley's description of the *Margaret's* polyglot crew, and of the manner in which the feelings of some of them found vent after the surfboat reached shore, gives a brightening touch to his somber recital of the thrilling events that preceded and attended the rescue. He says:

It was a motley crew. Only 4 of them were Americans. There were the captain, 2 negroes, 1 Irishman, 1 Scotchman, 2 Scandinavians, 2 Turks, and 1 from North Carolina. Talk about the confusion of tongues! I can imagine why the Tower was not finished. Most of them were hatless and shoeless and clad only in trousers and undershirt. All were overjoyed when we landed. The cook, a huge negro, dropped to his knees on the sand and with arms upraised offered thanks to the Lord for his deliverance. The little mess boy, also colored, was no less demonstrative and sincere than the cook in his manifestations of gratitude. His actions took a livelier turn, however. He did a barefoot shuffle on the ice-cold beach.

The two station keepers (McGinley and Nichols) were the recipients of letters from the Secretary of the Treasury highly praising the conduct of all who participated in the day's hazardous work. The services of the two crews were further recognized by the department by the award of gold medals, each man who shared the perils of one or both trips to the wreck being so honored. (See Awards of life-saving medals, p. 46.)

#### WRECK OF STEAMER "ROSECRANS" JANUARY 7, 1913.

##### CAPE DISAPPOINTMENT AND POINT ADAMS STATIONS.

Shortly after 5 o'clock on the morning of January 7, 1913, during the prevalence of a heavy gale with thick weather, the 2,976-ton Associated Oil Co.'s steamer *Rosecrans*, bound from Monterey, Cal., to Portland, Oreg., with a cargo of 19,000 barrels of crude oil, stranded on Peacock Spit, at the entrance to the Columbia River. The vessel and her cargo, valued at \$260,000, were totally destroyed, and 33 of the 36 persons composing her crew perished before assistance could reach them. Two members of the crew—John Slinning, quartermaster, and Erick Lundmark, carpenter—were rescued from the steamer's rigging by the Point Adams life-saving crew several hours after she stranded. The other survivor, Quartermaster Fred W. Peters, drifted ashore on a plank after he had been more than five hours in the water. The names of the lost are given by the owners of the *Rosecrans* as follows: L. F. Johnson, captain; Thos. Mullins, Hans Tonder, and C. R. Palmer, first, second, and third mate, respectively; R. M. Grundell, chief engineer; J. A. McPherson, J. L. Adams, and Norman Fife, first, second, and third assistant engineer, respectively; L. A. Prudhont, wireless operator; Milton Elletson, electrician;

F. Armstrong and Henry Hendrickson, quartermasters; F. Wilson, steward; Pete Uren, Hjalmar Reistad, Severin Gjosen, Wm. Harden, Chris Murphy, Steve O'Hare, J. McGlinchy, C. Smith, J. Olsen, S. Cagna, Pete Hareide, F. Mihan, Knut Larsen, Richard Hannan, James Yeates, Chas. Alt, D. Bryant, H. G. Cross, and Angus McDonald. It appears that still another person was lost, but his name is not in the list furnished by the owners.

The *Rosecrans* left Monterey, Cal., on the afternoon of January 4. Her voyage up the coast was uneventful until the night of the 6th, as she neared the mouth of the Columbia River. On the evening of the date mentioned the wireless operator at Astoria, Oreg., received a message from her master, stating that she would be off the bar on the following morning. As shown by the testimony of the three survivors it was the intention of Capt. Johnson to cross in over the bar at daybreak of the 7th, when the tidal conditions would be more favorable.

Quartermaster Slinning testifies that the steamer passed Tillamook Rock Light "a little before 4 a. m. of the 7th." She was then  $1\frac{1}{2}$  or  $2\frac{1}{2}$  miles offshore, steering north  $8^{\circ}$  west under slow bell. A southerly gale, with a velocity of 60 or 70 miles an hour, accompanied by a heavy following sea, prevailed. The weather was thick and rainy, but light beacons were occasionally visible. Quartermaster Peters testifies that when he came on deck about 4 a. m. to relieve Slinning, he saw a white light well off the starboard bow, which was taken to be the Cape Disappointment Light. Another light visible one-half point on the starboard bow was thought to be the North Head Light. The Columbia River Lightship was not seen at all. It is shown that during the latter part of the night Third Officer C. R. Palmer was on the bridge, and that the master remained below except for a brief interval shortly after 4 a. m., when he came on deck to exchange a few words with Palmer. The steamer held to the course set by the captain—north  $8^{\circ}$  west—until she stranded at 5.15 a. m.

As to the responsibility for the disaster, the officer of the department who investigated the case has the following to say:

No other conclusion can be reached by me than that the disaster resulted from poor judgment and carelessness on the part of those who were responsible for the navigation and safety of the *Rosecrans*. The vessel must have passed the Tillamook Rock Light earlier than 3.30 a. m., as it is unreasonable to think that she could have covered 19 nautical miles in the next hour and 40 minutes under slow bell. If the course steered is correct, unless the compass was greatly in error the light abeam must have been much more than  $2\frac{1}{2}$  miles distant, otherwise the vessel would have stranded on Clatsop Beach.

Quartermaster Peters states that when he came on deck at 4 a. m. two lights were visible—one white light well off to starboard bow, which was taken for the Cape Disappointment Light, and North Head Light, visible one-half point on the starboard bow. As the *Rosecrans* at that time was probably at least 7 miles from Peacock Spit (this being determined by the combined speed of the vessel, which was perhaps 3 or 4 knots, and the current setting to the northward with the same velocity), it seems probable that the white light visible broad off the starboard bow was Desdemona Shoals Light. North Head Light, surrounded by mist, was probably not seen at all.

Had the light last seen been North Head Light, the position of the vessel would have been such that the strong ebb tide at the mouth of the river would doubtless have carried her clear of Peacock Spit. She must have passed within 3 miles inside of Columbia River Lightship, which she should have sighted. Capt. Johnson should have remained on deck on approaching the Columbia River bar at night under such unfavorable weather conditions, and stood a course sufficiently broad to make the lightship and carry his vessel outside of danger. It is evident that the ship was far ahead of her reckoning, and that not sufficient allowance was made for the northerly set of the current, the velocity of which had been greatly increased by the southerly

gale. Had the *Rosecrans*, after passing Tillamook Rock Light, headed off shore on port tack, with her engines just turning over, she would have drifted to the northward and been in a good position off the bar at daylight.

Peacock Spit takes its name from the U. S. sloop of war *Peacock*, which stranded on the shoal in 1841. The spit has claimed many a good ship. When a vessel grounds there she is either quickly pounded to pieces by the terrific breakers or swallowed up by yielding quicksands. The surf in that locality, always heavy, was extremely so on the morning of January 7.

The steamer struck at a point  $1\frac{1}{2}$  miles from the shore, and about the same distance west by south of the Cape Disappointment Life-Saving Station. Immediately after the stranding, the master came on deck and gave orders to his wireless operator to flash an "S. O. S." call to the effect that the vessel was on the bar and breaking up. The message was repeated three or four times. Shortly afterwards the operator was instructed to shut off his current, the master being fearful that the sparks from the apparatus might set the cargo on fire. The call was picked up by the operator at Astoria, who replied:

Q. K. Will send help. About where are you?

To this the *Rosecrans* sent back the following:

Water has washed in the cabins—I can't stay much longer—hel—.

It is not shown that any signals other than those referred to were made aboard the *Rosecrans*. The survivors could not say whether the vessel carried any rockets, blue lights, or other means of making known the fact that they were in trouble. The steamer's whistle was not even blown, doubtless, however, for the very good reason that the engine room was flooded by the time the seriousness of the misfortune was realized. There were life preservers on board, but it appears that several of the sailors did not have them on when the time of need came. The vessel had four lifeboats, but all of them were carried away soon after the stranding. It is doubtful whether they would have shaped differently the outcome of the morning's events had the crew been able to launch them, as no small craft could have survived the smother of the seas breaking against and around the stricken steamer.

Immediately after the steamer grounded the signal was given to reverse the engines full speed, and put the helm hard over. Orders were also given to start the pumps, with the view of emptying some of the oil overboard and thus lightening ship. The vessel answered her helm and started to back, but the mountainous seas that piled down upon her the moment her progress was interrupted tore away her hatches and let a deluge below decks, which put out her fires and extinguished her lights, leaving her helpless and her crew in darkness.

After the engines stopped running the crew assembled below amidships to wait for daylight and the help which all felt assured their wireless call would bring. Just before dawn the foremast carried away and the ship broke in two abaft it. Notwithstanding the wreck and ruin that was taking place above deck, the crew remained under shelter until nearly 9 a. m., by which time the vessel had filled so full as to drive all hands into the open.

All that is known of the events that took place on board the *Rosecrans* is contained in the testimony of the three survivors taken at the official investigation of the disaster. Referring to his own expe-

periences while engaged in the struggle to save himself, Quartermaster Peters, one of the three, says:

When I went on deck I tried to make the wheelhouse, where most of the crew were, and when I got forward of the stack I met Capt. Johnson. He was trying to get up to the wheelhouse, too, but his leg was broken, so we got him on the fiddley, under the overhang of the house. The seas were coming so strong that the after end of the house began to sag, so we had to get out of there. When I got out, a sea washed me to the rail. When the sea cleared I tried to make the rigging, but missed it and fell on the main deck. The next sea took me overboard. I noticed a plank a few feet away, and swam to it. I drifted over toward North Head Light, and thought I was safe until I saw the rocks and the breakers. I tried to swim clear of the rocks, and it seems the current started to take me out to sea. I then drifted up to the northward, and the breakers got me and took me ashore. I lost my plank when I got into the breakers. I was obliged to cut adrift my life preserver, as it got over my head. I stayed on top of the breakers as best I could all the way in, and then crawled up on the driftwood away from the sea.

The place where Peters made land was Tioga Beach, 5 miles up the coast from the scene of the disaster. A gunner found him as he lay helpless on the strand, and with the assistance of others carried him to a near-by house, where he was given first-aid attention and medical treatment. Later the keeper of the Klipsan Beach Life-Saving Station, who had learned of his coming ashore, arrived, took him in charge, and continued to administer restorative treatment.

Quartermaster Slinning, another of the survivors, was also under shelter when the vessel struck. On gaining the deck he climbed up on the bridge. Referring to what happened to him he says:

There were a number of men besides myself on the bridge. As the big seas lifted the bridge and pilot house off, I first grabbed the exhaust pipe, held on to that for a while, then got around the after part of the smokestack. A sea struck me from there, and sent me over the rail. I held onto the rail until the sea had passed. Then another sea took me to the after rail, and I got up into the main rigging.

Slinning says he saw "quite a number" washed overboard. Two others beside himself—Carpenter Erick Lundmark and a member of the engine-room force named S. Cagna—succeeded in getting into the main rigging. After remaining aloft for several hours, Slinning and Lundmark were rescued by the Point Adams life-saving crew, as already stated. The other man succumbed before the rescuers arrived on the scene. While they were alongside the vessel his body dropped into the sea. It was recovered, but was afterwards lost when the Point Adams Station lifeboat broke adrift from the Columbia River Lightship, aboard which the life-saving crew had sought refuge.

Little or nothing is known relative to the experiences of any of the steamer's crew except the survivors, following the occurrence of the disaster. It would seem, however, that most, if not all, of them went overboard with the bridge and the pilot house.

Upon receipt of the "S. O. S." message from the *Rosecrans* the wireless operator at Astoria sent out a general distress call. Getting no response from any other station or any vessel, he called up the agent of the Puget Sound Tugboat Co. at Astoria and asked him to notify the life-saving stations at Cape Disappointment and Point Adams. He also communicated with the wireless operator at North Head, and asked him to notify the station first named. It is shown that the operator at the last-mentioned place tried repeatedly to communicate with the Cape Disappointment Station, but without avail, the telephone wires being out of order. The agent of the



tugboat company succeeded, however, in getting word to the Point Adams Station.

Until 8.40 a. m.—3½ hours after the *Rosecrans* went on the shoals—no one on shore had any information as to the location of the vessel. At the time mentioned the surfman keeping the watch from the Cape Disappointment Station lookout tower, situated on the ocean side of the cape a quarter of a mile from the main station building, telephoned to Keeper Alfred Rimer of his station and informed him that a steamer was anchored in the breakers off McKenzie Head. The keeper immediately proceeded to the lookout to observe the vessel for himself, but could barely distinguish her through the thick mist that prevailed. Her bow at that time appeared to be slightly down, but she displayed no distress signals. The keeper promptly called up his station and gave instructions for the power lifeboat *Tenacious* to be made ready to go to sea. Several minutes later he and his men were on their way to the vessel.

The life-saving crew tried first to go directly around the cape, but found it impossible to stem the furious gale and the strong flooding tide. They thereupon turned back and went through the cut-off between Sand Island and the eastern end of Peacock Spit, but their attempt to reach the steamer by this route was likewise frustrated. Realizing after an hour's struggle the futility of their efforts to make headway, Keeper Rimer hailed a tug, which it seems had learned of the vessel's plight and ventured out to investigate, and asked to be towed out over the bar. The master of the tug declined, however, to risk the fury of the waters at the river entrance. Nothing daunted, the boat crew renewed their apparently forlorn undertaking, and actually succeeded in crossing Republic Spit unassisted. But mechanical power was finally compelled to yield to the overwhelming force of the elements, and they reluctantly turned back to await the slacking of the tide. They reached their station at 11.30 a. m.

Soon after the return of the Cape Disappointment crew to their station, Keeper Oscar S. Wicklund, of the Point Adams Station (on the south side of the river entrance), arrived with his crew in the service power lifeboat *Dreadnaught*. It appears that the message from the agent of the Puget Sound Tugboat Co. to Keeper Wicklund, notifying him that the *Rosecrans* was in trouble on the bar, was received at the Point Adams Station at 5.30 a. m. The agent had also informed Keeper Wicklund that the tug *Tatoosh* was making ready to go to the steamer's assistance. Being told by the wireless operator at Astoria that the *Rosecrans* was probably in the breakers on Clatsop Spit, Keeper Wicklund sent a patrolman out to the beach to see if such was the case. He also telephoned to the jetty foreman on Point Adams, asking him to run an engine out on the jetty that extends seaward from the point and reconnoiter. This action taken, he ordered his men to get ready for sea.

The life-saving crew first proceeded to the mouth of the river, where the *Tatoosh*, bound on an errand similar to theirs, overtook them. The tug made a thorough exploration of the bar, but no trace of the vessel was to be seen. The search ended, the life-saving crew returned to their station, where they learned that the quest of the patrol and of the jetty foreman had been equally barren of results.

Keeper Wicklund now decided to run across the river and find out whether the Cape Disappointment crew had learned anything of the whereabouts of the *Rosecrans*, telephone communication with that station, as already indicated, having been temporarily interrupted. As he was about to leave the station he was informed by telephone from Fort Stevens that the steamer had run on Peacock Spit, not far from North Head. Deeming it advisable to unite the efforts of the two crews of surfmen, Keeper Wicklund therefore crossed over the river with all possible speed.

The experiences of the two parties of boatmen while attempting to reach the wreck and while endeavoring to rescue the 3 men, who alone of the 36 persons composing her crew could be seen in the rigging of the one mast that still remained standing, are graphically described by Keeper Wicklund in his report to the department and in his testimony given at the official investigation of the disaster.

It appears that immediately upon his arrival at the Cape Disappointment Station, Wicklund put off for the *Rosecrans* unaccompanied by the Cape Disappointment crew, several members of which were then out on the beach watching for any of the seamen who might come ashore. Concerning this attempt, the keeper has the following to say:

All that could be seen of the wreck was the mast sticking up with 3 men clinging to the rigging. I did not have much hope of reaching the vessel, but I thought it would encourage those men in the rigging if they saw the lifeboat constantly trying to reach them. I made two attempts, but the boat was entirely submerged, and we were forced to return. I got out only a quarter of a mile from the cape.

When I got back to the Cape Disappointment Station, I talked the matter over with Capt. Rimer, and we agreed that we must reach the vessel if there was any way for us to do so. We concluded we would make another attempt right away, the tide having slackened. We made up our minds that we would not quit trying as long as there was anyone left in the rigging.

Referring to the trip made by both crews to the wreck during the afternoon, Keeper Wicklund continues:

We left the station together about 12.30 p. m. Capt. Rimer's boat was about 200 yards ahead of mine, due to the fact that he was running at full speed. I slowed down a little against every sea to save my boat from destruction. While the wind had hauled a little to the southwest and moderated somewhat, it was still blowing a gale. The seas filled our boat constantly.

I observed the Cape Disappointment boat (the *Tenacious*) go out between the wreck and the shore, circle around the bow of the ship, and then run to a position to southward of her. They seemed to be in trouble, as they lay in the same position for quite a while.

The wreck was lying headed west. I ran in as close as I dared toward the starboard quarter and signaled to the men in the rigging to jump, that being in my opinion the only way in which they could be rescued. I circled five times, and got as near the vessel as I dared each time, signaling to the sailors to jump, but they would not do it. As we got near the wreck the fifth time, a terrific sea struck our boat, turning it almost end over end and washing five members of the crew overboard, including myself. We all managed to hang onto the life rails and were hauled back into the boat—all except Surfman Pearson. When the boat righted itself he was more than 300 yards away from us. We had no difficulty, however, in picking him up. At this point we observed the Cape Disappointment crew signaling for assistance. We responded, and found that they also had suffered a capsize, which had damaged their boat and stopped their engine. We towed them to the tug *Fearless*, which was standing by outside the breakers. We then returned to the wreck. Just as soon as we got within about 100 yards of the vessel one of the men jumped and was quickly rescued. This was Erick Lundmark, the ship's carpenter. Then another man—John Slinning—jumped and was rescued in the same manner. There was still another man in the rigging, but he was hanging on the ratlines and appeared to be dead. He fell shortly afterwards, struck an iron stanchion, and dropped into the sea. We picked up the body as it drifted toward us.

It was now about 4 o'clock. The sea was still high, and the tide running out strong. We had no chance to return to the harbor, so I shaped our course for the Columbia River Lightship, several miles seaward. We arrived there at 7.15 p. m.

On account of the heavy sea, we experienced considerable difficulty in getting aboard the lightship. We let the boat astern on 50 fathoms of 4-inch rope. The following morning the wind had increased instead of moderated, and the sea was mountain high. The life-saving crew, with the aid of the officers and the men of the lightship, tried three different times during the day to haul the boat alongside to get the remains of the sailor and free the boat of water, but the gale and sea made it impossible to do so without running the risk of killing some one. At 9 p. m. it was found that the boat had gone adrift.

The following day (January 9) the weather moderated sufficiently to permit us to be transferred to the tug *Oneonta*. The tug carried us to our station and took the two survivors to Astoria, where they were cared for by representatives of the wrecked vessel.

Keeper Wicklund expresses the opinion that if the exact location of the vessel could have been ascertained on the morning of the 7th when she struck the spit, the majority, if not all, of her crew might have been saved.

The two tug masters who assisted the life-saving crews upon the occasion of this disaster deserve high praise. The tug *Oneonta* (Charles E. Anderson, master) went out over the bar on the forenoon of the 7th and made an unsuccessful effort to locate the wreck. She went again in the evening of the day mentioned in search for the Point Adams Station crew, reported to be at sea disabled. This second trip of the tug took her clear to the lightship and back toward North Head. She burned blue lights and blew her whistle as she proceeded. Near midnight she turned back again toward the lightship and was rewarded by finding the crew safe aboard the vessel. She stood by all night, hoping to be able to take the life-savers off the next morning. When day came, however, it was still too rough to effect a transfer. She therefore went back to Astoria. On the afternoon of the 9th she again put to sea and brought the crew in.

The tug *Fearless* (E. D. Parsons, master) likewise made search for the *Rosecrans* on the morning of the disaster. She also went out on the afternoon of the same day and reached the locality of the wreck just as Keeper Wicklund was towing the Cape Disappointment lifeboat away from the vessel. Her coming was providential.

It appears that while Keeper Rimer was on his way to the scene of the disaster his boat, the *Tenacious*, sprang a bad leak and the engine became disabled. The engine could be kept running, but it was found impossible to regulate its speed. The crew, nevertheless, ran in near the wreck and tried to persuade the sailors in the rigging to jump. As in the case of the Point Adams crew (whose maneuvers while near the vessel have already been described), they were unable to remain long in a position suitable for effecting a rescue. While waiting 50 yards away from the wreck for a second favorable chance to swing in near the projecting mast they got into a run of tremendously heavy breakers. Their engine stopped and their boat, swept helplessly along, turned turtle. The keeper and two surfmen were washed out, and the boat had its steering gear and rudder disabled. Telling of what now transpired, Keeper Rimer says:

After a few moments we all managed by the greatest effort to get on board again, but found the boat and engine room full of water. We, nevertheless, manned the oars and tried our best to get back to the wreck. But, notwithstanding our utmost efforts, we failed. As we were in a seething cauldron and unable to handle our boat with oars, I wiggled to the Point Adams boat to tow us into quieter water, and Capt. Wicklund came and towed us to the tug *Fearless*. We tried to pump our boat out, but it was no use. Her bottom was all split up and her air compartments full of water.

When it was found that the Cape Disappointment boat was no longer serviceable, the *Fearless* started to tow her into the harbor on a 60-fathom 4-inch line. The tug had proceeded only a short distance, however, when Capt. Parsons became apprehensive that the *Tenacious*, which still contained the life-saving crew, would be unable to survive the passage over the bar. As the crew were all badly used up and unable to manage their practically wrecked craft, Surfman Allen of the Point Adams Station—who had been left on shore when his comrades put to sea, but had gone to the wreck aboard the *Fearless*—volunteered to leave the tug, get aboard the trailing power boat, and steer her through the breakers. Capt. Parsons declined to permit him to do so, however, and decided, moreover, to remove to his vessel every man in the boat. The wisdom of his action was shortly to be realized by all hands. While the tug was plowing her way bravely over the surf-swept bar, the towing line snapped. The power boat was no sooner adrift than the seas caught her up and rolled her over and over. The tug did not dare swing around and attempt to pick her up.

The wreck of the *Rosecrans* will take its place as one of the most lamentable marine casualties in the history of the service. The work of the life-saving crews in attendance, while so meager in results, will likewise stand out conspicuously among the many fine examples of bravery and devotion to duty recorded in the annals of the establishment. Rarely have crews of the service worked against more distressing odds or exhibited a more indomitable spirit. The terrible situation they had to face in their efforts to save the pitiful remnant of the *Rosecrans*'s crew may be imagined by a perusal of the following answer made by Keeper Rimer to a question put by the investigating officer as to the state of the seas in and around the wreck:

The seas were confused, going in every direction. One time Capt. Wicklund's boat was headed into a sea which appeared to be 40 feet high. It struck the *Dreadnaught* broadside and I thought he was gone. I started to go to his assistance, but when I looked again I found he was all right.

It is gratifying to state that the services of the life-saving crews and of the masters of the tugs *Oneonta* and *Fearless* were properly recognized by the department. Keepers Rimer and Wicklund, and Captains Anderson and Parsons each received a congratulatory letter from the Secretary of the Treasury. Moreover, each member of the two life-saving crews who performed service at the wreck (16 persons in all) was awarded the gold life-saving medal (see "Awards of life-saving medals," p. 45) bestowed by the department in recognition of heroic daring exhibited in "saving or attempting to save life from the perils of the sea." The Legislature of Oregon, also, adopted a resolution commending by name each man who took part in the day's hazardous work.

Considering the difficulties and dangers experienced by the life-savers on this occasion, it seems little short of miraculous that they all escaped with their lives. Both crews, as it is shown, were upset in the breaker-swept area, yet no one suffered injury more serious than a few bruises and cuts.

Neither of the service power boats was ever recovered.

The *Rosecrans*, as already mentioned, carried a large cargo of crude oil. The oil was confined on board in tanks. One or more

of these tanks was burst asunder by the terrific bombardment of the waves some hours after the steamer stranded and while the life-saving crews were alongside.

The influence of oil upon turbulent waters—long a moot question—has been the subject of investigation both in this country and abroad. The results of the tests made do not appear to have been given sufficient publicity, however, to dispel the scepticism still too prevalent as to the efficacy of this means of calming rough seas.

As having a bearing on the matter, the observations of Keeper Wicklund at the wreck of the *Rosecrans* may be of interest. The following is taken from his testimony given at the investigation of this wreck:

Q. Was there much oil on the water?—A. At first there was none to speak of, but one of the tanks seemed to have burst while we were near the wreck, leaving a streak of oil about 20 feet wide toward the shore.

Q. Did the oil seem to smoothe the sea?—A. Yes, indeed. Had it not been for the oil I do not think the men in the rigging would have jumped, because they followed that streak when they came toward the boat.

A report made by the president of the board of life-saving appliances upon the influence of oil in subduing the waves may be found in the Annual Report of the Life-Saving Service for the year 1883 (p. 427 et seq.). The action of the oil is explained in the report as follows:

The motion of the air being communicated to water through the medium of friction, it follows that whatever diminishes friction tends to prevent water from taking up motion. Oil, being of less specific gravity than water and possessing properties that admit of a small quantity being rapidly spread over a large surface, is peculiarly adapted to act as a lubricant between the two elements.

#### FOUNDERING OF THE SCHOONER "LAURA TOMPKINS," MARCH 2, 1913.

##### COBB ISLAND STATION.

The schooner *Laura Tompkins*, of Chincoteague, Va., was a two-masted, 16-ton vessel, 43 feet long and 10 feet beam. She was 64 years old. On the morning of March 2, 1913, she left Chincoteague bound for the sounds of North Carolina via Norfolk, Va., for the purpose of obtaining a cargo of oysters. She carried two persons—Capt. D. M. Merritt, owner, and a negro helper, named Samuel Holden. After crossing the bar at Chincoteague she laid a course which was designed to take her about 3 miles outside of the Cobb Island Inlet sea buoy. The weather during the day was clear, with a moderate northwest wind that gradually increased to a fresh breeze, hauling to the westward in the afternoon. The vessel carried no signal flags of any kind. The course set by the schooner was the shortest that could be taken. It was not the safest, however, for a vessel so small. If, instead, she had laid in close along the beach until she reached one of the several inlets to the south of Chincoteague, turned in thence, and proceeded to Norfolk across Chesapeake Bay, the disaster here recounted would probably not have occurred. The course to seaward was taken to save time.

As the wind freshened during the afternoon and the *Tompkins* gradually drew away from the shelter of the land she felt more and more the force of the rising sea. It can not be determined from the testimony of Capt. Merritt what caused the vessel to sink. He

states, however, that he did not strike any object in the water. It may be concluded, therefore, that the pounding of the seas on her empty hull loosened the ends of some of her bottom planks and let in a flow of water that could not be kept down by pumping. The schooner settled almost without warning; in fact, so quickly that the master and his helper had to swim to reach the crosstrees of the mainmast. The exact time the disaster took place is not known. The vessel was under observation from the lookout of the Cobb Island Life-Saving Station, nearly 10 miles to the northwest, until darkness shut out the view from the shore. As the sun set at 5.50 p. m. on March 2, and as Capt. Merritt's watch stopped at 6.10 o'clock, from getting wet when he was swimming for the mast, it may be assumed that the disaster occurred somewhere near 6 p. m.

Fortunately for the master the water was so shallow that as the vessel rested on the bottom her masts projected several feet above the surface. The two men climbed up into the spreads of the main rigging and lashed themselves to the masthead to keep from being swept away by the seas in the frequent drenchings they received as the schooner rolled. The temperature of the atmosphere stood at about 40°, and as there was a brisk wind the two men, their clothing thoroughly wet by their involuntary plunge into the water, were soon suffering severely from cold. Merritt, luckily, had on his oil-skins. Holden, however, had on neither coat nor outer garment, having been caught thus unprotected while in the performance of his work on deck. Three hours after he fastened himself in the rigging he perished from exposure. Fearing that the weight of the negro's body on the mainmast might be the means of carrying himself away, Merritt, along about midnight, cut the body adrift, and made it fast to a part of the main throat halyard. Merritt remained in the rigging alive throughout the night, all of the following day and night, and until about 10 a. m. of the second day—March 4—something like 40 hours, when he was rescued by a boat's crew from the Cobb Island Life-Saving Station. That he survived his terrible experience was due solely to the fact that the weather providentially moderated on the morning after the vessel sank and continued to grow warmer until he was taken off.

It appears that the schooner was observed from the lookout of the Cobb Island Station on the afternoon of the 2d; in fact, one member of the crew recognized her as the *Laura Tompkins*. She was seen to tack to the northward about sunset and shift her mainsail for a reefed foresail, and later to haul down her jib. Numerous small craft ply the waters off the station named, and it is not unusual for them to alter their course, take in or make sail, or even come to anchor for the night under the shelter of the land; therefore, as no signs of distress were observed on the vessel, no one had cause to suspect that she might be in difficulty. Darkness came on while she was still heading northward under foresail alone.

On the morning of the 3d the station watch discovered a strange looking object at sea. Nobody could identify it, but the opinion seems to have been general among the members of the life-saving crew that it was either a stray buoy adrift or a portion of a naval target. The object furnished a topic for discussion among the crew throughout the day, but no one appears to have associated it with a vessel in distress. Monday passed with the nature of the object

still unexplained. The curiosity aroused by it finally culminated in the decision on the part of the station keeper to go out and investigate on the following morning in the course of the weekly boat drill. A launching was accordingly made at 7.25 a. m., March 4, and the rescue of the master duly effected. His condition was remarkably good considering the many hours he had been exposed to weather and sea. He was able to get into the rescuing boat without assistance, stood up all the way to the shore, and walked unassisted from the landing to the station. The body of Holden was not recovered.

The assistant inspector of the sixth life-saving district, who investigated this case, is of the opinion that the life-saving crew were in no wise censurable for anything that occurred in connection with the disaster previous to the morning of March 3, when the lookout discovered the mysterious object at sea. He does hold, however, that the failure of the keeper to launch a boat and ascertain the nature of the object immediately it was discovered showed a "lack of initiative and energy strangely inconsistent with his previous good record, and entirely out of accord with a high ideal of duty."

Unquestionably the keeper was grossly at fault in failing promptly to launch a boat and ascertain the nature of the mysterious object that had aroused so much curiosity among his crew. It is known throughout the service that in situations of doubt, such as existed on this occasion, delay and inaction on the part of a keeper is regarded by the department as a grave dereliction. In this instance life was not sacrificed through the keeper's neglect. The survivor was nevertheless needlessly subjected to many hours of terrible suffering.

Owing to certain things in the keeper's favor—things unassociated with the case in question—the department was in some doubt as to the manner in which his shortcoming should be dealt with. Upon a first consideration of the investigating officer's report his dismissal was contemplated, notwithstanding that officer's plea for leniency in his behalf. It was recalled, however, that prior to the occurrence of this disaster the keeper's record, covering a period of 30 year (18 years as keeper and 12 years as surfman), had been not only without blemish but that he had been an exceptionally able officer as well, whose resourcefulness and courage had been tested at numerous wrecks. It was felt that all these years of blameless conduct and efficient service should not be overlooked and set at naught in meting out punishment for a lapse of judgment on a single occasion.

Besides, there were other considerations that it seemed should affect the disposition of the case.

Under section 7 of the act of May 4, 1882, a station keeper, when disabled in the line of duty; is entitled to receive benefits equal to the amount of his pay for one year. Moreover, long and faithful service may be specially recognized by the extension of said benefits through a portion or the whole of a second year.

Had the keeper been dismissed he could not in any event receive the benefits of the law cited, whereas, by allowing him to remain in the service, his rights under the law would remain unaffected.

Furthermore, there was pending in Congress a bill providing retirement, with certain benefits, for the life-saving crews, which it was thought had a fair prospect of enactment. The keeper of the Cobb Island Station had served the requisite number of years to entitle

him to retirement under the provisions of this bill. His dismissal would have prevented him from ever enjoying the benefits contemplated by this measure, which he had already earned.

Taking all the foregoing into consideration, the conclusion was reached that a severe reprimand would subserve the ends of justice, and at the same time sufficiently punish the keeper to safeguard the interests of the service. In these days, when it is so difficult to engage and retain competent men for the station crews, the keeper's long experience and training as a life-saver are assets that the Life-Saving Establishment can ill afford to lose.

#### CAPSIZING OF FISH BOAT, APRIL 4, 1913.

##### LONG BRANCH STATION.

About 8 o'clock on the morning of April 4, 1913, a fishing boat carrying a crew of five men launched from the beach at Long Branch, N. J., about 2 miles north of the Long Branch Life-Saving Station, for the purpose of working a pound net lying some distance offshore.

The crew followed the usual practice of warping the boat through the breakers by means of a line run to a hauling-off stake planted well outside the line of the breakers. A much smaller boat with a crew of three men had just previously made a successful launching, and without doubt the party of fishermen in the second boat expected to have equally good luck. They were not so fortunate, however. The hauling-off line was made fast in the boat in such a manner that the hitch jammed when the time came for casting off, rendering the boat unmanageable and causing it to capsize in the surf. Three of the crew gained the beach with the assistance of bystanders, but two—George Smith, who was in charge of the boat, and Marino Mutaso—drowned.

The scene of the capsizing was about midway between the Long Branch and the Monmouth Beach service stations and invisible from either. An hour or more after the accident happened a man stopped at the station last named and asked the keeper to maintain a lookout for the bodies of the two persons lost. Up to this time nobody at either station had heard of the casualty.

The keeper at once telephoned the news to the keeper of the Long Branch Station, and both keepers promptly repaired to the scene. They arrived too late, however, to be of any assistance, except in recovering the fish boat.

The body of Mutaso was found April 5 by a member of the Seabright station crew; that of Smith April 6, by a surfman of the Monmouth Beach Station.

The investigating officer concludes his report of this case as follows:

This casualty occurred through a neglect of the established rule among seafaring men that lines used in handling small craft should never be made fast in such a manner that they can not be readily cast adrift. But for this neglect there is little doubt that the boat would have cleared the breakers in safety.

#### CAPSIZING OF THE BARK "MIMI," APRIL 6, 1913.

##### TILLAMOOK BAY STATION.

On the night of February 13, 1913, while nearing the end of a 10,000-mile voyage in ballast from Valparaiso, Chile, to Portland, Oreg., the 2,369-ton, 4-masted German bark *Mimi*, carrying a crew of 28, lost



her bearings in thick weather and stranded on the Oregon coast 3 miles north of the mouth of the Nehalem River.

Persons living in the village of Brighton, Oreg., discovered her distress signals soon after she came ashore, and telephoned the news to the Tillamook Bay Life-Saving Station (Robert Farley, keeper), 10 miles south of the scene of the stranding.

On receipt of the message Keeper Farley engaged two flat cars to take himself and crew with surfboat and beach apparatus part of the distance to the vessel. Arriving at the Nehalem River—as far as they could proceed by rail—the life-savers launched their boat and crossed the stream. On landing they were met by a team that the keeper had ordered by telephone from Nehalem to carry them the rest of the way.

They arrived abreast of the bark at 2 a. m. of the 14th, and found her within 1,000 feet of the beach—close enough to be reached by a line. As she appeared to be in no danger, they decided to do nothing until morning. In the meantime, however, they kept a bonfire going and burnt signals at intervals to reassure her crew.

When daylight came a No. 7 line was fired across the bark and the breeches buoy apparatus set up. The mate came ashore at once to communicate with the owners, but the rest of the crew were in no hurry to land. The life-saving crew stood by until the 15th, by which time the bark had worked in far enough for her crew to walk ashore at low tide. As there appeared to be no further need for their services, the life-savers took down their gear and returned to their station.

Several weeks after the *Mimi* came ashore, namely, on April 6, 1913, while wreckers were engaged in the task of working her off the beach into deep water, she capsized with 20 persons on board, as follows: Capt. Albert Crowe, R. Blackman, C. Fisher, J. Fitzpatrick, E. Estes, William Sipp, W. C. Koen, Capt. J. Westphal, J. Kurchert, F. Ludwig, W. Kurchert, F. Behrens, W. Biedermann, H. Jorgensen, C. Jorgensen, P. Meyer, P. Fisher, E. Voight, H. Nielsen, and T. Knaus. The first six in the list belonged to the wrecking crew; the others were members of the crew of the *Mimi*. Four of the 20 (C. Fisher, J. Westphal, J. Kurchert, and F. Ludwig) were saved by the crew of the Tillamook Bay Station after they had been under the hull of the partly overturned bark for nearly 30 hours. The 16 others perished.

It appears that the contract for floating the *Mimi* had been let by her underwriters to the Fisher Engineering Co., and that when the disastrous termination of their labors took place they had succeeded in working the vessel 1,800 or 2,000 feet off the beach; had, in fact, just got her free of the bottom.

The wreckers had run out two 1½-inch wire cables to two sets of large anchors, planted some 2,200 feet offshore in about 24 feet of water. These cables led through the hawse pipes, one to a large donkey engine bolted to the main deck, port side aft, just forward of the cabin, the other to a smaller engine amidships. The engine last referred to was used chiefly to take up the slack in the cables. There was also another donkey engine on shore to which lines were attached, and which was used in heaving the vessel afloat. When the *Mimi* came ashore she had 1,335 tons of sand ballast loose in her hold and was drawing 13 feet. At the time of the capsize half of the sand had been removed.

Mr. Fisher, the president of the company having the work in hand, was in charge of wrecking operations until noon of April 5, when Capt. Albert Crowe, reputed to be an experienced wrecker, came aboard to relieve him. It would seem that darkness was not allowed to interfere with the work, for about 1 a. m. of the 6th the time arrived for the final efforts to be made which it was expected would set the bark free of the bottom. That there was some apprehension on board regarding the outcome of the last strain about to be put upon the cables is shown by the circumstance that the mate, second mate, and third mate of the bark had deserted her some time during the afternoon, believing that she would turn over on coming off the bottom. It is shown, moreover, that Capt. Westphal, master of the bark, had been previously warned by Keeper Farley that the vessel would capsize if so much ballast were removed. Heedlessness, lack of prudence, absence of judgment, and other shortcomings on the part of those in charge are disclosed by their failure to take any steps looking to the rescue of the wreckers in case of an untoward happening. There was no tug standing by, nor had the Tillamook Bay life-saving crew been requested to be on hand at the time when it was expected the vessel would be hove off. The latter had not been advised even of that hour. It is understood that it was the intention of the contractors to allow the bark to lie at anchor after she was floated until the following afternoon, when a tug was to come and take her away.

At 12.08 a. m. of the 6th, shortly before the vessel came free, it was high water. The surf was very heavy, and the night was pitch dark. As she was released from the grip of the sand the line attached to her stern was let go. She promptly shot out through the surf, bumping the bottom several times. The tide was now ebbing, and there was a strong undertow which swept her stern to the northward, bringing her broadside to the sea. As soon as she swung around into this position she began to roll heavily, and shortly capsized on her port side, head to the southward. In the opinion of the investigating officer, the capsize was due to the fact that the engines could not take up the slack in the cables fast enough and that she tripped herself by running over them.

What happened to those on board may be seen by the following account taken from a statement by Capt. Westphal, master of the *Mimi*:

I was on the starboard side when she went over. As she tipped, I jumped to the side of the forecastle which was in a horizontal position, and pulled Ludwig and Jorgensen up there with me. They asked me if they could not jump overboard and swim ashore, but I told them they would get tangled in the wreckage. Ludwig took my advice. The other fellow made the effort and was drowned. More of the men thereafter took to the water, but became entangled in the wreckage and lost their lives. After a time the forecastle collapsed, and Ludwig and I climbed to the starboard rail and clung to the stanchions. Three men (the Kurcherts and Nielsen) were clinging to the main rigging. I called to them and they came up where we were. The five of us sat there on the stanchions, crumpled up under the rail, until daybreak. Then I tried to crawl to the cabin, so I could save my papers and log book. I heard voices aft, and saw one of the ship's boats floating there. I made my way aft and saw C. S. Fisher and W. C. Koen hanging to the boat skids. I called to my men to follow me, which they did. As the after part of the ship was submerged, I abandoned the quest for my papers and gave my attention to Koen, as he was nearly "all in." I jumped to where he was, put a rope around him, and tried to pull him up to the rail where we were, but he was too heavy and we were so exhausted that we could not bring him more than two-thirds of the way. We lashed him there and he died two minutes later. This was about 7.30 o'clock Sunday morning.

We got Fisher to a place of safety, and I tried to launch the starboard lifeboat, which was lashed to the skids. I got one side loose, but the other was fastened under the water and the boat capsized. Then we decided to take the other boat, which was badly smashed up. Six of us launched off, but we had no oars and saw that we could not make shore, so we climbed back on board again. From our place under the rail we could see the life-saving crew on the shore. We saw them bring their boat to the water's edge and then take it back again. We whistled and shouted, but they could not see us as we were under the rail. In the afternoon (Sunday) when the breakers were not so high we managed to open one of the after ports on the rail of the vessel, and we waved our hats through it. We could see that the life-saving crew had discovered us and that a boat was being launched. The boat came within 150 feet of us, but went back to the shore. Then they tried to shoot lines to us, but they all fell short. They made two more attempts to get out with the boat, but they never got beyond the first breakers. Then they gave up for the night.

After this we tried to break loose some planks, but could not do it. I heard a splash and saw Neilsen go overboard. He swam well, but the current took him and carried him south. We watched him until he passed the second breaker, but he never reached shore. We were all exhausted, so we lashed ourselves to the rail and prepared for the night. At 4 o'clock on the 7th William Kurchert died. We were so cold that we had to beat our arms and legs to keep alive. At daybreak we waved our caps again and the boat once more put off. About this time Ludwig became so exhausted that he fell into the water, but by supreme effort we got a rope around him. Twenty minutes later, at 6.15 a. m., we were rescued.

Keeper Farley, at the Tillamook Bay Station, received news of the capsize shortly after 3 a. m., about one and one-half hours after it happened, the information being telephoned from Brighton. He at once engaged a team and set out up the beach with his surfboat. Travel was very slow and difficult, and the crew were nearly three hours in reaching the mouth of the Nehalem River, 3 miles south of the scene of the casualty. Unloading the boat at the river, they constructed a raft out of planks and railroad ties found on the beach and floated their wagon across. The team had to be left behind.

With the boat again on the wagon they continued their trip up the beach, pulling the vehicle by hand, with the assistance of a number of volunteers. They arrived abreast of the *Mimi* about 8.30 a. m., some two hours after low water. The seas were at that time breaking continually over her. She lay on her side, with her rigging, masts, and yards pointing shoreward. As there were no signs of life on board, Keeper Farley did not think the situation would warrant him in risking the lives of himself and crew in an attempt to make a closer scrutiny of the wreck by boat during the prevailing condition of the surf.

The news of the disaster, already spread far and wide, had attracted a large crowd to the scene. Some time after 10 o'clock persons who had been down near the edge of the water sought out Keeper Farley and informed him that they had heard somebody halloo from aboard the wreck. Although he did not believe the report, he realized that there was only one thing to do to avoid censure. He accordingly launched his boat. The crew pulled half way out to the vessel and shouted several times, but got no response. They thereupon returned to the shore. As no one on land had been able to hear their shouts, the keeper took it for granted that no calls had actually been heard from the shore.

The life-saving crew and the crowd that had come upon the scene on foot, on horseback, by vehicle, and by train remained on the beach throughout the day in the expectation of discovering, in the intervals when the prostrate bark was exposed, some indication of life in the cavernous opening formed by the long elliptical arch of her

hull visible above the surface of the sea. About 4 o'clock they were rewarded by seeing some one on board waving a cap or garment. Keeper Farley now lost no time in launching a boat. Describing his efforts to get alongside, he says:

We had a hard time getting out. We got within 100 feet of the bark. I steered right for amidships, but there were all kinds of wreckage in the water. The shout came from the vessel, "We are here," or "You will have to come alongside," we could not tell which. About that time a big surge came in and threw our boat southward past the bow into a heavy break. It must have taken us half an hour to get to the beach again. It was a miracle that we made it. After we landed, the people said, "Why don't you shoot a line?" I did not think we could reach the vessel, but we tried it, first with a No. 9 line and again with a No. 7 line, using 6 ounces of powder each time. Both shots fell short. Although I believed it was still impossible, on account of the wreckage and undertow (I was afraid the undertow would take us right into the hold of the ship, where there would not be space enough for the boat to rise with the swell), I decided to try the boat again. We got about halfway out and had to turn back. The bulwarks were 10 or 12 feet above the water, but the swell was very heavy. If the boat had ventured at this time in under the bulwarks the swell, on its rise, would have killed every one of us. It was impossible to get near the wreck, as all the rigging, the yards, and masts were lying right toward shore. On reaching shore we tried to send out a No. 7 line with about 7 ounces of powder. It fell short. Next we laid a platform on our wagon, put the gun upon it, ran it down into the surf until we were waist deep, and fired a line with 8 ounces of powder, but with no better result.

We then made another attempt with the boat, towing the whipline astern. I intended to have a man on shore slack the line off until we were pretty near the wreck, then take a turn and keep the boat from going down underneath the wreckage, but the current took the line to one side and it was impossible to get out with it, so we backed into the beach again.

By this time it was getting dark. As it seemed quite out of the question to accomplish anything with the surfboat, Keeper Farley now left his crew to patrol the beach and went to Brighton to engage a four-horse team to proceed to the station for the Dobbins lifeboat. It was his intention to employ the boat named at low tide on the following morning.

Owing to difficulties experienced in transporting the boat over a rough and circuitous route, involving a much longer distance than the 10 miles to the wreck as the crow flies, the Dobbins boat did not arrive in time to be of service. Therefore, when a favorable time for launching came, the life-saving crew turned again to their surfboat. The keeper continues his narrative of events as follows:

We pulled off to the wreck about 5.15 a. m. of the 7th. The sea had moderated considerably, but there was still quite an undertow. To rescue the men that were still on the vessel we had to go right underneath the bulwarks with the surfboat. Just where the men were the boat davits were projecting, and on our right the end of a spar was sticking out of the water. There was only about 10 feet of space to get the boat in. We had to run our bow right under, and the two bowmen had to crouch down to keep from being jammed against the bulwarks. We had to watch our chances and get one at a time on account of the sea surging in and out. We found Capt. Westphal, Mr. Fisher, and the two boys, Fritz Ludwig and J. Kurchert, still alive. There were two lashed to the spars under the bulwarks, dead. Ludwig was unconscious and nearly dead.

When we got the four survivors ashore we carried them to a fire, took off their clothing, and gave them some hot coffee. We put some dry clothing on them, I and the rest of the crew dividing our clothing among them, and getting some from bystanders. We then took them to a cabin half a mile away, wrapped them in blankets, and gave them whisky and hot water. They all got along pretty well except the boy Ludwig. We could not get the circulation started in his legs. I got some hot water and mustard, and put his feet in it. In about half an hour he got warm. When the circulation did start it took two men to hold him, he was in such pain. We gave him some more stimulants and hot broth, and he went to sleep.

While the crew were looking after the survivors, one of the men who had been on the beach—referred to as Sheriff Crenshaw in the evidence submitted—came to the cabin and asked the keeper to make a trip to the wreck at once and bring in the bodies of the two sailors (W. C. Koen and W. Kurchert), which the crew had not taken time to unlash and bring away on their first trip.

The keeper replied by saying that the bodies were securely fastened, and that he would get them the following morning at low water, at which time he proposed to go out and try to recover the ship's papers. Crenshaw was insistent, however; but still the keeper remained firm, telling him that his crew were tired, wet, and hungry from many hours' exhausting work on the beach, and that he had given them permission to go in search of dry clothing and something to eat.

To this explanation Crenshaw retorted:

They are all standing around the fire on the beach, and are not doing a thing.

The keeper returned:

If they want to go out after I get down there we will make the attempt, but I will not force them.

Keeper Farley finally got into Crenshaw's buggy and returned to the beach. At that time the seas were breaking clear over the bark. When the keeper repeated to his crew what the sheriff had said, one and all expressed their willingness to make an attempt to recover the bodies without delay. The keeper did not think, however, that the situation warranted his men risking their lives, and refused to order them to launch the boat.

The foregoing incident is cited to show the readiness of the life-saving crew to meet all demands made upon them, and the moral courage of the keeper in refusing, at the risk of being criticized, to subject himself and his men to unnecessary hazard.

Late in the afternoon, the sea having moderated and the tide being at ebb, the crew put out and recovered the two bodies, but were unable to get into the ship's cabin. Telling of the danger experienced on this trip, the keeper says:

We backed in. About halfway to the beach we shipped a big breaker, which swept the four bowmen clear off their seats and knocked me down. The steering oar flew out of my hand and broke the yoke rope, but having the dead bodies in the bow, which made it heavy there, we straightened up without capsizing. I got one of the spare oars to steer with and we got ashore.

It is deeply regretted that the wreck of the *Mimi* furnished an instance in which a crew of the Life-Saving Establishment was charged with failure to perform its full duty. Happily, the charge was unjustified.

On the day after the *Mimi* capsized an editorial appeared in a Tillamook newspaper alleging that Keeper Farley and his men were guilty of cowardice for having failed promptly to go out to the vessel, and insinuating that they were intoxicated while on the beach.

The testimony of nine persons—all of them witnesses of the efforts of the life-saving crew to reach the wreck—is on file in addition to the testimony of the eight members of Keeper Farley's crew and of Mrs. Farley (the keeper's wife).

One of the nine witnesses first mentioned was the author of the charges referred to; another was Capt. Westphal, master of the *Mimi* and one of the survivors. The latter had no complaint to

make against any member of the crew. He was of the opinion that a rescue might have been made Sunday morning at low tide, a few hours after the disaster occurred. No witness questioned the possibility of getting to the wreck at the time stated, but as the life-savers—who had to travel 10 miles or more to reach the scene—were not on hand in season to take advantage of any favorable conditions presented on Sunday morning they can not properly be censured for not doing the impossible.

The man who questioned the bravery of keeper and surfmen admitted, under examination, that he had never had any experience in surfing and boating, and conceded that the service crew, after having tried twice unsuccessfully to reach the bark, were better able than those on shore to judge the condition of the surf in near the vessel.

It appears that at a hearing held by the German consul at Seattle in connection with the loss of the *Mimi*, Mr. C. Fisher, another of the survivors and the president of the company that had in hand the floating of the vessel, also charged the life-savers with dereliction.

The extent to which they were culpable, if they really merited any criticism at all, may be seen from the following, taken from the report of the department official who investigated their conduct upon the occasion under notice:

The criticism of the life-saving crew came from persons who were incompetent to pass judgment. Every seagoing man on the beach and every man familiar with surf conditions at the time upheld the crew. It was natural for the excursionists who arrived from Tillamook Sunday afternoon, after the crew had made their greatest effort to reach the *Mimi*, to sympathize with those poor unfortunates on the wreck, but they misjudged the surf and minimized the difficulties and danger faced by Capt. Farley and his men. At a distance of 600 yards, how could they possibly judge of the surf, current, and wreckage surrounding the vessel? These people heaped blame upon the life-saving crew for not doing an impossibility, instead of upon the wreckers, where it belongs, who are directly responsible for the loss of life.

The author of the charge made in the newspaper states that on Sunday evening the sea was very smooth, with light swells. This was contradicted by every other witness, even by Capt. Westphal, who states that the sea was rough. This man confessed that he had never had any experience in handling boats in a surf, and admitted that the life-saving crew were better able to judge the condition of the surf than himself.

He also insinuated in his editorial that the crew were drunk. When called upon to support his statement, he said that he did not see any of them take a drink nor any of them intoxicated, but that his allegations were based upon common talk heard on the beach. The editor says that the crew appeared tired and that they lacked "ginger." Is it any wonder that they should have been tired after walking 10 miles, dragging a heavy boat, building a raft, and making four attempts to get to the wreck?

True, the keeper and some of his crew took a few small drinks of whisky (passed to them by sympathetic bystanders), but of this they made no secret, justifying themselves by the statement that the liquor was taken medicinally, as they were shivering from cold, having got wet while rafting their boat wagon across the Nehalem River on the way to the wreck.

There is positive proof that not a single member of the crew was intoxicated or under the influence of liquor. While I deprecate the use of liquor, and am of the opinion that if hot coffee instead of whisky had been provided by the spectators some of the criticisms made would have been avoided, yet I think that the drinking of liquor on this occasion in moderation and medicinally does not merit such severe condemnation. It is known that some of the criticism voiced in this connection was made by irresponsible and malicious persons who were not even on the beach. One man in Tillamook who indulged in extravagant condemnation of the crew would not appear and give his testimony when invited to do so, stating in a letter to me that he knew nothing about it as he had not been on the scene.

My idea is that many of the spectators got the impression the crew were intoxicated because the keeper saw fit to return to the beach in his surfboat stern first, reversing the oars at times to meet the surf.

Regarding the allegation that others wanted to use the surfboat in an effort to effect a rescue, and that they were refused, it may be stated that no such proposition was made to the keeper. There was some such talk among the three mates of the *Mimi*, but they discreetly kept it from the keeper, who they probably thought might give them a chance.

I did not obtain the testimony of Mr. Fisher, but, commenting upon criticisms made by him before the German consul, I have merely to invite attention to the wreck itself to show his ignorance of broken water. His utterances show that he is an ingrate as well as an incompetent, as he owes his life to the Tillamook crew. It would seem that he is trying to direct public opinion from his own reprehensible action in attempting to haul off the beach on a dark night through a heavy surf with ebbing tide and a strong undertow, and with no tug or lifeboat standing by, a top-heavy vessel with insufficient and improperly stowed ballast.

Keeper Farley has been keeper and surfman in the Life-Saving Service nearly 16 years, and has demonstrated his courage and skill on more than one occasion. He is thoroughly familiar with the surf on those shores, and knew what he could do and what he could not do. Most of his crew are also surfmen of experience, and the charge that they were drunk, cowardly, or incompetent on this occasion is undeserved. Had they been notified in time to reach the scene of the capsizing at low water on that fatal Sunday morning, they might have taken the men off, but that they arrived when tide and surf were unfavorable was no fault of theirs. It is my opinion that Monday morning was the first real chance they had to effect a rescue. Had Keeper Farley listened to the clamor of the crowd, many persons of which were evidently in a hysterical mood, another tragedy would have occurred.

The service is indebted to a number of persons for valuable assistance rendered the life-saving crew on this occasion, conspicuous among whom were Mr. Thomas B. Watt, lumberman, and Mrs. Farley, wife of the station keeper.

Mr. Watt was on the beach when the bark capsized. He came to the conclusion, along about daylight, that by the time the life-saving crew arrived the surf would be too rough to permit launching a boat. He therefore took it upon himself to telephone to the service station for the beach apparatus, which it appears the keeper had been unable to take along with him. He also arranged for a special car to transport the gear.

Mrs. Farley was alone at the station when Mr. Watt's message came. She summoned assistance, had the apparatus placed upon the train, and accompanied it to Nehalem River, where she superintended the work of unloading it and getting it into a boat. Later she met her husband at the river as he was returning to the station for the Dobbins boat. In order that he might hasten back to the wreck she volunteered to go after the boat herself. She accordingly set out for the station on horseback near the hour of midnight. She had the boat on its way by 3.30 a. m.; but, as previously shown, it reached the scene of the disaster after the work of rescue had been concluded.

#### EXPLOSION ON STEAMER "E. M. PECK," JUNE 11, 1913.

##### RACINE STATION.

The year's lamentable record of loss of life within the field of the operations of the service corps ended with the explosion, on the forenoon of June 11, 1913, at Racine, Wis., of the starboard boiler of the 1,809-ton steamer *E. M. Peck*. The disaster, which took place 300 yards west of the Racine Life-Saving Station while the steamer was proceeding up the Racine River to a dock to discharge a cargo of coal, claimed the lives of 7 of the 18 persons composing her crew. Of the 11 survivors, 2 (including the master) were ashore at the time of the

disaster; 4 were on the port side of the vessel, forward; and 5 on the stern. It is supposed that the 4 who were forward left the vessel unaided when she drifted in near a dock. The 5 last referred to were taken off by the life-saving crew, as hereinafter stated.

The names of the victims were W. E. Andrews, chief engineer; B. H. Schwensen, second engineer; Edward Young, oiler; and Adam Kriegy, Gus Gunderson, M. Downs, and Geo. Turche, of the engine-room and fireroom forces. No reason can be assigned for the casualty.

The force of the explosion was such as to throw the boiler upward and toward the bow of the vessel, tearing out her steel deck beams, demolishing the boiler house, mainmast, funnel, and deckhouse, and ripping wide open her starboard side. The boiler in its flight struck the chart house a glancing blow, which deflected it almost at right angles. It thereupon hurtled through the air a distance of several hundred feet toward the north side of the river and alighted on a coal dock. All hands in the engine room and the fireroom were killed outright—some of them being blown to pieces—and those who were afterwards taken from the wreckage alive soon died of their injuries.

Keeper Lofberg, of the Racine Station, witnessed the explosion. His attention had been attracted to the steamer a short time previously as the result of a wrong signal made by her in blowing her whistle for the Main Street bridge, which she would have to pass to get to her dock. So urgent was the necessity for haste that he did not wait for his full crew to respond to the alarm sounded by the station lookout, but ran at once to the boat room of the station and with the assistance of Surfmen Carlsen, Jacobson, and Oldenberg launched the Beebe-McLellan power surfboat to the rescue. As the boat sped down the ways the keeper of the light station sprang aboard to accompany the keeper and surfmen to the vessel. Although the remainder of the station crew were not in the boat when it made its first trip, they nevertheless took part in the work of caring for the injured and dead.

Arriving alongside, the boat's crew first picked up a man found clinging to some floating debris. As he was seriously injured, they at once carried him ashore and sent him to a hospital. Returning to the steamer, they continued their search in the wreckage, with which the river was strewn. Failing to discover any more victims in the water, they next turned their attention to the vessel, and found 4 men and a woman, none of them apparently injured, huddled together on her stern. These they landed on the dock. Boarding the steamer again, they found an injured man in the wreckage of the deckhouse. As in the case of the man taken from the river, they sent him to the hospital.

By this time the *Peck* had drifted alongside the dock. Renewing their quest, the life-savers found two apparently lifeless men, one in the wreckage of the boiler house, the other in the forehold. Both were carried to the dock. Two more bodies were discovered abaft of the engine room, buried under 2 feet of coal. They were so mutilated that it was impossible to identify them, except by their clothing. After removing them to the dock Keeper Lofberg sought out the master of the steamer, who told him that he thought the entire crew had been accounted for. It was reported soon afterwards, however, that one man—supposed to be either Kriegy or Downs—was still missing. The river was dragged three days in a futile search for the body of this man. It was recovered on June 23.



It appears that practically all of the assistance afforded in this case was rendered by the life-saving crew, who, the investigating officer takes occasion to note, boarded the steamer entirely unmindful of all danger to themselves. Their hardihood may be appreciated when one considers that the vessel's port boiler was still intact and, for all they knew, likely at any moment to add to the work of destruction wrought by its mate.

On June 12, members of the station crew helped to repair some of the steamer's leaks, so that a tug with a steam siphon was able to keep her afloat while she was towed to a dock to have her cargo unloaded. She sustained damage to the amount of \$5,000.

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**SOME ILLUSTRATIVE INSTANCES OF RESCUE AND  
SALVAGE WORK PERFORMED BY UNITED  
STATES LIFE-SAVING CREWS: 1913.**

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## SOME ILLUSTRATIVE INSTANCES OF RESCUE AND SALVAGE WORK DURING 1913.

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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, 1913.

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, 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 which occurred 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 1.*—The first casualty to be reported during the year from the Atlantic coast took place shortly after 6 p. m. of this date 1½ miles southwest of the City Point (Mass.) Station, the craft involved being an aeroplane navigated by Miss Harriet Quimby and carrying a passenger named Wm. A. P. Willard.

Little is known of the circumstances of the disaster. It appears that the machine had been flying at Squantum Beach, Mass. The life-saving crew first learned of the accident from a boat passing by the station. They put off in the 25-foot and 28-foot launches, and found the aeroplane in the water. The two aviators, both dead, had been carried ashore before their arrival. The machine was placed across the two launches and taken to the Boston Yacht Club float. It is stated that the aeroplane fell from a height of 1,000 feet.

*July 16.*—At 5 a. m. the keeper of the Pamet River Station (Mass.) received a telephone message from the adjacent station at Cahoons Hollow stating that a schooner with a flag in her rigging, union down, had passed the place last named, going north. The keeper of the first-mentioned station quickly assembled a volunteer crew (inactive

season), and on boarding the vessel found her to be the 194-ton schooner *C. B. Clark*, bound from Bangor, Me., to New York City with a cargo of lumber. She collided on the 13th with the British schooner *Arthur J. Parker* in a fog off Cape Cod, losing her mainsail, main boom and main rigging, and her chain plates. The collision had also set her to leaking badly. Lacking a mainsail, she could not be taken into Provincetown, owing to the direction of the wind which was blowing from the southwest. The keeper therefore decided to try to run her into Boston. After setting a flag for a towboat, the service crew cleared away the wreckage as best they could, then relieved the exhausted ship's crew at the pumps. About 1 p. m. the tug *Mercury* came in response to the signal and took the schooner in tow. Arriving in port at 6 p. m., the life-savers stood by the pumps throughout the night. The damage sustained by the schooner amounted to several hundred dollars.

*July 19.*—On the night of the 18th the 82-ton schooner *Westerloo*, from Machias, Me., for Plymouth, Mass., lumber laden and carrying a crew of three persons, was caught in a heavy southwest storm, causing her seams to open and setting her to leaking badly. Her pumps were kept going until 4 a. m. of the 19th, the craft meanwhile holding her course shoreward as best she could under a small piece of mainsail and jib, in the hope that she would be discovered from the land. At the hour last mentioned it was found that the water in her hold had risen nearly to the decks, which discovery caused her crew to abandon the pumps in despair.

About 8.30 a. m., by which time the schooner, unmanageable and drifting before a gale, was within 18 or 20 miles of Seguin Island, Me., she was sighted by a tug bound into Kennebec River with a string of barges. The tug took the imperiled crew off, but, handicapped as she was with her tow, was compelled to leave the schooner behind.

The master of the *Westerloo* landed from the tug at Popham Beach, came to the Hunniwells Beach Station, and asked the keeper to send for a revenue cutter or a tug to go out and try to save his vessel. The keeper was unable to communicate with a cutter. Fortunately, however, the tug *Seguin* appeared off the station and offered to go after the schooner on condition that a boat's crew accompany her for the purpose of running a hawser. This condition being complied with, the tug put to sea.

When the schooner was finally overhauled, along about 7.30 p. m., her deckload, bulwarks, cabin, and rails were beginning to wash away. The life-saving crew ran a towing hawser as agreed, and by 4 a. m. of the 20th the schooner was safely alongside a dock.

As a result of the quick and effective work performed by the tug *Seguin* and the life-saving crew, vessel and cargo were saved and a dangerous derelict removed from the path of inward and outward bound passenger steamers and other vessels plying between Boston and ports to the northward. The station keeper and a temporary crew assisted the master of the *Westerloo* on eight occasions—getting her to a place where her cargo could be unloaded, freeing her of water, repairing her rigging, sails, etc.

*August 9.*—About 8.30 p. m. the surfman covering the south patrol from the Baileys Harbor (Wis.) Station discovered the lights of a

steamer heading straight for the shore. He burned a Coston light to warn her away and heard an answering signal immediately sounded. As the vessel was going at a rate of about 12 miles an hour, however, she was unable to check her speed in time to prevent striking. She ran on a reef 2 miles south of the station and half a mile from the land. Forty minutes later the life-saving crew were alongside. They found her to be the 6,530-ton steamer *Chester A. Congdon*, bound, light, from South Chicago, Ill., to Escanaba, Mich. She carried a crew of 26 men and 1 passenger. She had run off her course in a fog. The service crew took soundings, and she succeeded in backing off the reef when she had been relieved of her water ballast. Her master expressed the opinion that had it not been for the patrolman's signal she would have gone high and dry on the rocks and suffered much greater damage than she did. As it was, she was injured to the extent of \$20,000.

*August 13.*—On the 12th Lieuts. Arnold and Kirtland, of the United States Army, left Marblehead, Mass., for Bridgeport, Conn., in a hydro-aeroplane. They stopped at Duxbury, Mass., for the night, having covered the distance to that place without mishap. After leaving Duxbury, on the morning of the 13th, their engine failed to work properly, and while they were passing over Duxbury Bay the plane suddenly swerved downward into the water. Two surfmen of the Gurnet (Mass.) Station, on their way in the service power surfboat to Plymouth, Mass., for their mail, witnessed the abrupt descent of the machine. Thinking that something had gone wrong with the aviators, they turned northward and went to their assistance. The two officers were found to be uninjured. Their craft, however, was temporarily crippled, the involuntary drop having opened one of its pontoons. The surfmen towed the machine to a landing in North Plymouth.

*August 18.*—At 2.35 p. m. the lookout of the Green Hill (R. I.) Station discovered the 151-ton lumber-laden schooner *R. L. Tay*, from Bangor, Me., for New York City, running before a high south-southwest gale with her colors in the starboard rigging union down.

As it appeared that she would come ashore, the life-saving crew set out with their beach apparatus for the place where it was thought she would strike. Five minutes after they left their quarters, however, the schooner was seen to anchor at a point three-fourths of a mile east of the station and a quarter of a mile from the land. Part of the crew now turned back and launched the Beebe-McLellan surfboat. After a desperate struggle against wind and sea, during which the boat was repeatedly filled and flung back on the beach, they reached the vessel and took off her crew of five. The weather conditions prevented their return to the station, and they were obliged to take refuge in Point Judith Pond. Later they worked the schooner into harbor at Newport.

This was the first case of assistance rendered to a vessel by the Green Hill life-saving crew, the station having been put in commission only a short time previously.

*August 19.*—On the morning of this date the 23-ton auxiliary schooner *Petrel*, bound along the coast from Boston for Manomet, Mass., on a cruise for lobsters, stood in too close to the shore when in the vicinity of Manomet Point and grounded on White Horse

Beach, 2 miles west-northwest of the Manomet Point Station. There was a heavy swell heaving in when the vessel struck, and when the life-saving crew reached her half an hour later she had pounded a large hole in her bottom. In the hope that she might still be floated, the surfmen ran out anchors, setting the hausers taut, with the object of holding her quiet until the rise of the tide should set her free. She floated according to expectations about an hour before high water, but while the life-savers were hauling her away she struck again, tearing another hole in her. This second injury caused her to sink. On the 20th members of the station crew visited the vessel and assisted her crew in saving everything on board that could be carried off. The vessel was lost.

*August 26.*—The 56-ton British schooner *Julia Larsen*, crossing Lake Huron en route from Spanish River to Sarnia, Ontario, with a cargo of lumber, encountered a strong northwest gale on the night of the 25th and was so severely buffeted that she started to leak on the following morning.

Her crew consisted of two men, who were her owners. The wife and two small children of one of the men were also on board. Notwithstanding the most exhausting efforts made by the two men to keep down the water in the vessel's hold, she filled rapidly and in a short time was driving before the wind, water-logged and unmanageable. She continued to drift helplessly throughout the day, and at 9.45 p. m. ran hard and fast on a reef at the southeast end of Thunder Bay Island (Mich.), at a point three-fourths of a mile east-southeast of the Thunder Bay Island Life-Saving Station. She struck 100 yards off a rugged, precipitous coast in a spot nearly inaccessible by boat, the water around her being studded by rocks, submerged and exposed. As she lay upon the reef there was a depth at her stern of fully 6 fathoms, while at other places about her the water was as shallow as 6 inches. The locality was a dangerous one even in daylight and calm weather. Therefore the darkness and the state of the surf at the time of the stranding combined to make the situation of those aboard the schooner perilous in the extreme.

When the vessel put her nose upon the rock her stern quickly settled, causing the water she had on board to surge aft, fill the cabin, and drive the woman and her little ones out upon the wave-swept deck, where they were able to save themselves only by holding onto the stanchions.

The schooner was discovered by the beach patrol as soon as she struck, and half an hour afterwards the life-saving crew were on the scene of the casualty. Describing in his report the state of affairs on board and the work of rescue, the station keeper says:

While we were trying to cross the reef to get under the schooner's quarter we could hear the woman and children crying most pitifully. The night was so dark the men did not see us until we were right alongside. Then they were frantic in their efforts to signal us, as the lumber was working off the deck and the spars were likely to fall at any moment. When we got in to the vessel the woman cast herself aboard us and fell full length in the bottom of the boat, so frightened that nothing could induce her to get up. Our great danger after taking everybody off was the chance that we would go on the rocks where the water was not deep enough to float us. Had this happened we would have been capized. I kept the boat head to the surf while going out, and trusted to the current to sweep us past the shoal places, which it did.

The following day the life-saving crew saved \$800 worth of lumber from the schooner; also, some sails and rigging. The vessel was totally lost. It appears that the lighthouse steamer *Amaranth* subsequently pulled on her for four hours in an unsuccessful effort to haul her off.

*September 8.*—About 3 p. m. the boatman on watch at the Louisville (Ky.) Station discovered a small flatboat on the Ohio River in danger of going over the falls. The life-saving crew, in a river life skiff, overhauled the boat and towed it to their station. There were six small boys aboard the craft. The keeper states that the youngsters, left to themselves, would have gone through one of the openings in the Indiana Chute of the falls and been drowned. The boys did not realize their peril until their rescuers explained to them that the rough water seen farther down the river was the falls.

*September 8.*—About 7 p. m. a telephone message was received at the Milwaukee (Wis.) Station stating that a gasoline launch named the *Olympia* was on fire in Whitefish Bay. The station crew covered the 8 miles to the scene of the disaster in their power lifeboat in quick time, and found the launch completely enveloped in flames and within 100 feet of a pier. The sparks were flying from her toward the pier—a long, high, wooden structure with a pine covering, thronged at the time by persons who were watching the conflagration. With great difficulty and at much risk to themselves and their boat, the life-savers put a line aboard the launch, towed her to leeward of the pier and beached her. Their timely arrival and prompt action saved the pier from destruction and doubtless prevented a still more serious calamity, for had it taken fire the multitude of people upon it would have been thrown in a panic and many of them would have been unable to reach the shore in safety.

*September 29.*—About 1 p. m., the light keeper at the west end of Cuttyhunk Island (Mass.) telephoned to the keeper of the Cuttyhunk Station, reporting a vessel off to the westward that appeared to be partially dismasted. The lookout had observed the vessel before the message was received, but as she was several miles away from the station he failed to note anything unusual on board. His attention having been called to her, a more critical scrutiny through his glass disclosed a flag in her rigging, evidently set as a distress signal.

After an hour's run under power and sail combined, the service crew reached and boarded the vessel. She proved to be the 195-ton schooner *Charles Luling*, from Eatons Neck, Long Island, for Boston with a cargo of roofing gravel. She had encountered rough weather and lost her foremast and mainsail. Her rigging, moreover, was a snarl of wire rope and broken spars, and she was leaking seriously. She had a power pump, but it had become choked with gravel and could not be used. Her crew of five, exhausted and discouraged as a result of their efforts during the blow she had passed through, had done nothing to set things in order on board. The life-savers cleared the débris-covered decks as best they could, and set up an improvised sail in the hope that they might be able to run the vessel into Buzzards Bay. Tide and wind bore her slowly along until she reached a point near Hen and Chicken Reef, where she was anchored.



The revenue cutter *Acushnet*, which the station keeper had sent for before leaving shore, appeared on the scene about dark and took her in tow for New Bedford. The men from the station accompanied her into port.

*October 5.*—Near the hour of midnight the 5,667-ton steamer *David Z. Norton*, from Buffalo to Milwaukee with 9,200 tons of hard coal, ran upon a submerged rock a mile offshore from Sleeping Bear Point, Lake Michigan, and sank 10 minutes later in 30 feet of water. Half a hour after she struck the crew of the Sleeping Bear Point Life-Saving Station, situated  $2\frac{1}{2}$  miles to the east, were alongside in response to the frantic blasts of her whistle. The life-saving crew stood by her all day of the 6th, carrying messages to and from shore and performing such other service for her master as lay in their power. Late in the afternoon, the wind having risen and the seas having begun to wash over the vessel, some of the ship's crew of 24 persons expressed a desire to go ashore. Eleven of them were accordingly taken off and landed in Sleeping Bear Bay. When the life-savers returned for the rest of the crew they found the master unwilling to leave his vessel. They therefore stood by him during the night. By the afternoon of the 7th, the wind, which had been blowing a full gale for a number of hours, moderated sufficiently to permit a wrecking company to put air and water pumps on board. The steamer came off the reef at 7 a. m. of the 8th, and two steamers took her in tow for South Manitou Island. The South Manitou Island life-saving crew also rendered assistance upon this occasion, having come to the steamer on the forenoon of the 7th to relieve the Sleeping Bear Point station crew, who were much in need of rest and sleep.

This disaster is attributed to darkness and smoky weather. When it occurred the steamer was proceeding under moderate speed. The collision with the reef opened up three of her water-tight compartments, which explains why she sank so quickly. She suffered damage to the amount of \$35,000.

*October 12.*—On the night of this date the 127-ton steamer *John B. Dallas*, bound from New York to Block Island in a southwest gale and rough sea, sprang a leak, and to keep from sinking ran ashore 2 miles east of the Quonochontaug Station (R. I.). At 7 p. m., the vessel was discovered close inshore by the station watch. Before a signal could be burned to warn her off, some seaside cottages hid her from view. A surfman was at once dispatched down the beach to keep track of her, but she continued on her course until her lights disappeared without having come any nearer the land.

The surfman having the 9.30 to midnight patrol east was sent out 20 minutes earlier than usual with instructions to keep a sharp lookout for the steamer. At 9.35 he found her ashore. As soon as he could get back to the station with the news of his discovery the breeches buoy apparatus and surfboat were dispatched to the scene of the casualty. The vessel lay within 150 feet from the beach. A line was shot across her and the apparatus quickly set up, and within 15 minutes thereafter her crew of five were safely landed. The steamer was totally lost, but part of her cargo of coal was saved.

*October 20-26.*—In all the year's record of service operations no finer example of endurance and devotion to duty is found than the services performed by the crew of the Cape Lookout (N. C.) Station

(W. T. Willis, keeper) October 20 to 26, fighting fire on board the 2,014-ton steamship *Berkshire*, of the Merchants and Miners Line. The assistance rendered in this instance extended over a period of 150 hours, 60 of which saw the men of the station continuously at work, without sleep and under almost unendurable conditions.

The *Berkshire* took fire while on her way from Savannah, Ga., to Philadelphia with a cargo of cotton, naval stores, and fruit. In addition to her crew of 41 men, she carried 21 passengers. On the morning of the 20th, when she was 2 miles northwest of the Cape Lookout Station, she hoisted the International Code signal signifying: "I am on fire." A strong wind was blowing from the northeast and a heavy sea was running, but in a short time the life-saving crew were alongside the steamer in their motor lifeboat ready to render her such assistance as lay in their power.

When the life-savers arrived smoke was pouring from the vessel through every opening. Her master wanted to beach her, but Keeper Willis informed him that he would stand a much better chance of saving her by running into the sheltered waters of Cape Lookout Cove. The keeper's advice being approved, he at once assumed the duties of pilot while his men joined the fire-fighting force at work in the steamer's hold. In his account of the services of himself and crew from this time on Keeper Willis says:

When we had anchored in a safe place we removed 150 bales of cotton from below deck so that we could get into the lower hold, where the fire was doing the most damage. We reached the fire there with much difficulty, suffering greatly from heat and smoke. The iron stanchions and beams were so hot that we blistered our hands whenever we touched them. After getting to the lower hatch we played a stream of water upon the burning rosin, oil, and cotton, using the steamer's hose. We fought the fire continuously until the morning of the 22d, at 2.30 a. m. on which date the revenue cutter *Seminole* arrived in answer to a call sent by me on the 20th. The cutter came alongside at 8 a. m. and set her pumps to work, using 75 feet of hose procured from our station.

During the forenoon the *Berkshire* settled on the bottom. At 11 a. m. an explosion, caused by an accumulation of gas below deck, blew out the skylight over the engine room and damaged one of the ship's boats. Up to this time the passengers had refused to go ashore. After the explosion they needed no persuasion to leave the steamer. They were transferred to the *Seminole*, which still lay alongside. At the same time we hauled our power boat to the forward gangway of the steamer in readiness to take care of her crew should they be compelled to leave.

On the afternoon of the 22d we took the passengers from the cutter and landed them at our station. Leaving a surfman behind to provide for their wants, we returned to the *Berkshire* and fought fire until 3 a. m. of the 23d, when the steamship *Frederick*, also of the Merchants & Miners Line, appeared in the offing and signalled for a pilot. We went out and boarded her and after some difficulty laid her alongside the *Berkshire*. We then assisted her crew in rigging a pump and hose to fight the fire.

As the *Seminole* was short of coal, we next furnished her a supply from the *Frederick*, carrying the fuel aboard the cutter in baskets. All three vessels being short of provisions, we furnished them necessary stores.

At 8 p. m., by which time the fire was extinguished, the *Frederick* steamed away. The *Berkshire's* passengers were carried to Beaufort, N. C., in launches, hired for the occasion by the steamship company.

We remained aboard the steamer until the morning of the 26th. Occasionally fire would break out in a bale of cotton, but we kept watch and poured water on it whenever it appeared. After making arrangements with a towboat to fetch the *Berkshire* a supply of water from Morehead City, N. C., we returned to our station for rest and sleep. The *Berkshire* got away on the evening of the 26th under her own power.

I wish to state here that too much can not be said for this crew of men. They worked without a murmur, and were ready to go wherever I bade them. Really, I think the credit of saving the ship belongs to the keeper and crew of the Cape Lookout Station.

*October 23.*—The 1,350-ton Italian bark *Caterina*, fighting her way up along the New Jersey coast in a fresh south-southeast gale and

thick fog on the last 100 miles of a voyage from Montevideo, South America, to New York, lost her bearings and was swept by a strong tidal current upon Barnegat Shoals. She fetched up on the north side of the shoals  $1\frac{1}{2}$  miles northeast of the Barnegat (N. J.) Station. When her progress was thus disastrously interrupted she was on her way from Montevideo, Uruguay, to New York City with a cargo of bones. She carried a crew of 13 men.

Half an hour after she struck, namely, at 3 a. m., she was discovered by a surfman covering the patrol north from the station named. About the same time she was observed, also, by the south patrol from the Forked River Station. When the two patrolmen reached their respective stations with the news of the stranding the information was promptly telephoned to the Loveladies Island Station, next below Barnegat, and to the Cedar Creek Station, next above Forked River. All four stations set out without delay for the scene of the disaster, the Barnegat crew with their open power surfboat, and the Forked River crew with their Beebe-McLellan surfboat. The Loveladies Island crew appropriated and took along with them on their way up the beach the Beebe-McLellan surfboat belonging to the Barnegat Station. The Cedar Creek crew covered the several miles between their station and the vessel unencumbered by any boat. By 6 a. m. three of the crews were on the beach ready for action. The vessel lay fully 600 yards out. The two Beebe-McLellan surfboats were launched with nine men in each, but so high was the surf and so strong the wind that neither party of boatmen was able to get away from the beach. Time after time they shoved their craft into the ponderous breakers only to be hurled back upon the strand.

Efforts made about noon to effect a launching, the tide being low, met with better results. The two boats now got safely away, and after a hard struggle against wind and current, reached the bark. Running in under her lee, they took off the entire crew, six in one boat and seven in the other. The two boats landed safely on the north side of the inlet. A day or two later the rescued persons, who had in the meantime been succored by the Forked River and Barnegat crews, were transported to the mainland. Before their departure the two crews last referred to boarded the *Caterina* and brought the personal effects of the sailors ashore. Both vessel and cargo were totally lost.

*November 1.*—About 10 a. m., during the prevalence of a high on-shore wind and rough sea, a power boat with a scow in tow anchored near the breakers a mile south-southwest of the Hunniwells Beach Station.

Realizing the danger to which the position of the vessels exposed them, and suspecting, moreover, that something was wrong on board, the station lookout reported them to the keeper. The life-saving crew launched their power boat to investigate, taking their dory in tow. When they arrived, they found that the engine of the launch had become disabled, and that the boat had anchored to keep from drifting into the breakers. The single person on board had taken refuge upon the scow, which was loaded with a piano. The vessels were dragging and just on the edge of the breakers. The life-savers anchored 100 yards to windward, dropped their dory down with two men in it, and made a line fast to the scow. The two boats

were towed into deep water, where the service crew anchored to wait until the rise of the tide should permit them to get over the bar. As wind and sea continued to rise rapidly, it was decided, after a short wait, to risk the passage across the bar regardless of the state of the tide. The power boat, with its tow, had nearly cleared the bar when a sea struck the scow and threw it broadside. As the following sea smashed against it the towing line parted.

The life-savers ran to windward, turned and came back, and after some maneuvering got another line on board. A safe landing was made after an hour's hard pull with power and oars combined. The keeper states that but for the service power boat the launch and scow, and possibly the man in charge of them, would have been lost.

*November 13.*—The 217-ton schooner *Maggie Ellen*, from Portland, Me., for New York with a cargo of lumber, was set off her course by the tide and carried ashore in the late afternoon of this date on the south side of Fishers Island, N. Y., 3 miles southwesterly from the Fishers Island Station. She struck fully a quarter of a mile offshore. An hour or more after the stranding, her crew, who as yet had failed to display a distress signal, decided to land. While they were lowering their boat a sea smashed it to pieces. Having only the one boat, they now concluded to try to attract attention from the land. Accordingly, they saturated their bedding with oil and soon had a blaze, which they fed with pieces of lumber.

The signal was discovered at 6.30 p. m. by the surfman on the west patrol from the station named. The light appeared to the surfman to be close inshore. The beach apparatus instead of a boat was therefore taken abreast of the vessel. Although it was found that the schooner was much farther out than the patrolman had supposed, the keeper made one attempt to put a line across her. As the night was intensely dark two water lights were set burning to illuminate the beach. A No. 4 line was fired with a 6-ounce charge of powder. When it was found that it had fallen short of the mark, the station crew were dispatched for the surfboat.

A launching was made at 9.40 p. m. Wind and tide favoring them, the life savers reached the schooner, ran in under her lee, and took off the five men composing her crew. As the beach was strewn with wreckage, a landing was made with the aid of a water light. The schooner was floated on the 20th by the tug *Tasco* after most of her cargo had been placed aboard a lighter.

*November 13.*—When the schooner *Maggie Ellen* (see preceding case) went ashore she unknowingly caused another vessel—the 444-ton schooner *Estelle*—to get into danger. The *Estelle*, bound from the same port to the same destination, carrying a similar cargo and the same number of men in her crew, saw the fire signal aboard the *Maggie Ellen*, mistook it for the Race Rock Light, ran off her course and stranded on Fishers Island at 9.40 p. m., three-quarters of a mile nearer the Fishers Island Station than the place where the *Maggie Ellen* lay aground. She struck in the breakers 150 feet from the beach. There was considerable of a sea running, which set her to pounding, causing her to leak so seriously that she soon filled. Her master, thinking she would soon break up, spent no time signaling for assistance, but immediately got away with his crew in a boat.

With more discretion than is shown sometimes by mariners in similar circumstances, the sailors struck out for New London, Conn., instead of trying to land directly from their ship through the surf. After a 12-mile row they reached the place named, where they reported their misfortune to a wrecking company.

Owing to the darkness, and to the further circumstance that the *Estelle* burned no signal, she was not seen from the life-saving station until 7.20 a. m. of the 14th, when the lookout discovered her while taking a look at the *Maggie Ellen*, farther down the beach. The station crew went off to her in their surfboat, and found her deserted, with the wrecking tug *Tasco* standing by. The tug removed her deck load. The schooner was hauled off by the *Tasco* on the 15th.

*November 18.*—At daylight the watch at the Nauset Station (Mass.) discovered the 204-ton schooner *Donna T. Briggs* 4 or 5 miles offshore running toward the south in a fresh breeze with her colors in the rigging union down. The life saving crew ran alongside a tug on their way to the schooner and learned that she was aleak. The master of the tug, it seems, had refused to give her a line, fearing that she would sink on his hands. Indeed, his fears were well justified, for when the life savers boarded her shortly after hailing the tug they found her decks nearly awash, and her crew of six with their personal effects assembled in readiness to take to their boat. A hasty examination disclosed the most serious leak in the centerboard box. This the service crew were able to mend well enough to check the inflow of water appreciably. They next set to work bailing with pails. The pumps also were kept going, but the sand with which the vessel was loaded tended to choke them and impair their effectiveness more or less. The schooner was worked up on the shoals as far as Handkerchief Lightship, where she encountered a strong head tide, which again set her leaking seriously. Fortunately, the revenue cutter *Acushnet*, which the station keeper had previously summoned, arrived at this juncture and took the vessel in tow for Vineyard Haven. The life-savers remained on board until she was safe in harbor, taking the places of her exhausted crew at the pumps, and performing such other work as the situation demanded.

*November 24.*—At about 10 p. m. the barges *Pioneer* and *Typhoon*, of about 400 tons each, being towed by the tug *Salutation* from New England ports to Jersey City, N. J., broke adrift in a southwest gale and were swept on the beach three-fourths of a mile west-northwest of the Point Judith (R. I.) Station.

The barges had been under observation from the station lookout for three or four hours before they stranded, and it was noticed that the tug was having difficulty in taking care of them in the storm and rough sea that prevailed. When it appeared to the watching surfman that they were in dangerous proximity to the land, the station crew were aroused. Soon afterwards they were abreast of the barges with the beach gear.

The first and only shot fired laid a line squarely across both vessels, which lay 80 yards out, secured to each other side by side. The breeches buoy was soon sent off, but neither of the two men on board would avail themselves of it. After waiting awhile two surfmen boarded the inner barge in a dory that had washed ashore from one

of the vessels, and learned that those whom they would rescue were of a mind to remain where they were until daylight. The two surfmen therefore put back ashore, and the life-saving crew returned to their station, leaving a man to keep watch on the beach.

At dawn the *Pioneer*, the outermost barge, went to pieces. Having witnessed her destruction the two men were entirely willing to be taken ashore. The life-saving crew accordingly landed them in the breeches buoy, which had been left standing the night before. The barges were valued, together, at \$7,500. The *Typhoon* sustained a loss of \$2,000.

*November 24.*—On the morning of the 23d the 73-ton steamer *South Shore*, carrying a crew of 10 men and 4 passengers, cleared from Sault Ste. Marie, Mich., for Grand Marais, in the same State, with a cargo of merchandise. Heading up into the open waters of Lake Superior after passing Whitefish Point, she was overtaken by a heavy northeast gale and thick snowstorm, which drove her to head for shelter at Caribou Island, some 45 miles distant. By midnight, when she was probably 25 miles northeast of Grand Marais, the ceaseless pounding of boarding seas had partially wrecked her wheelhouse, stove in her after cabin, and extinguished her fires, leaving her practically a water-logged wreck. Thus crippled, she drifted before the gale until about midforenoon of the 24th with her crew working desperately at the pumps.

Shortly after 8 a. m., of the last-mentioned date, the weather having cleared, the helpless steamer was discovered by the lookout of the Grand Marais Station, 10 miles offshore toward the northeast. No distress signal could be observed aboard her, but the station keeper decided nevertheless that she was in trouble, and put off to her with his crew in the power lifeboat. On their arrival alongside after a hard fight against wind and sea, five members of the boat's crew went on board and took a hand in jettisoning the cargo, working the pumps, and assisting in other labor being put forth by the exhausted sailors in their efforts to save the vessel. As the endeavors of the additional force from the powerboat did not materially improve the outlook for getting the steamer into a harbor, all hands were finally taken off and brought ashore.

After the steamer was abandoned she drifted to within 300 feet of the beach several miles west of the station and sank in 12 feet of water. On the 25th, and again on December 5, the life-saving crew visited her, recovering two small yawlboats, a life raft, a number of cork jackets, and some of her cargo, having a value all told of about \$200.

*December 9.*—About 7.30 a. m. the keeper of the Nauset (Mass.) Station received a telephone message from the keeper of the Pamet River Station stating that a schooner had passed the station first-named, going south, with her sails blown away and her colors flying in the rigging, union down. It appears that owing to the darkness the vessel had gone by the Pamet River Station unobserved, but that she had been discovered from said station later, and the news sent down the service telephone line. The wind was blowing strong from the west-northwest, and there was a very high sea running. The life-saving crew at Cahoons Hollow, the next station southward from Pamet River, tried to launch their boat as the vessel swept past,

but the state of the sea prevented them from getting off the beach. Upon receiving the message referred to the life-savers at Nauset hauled their Monomoy surf boat down to the water in readiness to intercept the vessel. At a favorable opportunity after she appeared they were able to put off and board her. They found her to be the 204-ton schooner *Lavolta*, with a crew of five. She had a cargo of molding sand, which she was taking to Boston from Clinton Point, N. Y. Her sails were in ribbons and her gaffs and booms broken. In the words of the station keeper, she was a bad looking wreck. When the service crew boarded her the master had decided to beach her. The keeper had already sent for a revenue cutter, and while waiting for her to come the life-savers kept the vessel before the wind under bare poles. They found a lee off Chatham, where the anchors were let go to await the arrival of the revenue vessel. At 3 p. m. the cutter *Androscoggin* appeared and took the schooner in tow for Provincetown. The water was so rough on the trip along Cape Cod that the waves broke over the schooner continually, doing considerable damage on board. The life-savers who had remained on the vessel assiduously employed themselves at the pumps and in securing the wreckage torn loose by the seas. After rounding Race Point the schooner made better weather of it and was soon in port. The service crew remained by her until the following morning, in the meantime having pumped her out and cleared up her decks.

*December 10.*—On the morning of the 9th the steamer *H. S. Pickands* towing the lumber-laden barges *C. G. King* and *Donaldson* from Sault Ste. Marie, Ontario, to Cleveland, Ohio, put into Tawas Bay, on the west shore of Lake Huron, for shelter during a heavy southwest gale. On the morning of the 10th a signal was displayed from one of the vessels, evidently to summon assistance from the Tawas (Mich.) Life-Saving Station, about 4 miles to the east.

There was too much ice in the bay to permit the use of the power surfboat. The service crew therefore launched their Beebe-McLellan surfboat. As it was out of the question to get around Tawas Point under oars in the gale and sea that prevailed, they fastened a long line to their boat and, some lighthouse employees and fishermen assisting, hauled it along inside the bar to the point, with the keeper and a surfman on board to keep it off the beach. Arriving at the point, they proceeded in their boat across the bay to where the steamer and her barges lay.

All three vessels were found to be leaking. The *Pickands* and the *King* were in no immediate danger, as their pumps were in good working order. The *Donaldson*, however, had 9 feet of water in her hold, her pumps being out of repair. An engineer, transferred from the *Pickands*, soon repaired the barge's disabled pumps. The station crew then went aboard and operated them for 6 hours, lowering the water 7 feet.

On the morning of the 13th distress signals called the life-saving crew again to the vessels. This time the keeper had to engage a team to haul the surfboat to Tawas City, a distance of 7 miles, it being impossible, on account of the ice, to launch anywhere nearer the station. The barges were still aleak and their masters declined to venture out into the open lake in tow of the *Pickands*. They insisted on having a wrecking tug called to take them to their destination. They and the master of the steamer were accordingly

carried ashore to communicate with the owners. The wrecking tug *Reid* appeared on the 14th and took the barges away.

*December 10.*—At 2 a. m. a telephone message was received at the South Chicago (Ill.) Station saying that the tug *William H.* was ashore at Whiting, Ind., about 6 miles southeast of the station, with a line in her wheel. The life-saving crew promptly responded in their power lifeboat. On reaching the vessel they went alongside in their surfboat, which they had taken along in tow, and were informed by the master that he wanted the services of a tug. They went ashore to procure the assistance desired, but could find nobody willing to undertake the work of releasing the vessel in the darkness and the heavy surf that prevailed. On their return to the tug after their fruitless quest for help they tried unsuccessfully to induce the three men on board to leave. As nothing more could be done for the present they returned to their station. The wind having increased and the surf become heavier by daylight, they put off to the tug again at 8 a. m. Anchoring the power boat outside as before, they ran in and brought away two men—all that were then on board. It appears that the master landed in a yawl boat sometime between the two visits of the life-saving crew. The tug was totally lost.

*December 11.*—About 9 a. m. the 287-ton schooner *Carrie A. Bucknam*, from Stockton, Me., for New York, with a load of lumber, and carrying a crew of 5, was sighted  $4\frac{1}{2}$  miles southeast of the Chatham (Mass.) station, flying a distress signal. She was apparently leaving her anchorage, where she had been lying for several hours.

After sending a call for a revenue cutter the station keeper launched the Monomoy surfboat, and with his crew boarded the vessel. He found that she had broken her windlass. The life-saving crew raised her anchor, got her under way, and, with a signal set for a cutter, proceeded south in a fresh westerly wind. About 4 p. m., when the schooner was a few miles west of Handkerchief Lightship, the cutter *Androscoggin* overhauled her. It took nearly four hours to get the cutter's hawser on board. While this work was under way the master of the schooner became afraid that he would go on Handkerchief Shoals. To allay his fears a kedge anchor was run out. This failed to hold. A vessel anchor was thereupon dropped overboard with better results, serving to hold the schooner until the towing hawser could be brought into play.

The cutter and schooner remained at anchor until the morning of the 12th, when, a gale having risen, they took shelter in Vineyard Sound. They lay there until the morning of the 13th waiting for the blow to subside. At 8 a. m. of the last-mentioned date the revenue cutter *Acushnet* appeared, and took the vessel in tow for New Bedford, Mass. The life-saving crew remained on board the schooner until she was safe in port. While performing duty in this case they were absent from their station 48 hours, several of which were spent in freezing weather and high seas, running hawsers, raising anchors, transporting men between schooner and cutters, etc.

*December 24.*—About 5 a. m. a surfman covering the patrol west from the Eatons Neck (N. Y.) Station in a gale and thick snowstorm caught the glimmer of a light offshore. He burned a signal, but, getting no answering sign, concluded that the light was aboard a



vessel at anchor. On his return to the station he reported his discovery to the keeper. The life-saving crew went to the beach to investigate, and were able to discern through the snow the outlines of a vessel lying in the breakers something like 150 yards from the shore. As the water was very rough, the keeper decided that the work of rescue evidently ahead called for the use of the breeches buoy rather than a boat. The crew were accordingly dispatched to the station for the necessary gear. The first and only line sent out fell across the vessel just abaft of the mainmast, catching in the main rigging a few feet above the deck. Nothing interfered seriously with the setting up and working of the apparatus, and the three men composing the ship's company were soon safe on the land.

As the sailors, previous to their rescue, had been fearful that the ship would go to pieces under them, they made no attempt to save their personal belongings. Surfmen Terry and Van Dyke volunteered to go out and get their property. By this time the vessel had worked so far along the beach as to bring in contact with the main boom the hawser carrying the buoy. This circumstance operated to interrupt the outgoing trip of the two surfmen, for on reaching the end of the boom they were compelled to leave the buoy and crawl on board over the swaying length of the big spar. They faced a doubly hazardous ordeal when they returned to the buoy burdened with suitcases containing the sailors' effects. Nevertheless, they accomplished the passage without mishap. They remained on the boom in imminent peril of their lives until the buoy came back for them after it had been hauled ashore with the baggage.

The vessel in this case proved to be the 86-ton schooner *Copy*. She left Greenport, N. Y., for Port Johnson, N. J., on the afternoon of the 23d. In the early morning of the 24th she lost her bearings in a snowstorm and brought up on the beach, as already shown. She was abandoned after being stripped.

*December 24.*—While making her way up along the New Jersey coast in a thick snowstorm on the night of December 23-24, the 4,961-ton British steamer *Turrialba*, from Jamaica, W. I., for New York City, with a cargo of bananas and general merchandise, got off her course and stranded on the south end of Little Egg Harbor Shoals, 1½ miles offshore and 3½ miles eastward from the Brigantine (N. J.) Station. She carried a crew of 86 men and 75 passengers.

About 4.30 a. m. of the 24th, half an hour after the steamer struck, her lights were discovered by the south patrol from the Little Beach Station. She showed no distress signals, but as her lights remained stationary the patrolman concluded that she was on the shoals. He therefore hastened back to his station and reported his discovery to the keeper. News of the stranding was soon passed along the service telephone line.

The crews of four life-saving stations—Brigantine, Little Beach, Little Egg, and Atlantic City—set out to the assistance of the vessel. The Brigantine crew was earliest on the scene of the disaster, and performed the bulk of the assistance rendered by the life-saving corps. Owing to weather conditions the three other crews reached the steamer tardily and only after a most disheartening struggle against wind and tide, in which their boats were seriously damaged, and the lives of some of them endangered.

The Brigantine crew proceeded in their power surfboat to Little Egg Harbor Inlet by the inside route, and thence out through the harbor entrance. Reaching the vessel, they tried first to run in on her starboard side. Finding it impossible to get near her from that quarter, they swung around and ran before the sea preparatory to another attempt from a different direction. While maneuvering for the second venture alongside, a big comber broke over them, filling their boat to the gunwales. The craft quickly freed itself, however, thanks to its self-bailing quality, and they finally made the port side of the ship, getting in under her bow.

The keeper went aboard, and found that the master, Capt. Lindsay, had already sent a wireless call for help. The passengers, who it appears were in a state of considerable uneasiness, insisted that the life-savers stand by them. They were much relieved when the keeper stated that he would remain aboard ship, coupled with the assurance that they were in no immediate danger.

As the boat's crew lay by the steamer rising and falling with the ocean swell, they found themselves in a position of great danger. The seas, which seemed to bombard them from every direction, repeatedly filled their boat. Indeed, they had all they could do to fend off from the larger vessel and keep from being washed overboard. As it was evident that they would be unable long to prevent the destruction of their craft, the ship's crew let down a boat tackle and hoisted them out of the water. This action itself came near resulting disastrously. In the ascent a sea sent the boat crashing against the side of the steamer, nearly capsizing it. The keeper states that it was only by the narrowest chance that some of the oarsmen were not severely injured or thrown into the water.

At 7 p. m. the revenue cutter *Seneca* anchored about a mile outside and sent a boat in to the steamer. Capt. Lindsay was strongly of a mind to send the passengers aboard the cutter at once. The keeper and the officer in command of the cutter's boat convinced him, however, of the wisdom of waiting until the morrow, and for better weather.

The work of taking the passengers off was begun at daybreak of the 25th, the Brigantine crew in their boat, and two boats' crews from the cutter, participating in the transfer. The Little Beach and Little Egg station crews appeared about 8 a. m., and assisted in getting baggage and mail from the steamer to the cutter. At 10.30 a. m. the *Seneca* set out for New York.

The *Turrialba* was floated by a wrecking company on the morning of the 27th and taken in tow for New York. The only damage she suffered was the loss of her rudder and an injury to her propeller. Part of her cargo was thrown overboard, but the loss so incurred could not be ascertained.

*December 27.*—The 584-ton, 4-masted schooner *Savannah*, bound from Jacksonville, Fla., to Portland, Me., with a cargo of pine lumber, and carrying a crew of nine men all told, stranded about noon of this date on the western edge of Frying Pan Shoals, coast of North Carolina, in a westerly gale and thick weather. Vessel and cargo, valued, together, at more than \$40,000, were totally lost. The ship's crew, however, were saved by the crews of the Cape Fear and Oak Island Stations.

As the schooner lay on the shoals, with the mountainous seas smashing against and over her, she was discovered by Keeper Brinkman of the station first named. To make sure that she was aground the keeper climbed the Cape Fear light tower to get a look at her through a spyglass. On leaving the tower he asked the light keeper to set a signal, which, according to a previous understanding, would convey to the station crew at Oak Island and to the revenue cutter *Seminole* the information that a vessel was in trouble offshore.

The Cape Fear crew put off the beach in their surfboat without loss of time, and covered the 8 miles to the schooner in two and a half hours. The Oak Island crew also appeared about the same time in their power lifeboat. It was agreed that Keeper Brinkman should undertake the work of rescue, a boat under oars being more readily and safely handled than a power boat in broken water about a wreck. This arrangement was duly carried out, the Oak Island crew standing by, ready to assist their comrades should the surfboat meet with misfortune while alongside. "After a hard battle with wind and sea," says Keeper Brinkman in his report, "we took the captain and eight men off."

The rescue accomplished, the sailors were transferred to the power boat, which thereupon proceeded ashore with the surfboat in tow.

The ship's crew were cared for at the Oak Island Station until the following morning, when they were placed aboard the *Seminole*, which had appeared off the station during the night. The cutter and two tugs attempted to float the schooner, but without success.

*December 28.*—About 3.40 a. m. the 2,184-ton, 4-masted British bark *Torrisdale*, bound from Antofagasta, Chile, to Astoria, Oreg., in ballast, stranded on the south spit near the rocks of the jetty on the lower side of the entrance to Grays Harbor, Wash. The bark, nearing the end of a 7,000-mile voyage, had hauled in toward the shore early in the night of the 27th on the lookout for a tug or a pilot. Failing to pick up either, she put to sea again. During the night a gale rose, with squalls veering from south to southwest and westerly, accompanied by a very high sea. To keep off the land, the bark put on all the sail she could carry, but when the lookout reported Grays Harbor Light it was found that current, leeway, and seas combined were carrying her toward the beach. The sails were set to wear ship in an effort to get out of danger, but the gale blew them away, leaving the vessel helpless. Her anchors were let go, but they failed to hold and she was swept into the breakers. She struck below the jetty six or seven hundred yards offshore, and soon careened until she lay on her beam ends. Her crew attempted to get away in their boats, which, however, were rendered useless by the seas before they could be launched. Life belts were served to all of the 30 persons on board, rockets were fired, and prayers were offered up for the deliverance of the imperiled company.

The bark's signals being observed by the patrol from the Grays Harbor Station, the life-saving crew promptly launched their Dobbins boat and proceeded down the harbor toward the entrance. After they had passed Point Chehalis it was seen that the vessel lay on the south side of the jetty rocks. As it would have been sheer madness to try to reach her in the prevailing state of the sea

by rounding the outer end of the jetty, they anchored their boat inshore near the point, landed, and crossed over the jetty to the beach below. They found the bark lying on her starboard side, with what was left of her rigging projecting out almost horizontally over the water. Her crew could be seen huddled together aft on the upper side of the hull.

After a hasty survey of the situation the keeper dispatched his men to the station for beach gear and surfboat. The first attempt made to reach the vessel was by line—a No. 7, fired with 8 ounces of powder. When the line was observed to fall far short of its object, the life-savers turned to their boat. It was out of the question to go alongside the exposed bottom of the wreck, and equally impossible to run close in on the opposite side amidst the thrashing débris of her rigging. As the situation stood, there was nothing for the sailors to do but leave their refuge on the upturned hull, clamber down the steeply sloping wave-swept deck, crawl out along one of the masts, and drop down into the waiting surfboat. This they did, one by one, until all had been taken off. Three trips between ship and shore were required to complete the rescue. The bark was totally lost.

*January 16.*—While trying to pick up Seguin Island (Me.) Light, in thick weather on the morning of this date the 149-ton British schooner *B. B. Hardwick*, bound from Boston, Mass., to Weymouth, Nova Scotia, in ballast, lost her bearings and struck hard and fast on Fullers Rock,  $4\frac{1}{2}$  miles southwest of the Hunniwells Beach (Me.) Station. The schooner carried a crew of six, and one passenger.

The master immediately set a light signal, which, as was afterwards learned, burned for half an hour. The schooner could not have been seen from the station, however, in any event, owing to the fact that an island intervened. In fact, the only place within the scope of the station from which she could have been observed at all, even in clear weather, was the farthest limit of the west patrol. Reaching the end of his beat about 5 a. m., covering the patrol indicated, the No. 1 surfman from the station named saw the schooner's flare dimly through the darkness and mist. He watched it for a few moments, and, as it was small and burned steadily, concluded that it was an ordinary steamer's light. Nevertheless, fully to assure himself, he climbed a near-by hill, thinking to get a better view of the light; but when he reached the eminence and turned to look seaward it had vanished, having disappeared, as he thought, beyond Cape Small Point.

Although the surfman did not interpret the light as a distress signal, the matter was mentioned to the station crew at breakfast. Some time during the morning the keeper, with glass in hand, went up on a high hill near the station, and through a rift in the mist caught the outlines of a vessel off to the southwest standing motionless and with sails set. He concluded that it was the vessel whose light the surfman had seen, and that she was aground.

The life-saving crew were soon alongside in their power boat. They found the schooner high on the rocks. As she was making no water, and did not appear to be badly damaged, the chances seemed good for saving her on the following high tide. The master was taken ashore to communicate with his owners, and a call was sent for the revenue cutter *Woodbury*.

The tug *Ariel* appeared on the scene at noon, and at 4 p. m. the *Woodbury* arrived. Efforts to float the vessel were promptly begun and prosecuted with small promise of success until the afternoon of the 17th, when bad weather compelled a cessation of work. The weather having moderated by the afternoon of the 20th, arrangements were made to renew operations the next day. During the night, however, a heavy southerly storm arose, accompanied by a tremendous tide and sea, and at dawn of the 21st the waves were making a clear breach over the schooner.

Just before high water the station keeper, watching the vessel from the hill previously mentioned, saw her come free and float away from the rock. The life-saving crew at once launched a boat and reported the keeper's discovery to the commanding officer of the *Woodbury*. The cutter overhauled the vessel, and with the aid of the station crew took her in tow for Portland. Although her decks were awash and she was practically in a sinking condition, the cutter brought her safe into port.

*January 28.*—By the prompt and effective work of the life-saving crew at Point Reyes, Cal., 21 men composing the crew of the 377-ton coasting steamer *Samoa* were saved from death in the breakers on the forenoon of this date when the vessel named ran ashore in a dense fog. Keeper Hunt of the Point Reyes station heard the *Samoa* whistling as she made her way slowly down the coast in the impenetrable mist. A series of blasts frantically blown about 8 o'clock, when she was 600 yards south of the station, conveyed to the life-saving crew the information that she was in trouble. The keeper ran down to the beach to ascertain the steamer's position, and his men followed him with the breeches-buoy gear.

Shortly after the life savers arrived abreast of the steamer the fog lifted a little, disclosing her, bow on, in the breakers about 300 yards off the beach. The seas were sweeping entirely over her and the inshore surf was already filled with wreckage from her riven deckload of lumber. The first shot-line sent out fell squarely across her, but slid down the forestay and no one on board was able to get it. The second line the sailors caught, but lost. On the third attempt, however, the line dropped easily within their reach. As nothing further transpired to interfere with the work in hand the entire ship's crew were soon safe ashore.

Although this rescue was made without mishap the rescuers worked under considerable difficulty. Keeper Hunt states in his report that the reason nobody was lost or seriously injured by wreckage was due largely to the assistance given his crew by farmers of the neighborhood. They helped to haul the breeches buoy to and fro, thereby relieving two surfmen. These took position near the water. As the buoy neared the beach on its shoreward trips they rushed into the surf, met it, and returned with it to land, protecting the occupants from being struck by the lumber thrown up by the combers. The *Samoa* and her cargo, valued together at \$39,000, were totally lost.

*February 9.*—About 4 p. m., the Fort Point (Cal.) life-saving crew picked up in mid-channel off Presidio beach a hydro-aeroplane belonging to Mr. Adolph Sutro.

It appears that the person named had been making a test flight before the Pacific Aero Club. One of the tests required the machine

to alight on a given spot in San Francisco Bay, then resume its flight. The first part of the test was successfully made, but when it came to rising again the aeroplane's self-starting device failed to work, and the aviator found himself at the mercy of the ebb tide. He was rescued, however, by a small boat. The station crew arrived after he was taken off, but in time, nevertheless, to save his machine, which they took in tow for its hangar at Harbor View.

Brief accounts of two other accidents to this aeroplane appear farther on in this chapter under dates of March 21 and May 11.

*February 13.*—The 54-ton tug *Blanche*, towing barge *No. 1* of the Rockport Granite Co., from Boston for Rockport, Mass., lost her bearings in a fog when about halfway toward her destination and afterwards stranded on the northeast end of Kettle Island Bar 3 miles south-southwest of the Gloucester (Mass.) station. Half an hour or so after she went ashore the crew of the station were alongside in their power lifeboat. The chance of saving her seemed small. The station keeper put four men on board, however, to assist in the efforts being made by her crew to free her of water. Some time later the tug *Eveleth*, which the keeper had sent for before leaving shore, arrived. The service crew ran lines from the *Eveleth* to both the *Blanche* and the barge, and they were taken in tow for Gloucester, the life savers accompanying them. While the vessels were en route for a harbor the *Blanche* was momentarily in danger of sinking, but the surfmen kept her fires going, and worked at her pump and with buckets to such purpose that she was finally made fast to a wharf at the place above mentioned. As her firemen had deserted her when she stranded, the keeper and some members of his crew remained by her until she was hauled out on the ways the next day for repairs. She suffered damage amounting to \$1,000.

*February 14.*—About 9 a. m., the 1,102-ton steamer *Seminole*, bound from San Francisco to Sacramento, Cal., and the 682-ton stern-wheel steamer *H. J. Corcoran*, bound from Selby, Cal., to San Francisco, collided half a mile east of Angel Island, San Francisco Bay, in a dense fog. Both vessels were totally lost. The *Seminole* carried a crew of 40 men and 50 passengers, but no cargo; the *Corcoran* a crew of 43 and a general cargo, valued at \$69,000. The property loss resulting from this disaster amounted to \$304,000, the *Seminole* having been valued at \$115,000 and the *Corcoran* at \$120,000. Both vessels turned bottom up following the collision, but not until all on board except two members of the crew of the last-named vessel had been rescued by the gasoline tug *Maryland* and the steamer *Napa Valley*, which were in the vicinity. It is stated that the rescue was accomplished with no little danger, owing to the fact that the stricken vessels settled rapidly.

After the *Seminole* turned over she drifted away and sank near Alcatraz Island. The *Corcoran* was lost in the fog and carried seaward by the ebb tide. Her whereabouts were not known until she was discovered off Lime Point by the keeper of the Lime Point fog-signal station, and the fact reported to the Fort Point Life-Saving Station, on the opposite side of Golden Gate.

The life-saving crew promptly crossed over the bay entrance to the *Corcoran* in their power lifeboat and found her drifting along with four of her boats in tow fast to her rudders, and another boat standing

by with two of her crew in it. All five boats were towed to the Fort Point Station, the life saving crew from Point Bonita assisting. The two men were taken aboard the Fort Point power boat and later transferred to the revenue cutter *Golden Gate*. Before leaving the *Corcoran* the life-saving crews carried a wire hawser from the tug *Pilot* and fastened it with great difficulty to the capsized vessel. The tug then towed her into port. It was found, however, that she was not worth saving.

In addition to the services performed by the two station crews as above set forth, they picked up seven 100-gallon drums filled with distillate (part of the *Corcoran's* cargo) and towed them to the Fort Point Station.

*February 18.*—The 1,104-ton schooner *Montrose W. Houck*, from Port Tampa, Fla., to Baltimore, Md., with a cargo of phosphate rock, misstayed, dragged her anchors, and went ashore a third of a mile east of the Paul Gamiels Hill (N. C.) Station. Her crew of nine men were rescued by a boat's crew of surfmen from the Paul Gamiels Hill, Caffey's Inlet, and Kitty Hawk Stations, after a hard battle in a fresh wind, strong current, and high sea. The vessel and her cargo, having a combined value of \$70,000, were totally lost.

About 1.30 a. m. the north patrol from the first-named station discovered the schooner near the beach and heading directly on shore. The patrol burned a warning signal and the vessel anchored. On learning of her dangerous proximity to the land, Keeper Harris sent a telephone call for a revenue cutter in the hope of getting assistance in time to prevent her from coming ashore. Sometime during the forenoon an International Code signal was displayed aboard the schooner asking for assistance. Soon after the signal went up the vessel began to drag. She stranded about 11.45 a. m. 500 yards from the beach.

After calling up the two adjacent stations, Keeper Harris hauled his beach apparatus and surfboat abreast of the vessel. An attempt was promptly made by him to put a No. 7 shot line over her, using 6 ounces of powder. The shot fell short. By this time the two other life-saving crews previously mentioned arrived. As the great distance between the schooner and the shore rendered the prospect of effecting a rescue by the medium of line communication extremely uncertain, the life-savers now resorted to a surfboat, and to such good purpose that the shipwrecked sailors were soon safely landed.

*February 18.*—The 431-ton schooner *Advent*, from Santa Rosalia, Mexico, to Coos Bay, Oreg., in ballast, was discovered by the lookout of the Coos Bay Station at 9 a. m. trying to get in over the Coos Bay bar. A few minutes after she started in the wind died down and she set to drifting toward the breakers on the south spit.

The life-saving crew, in their power lifeboat, overhauled her after a 3½-mile run, finding her 600 yards out of the channel and about the same distance off shore, her head to the sea and both anchors out. After some maneuvering the power boat got close enough to take off her crew of eight. They refused, however, to abandon the vessel. The life-savers thereupon tried to pass a line to them, but they were too greatly excited to understand what was wanted of them. The lifeboat in the meantime was swept out of the lee of the schooner, and the station crew were compelled to leave the locality to avoid

a capsized. As the lifeboat started away, the keeper shouted a warning to the crew of the vessel not to try to launch a boat, promising to return for them later in the day on the slack of the tide. Accordingly, when the tide favored, the life-savers went back to the vessel and took the men off. On the morning of the 19th the *Advent* broke up.

*February 21.*—Shortly after noon the lookout of the Hunniwells Beach (Me.) Station observed a piece of white cloth flying from a boat 2 miles offshore in Sheepscot Bay and some 3 miles from the station in an easterly direction. The boat—a gasoline fishing launch—had been under observation from the station tower for some time, and when the signal referred to was raised the lookout suspected that she was in trouble. While he watched her through his glass she drifted behind an island.

Without delay the life-saving crew put out after her in their power surfboat. Overtaking her, they found that she had lost her propeller. She had no anchor and but one oar on board, and her two occupants were entirely at the mercy of wind and tide, which were sweeping them rapidly out to sea. They told their rescuers that they did not understand how they were discovered and overtaken so quickly after they set up a distress signal. As the launch was a frail and unseaworthy craft, they would undoubtedly have been lost but for the timely appearance of the station crew.

*February 22.*—The launch *Majestic*, of Newburyport, Mass., was seen by members of the Newburyport life-saving crew to leave harbor about noon, bound for the Isles of Shoals on a fishing trip. It was known that her engine was not in first-class condition. Therefore, as the sea was quite rough, the station crew kept her under close observation after she passed out through the entrance of the Merrimac River. About 1 o'clock, when she was  $2\frac{1}{2}$  miles northeast of the station and  $1\frac{1}{2}$  miles offshore, she was seen to hoist a garment on an oar. On going to her in their Race Point surfboat the station crew found that her batteries had given out, leaving the engine dead and the boat helpless. Fifteen minutes after their arrival the Salisbury Beach Station crew, who had also seen the launch's distress signal, appeared on the scene. The two boats passed lines to the launch and took her in tow. Knowing that it would be out of the question safely to pass the Merrimac River bar with the tide near ebb, the two station keepers decided to try to get into Hampton River, 5 miles away. On reaching the entrance of the river last mentioned, they found the surf on its bar very rough. They crossed over, nevertheless. The force of the outrunning tide prevented them from continuing directly on upstream, so they found a comparatively safe anchorage in a slue some distance south of the harbor. The Newburyport crew left the two other boats there, passed out over the bar, and returned to their station. Some time after dark, the tide favoring, the crew that had remained with the launch set out for the harbor, a mile distant. Passing safely by the rocks and shoals found on the way, both boats were soon out of danger.

*February 22.*—The 3,526-ton Dutch steamer *American*, bound from Antwerp, Belgium, to Philadelphia, Pa., in ballast, with a crew of 37 men, lost her way in a fog off the coast of New Jersey, and a strong south-southeast gale swept her on a shoal three-quarters of a mile off



the beach and the same distance east of the Sea Isle City (N. J.) Station. The stranding took place at 1.30 p. m. The steamer promptly flew a distress signal, which was discovered from the station named. The life-saving crew boarded her in their surfboat, and after an interview with her master, put back for the shore and sent a call for a revenue cutter and a wrecking tug. They then returned to the vessel and remained on board over night. At daylight of the 23d the cutter *Mohawk* arrived. The Sea Isle City Station crew, assisted by the station crew from Townsend Inlet, ran the necessary lines, and twice during the day, at high tide, the cutter endeavored to pull the steamer off. On the second attempt, made in the evening, the cutter succeeded in moving her out of her bed, but failed to get her afloat. She was hauled off, however, by the wrecking tug *Rescue* on the morning of the 24th. She was only slightly damaged.

*February 27.*—The case of the schooner *Zaccheus Sherman*, set forth here, furnishes a good illustration of the difficulties sometimes encountered by the crews of the service in establishing and maintaining communication with wrecked vessels lying several hundred yards offshore.

Caught in a fierce southerly gale while beating up the North Carolina coast from Port Royal, S. C., for New York, with a cargo of lumber, the schooner named, a 767-ton vessel, carrying a crew of eight men, was swept ashore on the night of this date 2 miles south by east of the Gull Shoal (N. C.) Station, taking bottom in the breakers 400 yards from the beach. She was discovered by the south patrol from the station named, and three life-saving crews—from the Gull Shoal, Chicamacomico, and Little Kinnakeet stations—went to her assistance with the breeches buoy gear.

After much difficulty, due principally to the darkness of the night and to the swiftness of a longshore current, which interfered with the work of getting lines to the vessel, the apparatus was set up.

Owing to the distance at which the schooner lay from the beach, the three station keepers present decided that the life car offered a better means of effecting a rescue than did the breeches buoy. Accordingly, some time after the corps arrived abreast of the vessel a team was dispatched to the Gull Shoal Station for a car. As a measure of precaution—well taken, as it proved—the Gull Shoal surfboat was also brought to the beach.

Two trips between ship and shore were made by the car without accident, three sailors coming in on the first trip and two on the second. As the car was traveling seaward for the third time the whipline was parted by the strain of current and surf.

Convinced that the three men still on the schooner would not be equal to their part of the task of putting the lines again in position, the life-savers now launched the surfboat and completed the rescue.

The keeper of the Gull Shoal Station, who was in charge of the corps at this wreck, was called upon to explain why the ship's crew were not all landed in the two trips made by the life car, which would have obviated the use of a boat, and avoided subjecting to extra hazard both those who manned the boat and the men still on the vessel when the whipline parted. In his letter of explanation the keeper says:

I wrote on the car for four men to get into it, and the message was understood by the wrecked crew, but not being in the habit of coming ashore in a boat like the life car they decided that three men was a load. I made signals for four, but the only reply

was to haul away. This we did. When the car reached the beach I was informed that three men were all that would get in it at one time. The captain—a very large man—was barefooted and suffering so much from swollen feet that he could not help himself very well. So he and one man got in the car for the second trip. I again signaled for more men to get in, but they again signaled to haul ashore, which we did.

*March 6.*—About 1 o'clock p. m. the lookout of the Parramore Beach (Va.) Station reported that a vessel several miles off shore to the southeast had carried away her masts. The station crew launched their surfboat and boarded the vessel to find that she was the schooner *Sada*, of 56 tons, bound from the James River, Va., to Little Egg Harbor, N. J., with a cargo of oysters. She carried a crew of five men. Both the master and the mate had been injured by the falling of the masts, the master seriously. As the two men were in urgent need of medical attention, it was decided to take all hands ashore, leaving the schooner at anchor. Four miles from the land the boat's crew, nearly exhausted from battling against a strong head wind and a choppy sea, and their boat aleak, were overhauled and given a tow by the Hog Island Station crew in their power lifeboat. When the two boats were within a mile of the beach the crew from the Wachapreague Station, in their power lifeboat, met them and took the master and mate of the *Sada* on board. After towing the surfboat to land, the Wachapreague crew set out with the two injured persons on a 9-mile trip to Wachapreague City, Va. An examination made by a physician at this place showed that the master had sustained some fractured ribs, besides internal injuries. The mate, however, was less seriously hurt.

On the morning of the 7th the revenue cutter *Onondaga*, which the keeper of the Parramore Beach Station had summoned, appeared and took the *Sada* in tow for Norfolk, the three sailors brought ashore on the previous day accompanying her.

*March 18.*—About 6 p. m., during the prevalence of a northeast gale, the watch of the Sullivans Island (S. C.) Station called the attention of the keeper to the peculiar actions of a motor boat 2 or 3 miles to the southwest. The life-saving crew put off in the Monomoy surfboat and overhauled the launch (named the *Surprise*) just as she was about to drift upon a surf-beaten shore. She had broken her rudder and lost her anchor, and but for the timely arrival of the life-saving crew would have been wrecked, probably with the loss of her four occupants, two of whom were women. The service crew took the two women into their boat and loaned the men an oar to steer with upon their assurance that they would be able to work in under the lee of a point of land half a mile distant. The women were taken to the station, and their friends, as well as the owner of the disabled launch, were notified of what had occurred. A private craft came to the assistance of the launch and towed it to safety.

*March 21.*—In the early morning of this date four fishermen in a launch put out from Sandusky, Ohio, to lift their nets. While they were at their work a fierce gale rose and drove them rapidly offshore. Their perilous situation was discovered by a resident of Kelleys Island, who telephoned the news to the Marblehead (Ohio) Station, giving the approximate position of the launch.

As the force of the gale was such as to prevent the launching of a boat from the station, the keeper sought the services of a tug to carry him and a crew to the rescue. After some delay he found a man in

Sandusky—Capt. Tyre, of the tug *Olcott*—willing to venture out in quest of the imperiled men. The *Olcott* picked up the life-saving crew at Marblehead at 2 p. m. The rescuing party overhauled the launch 10 miles northeast of the life-saving station, finding the fishermen thoroughly exhausted from their efforts to keep afloat and in despair of being saved. The *Olcott* towed the launch back to Sandusky. Twice on the way in the towline parted, but each time the launch was recovered.

The keeper praises the self-sacrificing spirit shown by Capt. Tyre in answering, in the height of a storm so severe, the call made upon him for assistance.

*March 21.*—The Fort Point (Cal.) life-saving crew rendered assistance to a type of craft rarely mentioned in service casualty reports when the hydro-aeroplane *Sutro* suffered a capsizing on the afternoon of this date a mile north of their station.

The *Sutro* left her hangar at Harbor View, San Francisco Bay, piloted by A. G. Sutro and carrying a passenger named H. L. Jones. While skimming along on the surface of the water preparatory to an ascent, her pontoons struck the swell from the steamer *Salatis*, causing her to roll and tilting her planes to such an extent that the wind, which was blowing about 18 miles an hour, caught underneath them, and turned her over. Sutro endeavored unsuccessfully to avert the impending catastrophe by climbing out along the weather plane. The machine turned bottom up, but both men scrambled through the rigging uninjured, and took refuge on the bottoms of the air chambers, which kept the craft afloat.

The station lookout witnessed the accident, and the life-saving crew promptly launched their power lifeboat to the rescue. They reached the scene of the casualty in six minutes, but a boat from the *Salatis* had already picked up the aviators. The two men were transferred to the service boat, which, with the assistance of the Coast Artillery tug *Capt. Gregory*, took the *Sutro* back to its hangar.

*March 27.*—On the night of the 26th-27th the 986-ton lumber-laden barkentine *Antioch*, from Savannah, Ga., for New York, beating up the New Jersey coast in thick weather, hove to on the port tack and stranded about 500 yards from the shore and the same distance south-southeast of the Squan Beach (N. J.) Station. At 4.50 a. m. of the 27th, 10 minutes after she struck, she was discovered by the station watch, and within a short time the life-saving crew were abreast of her with their beach apparatus. The dogged perseverance of Keeper Longstreet, in carrying to a successful conclusion in the face of numerous discouraging happenings the ensuing rescue of the 10 men composing the barkentine's crew, can but serve as an inspiring example to all members of the service corps. His report of the case is substantially as follows:

When we arrived on the beach it was low tide, the sea was high and the wind was blowing heavily from the south-southwest, with very thick weather by spells. A bad cut of the tide—the strongest I ever saw—was running north.

I fired my first shot at 5.30 a. m., using 7 ounces of powder and a No. 7 Whitton line. The line fell short. We hauled it in and fired a No. 4 Whitton line, using 6 ounces of powder. In both of these instances the wind prevented the line from carrying to the vessel. On the third attempt a No. 9 line and a 7-ounce charge of powder were used. As the tide, which was rising, was gradually working the barkentine inshore, this line fell across her deck. The sailors secured it and attached it to their donkey engine. They hauled away until the whip line was almost within their grasp, when

the shot line parted from the heavy strain put upon it by current and seas. On the fourth discharge of the gun the projectile struck the sheer pole of the vessel, cutting it off. The crew got the line, nevertheless.

About this time the crew from the Spring Lake Station appeared, and, my force being increased, I sent to my station for the practice gear. When it arrived I bent the practice whip line on the whip line already in use, so as to pay out as the current forced the line down the beach. The ship's crew hauled the tailblock on board and made it fast. They were then given the hawser, with another hawser bent on, as in the case of the whip line. This work could not have been accomplished with one hawser, for it would have been impossible to hold the shore end against the current. Tide and wind were steadily increasing, and in order to forward the work a team of horses was employed to haul the hawser tight.

At 9.30 a. m. the first man was landed. Everything worked smoothly until the third man left the vessel, when the hawser parted from chafing against the ship's wire rigging. Fortunately the man managed to stay in the buoy while we dragged it ashore. Following the breaking of the hawser someone on board cut the whip line in two in the mistaken belief that it would enable us more readily to haul the sailor out of the water.

As all my shot lines were gone that were strong enough to be used in hauling out the whip line, I sent to the Spring Lake Station for one of suitable size; also for an extra hawser and whip line. While the men who went upon this errand were absent I fired a No. 9 braided line with 7 ounces of powder. The line parted 3 fathoms from the shank of the projectile. I tried it again and the line broke off in the eye of the shank.

When the extra lines arrived I tried a No. 9 Whitton line, using 6 ounces of powder. This shot was successful. We now landed 5 men in a thunderstorm. When the last of the five was about two-thirds of the way in the hawser parted again, due to the cause previously mentioned, letting the occupant of the buoy down into the surf. He was hauled out, however, as his shipmate had been. Luckily the two men still on the wreck kept their hands off the whip, and we were able once more to haul the hawser on board without having to do our work all over. The rescue of the balance of the crew was soon concluded. We returned to the station at 5.30 p. m., having spent 12 hours on the beach. In all my 29 years' experience as a life-saver I never worked under such discouraging conditions as surrounded this case.

The Spring Lake, Bay Head, and Mantoloking station crews assisted at this wreck. The *Antioch* was totally lost.

*April 20.*—About 3 a. m. the surfman on watch in the Point Lobos lookout of the Golden Gate (Cal.) Station reported by telephone to the station keeper that he had heard cries for assistance coming from somewhere off the point. After sending the message the watch left his post to investigate, and in a few minutes reported a boat drifting out to sea. The life-saving crew put out in their surfboat after notifying the Fort Point Station and the Merchants' Exchange of San Francisco of the surfman's discovery.

It appears that the Fort Point Station crew had also received information concerning the vessel through the medium of the keeper of the Mile Rock Light. They ran to the light station in their power lifeboat, and after ascertaining from the keeper the direction the boat had taken set out after her, burning signals as they went.

The two life-saving crews met about a mile outside of Point Lobos, and it was agreed that one (the Fort Point crew) should continue the search southerly, down the coast, while the other should pursue the quest off the harbor entrance.

About 4 a. m. the Golden Gate life-savers in their surfboat overhauled the craft 5 miles west of Point Lobos, finding her to be a 30-foot sloop, manned by six inexperienced men, all of whom were suffering from seasickness. The surfboat took the sloop in tow, but made slow progress until the Fort Point crew, returning from a fruit-

less 16-mile trip, overtook them about daylight near the harbor entrance and gave them a line. All hands were safe on shore by 8.30 a. m.

*April 25.*—About 10 a. m. the 107-ton steamer *Monterey*, with the 197-ton steamer *Loucinda* in tow, pulled away from a wharf at Louisville, Ky., bound for Jeffersonville, Ind. Shortly after they got out into the river a fresh south wind blew them into the current sweeping down over the Falls of the Ohio. The *Monterey* tried to back into the shore again, but succeeded only in swinging herself and her tow around until they were headed downstream. The power of the towing vessel was not sufficient to offset the force of the current, and she was swept down through one of the openings between the Kentucky and Indiana chutes of the falls and over Backbone Reef. In striking the reef she broke her rudder. She also started to leak from stem to stern, and filled so fast that her three steam pumps were unable to hold the inrushing flood in check. Passing under the Pennsylvania bridge she was borne into the Big Eddy where the water in her hold set her to rolling. In a short time she turned entirely over, and the fierce current tore away her upper works, letting her boilers and machinery drop out. Then the upturned hull floated off and plunged over the falls.

The danger in which the two vessels found themselves after leaving their wharf was promptly observed from the life-saving station. The service crew, in two boats, put out into the river and separated the line between them, then took off the five men composing the crew of the *Monterey* and placed them on the *Loucinda*. They next dropped an anchor from the vessel last named and carried two of her lines to the Indiana shore. With the lines firmly secured the men on the *Loucinda* slacked away on the anchor line and she swung into the quieter water near the bank. Later a harbor tug took her through the canal and on to Jeffersonville. Only two men were aboard the *Loucinda*.

*May 11.*—About 10 a. m. the launch *Dixie* hove to off the Fort Point (Cal.) Station and blew her whistle vigorously. The life-saving crew went out to her in their power lifeboat, and were informed that the hydro-aeroplane *Sutro* had fallen into the bay near Meigs's wharf, 2½ miles eastward. They went to the assistance of the aviator, Mr. Adolph Sutro, took him off the machine, and towed it to Harbor View. It appears that the engine of the aeroplane stopped while Sutro was aloft, but that he volplaned safely down into the bay.

*May 18.*—On the evening of this date the keeper of the Southside (Cal.) Station received a report stating that six men were marooned on Mussel Rock, 5 miles down the coast.

Three surfmen—Mangels, Welding, and Johanson—were dispatched to their assistance with a heaving line, a life-preserver, a lantern, and such other gear as the work ahead might require. One of the surfmen rode a horse. On their arrival abreast of the rock, which stood nearly a hundred yards off the beach, Mangels threw off his clothing and swam out with a line. The line was found too short, however, and he was compelled to return ashore. A second attempt, made after the line had been lengthened by harness taken from the horse, was successful. When Mangels reached the rock the marooned men lowered over its steep side a line they happened to have

with them, by means of which he managed to work his way up to the top. When he had secured the line carried out by him his comrades, who were compelled to stand so deeply in the water that the breakers swept over their heads, drew it taut. Three of the men on the rock thereupon made their way, one after another, along it hand over hand until they found themselves in the grasp of Welding and Johanson. When the third man had been safely landed the line parted near the rock. After several unsuccessful attempts, in which he narrowly escaped being carried out by the undertow, Welding, with Johanson's assistance, repaired the break. The fourth man to be taken off was a cripple with only one hand. Mangels put the life-preserver on him and lowered him to Welding, who took him upon his back and bore him ashore along the line. Mangels and the two others now followed, all of them reaching shore without mishap.

It appears that the persons who were rescued had waded out to the rock at low water to gather mussels. They had been upon its exposed top several hours when help arrived from the station.

The services of the three surfmen on this occasion are considered specially praiseworthy because of the fact that they worked in the darkness.

In his report of this case the station keeper commends the services of a man named Charles Glock, who assisted in the rescue.

*May 19.*—About 6 a. m. the 116-ton schooner *Wm. A. Grozier*, bound from New Bedford, Mass., to Newport, R. I., in ballast, was swept ashore by the tide  $2\frac{1}{2}$  miles west by north of the Brenton Point (R. I.) Station. When the life-saving crew arrived alongside in their power lifeboat they found the vessel on the inside of Butter Ball Rock with two launches standing by, one of which had a line in her propeller. The wind was blowing a gale onshore, and it was out of the question for either of the launches to assist the schooner. The keeper therefore went ashore and sent messages by wireless to the revenue cutter *Acushnet* and to a towboat company.

The schooner was in an extremely dangerous position, made doubly so by the fact that the tide was falling. She was pounding heavily on her stern, and Wash Bowl Rock was within 20 feet of her bow, ready to crush her should her anchors fail to hold. In his report of the casualty the keeper says:

I never believed we could get her out of the place and keep her off the shore to leeward. We put a line on the port bow, the schooner's crew hoisted sail, and I got our boat in position and started ahead full speed. We dragged her clear of everything and well across the bay and hauled her around on the port tack. Then I went ahead and piloted her into the harbor. She was leaking quite bad. Her crew had been pumping some 20 hours before she reached New Bedford, and they were all exhausted. So we stayed with them all night and pumped, watch and watch. In the morning we helped put on the marine railway the launch that had got a line in her wheel while trying to assist the schooner.

People who saw us take the vessel off the rocks said it was one of the finest things they ever witnessed. They had no idea we could pull her away.

We had our boat running nine hours, and she was on the move the moment we opened her up. I had her wide open for over an hour. For awhile we needed all the power she had.

The *Acushnet* responded to the call made upon her, but arrived too late to be of any assistance.

*May 19.*—About 4.30 p. m. a hydro-aeroplane operated by Weldon B. Cook, bound from Sandusky to Put in Bay, Ohio, had trouble

with her engine and was compelled to alight in Lake Erie,  $2\frac{1}{2}$  miles southeast of the Marblehead (Ohio) Station and half a mile offshore.

The keeper of the Marblehead light station saw the craft settle, and, when she failed to rise again after an interval, communicated with the life-saving station. The service crew put out in their power surfboat. The aeroplane had in the meantime drifted ashore, and they found her lying near a pier and in imminent danger of striking against it. As the aviator could not set his engine going, the life-saving crew passed him a line and towed the machine to Sandusky.

*June 1.*—About 1.15 p. m. a surfman of the Fort Point (Cal.) Station reported that the hydro-aeroplane *My Girl* was in trouble in mid-channel off Harbor View,  $1\frac{1}{2}$  miles northeast of the station, in San Francisco Bay.

Just as the life-saving crew set out to the assistance of the aeroplane in their power lifeboat they saw her turn over. They ran at top speed, but the two occupants, Roy N. Francis and Charles F. Craig, were rescued by a small launch before their arrival. They put a line on the craft and towed it to the foot of Laguna Street, San Francisco. The planes and framework of the machine were torn to pieces in towing, but the engine, valued at \$1,500, was saved.

It appears that when the aeroplane met with accident Mr. Francis was qualifying for a pilot's license before the Pacific Aero Club. While he was skimming along on the water preparatory to an ascent the pontoon collided with a piece of floating wood, tearing a big hole in it. The pontoon immediately filled and the machine capsized.

*June 26.*—While off the Florida coast, on her way from New York to Tampa, Fla., with a cargo of cement, the 739-ton auxiliary schooner *Frances Hyde* broke a steam pipe, which so interfered with her speed that she was unable to make headway against the current of the Gulf Stream. She therefore changed her course and ran in near the land. When she was about 6 miles north of the Fort Lauderdale (Fla.) House of Refuge, going along a mile offshore at something like 3 miles an hour, she struck a reef.

The keeper of the house of refuge discovered her at 1 p. m., shortly before she stranded, but did not suspect that she was in trouble until she had remained motionless for an hour or more. He boarded her during the afternoon, and learned the circumstances of her misfortune as above stated. At the master's request he put in to Fort Lauderdale, 10 miles away, and sent off telegrams to the underwriters' agents and to a wrecking company at Miami, Fla. On the morning of the 28th he took 7 men from Fort Lauderdale to the schooner to lighten ship, and on the afternoon of the 29th placed 10 more laborers on board to relieve them.

The vessel was hauled off about noon of the 30th by a revenue cutter and two tugs after repeated attempts made on high tides.

As the keeper was the only person on the scene of the casualty who was acquainted with the channel to Fort Lauderdale he was obliged to do all the running to and from port with messages, workmen, supplies, etc. He made 12 round trips between the schooner and the place named, traveling a total of 240 miles. He was continuously on duty for 5 days with only 7 hours' rest. The schooner suffered only slight damages, but lost about half her cargo.

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## LETTERS OF ACKNOWLEDGMENT.

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ELIZABETH CITY, N. C., *August 16, 1912.*

MY DEAR MR. KIMBALL: Crossing Albemarle Sound on July 9, 1912, my young son, Charles Meekins, fell from the launch *Eva* and was drowned. We were three hours from Elizabeth City, and when we reached that point, Capt. E. W. Hall, R. C. S., assistant inspector of the seventh life-saving district, sent the supply boat *Carolina* to the scene of my distress with orders to remain until the body of my son was recovered.

Rough water and threatening weather made it almost impossible to undertake the work, and less experienced boatmen would have abandoned it altogether. Mr. C. O. Miller, a member of the Life-Saving Service, was in charge of the *Carolina*. Beyond question I would not have recovered the body of my son but for his determination to exhaust every possible means before abandoning the search. His conduct on this occasion deserves the highest commendation because he really took personal risk.

For many years past I have known that the men of the Life-Saving Service are ready and willing to brave any danger, but this personal experience has served more thoroughly to acquaint me with the personnel. I have always been a loyal friend of the service, and now I am more than that—I am one of its beneficiaries.

Respectfully,

I. M. MEEKINS.

HON. S. I. KIMBALL,  
*General Superintendent, Life-Saving Service.*

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FIREMAN'S FUND INSURANCE CO.,  
*San Francisco, July 17, 1912.*

DEAR SIR: The object of this letter is to put on record this company's appreciation of the prompt and efficient services rendered by the Golden Gate live-saving crew in charge of Capt. Nelson, in running lines and performing other services for the schooner *Hugh Hogan*, which stranded on the beach south of their station on the 14th instant. We feel that their assistance contributed greatly to the successful issue of the salvage operations.

Yours, very truly,

GEO. R. PAGE.

SUPERINTENDENT, THIRTEENTH LIFE-SAVING DISTRICT,  
*San Francisco, Cal.*

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PATCHOGUE, N. Y., *August 1, 1912.*

DEAR SIR: I take pleasure in commending the fearless behavior of Capt. Geo. Van Nostrand, of the Short Beach (Long Island) Life-Saving Station in saving me and my sloop yacht *Caprice*, July 18, in the teeth of a half gale at Jones Inlet, L. I. Without his gallant assistance I would have lost my boat and probably my life.

Respectfully,

JOSEPH ROLLINS.

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

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MACHIAS LUMBER CO.,  
*Machias, Me., August 10, 1912.*

DEAR SIR: The prompt and efficient service rendered on July 19 to the water-logged schooner *Westerloo*, with her cargo of lumber, is greatly appreciated by this company, and we desire to have your most important department give the captain and crew of the Hunniwells Beach Life-Saving Station full credit for saving vessel and cargo.

Capt. Berry, of the station, is a most efficient and accommodating officer, and the department is to be congratulated on having men like him and his crew in the service.

Respectfully, yours,

MACHIAS LUMBER Co.  
By A. K. AMES.

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

FRANKFORT, MICH., *July 29, 1912.*

MY DEAR SIR: I wish to express to you my appreciation of the prompt and willing response you made to my call for assistance on the evening of July 27, when my motor boat broke down in the Platte River. Without your assistance I am afraid we would have had a dangerous time getting the boat and our party to town in the rising wind.

Yours, very sincerely,

C. E. CRITTENDEN.

Keeper GEORGE MORENCY,  
*Frankfort Life-Saving Station.*  
*Frankfort, Mich.*

COTUIT, MASS., *September 2, 1912.*

DEAR SIR: I wish to acknowledge to you with thankful feelings the prompt and faithful service rendered to me by your department when my power launch, the *Saxon*, was completely disabled, August 11, last, off Quonochontaug Point, R. I., with a strong wind blowing on-shore and a heavy sea running, making our situation a dangerous one. The Quonochontaug crew came out through the surf and carried a passenger to land, and Capt. Davis, of the Watch Hill Station, with his power-boat, promptly towed us to a place of safety. Nothing could have been more prompt and efficient than the work performed by both station crews, and I thank you and them for the aid rendered.

Yours, etc.,

G. N. JACOBS.

SUPERINTENDENT, THIRD LIFE-SAVING DISTRICT,  
*Wakefield, R. I.*

SAN FRANCISCO, CAL., *August 14, 1912.*

SIR: Last Sunday, August 11, while on a salmon fishing expedition about a mile north of Mussel Rock, my 30-foot launch *Roamer* was caught in the breakers and carried on the beach. There were two people besides myself on board.

Within a comparatively few moments a patrol from the Southside Life-Saving Station appeared and sent word to Station Keeper John G. Gronbech. Although the station was fully 3 miles away, Capt. Gronbech and his men appeared in a remarkably short time in a surfboat, and ran a line from beyond the surf to the stranded launch. Hardly had this been done before a power boat from the Fort Point Station arrived. It was useless to attempt to get the boat off at the time because the tide had fallen and she had sunk to a considerable depth in the soft sand. Capt. Gronbech took charge of the work of turning the launch around so that her bow pointed toward the sea, ready to be floated on the next tide. He then telephoned to the Golden Gate Station for a team of horses and timbers, with the result that shortly after their arrival the launch was afloat.

Too much credit can not be given each and every man who assisted me in this trouble, but it was Capt. Gronbech who took charge of the saving of the launch and got her off the beach unharmed. It was the comment of all spectators that the manner in which the men worked, as well as the speed with which they arrived on the scene, was most admirable.

I write this to express my gratitude to the department, and to congratulate it upon having such admirable men in the service, and, particularly, in having such a quiet, dignified, and competent commander as Capt. Gronbech.

Yours, very truly,

JEROME B. WHITE.

SUPERINTENDENT, THIRTEENTH LIFE-SAVING DISTRICT,  
*San Francisco, Cal.*

NORFOLK, VA., *September 5, 1912.*

DEAR SIR: It is surely a great pleasure to address you on this occasion. Last Thursday I was over at Cobb Island beach on the Virginia coast, working on some wrecks, and had the misfortune to get on a sandbar in or near the entrance to Cobbs Inlet. My boat foundered with myself and six men on board. Had not the keeper of the Cobb Island Life-Saving Station been strictly on the job some, if not all, of us surely would have drowned. The keeper came to our rescue within 20 minutes after we struck the bar. He not only saved our lives, but afterwards recovered at least \$1,000 worth of property, rendering us, besides, every assistance that lay in his power. I can not too fully express my admiration for him and his crew.

Yours, truly,

J. B. WHEALTON.

HON. S. I. KIMBALL,  
*General Superintendent, Life-Saving Service.*

NAUSET HARBOR, MASS., *September 12, 1912.*

DEAR SIR: Two days ago we had occasion to call on the life guards of Nauset and Orleans stations for help in getting our boat off, which had gone aground on the shoals at the harbor entrance. I should like to call attention to the excellent work of Capt. Walker and Capt. Charles in getting us off without one cent's damage to our craft, and piloting us into the harbor in perfect safety. Trusting that they will be credited with this commendable service, I remain,

Very respectfully,

J. K. SURLS,  
*Williamstown, Mass.*

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

U. S. S. "MACDONOUGH,"  
*Navy Yard, New York, September 28, 1912.*

My DEAR SIR: I desire to bring to your attention some valuable service rendered by Mr. W. T. Willis, keeper of the Cape Lookout (N. C.) Life-Saving Station, on the 21st instant.

The Reserve Torpedo Group of Charleston, S. C., consisting of one destroyer and seven torpedo boats, anchored at Cape Lookout to await the arrival of the U. S. S. *Baltimore*. As the wireless outfit on the *Macdonough* was out of commission and it was necessary to communicate with the *Baltimore*, Mr. Willis volunteered to make the trip to Beaufort with a message to the wireless station, which he did. This service saved us considerable time, and, as it proved, prevented the torpedo boats from being caught in rough weather off the North Carolina and Virginia coasts. As Mr. Willis's service was absolutely voluntary, and showed such excellent spirit, I believe that it is my duty to speak this word for him, as too often men of this kind get little recognition for such services.

Mr. Willis also placed me in possession of some information concerning the anchorage and depth of water in Lookout Bight, which I was unable to get elsewhere.

Very respectfully,

C. N. BLAKELY,  
*Lieutenant, U. S. Navy, Commanding.*

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

NEW ORLEANS, LA., *October 1, 1912.*

SIR: I desire to express my appreciation of the very valuable services recently rendered this department by Mr. Rasmussen, keeper of the Saluria Life-Saving Station, at Pass Cavallo, Tex., who, unsolicited, came out to the tender *Magnolia* while she was anchored about two miles off the life-saving station and furnished the master information as to the change in channel, depths of water, etc., in that vicinity, and otherwise displayed a disposition to be of service.

Respectfully,

B. B. DORRY,  
*Inspector, Eighth Lighthouse District.*

Capt. WILLIAM A. HUTCHINGS,  
*Superintendent, Ninth Life-Saving District, Galveston, Tex.*

THE AMERICAN SHIPBUILDING Co.,  
Cleveland, Ohio, October 8, 1912.

DEAR SIR: We have this morning just learned of the service rendered by you to our employees on Saturday night last. It seems that four men in our employ took our launch *Olive D. No. 1* for a pleasure ride in the lake without the knowledge of any of our officials. The boat later became disabled and was brought in by yourself and crew.

On behalf of this company I want to thank you for your opportune and most efficient service.

Yours, very truly,

O. J. FISH, *Secretary.*

Keeper HANS J. HANSEN,  
Cleveland Life-Saving Station.

ELIZABETH CITY, N. C., October 21, 1912.

DEAR SIR: Having received invaluable assistance from Capt. D. M. Pugh and his crew of the Fort Macon (N. C.) Life-Saving Station, I feel obliged to write you and express my appreciation of the services rendered.

My vessel, the schooner *Townsend*, ran aground October 11, 1912, near Morehead City, N. C. Capt. Pugh saw my plight and came to my assistance. He and his crew worked with me faithfully at flood tide upon three different days, and it was through their aid that my vessel was floated and saved.

My gratitude to these big-hearted men prompts this expression. I shall ever remember the consideration received at their hands.

Yours truly,

J. E. GOODWIN, Jr.

GENERAL SUPERINTENDENT U. S. L. S.,  
Washington, D. C.

MERCHANTS & MINERS TRANSPORTATION Co.,  
Baltimore, Md., November 12, 1912.

DEAR SIR: I want to take this means of expressing to you the hearty appreciation of this company and myself for the services rendered by the captain and crew of the Cape Lookout Life-Saving Station, Morehead City, N. C., in coming to the assistance of our steamship, the *Berkshire*, when she was on fire in Lookout Cove, off the North Carolina coast, Sunday, October 20, to Saturday, October 26, inclusive.

This assistance by Capt. Willis and the men under his command was very valuable, and it affords me a great deal of pleasure to write this letter, to be filed with the record of Capt. Willis and his crew.

Yours, truly,

J. C. WHITNEY, *President.*

GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,  
Treasury Department.

GALVESTON, TEX., October 26, 1912.

DEAR SIR: On the 22d instant, after the Italian steamship *Mongibello*, outward bound, anchored in the roads and hoisted signal letters calling for medical aid, you went off to the vessel, and, finding that a doctor was wanted to treat the second officer who had met with a serious accident, you returned to the city and got Dr. Cox and took him out to the steamer.

We write this in behalf of the owners of the line, of Capt. Montuori, and of ourselves as agents to tell you how much your valuable, prompt services were appreciated.

Yours, very truly,

J. MERROW & Co.,  
Agents of the S. S. *Mongibello* of the Peirce-Cotoniera Line.

Keeper JAMES F. PHILLIPS,  
Galveston Life-Saving Station, Galveston, Tex.

ASSATEAGUE BEACH, VA., November 3, 1912.

DEAR SIR: I wish to express my thanks to Keeper Joseph M. Feddeman, of the Assateague Beach Life-Saving Station, and Keeper George F. Reynolds, of the Wallops Beach Life-Saving Station, for their prompt action in helping me keep my vessel, the schooner *John D. Paige*, afloat on the 2d instant. The station crews pumped for more than 26 hours.

Yours, truly,

WILLIAM H. NOTTAGE, *Master*.

GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE.

HOTEL ST. GEORGE,  
Brooklyn, N. Y., November 8, 1912.

DEAR SIR: Although I was not present while the *John Maxwell*, wrecked on the 2d instant, was breaking up and while Capt. Godfrey was on the wreck, I arrived there so soon afterward that I am very well acquainted with the conditions you faced and overcame.

I have seen quite a number of wrecks on the Cape Cod coast, and I could see that you faced practically the same difficulties and dangers that are so often encountered there. It is true that you and Captains L. B. and John A. Midgett, of the Chicamacomico and Gull Shoal Stations, were able to save but one man from the wreck, but I know that no set of men without powerful power boats could have done more than you and your associates did.

Please give my compliments to the two other captains and their men. If any of you are ever in New York I would be glad to have you look me up so that I may tell you in person how much I admire your conduct.

Sincerely, yours,

J. D. LLOYD.

Capt. PATRICK H. ETHERIDGE.

*New Inlet Life-Saving Station, Rodanthe, N. C.*

NEW INLET LIFE-SAVING STATION, N. C.,  
November 4, 1912.

MY DEAR SIR: I wish to express my appreciation of the efforts of the crews of the New Inlet, Chicamacomico, and Gull Shoal Life-Saving Stations in saving me from the wreck of the schooner *John Maxwell* on the 2d instant.

If my crew had not deserted me in the yawl boat, I think we would all have been saved. I got the line the life-savers shot out to me, but on account of the strong current I could not haul it off alone.

I wish also to express my thanks for the kind treatment I received from the captain of the New Inlet Station during the time I remained with him.

I remain, yours, truly,

FRED GODFREY,  
*Captain, Schooner John Maxwell*.

GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE.

NOME ROADSTEAD, ALASKA, November 5, 1912.

SIR: I desire to thank you and your crew for the many acts of courtesy, both official and otherwise, that have been extended to the *Bear* during the past season.

The information that you were always prompt and willing to give the commanding officer in regard to shipping, weather conditions, etc., has been of great assistance to the *Bear* in carrying out the season's work.

It will be my pleasure to express my appreciation of the services of the Nome Life-Saving Station to the department in my cruise report.

Respectfully,

J. G. BALLINGER,  
*Captain, United States Revenue-Cutter Service, Commanding*.

Capt. THOMAS ROSS,

*Keeper, Nome Life-Saving Station, Nome, Alaska.*

PITTSFIELD, MASS.,  
April 14, 1913.

DEAR SIR: Please allow me to express to you—and, through you, to Capt. Howard Wilcox, and crew of the Quonochontaug (R. I.) Life-Saving Station—the thanks of myself and my family for their prompt action in the storms of November, 1912, and January, 1913, by which promptness they saved my house.

The beach was being undermined by the seas. Knowing the danger, Capt. Wilcox sent one of his men on a hard tramp to the caretaker's house, a mile and a half from the station, with a message to the caretaker containing instructions to get men from Westerly and move the cottage back from the beach. This prompt action enabled me to save my house, while those of eight of my neighbors sailed out to sea.

All honor to the good men and true who man that station on the wild New England shore. We count ourselves honored to have them for neighbors and friends.

Sincerely, yours,

W. LUTHER LA RUE.

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

ALPENA, MICH., November 19, 1912.

DEAR SIR: In behalf of my immediate family and other relatives and friends at my home town, Detroit, Mich., I wish to thank you for locating on this date at the Huron cement slip the body of my brother, Charles Cobo, who was drowned on the 17th from the steamer *Wyandotte*.

Our appreciation can not be expressed in words, but we offer it to you in the best way we can. If at any time we can be of assistance to you we will do so to the best of our ability.

Yours, truly,

EDWARD COBO.

Capt. JOHN D. PERSONS,  
Keeper, Thunder Bay Island Life-Saving Station, Alpena, Mich.

OLSON & MAHONY, SHIP OWNERS AND AGENTS,  
San Francisco, Cal., December 5, 1912.

DEAR SIR: We wish to commend you for your prompt and efficient service in rendering aid to our vessel, the schooner *Annie Larsen*, on November 21 last. The captain reports that had he not received the prompt assistance he did the schooner would undoubtedly have drifted on Mile Rock.

Yours, very truly,

OLSON & MAHONY,  
By O. J. OLSON.

Capt. JOHN S. CLARK,  
Keeper, Fort Point Life-Saving Station,  
San Francisco, Cal.

GRAND MARAIS, MICH., November 26, 1912.

We, the undersigned persons, who were passengers and members of the crew on the steamer *South Shore* during the storm on Lake Superior on November 23-24, wish to express our gratitude to you for the efficient and kind service rendered us by the Grand Marais life-saving crew, who rescued us from the sinking steamer.

During the transferring of the passengers and crew from the steamer to the lifeboat the unexcelled seamanship of Capt. Truedell of the lifeboat *Audacity* was very evident, as he made the transfer without accident when the decks were covered with ice and with the worst gale in 20 years blowing over the lake. We think there could not have been a more daring rescue on the Atlantic seaboard than this.

Passengers:

Arthur L. Norton,  
Harvey K. Anthony,  
Mrs. Dinnie Stites,  
Miss Myrtle Duval.

Crew:

Ora Endress, Master,  
D. B. Smith, Chief Engineer,  
C. B. Kennedy, Purser.

LIFE-SAVING SERVICE,  
Washington, D. C.

U. S. S. "ALBATROSS,"  
*Sausalito, Cal., December 6, 1912.*

SIR: I have pleasure in reporting a recent service rendered by the crew of the Fort Point Life-Saving Station, San Francisco, Cal., which is only another proof of the high efficiency of this service.

Wednesday night, December 4, 1912, a small boat went adrift from this vessel, due to the parting of the painter. A motor boat was sent out to search for it, but the boat could not be located, for it was a dark night. The superintendent of the thirteenth life-saving district informs me this morning that the boat was picked up by the crew of the Fort Point Life-Saving Station at half past 12 Wednesday night.

The boat has been returned in perfect condition.

Respectfully,

H. B. SOULE,  
*Lieutenant-Commander, U. S. Navy, Commanding.*

The SECRETARY OF THE TREASURY,  
*Washington, D. C.*

POPHAM BEACH STEAMBOAT CO.,  
*December 9, 1912.*

DEAR CAPTAIN: I take this occasion to offer the company's thanks for an extremely valuable service received at the hands of yourself and crew.

Our steamer *Virginia* represents a valuation of some \$18,000, and in successfully removing her from a position on a lee shore during last night's heavy snow squall you accomplished a feat which we were absolutely unable to do for ourselves. You released us from a dangerous position at a time when assistance from any other source was impossible.

Very truly, yours,

J. E. PERKINS, *Manager.*

Keeper HARVEY J. BERRY,  
*Hunniwells Beach Life-Saving Station, Popham Beach, Me.*

ELLSWORTH, ME., *December 23, 1912.*

DEAR SIR: On the morning of December 9, in a heavy blow and rough sea, Capt. Abbott H. Walker and his crew, of the Nauset Life-Saving Station boarded my vessel, the schooner *Lavolta*, in their lifeboat. They were on board 24 hours and did all men could do to save my property. I found them the right men in the right place.

Yours, truly,

W. C. BELLATTY, *Master.*

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

ST. GEORGE BOARD OF TRADE,  
*Port Clyde, Me., January 2, 1913.*

DEAR SIR: I want to express to you my appreciation of the work done by the Burnt Island life-saving crew in getting my yacht *Black Duck* off the rocks. During a heavy southwest gale she parted her moorings and went ashore on the night of December 10, 1912. The next morning the captain of the station heard of it and at once offered the services of himself and crew.

Not only do I wish to express my appreciation of the cheerful way in which the crew responded, but also of the skill displayed in their work. I take the liberty of congratulating you on having such a crew in your service.

Yours, very truly,

WALTER D. HALL.

SUPERINTENDENT, FIRST LIFE-SAVING DISTRICT,  
*Portsmouth, N. H.*



HASLER, LEITCH & Co.,  
New York, January 29, 1913.

DEAR SIR: As managers of the steamer *Alcazar* we take this opportunity to express our appreciation and gratitude to you for the valuable services the keeper and men stationed at Cape Lookout, N. C., rendered our vessel when she was in trouble in that vicinity December 23, 1912.

The writer, who was down there part of the time, also desires to thank you for the kind attention shown him and the people on the *Alcazar*, and we can not speak too highly of the hard and efficient work which Keeper Willis, First Man Yeomans, and the others of the crew, performed during the many difficult situations that arose.

It seems to us a great pity that the public knows so little of the noble and heroic work being done all the time along our coast by your service.

Again assuring you of our sincere appreciation, we remain,

Yours, very truly,

INTER-AMERICAN STEAMSHIP CO.,  
HASLER, LEITCH & Co, Managers.

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

UNITED FRUIT CO.,  
Boston, Mass., January 21, 1913.

MY DEAR SIR. I wish to take this opportunity of expressing the appreciation and thanks of my board of directors, the manager of our marine department, and myself for the valuable assistance<sup>1</sup> rendered by the Life-Saving Service upon the occasion of the stranding of the steamship *Turrialba* on Brigantine Shoals, coast of New Jersey, December 24, 1912. I would be glad to have you convey our thanks to the crews who performed this service.

Any time this company can be of any assistance to the department of the Government that you represent I trust you will advise me, as we have a very high regard for the valuable service which your department is constantly giving.

Yours, very truly,

A. W. PRESTON, President.

HON. SUMNER I. KIMBALL,  
United States Life-Saving Service, Washington, D. C.

28 EAGLE STREET, ALBANY, N. Y.,  
December 28, 1912.

MY DEAR CAPT. HOLDZKOM: It would ill-befit me did I not write and thank you and the brave members of your crew for the confidence that you inspired in us all by your presence on board the steamer *Turrialba* on the day before Christmas and on Christmas evening. Experiences such as those on the *Turrialba* underwent come to many of us but once, but when a man of your stamp is at our call there can be naught but confidence as to the outcome.

I was rather surprised at your statement concerning the ultimate end of those who participate in your hazardous work, and it has given me great pleasure to take up with our newly elected Congressman here the question of aiding the bill that eventually should provide due recompense to you all. I trust we may see your wishes consummated in some adequate pension system.

With cordial regards and best wishes for the New Year, believe me,

Sincerely yours,

J. N. VANDER VEER, M. D.

JOHN M. HOLDZKOM,  
Keeper Brigantine Life-Saving Station, Brigantine, N. J.

DEPARTMENT OF STATE,  
Washington, April 9, 1913.

SIR: At the instance of the British ambassador at this capital, I have the honor to inclose a copy of the report of a naval court held at the British consulate at Portland, Oreg., to inquire into the circumstances attending the stranding and loss of the British sailing ship *Torrisdale*, off the coast of Washington, and to convey to you an expression

<sup>1</sup> Assistance rendered by the Brigantine, Little Beach, Little Egg, and Atlantic City life-saving crews.

of the thanks of His Majesty's Government to the United States Life-Saving Service, to whose gallantry on that occasion the court directed special attention.

I have the honor to be, sir, your obedient servant,

W. J. BRYAN.

The SECRETARY OF THE TREASURY.

ABERDEEN, WASH., *January 3, 1913.*

DEAR CAPT. JACOBSEN: I can not leave your shores without again thanking you for the prompt and efficient attention you and your gallant crew gave us in saving the whole ship's company from our miserable and dangerous situation on the morning of December 28, when my vessel, the *Torridale*, was cast on your shores a hopeless wreck. All the members of my crew join me in hoping that you and your crew may live long and repeat, if necessary, your splendid work of saving those who are no longer able to save themselves. In our hearts we again accord you the three hearty cheers that we gave you when, at the risk of your lives, you so ably brought your boat under our wrecked masts, and then repeatedly made the dangerous passage through the surf until we were all safe on shore. We also beg to thank you again for the care given us after landing; also, the ladies who by their presence on the scene showed their sympathy.

Wishing you all a happy New Year, I am, sir, very sincerely yours,

JOHN COLLINS, *Master.*

Keeper CHARLES JACOBSEN,  
*Grays Harbor Life-Saving Station, Westport, Wash.*

THE P. DOUGHERTY Co.,  
*Baltimore, Md., January 22, 1913.*

DEAR SIR: Ever since the loss of our tug *Margaret*, on December 30, 1912, we have been trying to find out to whom we should make some kind of proper acknowledgment for the great services rendered the crew of the ill-fated tug, and the efforts made to save our property by the men attached to the Tathams and Avalon (N. J.) Life-Saving Stations.

It was only to-day that we learned from the customs authorities here as to whom we should write, and we take this means of testifying to the almost superhuman work of the men in question, under command of Capt. Harry McGinley. Of this gentleman's work we hardly know how to write. That he is alive to-day is simply because Providence was attending him. Notwithstanding the fact that the life-savers were repulsed again and again in their efforts to reach and rescue our men, they seemed more determined than ever to save them, and, we are proud to say, finally succeeded. Too much praise can not be given them, and in spite of our great loss (we had no insurance on the tug) we feel deeply grateful to Capt. McGinley and the men under him.

Respectfully,

THE P. DOUGHERTY Co.

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

1308 PINE STREET, PHILADELPHIA, PA.,  
*January 1, 1913.*

MY DEAR CAPT. NICHOLS: Mrs. Sargent and myself very earnestly desire to congratulate you and your splendid crew for the heroic work you have just accomplished in rescuing the crew of the tug *Margaret* on the 30th ultimo. Of course, we expected no less of men of your ability and courage, for we have tested and know the quality of the metal of which you are made.

May you all be spared many years to carry on your noble work. Wishing you all a very happy New Year, we remain,

Most sincerely, yours,

DR. A. ALONZO SARGENT  
(AND WIFE).

FRANK NICHOLS,  
*Keeper, Avalon Life-Saving Station, Avalon, N. J.*

LEYLAND LINE,  
Galveston, Tex., January 22, 1913.

DEAR SIR: Since the steamship *Albanian* has come into port I have been able to discuss with Capt. Brown of that vessel the nature of the services rendered by you and your crew on the night of the 5th instant, when the *Albanian* grounded on the beach.

Capt. Brown is loud in his praise of your actions. He states that his call for assistance was quickly answered, and that you furthermore attended on the ship several times to inquire if any further help were desired. He is much appreciative of what you did, and thoroughly commends your crew and yourself for the seamanlike manner in which your boat was handled. He feels grateful, also, for the courtesies you extended to him.

Personally, I would like to take this opportunity to thank you for the prompt and efficient service rendered the company in this case, and I would like to add my appreciation to that of the captain, of the skill and courage displayed by you in getting your vessel alongside the *Albanian* in a rough sea and at a time when no other communication with her was possible.

With kindest regards, I am yours, very truly,

S. J. JACKSON, *Manager.*

Capt. JAMES F. PHILLIPS,  
*Keeper, Galveston Life-Saving Station,  
Galveston, Tex.*

STATE OF OREGON,  
HALL OF REPRESENTATIVES,  
Salem, January 27, 1913.

MY DEAR SIR: I take pleasure in mailing you under separate cover a copy of resolutions introduced by me and unanimously passed by the Oregon Legislature, expressing the State of Oregon's appreciation and thanks to the life-savers at the mouth of the Columbia River.

I served as surfman at the Cape Disappointment Life-Saving Station for 18 months, and have some knowledge of what it means to battle with the breakers on the Columbia River Bar.

I mail you these resolutions because I think you will be interested to know that the State of Oregon appreciates the great work that is done by the United States Life-Saving Service. I sincerely hope that Congress one day will pass a pension bill rewarding those brave men who have spent the best of their lives in the service of saving the lives of others.

With the kindest feeling to all men employed in the service, I beg to remain,

Very truly yours,

L. O. BELLAND,  
*Nineteenth District.*

Hon. SUMNER I. KIMBALL,  
*General Superintendent, Life-Saving Service.*

[State of Oregon, Twenty-seventh Legislative Assembly, House Concurrent Resolution No. 6.  
By Mr. Belland.]

Whereas the steamer *Rosecrans* was wrecked recently on Peacock Spit in a terrible storm which swept this coast; and

Whereas at that time the United States life-saving crew of Cape Disappointment, commanded by Alfred Rimer, and the United States life-saving crew of Point Adams Station, commanded by Oscar Wicklund, rendered heroic services in attempting to save and in saving members of the crew of said steamer *Rosecrans*; and

Whereas such heroic actions deserve the commendation of all the citizens of this Commonwealth and the public recognition of the bravery and unswerving devotion to duty in the face of physical hardship and danger; now, therefore, be it

*Resolved*, That the House, the Senate concurring, hereby commends Alfred Rimer, captain of the United States life-saving crew of Cape Disappointment, and Oscar Wicklund, captain of Point Adams United States Life-Saving Station, and their respective crews, and hereby expresses its appreciation and thanks for the heroism of these men in their work on the wreck of the *Rosecrans*. Be it further

*Resolved*, That this resolution be neatly engrossed, in duplicate, and a copy thereof, signed by the Governor, the President of the Senate, and the Speaker of the House, be sent to the life-saving crew of Cape Disappointment, consisting of Alfred Rimer, captain, and John Doty, Walter H. Fry, Theodore Roberge, Edward Johnson, Charles Johnson, Thomas Anderson, Robert Theraud, and P. A. de Kruis, crew; also that a copy of this resolution, signed in like manner, be sent to the life-saving crew of Point

Adams, consisting of Oscar Wicklund, captain, and Charles E. Pearson, Bernard C. Anderson, Rudolph A. Pajoman, Frank L. Allen, Carl W. Petterson, Robert Nagle, Ole Eriksen, and Leonard Pearson, crew.

Adopted by the house January 16, 1913.

C. N. McARTHUR,  
*Speaker of the House.*

Concurred in by the Senate January 22, 1913.

DAN. J. MALARKEY,  
*President of the Senate.*

Approved by the Governor.

OSWALD WEST,  
*Governor.*

Attest:

[SEAL.]

BEN. W. OLCOTT,  
*Secretary of State.*

THE CITY OF ASTORIA, OREG.,  
January 21, 1913.

DEAR SIR: The Common Council of the city of Astoria, at its meeting held January 13, 1913, adopted the following resolutions by the unanimous vote of said body, as follows, to wit:

[Resolution introduced by Councilman C. J. Curtis.]

"Whereas the steamer *Rosecrans* went ashore on Peacock Spit on January 7, 1913, with a loss of 30<sup>1</sup> lives, and

"Whereas the life-saving crews of Fort Canby and Point Adams in the discharge of their duty did heroic work in attempting to rescue the men on board said steamer, risking their lives to save the lives of others, showing bravery, skill, and efficiency; now, therefore, be it

"Resolved, That the Mayor and Common Council of the city of Astoria, representing the people of the city, do hereby tender to the Fort Canby and Point Adams life-saving crews our sincere appreciation of their noble and heroic efforts, and assure each and every member of both crews that any assistance to maintain their present efficiency and skill will be cheerfully given.

"Resolved, That the Mayor and Common Council of the city of Astoria take immediate steps to urge upon the proper department to immediately furnish the necessary boats and equipment to replace all that were lost, it being of urgent necessity, in order to protect life and property at the mouth of the Columbia River, and that the Auditor and Police Judge be instructed to forward a copy of this resolution to the proper department."

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

OLOF ANDERSON,  
*Auditor and Police Judge.*

The SECRETARY OF THE TREASURY,  
Washington, D. C.

ASSOCIATED OIL CO.,  
Portland, Ore., January 14, 1913.

TO CAPT. RIMER AND CREW: We have this day received a detailed report from our official pilot, Capt. W. H. Patterson, who was present and viewed all the incidents pertaining to the recent marine disaster that overwhelmed the lamented crew of our steamship *Rosecrans*, and we beg that you accept this expression of thanks and admiration for the brave and heroic effort exerted by you and your gallant crew to rescue the brave men manning the *Rosecrans*.

After receiving correct information as to the bravery exhibited by you on that occasion we realize how weak are any words of ours to mete out the commendation that is your due. Certainly no more unselfish, brave, and successful deed was ever performed in the history of the marine world, under the circumstances prevailing on that sad occasion.

We further realize that medals do not in the highest sense reward you for what in your admirable modesty you have styled "our plain duty," but that your most fitting reward lies in the satisfaction of knowing that you freely imperiled your lives to extend

<sup>1</sup> The number of lives lost was 33.

assistance to men who were helpless. The Great Creator could not but have noticed your unparalleled efforts to conquer the fury of His laws.

We have the honor to subscribe ourselves yours, with best thanks and admiration,

ASSOCIATED OIL CO.,  
By A. D. PARKER,  
Manager for Pacific Northwest.

Capt. ALFRED RIMER,  
Keeper, Cape Disappointment Life-Saving Station,  
Ilwaco, Wash.

MASTER MARINERS' TOWBOAT CO.,  
Gloucester, Mass., February 19, 1913.

GENTLEMEN: At a meeting of the stockholders of the Master Mariners' Towboat Co., held this day, it was voted that the thanks of the company be extended to the men of the Gloucester (Mass.) Life-Saving Station—particularly to Capt. Nelson F. King—for their splendid service and efficiency in assisting our steamer *Eveleth* when in danger of going ashore at Eastern Point, Gloucester, Mass., on January 12, 1913.

Respectfully, yours,

MASTER MARINERS' TOWBOAT CO.,  
M. F. TOBY, Clerk.

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

PLYMPTON, DIGBY CO.,  
Nova Scotia, February 27, 1913.

MY DEAR SIR: I want to thank you for the very efficient and manly way in which you have worked in the interests of my father and myself, and for the services rendered us in our time of trouble while the British schooner *B. B. Hardwick* was ashore on Glovers Rock, near your station, and for recovering the anchors and chains after the buoys had been cut by the beach combers and the vessel towed to Portland by the revenue cutter *Woodbury*. But for the services rendered by you and your men our loss would have been a great deal more severe. We can not praise too highly the good work done by you in your division of the Government service.

Very truly, yours,

HARRY W. B. WARNER.

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

LOUISVILLE, KY., February 11, 1913.

DEAR SIR: In appreciation of the valuable and efficient services which you and your men rendered me on the 8th, when, through an error of judgment on my part in trying to board the boat *Cookley* as she was pulling out from her dock, I was precipitated into the icy waters of the Ohio River, allow me to sincerely thank you for saving me from an untimely end.

Handicapped as I was with heavy clothing, I realize now that had you and your brave crew not acted with the promptness you did I most assuredly would have been drowned.

Most sincerely,

HENRY TISCHENDORF.

Capt. GILLOOLY AND MEN,  
United States Life-Saving Station, Louisville, Ky.

PAUL GAMIELS HILL LIFE-SAVING STATION, N. C.,  
February 21, 1913.

DEAR SIR: I wish to express my sincere thanks to you for the valuable service rendered myself and crew of eight men by Capt. Thomas Harris and his noble crew of the Paul Gamiels Hill Life-Saving Station in bringing us through the heavy breakers from our wrecked schooner, the *M. W. Houck*, on February 18; also, for the kind treatment we received at their station after being rescued.

Yours, truly,

IRA W. COLBETH, Master.

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

OFFICE OF THE BOARD OF COMMISSIONERS,  
*Rehoboth Beach, Del., March 3, 1913.*

DEAR SIR: At the regular meeting of the board of commissioners of Rehoboth Beach, Del., held on Saturday, March 1, 1913, the following resolutions were unanimously adopted and a copy of the same ordered transmitted to you:

"Whereas at the disastrous conflagration that threatened our town on Saturday, February 22, 1913, at our call for help you and your associates so quickly and nobly responded; therefore, be it

"Resolved by the board of commissioners acting for the people of this town and for themselves, That their greatest appreciation and heartiest thanks be, and are hereby, extended to you and to those you represent for the quick and generous response to our appeal for aid. Be it

"Resolved, That this resolution be engrossed upon our minutes and a copy of the same sent to you."

It gives me the greatest pleasure to transmit this resolution to you and also to be able to thank you personally for the great interest you have shown in our town in the time of our necessity.

Yours, very truly,

FRED A. ROSS, *Mayor.*

Capt. FRED G. VOGEL,

*Rehoboth Beach Life-Saving Station, Rehoboth, Del.*

NORFOLK, VA., *March 27, 1913.*

DEAR GENTLEMEN: Sorry I do not know your name, Captain, but the assistance you and your crew gave me, when my vessel, the schooner *Sada*, was dismantled on the 6th instant off your station, will always be remembered. I do hope that you will be properly rewarded for this service. I feel that I would like to make all three crews a nice present. I can say this for you: You were on time, and did everything possible to aid me and my crew. I have three ribs broken, besides other injuries, but if it had not been for the care you gave me I would have been worse off.

Thanking you and your crew for your help and kindness, I remain,

Yours, very truly,

W. J. PORTER,  
*Master schooner "Sada."*

KEEPER, PARRAMORE BEACH LIFE-SAVING STATION,  
*Wachapreague, Va.*

PORT CLYDE, ME., *May 3, 1913.*

DEAR SIR: I am going to take the liberty of writing you just a few lines in regard to Capt. Myers and his crew, of the Burnt Island Life-Saving Station, for the assistance rendered in saving me and my crew and my schooner, the *Helena*, which went ashore on Old Woman Ledge, April 21, some 2 miles from the station.

Capt. Myers came aboard with his crew, helped us strip the sails and rigging, and took us all ashore. Everything possible was done to assist us and make us comfortable. I think Capt. Myers and his men deserve great praise.

With kindest regards, I am,

Yours, respectfully,

H. L. NYE.

SUPERINTENDENT, FIRST LIFE-SAVING DISTRICT,  
*Portsmouth, N. H.*

KORBEL, CAL., *May 27, 1913.*

DEAR SIR: In behalf of the Charles Nelson Co. I wish to thank you sincerely for the response and assistance of yourself and crew at the burning of the *Charles Nelson*, April 23 at Fields Landing, Humboldt Bay, Cal. We trust you will not be obliged to respond to any other cases of this kind in the future.

Yours, very truly,

THE CHARLES NELSON CO.,  
 By H. W. JACKSON, *President.*

LAURENCE ELLESON,  
*Keeper, Humboldt Bay Life-Saving Station, Eureka, Cal.*

LEONIA HEIGHTS, N. J., *June 10, 1913.*

GENTLEMEN: My mother and I wish to thank you for the great service you did us in picking up the drowned body of Edward Mickel on Sunday, May 20 last. His loss was a hard blow to us, and we miss him so much. Still, it is a great consolation to us to have recovered his body, and to know where it is buried.

Hoping that God, who was merciful to us in bringing him ashore, will reward you,  
Yam,

Respectfully yours,

LOUISE C. MICKEL.

LIFE-SAVING CORPS, *Spring Lake, N. J.*WEDDERBURN, OREG., *June 1, 1913.*

DEAR SIR: My partner and I owe our lives to the captain and crew of the Coquille River (Oreg.) Life-Saving Station, and I feel that you ought to know some of the circumstances connected with our rescue.

On the 22d ultimo Frank Silver and I tried to cross the Rogue River Bar in a 23-foot fishing boat and capsized. It was ebb tide, and we drifted outside the breakers. We righted the boat, but it was full of water and awash, so we couldn't bail it out.

Somebody saw us from the shore and tried to telephone to Bandon, but the wires were down between Port Orford and Bandon, so the message was sent to the life-saving station via Crescent City. The lifeboat left Bandon at about 10.30 a. m.—two hours and a half after we capsized, owing to the delay in receiving the message.

Capt. Johnson showed good judgment by stopping at Port Orford on the way down to find out about where we were. As near as he could learn we were 4 miles offshore and 4 miles south of Rogue River. When he passed the river a fog was settling over the ocean, and he could not see more than half a mile. So he started at the mouth of the river and ran 4 miles out, then 1 mile south, then back to the beach and 1 mile south, then 4 miles out, and so on. He picked us up on the fourth tack at 6.30 p. m. My partner was nearly dead, and I am not sure that I should have lasted until morning. So we were some glad to crawl into the engine room of the lifeboat, where it was nice and warm. The lifeboat ran about 65 miles before it found us.

Yours, truly,

A. D. WINEGAR.

GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,  
*Washington, D. C.*SALVAGE ASSOCIATION, LONDON,  
AMERICAN LAKE DEPARTMENT,  
*Milwaukee, Wis., July 3, 1913.*

DEAR SIR: Allow me to take this opportunity to thank you for the ready assistance you and your men gave us when temporary repairs were made to the steamer *E. M. Peck*, which blew up June 11, 1913, at Racine, Wis.; also for services rendered at other times before I arrived on the scene.

I can assure you that I would just as soon have an accident happen in your district as in the vicinity of any other port I know of on the Great Lakes, for I feel confident that in you we would always have a good friend.

Very truly, yours,

T. C. WARKMAN,  
*Surveyors for Underwriters.*Capt. GUS B. LOFBERG,  
*Keeper, Racine Life-Saving Station, Racine, Wis.*TRINITY CHURCH,  
*Chicago, Ill., June 19, 1913.*

MY DEAR SIR: I notice from a newspaper article relative to the rescue of the sloop *Wind-O-Blind* by your men last Tuesday, the 17th, that you thought the names given by those rescued were fictitious. As I was the one who furnished the names to you I write this letter to say that they were not fictitious.

Mrs. Redles, one of those aboard the sloop, and who has had many sea experiences, was especially pleased with your prompt appearance upon said occasion. My friends and I wish to extend to you and your men our hearty thanks. Your prompt action saved the sloop and perhaps our lives.

I beg to remain, respectfully, yours,

HOWARD ADAMS LEPPER,  
*Rector.*Capt. HENRY SINNIGEN,  
*Commanding, Jackson Park Life-Saving Station,  
Chicago, Ill.*

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PERIODS OF EMPLOYMENT OF SURFMEN:  
1913

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## 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, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913. 6 surfmen from Aug. 1, 1912, to May 31, 1913, and 2 additional surfmen from Oct. 1, 1912, to May 31, 1913.
	White Head and Portsmouth Harbor.....	7 surfmen from Aug. 1, 1912, to May 31, 1913.
	Cross Island and Great Wass Island.....	7 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
2	Isles of Shoals.....	8 surfmen from Aug. 1, 1912, to May 31, 1913.
	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, Surfside, Maddaket, Muskeget, and Gay Head.	6 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
	Gloucester, Wood End, Chatham, Monomoy, Coskata, and Cuttyhunk.	7 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
	Monomoy Point.....	9 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
	City Point.....	9 surfmen from July 1 to Nov. 15, 1912, and from Apr. 16 to June 30, 1913.
3	Narragansett Pier, Point Judith, Green Hill, Quonochontaug, Sandy Point, New Shoreham, and Block Island.	6 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
	Brenton Point, Watch Hill, and Fishers Island.	7 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
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, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
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.	6 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
	Monmouth Beach.....	7 surfmen from Aug. 1, 1912, to May 31, 1913.
	Sandy Hook.....	8 surfmen from Aug. 1, 1912, to May 31, 1913.
	Atlantic City.....	9 surfmen from Aug. 1, 1912, to May 31, 1913.

Districts.	Stations.	Periods of employment (all dates inclusive).
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Bethany Beach, Fenwick Island, Isle of Wight, North Beach, Green Run Inlet, Wallops Beach, Metomkin Inlet, and Parramore Beach. Lewes, Ocean City, Wachapreague, Hog Island, Cobb Island, and Smith Island. Assateague Beach.....	6 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913. 7 surfmen from Aug. 1, 1912, to May 31, 1913. 8 surfmen from Aug. 1 to Sept. 30, 1912, and 7 surfmen from Oct. 1, 1912, to May 31, 1913.
	Popes Island.....	6 surfmen from Aug. 1 to Sept. 30, 1912, 7 surfmen from Oct. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913.
7	Dam Neck Mills, Little Island, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Caffey's Inlet, Paul Gameli's Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Ocracoke, Core Bank, and Bogue Inlet. New Inlet and Hatteras Inlet..... Oak Island.....	6 surfmen from Aug. 1, 1912, to May 31, 1913, and 1 additional surfman from Oct. 1, 1912, to May 31, 1913. 7 surfmen from Aug. 1, 1912, to May 31, 1913. 8 surfmen from Aug. 1, 1912, to May 31, 1913.
	Cape Henry, Virginia Beach, False Cape, Cape Hatteras, Creeds Hill, Portsmouth, Cape Lookout, and Cape Fear. Fort Macon.....	6 surfmen from Aug. 1 to 13, 1912, and 7 surfmen from Aug. 14, 1912, to May 31, 1913.
18	Sullivans Island.....	6 surfmen from Aug. 1, 1912, to May 31, 1913.
9	Santa Rosa, Sabine Pass, Velasco, Aransas, and Brazos. Galveston, San Luis, and Saluria.....	6 surfmen from Aug. 1, 1912, to May 31, 1913. 7 surfmen from Aug. 1, 1912, to May 31, 1913.
10	Big Sandy and Niagara..... Oswego and Charlotte..... Buffalo..... Erie, Fairport, Cleveland, and Lorain..... Ashtabula and Marblehead..... Louisville..... Lake View Beach.....	7 surfmen from July 1 to Dec. 14, 1912, and from Apr. 1 to June 30, 1913. 8 surfmen from July 1 to Dec. 14, 1912, and from Apr. 1 to June 30, 1913. 8 surfmen from July 1 to Dec. 21, 1912, and from Apr. 15 to June 30, 1913. 8 surfmen from July 1 to Dec. 21, 1912, and from Mar. 22 to June 30, 1913. 7 surfmen from July 1 to Dec. 21, 1912, and from Mar. 22 to June 30, 1913. 7 surfmen from July 1, 1912, to June 30, 1913. 7 surfmen from July 1 to Dec. 20, 1912, and from Apr. 3 to June 30, 1913.
11	Harbor Beach and Thunder Bay Island..... Pointe aux Barques, Port Austin, Tawas, and Sturgeon Point. Middle Island..... Hammond..... Bois Blanc..... Vermilion, Crisps, Two Heart River, and Deer Park. Grand Marais..... Marquette and Portage..... Duluth..... Eagle Harbor.....	8 surfmen from July 1 to Dec. 20, 1912, and from Mar. 29 to June 30, 1913. 8 surfmen from July 1 to Dec. 20, 1912, and from Apr. 1 to June 30, 1913. 8 surfmen from July 1 to Dec. 20, 1912, and from Mar. 30 to June 30, 1913. 8 surfmen from July 1 to Dec. 20, 1912, and from Apr. 4 to June 30, 1913. 8 surfmen from July 1 to Dec. 20, 1912, and from Apr. 13 to June 30, 1913. 7 surfmen from July 1 to Dec. 20, 1912, and from Apr. 25 to June 30, 1913. 8 surfmen from July 1 to Dec. 20, 1912, and from Apr. 25 to June 30, 1913. 8 surfmen from July 1 to Dec. 20, 1912, and from Apr. 21 to June 30, 1913. 8 surfmen from July 1 to Dec. 17, 1912, and from Apr. 21 to June 30, 1913. 2 surfmen from Oct. 2 to 26, 1912 and 7 surfmen from Oct. 27 to Dec. 20, 1912, and from Apr. 21 to June 30, 1913.
12	Charlevoix, North Manitou Island, Point Betsie, Pentwater, White River, Holland, South Haven, and Michigan City. South Manitou Island..... Sleeping Bear Point, St. Joseph, and Baileys Harbor. Frankfort, Manistee, Luddington, Muskegon, Racine, and Two Rivers. Grande Pointe au Sable..... Grand Haven, Old Chicago, Milwaukee, and Sheboygan.	7 surfmen from July 1 to Nov. 30, 1912, and from Mar. 31 to June 30, 1913. 7 surfmen from July 1 to Dec. 20, 1912, and from Mar. 31 to June 30, 1913. 7 surfmen from July 1 to Dec. 10, 1912, and from Mar. 31 to June 30, 1913. 7 surfmen from July 1 to Dec. 20, 1912, and from Mar. 20 to June 30, 1913. 7 surfmen from July 1 to Nov. 30, 1912, and from Apr. 1 to June 30, 1913. 8 surfmen from July 1 to Dec. 20, 1912, and from Mar. 20 to June 30, 1913.

<sup>1</sup> 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.

Districts.	Stations.	Periods of employment (all dates inclusive).
12	South Chicago.....	8 surfmen from July 1 to Dec. 10, 1912, and from Mar. 28 to June 30, 1913.
	Jackson Park.....	8 surfmen from July 1 to Nov. 30, 1912, and from Mar. 28 to June 30, 1913.
	Evanston.....	7 surfmen from July 1 to Nov. 30, 1912, and from Mar. 28 to June 30, 1913.
	Kenosha.....	7 surfmen from July 1 to Dec. 10, 1912, and from Mar. 28 to June 30, 1913.
	Kewaunee.....	7 surfmen from July 1 to Dec. 10, 1912, and from Mar. 20 to June 30, 1913.
	Sturgeon Bay Canal.....	7 surfmen from July 1 to Dec. 10, 1912, and from Mar. 30 to June 30, 1913.
	Plum Island.....	7 surfmen from July 1 to Dec. 20, 1912, and from Apr. 1 to June 30, 1913.
13	Nome.....	7 surfmen from July 1, 1912, to June 30, 1913.
	Baaddah Point.....	10 surfmen from July 1, 1912, to June 30, 1913.
	Grays Harbor, Willapa Bay, Klipsan Beach, Umpqua River, Coos Bay, Coquille River, Humboldt Bay, Arena Cove, Point Reyes, Point Bonita, Fort Point, and Southside.	8 surfmen from July 1, 1912, to June 30, 1913.
	Cape Disappointment and Point Adams.....	8 surfmen from July 1, 1912, to June 30, 1913, and 1 additional surfman from July 1 to Aug. 25, 1912, and from May 1 to June 30, 1913.
	Golden Gate.....	9 surfmen from July 1, 1912, to June 30, 1913.
	Tillamook Bay.....	7 surfmen from July 1 to Dec. 7, 1912, and 8 surfmen from Dec. 8, 1912, to June 30, 1913.
	Yaquina Bay.....	7 surfmen from July 1, 1912, to Apr. 30, 1913, and 8 surfmen from May 1 to June 30, 1913.



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**APPROPRIATIONS AND EXPENDITURES:**  
**1913**

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# STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDED JUNE 30, 1913.

## APPROPRIATIONS.

### SALARIES OF SUPERINTENDENTS, LIFE-SAVING SERVICE, 1913.

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

### SALARIES OF KEEPERS, LIFE-SAVING SERVICE, 1913.

For salaries of 290 keepers of life-saving and lifeboat stations and of houses of refuge.....	276, 800. 00
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### PAY OF CREWS, MISCELLANEOUS EXPENSES, ETC., LIFE-SAVING SERVICE, 1913.

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; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same, including use of additional land where necessary; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; commutation of quarters and allowance for heat and light for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same; and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the United States.....	1, 960, 000. 00
Total.....	2, 264, 700. 00



Less amount transferred by authority in legislative act of Aug. 23, 1912, for expenditure for the Life-Saving Service under title, "Contingent Expenses, Treasury Department; Stationery, 1913".....	\$1, 400. 00
Appropriation available.....	2, 263, 300. 00

## EXPENDITURES.

## SALARIES OF SUPERINTENDENTS, LIFE-SAVING SERVICE, 1913.

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, 1912, to May 31, 1913.....	\$2, 016. 66
District No. 2, July 1, 1912, to June 30, 1913.....	2, 200. 00
District No. 3, July 1, 1912, to May 31, 1913.....	1, 833. 33
District No. 4, July 1, 1912, to May 31, 1913.....	2, 016. 66
District No. 5, July 1, 1912, to May 31, 1913.....	2, 016. 66
District No. 6, July 1, 1912, to May 31, 1913.....	2, 016. 66
District No. 7, July 1, 1912, to May 31, 1913.....	2, 016. 66
District No. 8, July 1, 1912, to May 31, 1913.....	1, 741. 66
District No. 9, July 1, 1912, to May 31, 1913.....	1, 833. 33
District No. 10, July 1, 1912, to May 31, 1913.....	2, 016. 66
District No. 11, July 1, 1912, to May 31, 1913.....	2, 016. 66
District No. 12, July 1, 1912, to May 31, 1913.....	2, 016. 66
District No. 13, July 1, 1912, to May 31, 1913.....	2, 016. 66
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	\$25, 758. 26

## SALARIES OF KEEPERS, LIFE-SAVING SERVICE, 1913.

Salaries of 279 keepers, districts Nos. 1 to 13, inclusive, quarter ended Sept. 30, 1912.....	68, 386. 12
Salaries of 279 keepers, districts Nos. 1 to 13, inclusive, quarter ended Dec. 31, 1912.....	68, 683. 00
Salaries of 279 keepers, districts Nos. 1 to 13, inclusive, quarter ended Mar. 31, 1913.....	68, 835. 56
Salaries of 279 keepers, districts Nos. 1 to 13, inclusive, April and May (excepting Nome Station) and district No. 2, June, 1913.....	48, 193. 98
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	254, 098. 66

## PAY OF CREWS, MISCELLANEOUS EXPENSES, ETC., LIFE-SAVING SERVICE, 1913.

Pay of surfmen:	
District No. 1.....	70, 498. 46
District No. 2.....	148, 716. 73
District No. 3.....	46, 703. 16
District No. 4.....	134, 068. 51
District No. 5.....	185, 750. 27
District No. 6.....	86, 505. 04
District No. 7.....	159, 210. 20
District No. 8.....	3, 949. 85
District No. 9.....	33, 481. 08
District No. 10.....	47, 798. 57
District No. 11.....	68, 125. 15
District No. 12.....	106, 936. 77
District No. 13.....	109, 344. 92
	<hr/>
	1, 201, 088. 71
Commutation of rations for keepers and surfmen.....	194, 152. 80
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	2, 666. 87
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	11, 805. 24
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	9, 728. 81
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	24, 200. 92
Apparatus.....	6, 822. 37
Books, charts, stationery, advertising, etc.....	732. 54

Care of stations pending appointment of keepers.....	\$188. 33	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	7, 847. 38	
Compensation for special services, labor, etc.....	60, 821. 44	
Draft animals.....	16, 410. 02	
Equipments.....	16, 792. 06	
Freight, packing, storage, telegraphing, etc.....	6, 243. 79	
Fuel and water for stations.....	37, 905. 48	
Furniture.....	9, 331. 12	
Medals.....	1, 030. 59	
Rebuilding, repair, and improvement of stations.....	83, 904. 10	
Rents.....	7, 399. 66	
Repairs to apparatus, equipments, and furniture.....	20, 900. 43	
Sites for stations.....	506. 40	
Subsistence of persons rescued from wrecked vessels.....	75. 60	
Supplies.....	30, 940. 12	
Telephones, telephone lines, and their maintenance.....	17, 815. 14	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	692. 84	
Traveling expenses of officers.....	14, 293. 38	
		<u>\$340, 652. 79</u>

Total expenditures from appropriations for 1913.....	2, 039, 952. 14
Balance of available funds June 30, 1913.....	223, 347. 86
	<u>2, 263, 300. 00</u>

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, 1912.....	\$214, 720. 52
To which repayments have been made amounting to.....	1, 672. 97
	<u>216, 393. 49</u>

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, 1912," available as above.....	\$216, 393. 49	
Pay of surfmen:		
District No. 1.....	\$27. 00	
District No. 2.....	86. 00	
District No. 3.....	3. 00	
District No. 4.....	27. 00	
District No. 5.....	24. 00	
District No. 7.....	60. 00	
District No. 8.....	9. 00	
		<u>236. 00</u>
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	4, 595. 85	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	15, 011. 79	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	9, 097. 73	
		<u>28, 705. 37</u>
Apparatus.....	30, 867. 37	
Books, charts, stationery, advertising, etc.....	234. 29	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	632. 38	
Compensation for special services, labor, etc.....	3, 926. 22	
Draft animals.....	1, 563. 39	
Equipments.....	12, 299. 10	
Freight, packing, storage, telegraphing, etc.....	3, 329. 12	

Fuel and water for stations.....	\$1,095. 02	
Furniture.....	110. 99	
Rebuilding, repair, and improvement of stations.....	65,488. 93	
Rents.....	2,903. 51	
Repairs to apparatus, equipments, and furniture.....	1,834. 17	
Sites for stations.....	251. 50	
Subsistence of persons rescued from wrecked vessels....	15. 80	
Supplies.....	1,959. 46	
Telephones, telephone lines, and their maintenance...	6,750. 42	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	63. 75	
Traveling expenses of officers.....	1,435. 59	
		<u>\$134,761. 01</u>
Total expenditures from appropriation "Life-Saving Service, 1912".....		163,702. 38
Balance of available funds June 30, 1913.....		52,691.11
		<u>216,393. 49</u>

There also remained unexpended at the beginning of the fiscal year, from the appropriation of 1911, the following:

"Life-Saving Service, 1911"..... \$108,402. 41

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1911, were as follows:

"Life-Saving Service, 1911," available as above.....		\$108,402. 41
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882....	\$65. 00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882....	663. 64	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882....	1,366. 05	
		<u>\$2,094. 69</u>
Apparatus.....	800. 00	
Books, charts, stationery, advertising, etc....	6. 00	
Compensation for special services, labor, etc....	37. 32	
Freight, packing, storage, telegraphing, etc....	67. 27	
Rebuilding, repair, and improvement of sta- tions.....	500. 00	
Rents.....	515. 49	
		<u>1,926. 08</u>

Total expenditures from appropriation  
"Life-Saving Service, 1911"..... 4,020. 77

Balance unexpended June 30, 1913..... 104,381. 64

This unexpended balance of \$104,381.64 was carried to the surplus fund June 30, 1913.

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, 1912.....	\$5,670. 27
This sum has been increased by amounts realized from sales of public property belonging to the Life-Saving Service condemned and sold in conformity with provisions of law.....	2,227. 82
	<u>7,898. 09</u>
Less amount expended during the year.....	300. 00
	<u>7,598. 09</u>
Total available funds at the close of June 30, 1913.....	7,598. 09

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 \$579.95, 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, 1913, were therefore as follows:

Life-Saving Service:	
1913.....	\$2, 039, 952. 14
1912.....	163, 702. 38
1911.....	4, 020. 77
Rebuilding and improving life-saving stations (proceeds of sales) ..	300. 00
	<hr/>
	2, 207, 975. 29

Less the following:

Repayments to appropriations—	
Life-Saving Service, 1912.....	\$1, 672. 97
Rebuilding and improving life-saving stations (proceeds of sales).....	2, 227. 82
	<hr/>
	3, 900. 79

Total net expenditures of the service..... 2, 204, 074. 50

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1913, available as heretofore stated, the following balances:

Life-Saving Service:	
1913.....	\$223, 347. 86
1912.....	52, 691. 11
Rebuilding and improving life-saving stations (proceeds of sales) ..	7, 598. 09

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1913, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants..... \$2, 296, 252. 93  
To which should be added the following amount, as shown on page 115 of the report for 1912:

In hands of disbursing clerk, Treasury Department, June 30, 1912—	
Life-Saving Service—	
1912.....	\$14, 624. 81
1911.....	1, 081. 16
	<hr/>
	15, 705. 97
	<hr/>
	2, 311, 958. 90

Less the following amounts:

In hands of disbursing officers, Treasury Department, June 30, 1913—	
Life-Saving Service, 1913.....	99, 991. 23
Rebuilding and improving life-saving stations (proceeds of sales).....	2, 227. 82
Amounts reappropriated and expended by warrants not included in the foregoing statement.....	5, 665. 35
	<hr/>
	107, 884. 40

Net expenditures from appropriations for the year..... 2, 204, 074. 50

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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, 1912 (including \$1,702.32 in hands of disbursing clerk, Treasury Department).....	\$23, 408. 82
Expenditures during the year.....	6, 048. 90
Unexpended balance June 30, 1913.....	17, 359. 92

"SALARIES, OFFICE LIFE-SAVING SERVICE, 1913."

Appropriation.....	48, 120. 00
Expenditures.....	47, 612. 23
Amount unexpended.....	507. 77

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

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

The above-named organization of women was established in 1880. The object of the association, as its name indicates, is to furnish relief to sick, injured, and destitute survivors of marine casualties and other situations of distress or misfortune. This benevolent society has been of invaluable assistance in the humanitarian work of alleviating pain, suffering, and want among the unfortunates temporarily in the care of the life-saving crews. The headquarters of the association is located in New York City, from which point, upon application, stores, consisting of boxes of clothing, blankets, restoratives, etc., are forwarded direct to the stations, without expense to the Government. The statement appended hereto shows the stations at which such supplies were expended during the period covered by this report, the number of beneficiaries, and the circumstances of their distress.

Date.	Station.	Beneficiary.
1912.		
July 1	St. Joseph.....	Man who had fallen off pier.
17	Island Beach.....	2 men whose boat had capsized.
23	Manomet Point.....	3 men rescued from disabled sloop.
Aug. 11	Point Allerton.....	2 men rescued from disabled launch.
11	Townsend Inlet.....	6 men from foundered launch.
14	Nome.....	2 sailors from stranded schooner.
19	Manomet Point.....	4 sailors from wrecked schooner.
23	Gurnet.....	4 persons from capsized sloop.
23	Nahant.....	2 persons from capsized sloop.
24	Charlotte.....	Man from disabled launch.
26	Thunder Bay Island.....	2 men, a woman, and 2 children from wrecked schooner.
Sept. 10	Atlantic City.....	3 fishermen from capsized skiff.
15	Tatham's.....	3 men from disabled schooner.
15	Townsend Inlet.....	2 men from disabled launch.
16	Harbor Beach.....	Man killed on steamer (burial clothes).
20	Quoddy Head.....	8 men, crew of wrecked schooner.
22	Nahant.....	2 men from capsized dory.
24	Core Bank.....	11 Spanish sailors from capsized boat.
28	Gurnet.....	3 men from capsized dory.
Oct. 5	Metomkin Inlet.....	3 fishermen from capsized boat.
12	Buffalo.....	Man who had fallen off pier.
14	Hampton Beach.....	Man from capsized boat.
19	Cleveland.....	Do.
20	Humboldt Bay.....	Man and 2 women from capsized sloop.
Nov. 4	Gull Shoal.....	Captain of wrecked schooner.
10	Gloucester.....	4 men from wrecked motor dory.
11	Chicamacomico.....	A wayfarer, wet and chilled.
13	Fishers Island.....	5 sailors from stranded schooner.
14	do.....	Captain of wrecked schooner.
Dec. 6	Napeague.....	6 shipwrecked sailors.
24	Sandy Hook.....	7 sailors from stranded schooner.
1913.		
Jan. 11	Point Adams.....	Sailor from wrecked steamer.
24	Southside.....	Woman who had attempted to drown herself.
30	Point Reyes.....	21 sailors from wrecked steamer.
Feb. 2	Willapa Bay.....	2 men from capsized boat.
16	Seabright.....	2 men who fell through ice.
16	Plum Island (12).....	Mail carrier who broke through ice.
18	Paul Gamels Hill.....	Crew of stranded schooner.



Date.	Station.	Beneficiary.
1913.		
Mar. 2	Seabright.....	Man who fell into river.
2	Chicamacomico.....	Captain of a schooner.
2	Gull Shoal.....	Crew of wrecked schooner.
4	Cobb Island.....	Captain of a sunken schooner.
9	Baileys Harbor.....	Workman who had fallen through ice.
23	Orleans.....	Man from stranded power boat.
26	Quoddy Head.....	Crew of a schooner.
27	Squan Beach.....	Crew of stranded vessel.
Apr. 19	Gloucester.....	Captain of a schooner (yawl capsized).
20	Milwaukee.....	4 men from capsized skiff.
May 4	Golden Gate.....	Woman who attempted suicide by drowning.
10	Milwaukee.....	Man who fell from boat into river.
16	Plum Island (2).....	2 sailors of disabled steamer.
24	Old Harbor.....	2 fishermen lost from their ship.
30	Evanston.....	Boy who had fallen into water.
June 5	Cape Disappointment.....	2 fishermen from capsized boat.
8	Charlotte.....	Man who fell off pier.
9	Nauset.....	2 fishermen who had lost their vessel.
11	Cape Disappointment.....	2 fishermen from capsized boat.
14	Portage.....	Man who had fallen into canal.
15	Fort Point.....	2 men from capsized boat.
17	Ashtabula.....	2 boys whose clothing burned up while they were in bathing (loaned).
17	Cape Elizabeth.....	Crew of a wrecked sloop.
26	Portage.....	2 fishermen who fell off breakwater.

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**TABULAR STATEMENT OF CASUALTIES TO VESSELS  
WITHIN THE FIELD OF OPERATIONS OF  
THE LIFE-SAVING SERVICE: 1913**

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*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.
1912.					
July 11	Isles of Shoals.....	700 yards SW..	Gas. str. Sam Adams.....	13	Portsmouth, N. H.
14	Cranberry Islands.....	1 mile W.....	Sc. Fanny (Br.).....	91	St. John, N. B....
15	.....do.....	5½ miles SW. by S.	Sc. Ravola (Br.).....	147	Windsor, N. S....
15	Isles of Shoals.....	½ mile SW.....	Gas. str. Sam Adams.....	13	Portsmouth, N. H.
19	Hunniwells Beach....	21 miles SSW..	Sc. Westerloo.....	82	Machias, Me.....
22	Fletchers Neck.....	1 mile WNW..	Slp. Mohican.....	16	Boston, Mass.....
24	Burnt Island.....	3 miles NE....	Sc. Jennie C. (Br.).....	94	St. John, N. B....
Aug. 4	Hunniwells Beach....	500 feet SE....	Sc. Sunbeam.....	108	Bath, Me.....
12	Cross Island.....	5 miles E. by N.	Sc. Addle Fuller.....	217	Machias, Me.....
12	Cranberry Islands.....	4½ miles NW by W.	Str. Norumbega.....	304	Portland, Me.....
16	.....do.....	¼ mile N. by E.	Sc. Arizona (Br.).....	85	Weymouth, N. S..
16	Isles of Shoals.....	½ mile SE....	Gas. str. Jeffrey.....	9	Gloucester, Mass..
Sept. 1	Portsmouth Harbor...	1½ miles NW..	Str. Portsmouth.....	121	Portsmouth, N. H.
20	Quoddy Head.....	1½ miles NNE..	Sc. Sarah and Lucy.....	252	New London, Conn.
23	White Head.....	3½ miles NE....	Sc. John J. Perry.....	152	Rockland, Me.....
30	Portsmouth Harbor...	Off station....	Sc. Woodbury M. Snow...	107	.....do.....
Oct. 6	Hunniwells Beach....	2½ miles S. ½ E.	Str. Cumberland.....	50	.....do.....
15	Burnt Island and White Head.	3 miles E. Burnt Island station.	Sc. A. F. Kindberg.....	15	Bangor, Me.....
16	Damiscove Island.....	3 miles NE....	Sc. Thomas Hix.....	99	Machias, Me.....
25	Quoddy Head.....	2½ miles NNW..	Sc. Mercedes (Br.).....	169	Weymouth, N. S..
29	Hunniwells Beach....	¾ mile SE....	Sc. Smith Tuttle.....	89	Boothbay, Me.....
29	Portsmouth Harbor...	2 miles SE....	Sc. Myra Sears.....	38	Damariscotta, Me.
Nov. 3	White Head.....	1 mile NE....	Sc. Hazel Trahey (Br.)...	16	Parrsboro, N. S...
7	Damiscove Island.....	4 miles NE....	Sc. William Rice.....	133	Thomaston, Me...
17	White Head and Burnt Island.	8 miles SE. White Head station.	Sc. E. Merriam (Br.).....	338	Parrsboro, N. S...
19	Cranberry Islands.....	7 miles W.....	Sc. Sarah A. Reed.....	158	Calais, Me.....
23	.....do.....	2½ miles NW..	Gas. str. Kearsarge.....	17	Machias, Me.....
25	White Head.....	1½ miles NNW..	Sc. Christabel.....	12	Deer Island, Me...
28	Cranberry Islands.....	2 miles W. by N.	Gas. str. North Star.....	9	South West Harbor, Me.
Dec. 1	White Head.....	5 miles NE....	Sc. Florence E. Nelson (Br.)...	92	Weymouth, N. S..
8	Hunniwells Beach....	¾ mile N. by W.	Str. Virginia.....	71	Bath, Me.....
9	White Head.....	6 miles NE....	Sc. Mildred May.....	54	Deer Isle, Me.....
12	Quoddy Head.....	4 miles S.....	Sc. Lena White.....	126	Rockland, Me.....
17	Portsmouth Harbor...	½ mile SSW...	Sc. Kolon.....	150	Machias, Me.....

*Service: 1913—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.
On pleasure trip.....		\$2,000		\$2,000	\$50	7			
Parrsboro, N. S., to Salem, Mass.	Lumber...	700	\$2,500	3,200	275	3		3	3
Boston, Mass., to Shulee, N. S.		2,500		2,500	300	5			
Star Island to Appledore Island, N. H.		2,000		2,000		3			
Machias, Me., to Plymouth, Mass.	Lumber...	1,000	2,000	3,000		3		3	39
Boston, Mass., to Bar Harbor, Me.		5,000		5,000	100	5			
Windsor, N. S., to Salem, Mass.	Lumber...	1,200	2,000	3,200	300	5			
Boston, Mass., to South Gardiner, Me.		3,000		3,000		4			
New York, N. Y., to Eastport, Me.	Coal.....	4,000	2,500	6,500	6,500	5			
Mount Desert Ferry to Manset, Me.	Merchandise.	60,000	60	60,060	25,020	21			
Rockport, Me., to Plympton, N. S.		1,000		1,000	1,000	5		5	5
On fishing trip.....		2,000		2,000		6			
Portsmouth, N. H., to Boston, Mass.		40,000		40,000		6			
St. John, N. B., to Port Chester, N. Y.	Lumber...	2,500	5,000	7,500	2,500	8		8	32
Rockland, Me., to Boston, Mass.	Lime.....	3,500	2,000	5,500		6			
Boston, Mass., to Rockland, Me.	do.....	3,500	1,200	4,700		2			
Rockland to Portland, Me.		3,500		3,500	150	4			
Boston, Mass., to Bangor, Me.	Fertilizer..	2,000	3,000	5,000	300	4			
do.....	Pig iron...	800	1,000	1,800	150	3			
Annapolis, N. S., to Boston, Mass.	Lumber...	5,000	2,000	7,000		7			
Boston, Mass., to South Gardiner, Me.	do.....	700	1,850	2,550	75	4			
Gloucester, Mass., to Portland, Me.		500		500	500	2			
Fall River, Mass., to Parrsboro, N. S.		8,000		8,000		5			
Boston, Mass., to Thomaston, Me.	Cement...	1,000	90	1,090	1,000	3			
St. John, N. B., to New York, N. Y.	Lumber...	2,000	6,000	8,000	2,000	7			
Calais, Me., to Vineyard Haven, Mass.	do.....	4,500	5,000	9,500		5			
Belfast to Jonesport, Me....	Produce...	1,000	125	1,125	5	2			
Two Bush Island to Rockland, Me.		500		500		2			
South West Harbor to Cranberry Islands, Me.		400		400	40	2			
Weymouth, N. S., to Boston, Mass.	Piling.....	4,000	1,500	5,500	400	5			
At mooring.....		18,000		18,000		4			
Portland to Manset, Me.....		1,800		1,800	105	2			
Whiting, Me., to New York, N. Y.	Potatoes..	3,000	3,500	6,500	295	5			
Boston, Mass., to Machias, Me.		1,500		1,500		5			

*Casualties within scope of Life-Saving*

## DISTRICT NO. 1.—COASTS OF MAINE

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1913.					
Jan. 4	Burnt Island.....	4 miles NE....	Gas. str. Eva and Belle...	14	Rockland, Me.....
10	Hunniwells Beach.....	9 miles W.....	Str. Monhegan.....	387	Bath, Me.....
10	Damiscove Island.....	300 yards NW...	Sc. Silver Star (Br.).....	94	Maitland, N. S.....
16	Hunniwells Beach.....	4½ miles SW. ½ W.	Sc. B. B. Hardwick (Br.)..	149	Annapolis, N. S....
Mar. 3	Damiscove Island.....	6 miles N.....	Sc. Henry H. Chamberlain.	245	Boston, Mass.....
13	Quoddy Head.....	2½ miles ENE..	Slp. Finback (Br.).....	9	Grand Marais, N. B.
14	Fletchers Neck.....	2 miles NNW..	Slp. Trilby.....	8	Kennebunk, Me...
26	Quoddy Head.....	1½ miles NE....	Sc. General Scott.....	83	Calais, Me.....
Apr. 7	Cranberry Islands.....	4½ miles W. by S.	Sc. Thomas Hix.....	99	Machias, Me.....
15	Quoddy Head.....	6 miles ENE..	Sc. Seguin.....	405	Portland, Me.....
15	do.....	do.....	Sc. W. O. Goodman.....	324	Boston, Mass.....
18	Portsmouth Harbor...	1 mile W.....	Sc. Evolution (Br.).....	190	Parrsboro, N. S...
21	Burnt Island.....	2 miles WSW..	Sc. Helena.....	184	New York, N. Y..
27	Hampton Beach.....	2½ miles SSW..	Sc. Fred C. Holden.....	137	Calais, Me.....
May 10	White Head.....	1½ miles SE....	Sc. Clara J.....	90	Machias, Me.....
10	Portsmouth Harbor...	1 mile NW.....	Gas. str. Annie T.....	18	Gloucester, Mass..
16	Quoddy Head.....	3 miles ESE....	Sc. Hazel Dell.....	157	Boston, Mass.....
24	White Head.....	9 miles ENE....	Gas. str. George H. Lubec.	43	Portland, Me.....
30	Cross Island.....	4 miles NNW..	Sc. Sunlight.....	367	New York, N. Y..
June 2	White Head.....	15 miles SW...	Sc. F. H. Odiorne.....	323	do.....
17	Burnt Island.....	4 miles ENE....	Sc. M. J. Sewall.....	44	Machias, Me.....
28	Cranberry Islands.....	1 mile NE.....	Sc. Forest Belle.....	81	do.....
	Total.....			6,898	

## DISTRICT NO. 2—COAST

1912.					
July 7	Gloucester.....	5 miles N.....	Gas. str. Mystery.....	12	Gloucester, Mass..
13	Pamet River.....	12 miles SE....	Sc. C. B. Clark.....	194	Bangor, Me.....
16	Gloucester.....	½ mile ENE....	Sc. Margaret.....	115	Gloucester, Mass..
18	Chatham.....	1 mile NNE....	Sc. Electric Flash.....	116	do.....
18	Cuttyhunk.....	½ mile SE.....	Sc. William L. Elkins.....	241	New York, N. Y..
18	do.....	½ mile S.....	Sc. M. E. Eldridge.....	252	Hyannis, Mass....
27	Gloucester.....	1 mile S.....	Slp. Beulah Maud.....	12	Gloucester, Mass..
28	Gurnet.....	¾ mile SSW....	Gas. str. Harold and Clifford.	9	Boston, Mass.....
Aug. 5	North Scituate.....	2½ miles SE....	Gas. str. Edith.....	16	Jacksonville, Fla..
10	Point Allerton.....	2 miles NW....	Sc. Nettie Franklin.....	102	Provincetown, Mass.
12	Newburyport.....	½ mile N.....	Sc. Reporter.....	83	Boston, Mass.....
18	Cuttyhunk.....	1 mile NW....	Gas. str. St. Louis.....	6	New Bedford, Mass.
19	Manomet Point.....	2½ miles WNW..	Gas. str. Petrel.....	23	Boston, Mass.....
21	Point Allerton.....	2½ miles NNW..	Str. Crest.....	244	do.....
27	Gurnet.....	5½ miles SSE....	Gas. str. Magic.....	10	Baltimore, Md....
28	Coskata and Surfside..	2½ miles SW. Coskata station.	Sc. Julia A. Berkele.....	168	New York, N. Y..
30	Plum Island.....	3 miles SSW....	Sc. Gatherer.....	95	Boston, Mass.....

*Service: 1913—Documented vessels—Continued.*

AND NEW HAMPSHIRE—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 snorced at station.	Days' succor afforded.
Lobster fishing.....	Lobsters..	\$1,000	\$250	\$1,250	\$500	2	.....	.....	.....
Portland to Rockland, Me...	Merchandise.	50,000	3,000	53,000	3,500	33	.....	.....	.....
Boston, Mass., to Neil, N. S.	.....do.....	4,000	550	4,550	4,550	3	.....	3	9
Boston, Mass., to Weymouth, N. S.	.....do.....	4,000	.....	4,000	2,665	7	.....	7	23
New Bedford, Mass., to St. John, N. B.	.....do.....	5,000	.....	5,000	.....	6	.....	.....	.....
St. Andrews to Grand Marais, N. B.	.....do.....	1,000	.....	1,000	.....	2	.....	.....	.....
Cape Porpoise to Biddeford Pool, Me.	.....do.....	500	.....	500	.....	2	.....	.....	.....
Calais, Me., to Boston, Mass.	Lumber...	1,000	1,600	2,600	1,800	3	.....	3	6
Calais, Me., to Salem, Mass.	.....do.....	800	2,200	3,000	.....	5	.....	.....	.....
St. John, N. B., to New York, N. Y.	.....do.....	10,000	9,000	19,000	4,000	6	.....	.....	.....
St. John, N. B., to Fall River, Mass.	.....do.....	8,000	10,000	18,000	6,000	6	.....	6	18
Portsmouth, N. H., to Liverpool, England.	.....do.....	2,000	.....	2,000	300	5	.....	.....	.....
South Amboy, N. J., to Swans Island, Me.	Coal.....	4,000	1,100	5,100	5,100	5	.....	5	6
Machias, Me., to Boston, Mass.	Lumber...	1,000	4,000	5,000	.....	4	.....	.....	.....
Boston, Mass., to Northeast Harbor, Me.	Merchandise.	1,000	8,000	9,000	200	3	.....	.....	.....
On fishing trip.....	Fish.....	3,000	50	3,050	.....	4	.....	.....	.....
Weymouth, N. S., to Boston, Mass.	Lumber...	1,000	2,500	3,500	.....	5	.....	.....	.....
On fishing trip.....	.....do.....	8,000	.....	8,000	8,000	15	.....	.....	.....
New York, N. Y., to Windsor, N. S.	Coal.....	4,000	3,000	7,000	.....	7	.....	.....	.....
New York, N. Y., to St. John N. B.	.....do.....	3,000	1,800	4,800	500	6	.....	.....	.....
Portland to Milbridge, Me...	Merchandise.	800	3,000	3,800	1,300	2	.....	.....	.....
Gouldsboro to Southwest Harbor, Me.	Lumber...	200	70	270	50	1	.....	.....	.....
.....	.....	305,400	91,445	396,845	79,530	297	.....	43	141

## OF MASSACHUSETTS.

On fishing trip.....	Fish.....	\$1,500	\$100	\$1,600	.....	6	.....	.....	.....
Bangor, Me., to New York, N. Y.	Lumber...	2,800	5,000	7,800	\$600	6	.....	.....	.....
On fishing trip.....	.....do.....	10,000	.....	10,000	.....	14	.....	.....	.....
.....do.....	.....do.....	8,000	.....	8,000	.....	17	.....	4	4
Fall River, Mass., to St. John, N. B.	.....do.....	5,000	.....	5,000	.....	6	.....	.....	.....
Perth Amboy, N. J., to Lanesville, Mass.	Coal.....	10,000	2,000	12,000	.....	5	.....	.....	.....
On pleasure trip.....	.....do.....	500	.....	500	.....	13	.....	.....	.....
Cape Cod Bay to Plymouth, Mass.	Lobsters..	1,000	100	1,100	.....	2	.....	.....	.....
Dorchester, Mass., to New York, N. Y.	.....do.....	7,000	.....	7,000	.....	10	.....	.....	.....
Boston to Provincetown, Mass.	.....do.....	8,000	.....	8,000	1,000	22	.....	.....	.....
Boston to Newburyport, Mass.	.....do.....	1,500	.....	1,500	.....	5	.....	.....	.....
On fishing trip.....	.....do.....	1,000	.....	1,000	.....	4	.....	.....	.....
Boston to Manomet, Mass.	Lobsters..	4,500	150	4,650	4,650	4	.....	4	8
On fishing trip.....	Fish.....	50,000	1,500	51,500	.....	19	.....	.....	.....
Wellfleet to Boston, Mass.	.....do.....	500	.....	500	20	4	.....	.....	.....
Gardiner, Me., to Pawtucket, R. I.	Lumber...	400	3,400	3,800	500	5	.....	.....	.....
In Ipswich Harbor.....	Sand.....	1,800	170	1,970	.....	5	.....	.....	.....

*Casualties within scope of Life-Saving*

## DISTRICT NO. 2.—COAST OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1912.					
Sept. 1	Monomoy.....	2½ miles NE...	Sc. Silver Spray.....	124	Rockport, Me....
8	Wood End.....	1 mile NW....	Gas. str. Defiance.....	5	Hyannis, Mass....
9	Point Allerton.....	2 miles NW....	Sc. Ellen C. Burke.....	92	Boston, Mass....
10	do.....	do.....	Sc. Squanto.....	133	Plymouth, Mass....
10	Nauset and Orleans.....	3½ miles S. Nauset station.	Gas. str. Defiance.....	5	Hyannis, Mass....
13	Maddaket.....	1½ miles N. by E.	Str. Waquoit.....	17	Nantucket, Mass..
16	Straitsmouth.....	1 mile WNW....	Sc. Gatherer.....	95	Boston, Mass....
29	Cuttyhunk.....	5 miles W. by S	Sc. Charles Luling.....	195	New York, N. Y..
30	Nauset.....	40 miles NE...	Sc. Moonlight.....	198	Calais, Me.....
30	Wood End.....	2 miles E....	Sc. Mary F. Sears.....	112	Gloucester, Mass..
30	Monomoy Point.....	2 miles SE....	Sc. Kolon.....	150	Machias, Me.....
Oct. 1	Nauset.....	25 miles NE...	Sc. Willis and Guy.....	199	Belfast, Me.....
7	Cahoons Hollow and Nauset.....	4 miles S. Cahoons Hollow station.	Sc. Charles A. Campbell...	1,586	Perth Amboy, N. J
11	Gay Head.....	4 miles NNE...	Sc. Wilfrid M. (Br.).....	252	Barbados.....
15	Point Allerton.....	2 miles NW....	Sc. John R. Fell.....	354	Boston, Mass....
15	Nahant.....	1 mile SSW....	Slp. Tourist.....	11	Winthrop, Mass...
16	Plum Island.....	3 miles SSW....	Sc. Mary E. Lynch.....	185	Deer Isle, Me.....
27	Point Allerton.....	2½ miles NNW	Sc. William B. Herrick....	499	Hyannis, Mass....
27	do.....	2 miles NW....	Sc. Hortense.....	90	Boston, Mass....
28	Coskata.....	3 miles off station.	Gas. str. Nellie Irwin.....	8	do.....
29	Point Allerton.....	2 miles NW....	Sc. Lizzie M. Stanley.....	124	Gloucester, Mass..
Nov. 2	do.....	do.....	Sc. Romance.....	136	do.....
3	do.....	do.....	Sc. Mina Swim.....	92	Boston, Mass....
3	Gloucester.....	1 mile ENE....	Gas str. Mystery.....	12	Gloucester, Mass..
18	Nauset.....	4 miles N....	Sc. Donna T. Briggs.....	204	Stonington, Conn.
20	Monomoy Point.....	2½ miles SE. by by E.	Str. Penobscot.....	2,294	Philadelphia, Pa..
24	Point Allerton.....	2 miles NW....	Sc. Number Twenty-one ..	905	Baltimore, Md....
29	Wood End.....	12 miles NW. by W.	Sc. Elsie A. Bayles.....	296	Bangor, Me.....
Dec. 3	Point Allerton.....	1½ miles WNW.	Sc. America.....	97	Boston, Mass....
6	Gurnet.....	½ mile SW....	Sc. Franconia.....	136	Machias, Me.....
9	Nauset.....	50 miles NW ..	Sc. Lavolta.....	204	Ellsworth, Me ..
9	Monomoy Point.....	2 miles S.....	Sc. Lizzie D. Small.....	190	Bangor, Me.....
11	Chatham.....	4½ miles SE....	Sc. Carrie A. Bucknam....	287	Penobscot, Me....
16	Gloucester.....	1½ miles NE....	Gas. str. Medomak.....	14	Gloucester, Mass..
25	Monomoy Point.....	3½ miles SE. by E.	Sc. J. Frank Seavey.....	412	Portsmouth, N. H.
26	Pamet River.....	2 miles E....	Sc. Donna T. Briggs.....	204	Stonington, Conn.
31	Straitsmouth.....	10 miles E....	Gas. str. Sunflower.....	21	Chicago, Ill.....
1913.					
Jan. 3	Gloucester.....	3 miles NE. by E.	Sc. Monitor.....	137	Gloucester, Mass..
6	Newburyport.....	¾ mile NW....	Sc. Eben Parsons.....	91	Boston, Mass....
10	Gloucester.....	1½ miles SE ..	Sc. Clara Jane.....	124	Calais, Me.....
12	do.....	100 yards SE ..	Str. Eveleth.....	42	Gloucester, Mass..

Service: 1913—Documented vessels—Continued.

## 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.
Camden, Me., to Providence, R. I.		\$600		\$600	\$600	3		2	2
Woods Hole to Provincetown, Mass.		1,000		1,000		6			
On fishing trip		6,000		6,000		16			
...do....	Fish.	6,000	\$800	6,800		18			
Provincetown to Woods Hole, Mass.		1,000		1,000		4			
On fishing trip	Fish.	1,500	90	1,590		5			
Ipswich to Boston, Mass.	Sand	2,000	200	2,200		5			
Eatons Neck, N. Y., to Boston, Mass.	Gravel	2,000	1,000	3,000	500	5			
New York, N. Y., to Eastport, Me.	Coal	9,000	1,200	10,200	200	6			
At mooring		13,000		13,000		16			
New York, N. Y., to Eastport, Me.	Coal	1,500	1,750	3,250	300	5			
South Amboy, N. J., to Addison, Me.	...do....	2,000	1,200	3,200	600	5			
Norfolk, Va., to Boston, Mass.	...do....	24,000	6,750	30,750	2,225	10			
New York, N. Y., to Lunenburg, N. S.	...do....	12,000	600	12,600	300	6			
New York, N. Y., to Boston, Mass.	...do....	10,000	4,500	14,500		5			
At mooring		500		500					
South Amboy, N. J., to Ipswich, Mass.	Coal	8,000	1,200	9,200		4			
Boston, Mass., to Hillsboro, Me.		25,000		25,000		8			
On fishing trip	Fish.	6,000	2,000	8,000		16			
Boston, Mass., to New York, N. Y.		1,800		1,800		2			
Nova Scotia to Boston, Mass.	Fish.	10,000	3,000	13,000		22			
On fishing trip		13,000		13,000		22			
...do....	Fish.	7,000	500	7,500		18			
On fishing trip		1,675		1,675		4			
Clinton Point, N. Y., to Boston, Mass.	Sand	7,000	1,500	8,500		5			
Sewalls Point, Va., to Boston, Mass.	Coal	200,000	25,900	225,900		24			
Baltimore, Md., to Portland, Me.	...do....	25,300	4,160	29,460	500	5			
Bridgeport, Conn., to Bangor, Me.	Lumber	4,000	7,500	11,500	750	6			
On pleasure trip		10,000		10,000		6			
Machias, Me., to Duxbury, Mass.	Lumber	15,000	3,000	18,000		4			
Clinton Point, N. Y., to Boston, Mass.	Sand	4,000	1,500	5,500	800	5			
Bangor, Me., to New York, N. Y.	Lumber	2,300	5,000	7,300		6			
Stockton, Me., to New York, N. Y.	...do....	6,000	7,000	13,000	100	5			
On fishing trip		3,200		3,200	400	6			
Bangor, Me., to New York, N. Y.	Lumber	8,000	14,000	22,000	500	6			
Promised Land, N. Y. to Boston, Mass.	Fish oil	5,000	20,000	25,000	300	5			
On fishing trip	Fish.	5,000	100	5,100	25	5			
At mooring	...do....	12,000	700	12,700	300	18			
...do....	Sand	1,500	65	1,565	190	5			
Portland, Me., to Boston, Mass.	Lumber	2,000	3,500	5,500	2,300	4		2	4
Gloucester, Mass.		16,000		16,000	5	6			



*Casualties within scope of Life-Saving*

## DISTRICT NO. 2—COAST OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1913.					
Jan. 12	Point Allerton.....	2 miles NW...	Str. Herman Winter.....	2,625	Bath, Me.....
Feb. 3	Gloucester.....	6 miles N. by E.	Gas. str. Dolphin.....	12	Boothbay, Me....
6	Nauset.....	1 mile E.....	Str. Dresden.....	99	Boston, Mass.....
8	Chatham.....	4 miles SE.....	Sc. Lucia Porter.....	332	Portland, Me.....
19	Gloucester.....	2 miles SE by S.	Sc. Vineyard (Br.).....	215	St. John, N. B....
22	do.....	1 mile E.....	Str. R. J. Killick.....	33	Gloucester, Mass..
22	do.....	600 yards N.....	Gas. str. Laura Enos.....	17	do.....
22	do.....	3 miles SSW.....	Bge. R. G. Co. No. 1.....	188	do.....
Mar 6	do.....	½ mile NE.....	Sc. Ida.....	72	Portland, Me.....
6	Point Allerton.....	3 miles N.....	Sc. Whitman.....	477	New York, N. Y....
15	Gloucester.....	½ mile NE.....	Str. Edith Silveira.....	86	Boston, Mass.....
15	Cuttyhunk.....	½ mile N.....	Gas. str. Swordfish.....	10	Edgartown, Mass..
18	Straitsmouth.....	½ mile NE.....	Sc. Ann Louisa Lockwood.	398	New York, N. Y....
20	Gloucester.....	12 miles SW. by S.	Gas. str. Jeffrey.....	9	Gloucester, Mass..
21	Straitsmouth and Gloucester.	2½ miles S. Straitsmouth station.	Str. Margaret D.....	31	do.....
22	Gay Head.....	10 miles ESE.....	Sc. Basile (Br.).....	182	Weymouth, N. S..
Apr. 5	Point Allerton.....	2 miles NW.....	Sc. Galatea.....	65	Boston, Mass.....
9	Gurnet.....	½ mile SE.....	Sc. Annie R. Lewis.....	216	do.....
12	Newburyport.....	1½ miles NW.....	Str. J. O. Ellison.....	555	Newburyport Mass.
19	Gloucester.....	1½ miles ENE.....	Gas. str. Whip.....	64	Boston, Mass.....
19	do.....	6 miles E by N.....	Sc. Smith Tuttle.....	89	Boothbay, Me.....
19	Point Allerton.....	2 miles NNW.....	Sc. Nat Meader.....	278	Bath, Me.....
24	Gloucester.....	1½ miles S.....	Gas. str. Mindora.....	12	Gloucester, Mass..
28	Nahant.....	1 mile SE.....	Sc. Frances A. Rice (Br.)..	131	Weymouth, N. S..
28	Point Allerton.....	3 miles NW.....	Sc. St. Anthony (Br.).....	99	Parrsboro, N. S....
May 28	Wood End.....	50 yards S.....	Sc. Senator Saulsbury.....	107	Gloucester, Mass..
1	Gloucester.....	1½ miles SE. by S.	Str. Quoddy.....	34	Boston, Mass.....
2	do.....	1½ miles ESE.....	Gas. str. Mindora.....	12	Gloucester, Mass..
9	do.....	10 miles N. by E.	Gas. str. Dolphin.....	12	Boothbay, Me.....
16	Plum Island and Newburyport.	½ mile S. Plum Island station.	Gas. str. Bessie A.....	9	Gloucester, Mass..
19	Gloucester.....	6 miles N. by E.	Gas. str. Ibsen.....	16	do.....
20	Monomoy Point.....	4½ miles ESE.....	Sc. Ella L. Davenport.....	543	Bath, Me.....
21	City Point.....	½ mile WSW.....	Gas. str. Delna.....	21	Boston, Mass.....
25	do.....	½ mile NNE.....	Gas. str. Loretta.....	30	do.....
28	Chatham and Monomoy Point.	1 mile E. Chatham station.	Gas. str. Governor Cleaves.	9	Salem, Mass.....
June 16	City Point.....	½ mile NNE.....	Gas. str. Viola.....	29	Boston, Mass.....
17	Coskata.....	3 miles NNE.....	Sc. Regina.....	114	Machias, Me.....
18	Race Point.....	1 mile W.....	Str. Philomena.....	39	Gloucester, Mass..
30	City Point.....	Off station.....	Gas. str. Delna.....	21	Boston, Mass.....
	Total.....			19,321	

Service: 1913—Documented vessels—Continued.

## 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.
Boston, Mass., to New York, N. Y.	Merchandise.	\$300,000	\$225,000	\$525,000	\$8,000	29			
On fishing trip.....	Fish.....	2,000	3,500	5,500		6			
New Bedford, to Boston, Mass.		1,000		1,000		9			
New York, N. Y., to St. Johns, N. F.	Coal.....	5,000	3,500	8,500		7			
St John, N. B., to Boston, Mass.	Lumber...	2,000	2,000	4,000	100	6			
On fishing trip.....		3,500		3,500	200	7			
In Gloucester harbor.....		3,700		3,700					
Boston to Rockport, Mass.		5,000		5,000		3			
Boston, Mass., to Portland, Me.	Merchandise.	1,200	1,300	2,500		3			
New York, N. Y., to Boston, Mass.	Phosphate rock.	12,000	15,000	27,000	27,000	3			
Boston to Gloucester, Mass.		12,000		12,000	200	18			
New Bedford to Cuttyhunk, Mass.	Groceries	2,000	100	2,100	60	5			
St. John, N. B., to New York, N. Y.	Lumber..	1,000	6,000	7,000	400	7			
On fishing trip.....	Fish.....	2,000	60	2,060		5			
do.....		9,000		9,000		8			
Cape Haitien, W. I., to Weymouth, N. S.		10,000		10,000	10,000	5			
On fishing trip.....	Fish.....	8,000	900	8,900		12			
Plymouth, Mass., to Stonington, Me.		2,500		2,500	50	5			
New York, N. Y., to Haverhill, Mass.	Coal.....	60,000	3,500	63,500		13			
At mooring.....		4,500		4,500		7			
Boston, Mass., to Calais, Me.		500		500	150	2			
New York, N. Y., to Boston, Mass.	Oil.....	5,000	15,000	20,000		4			
On fishing trip.....		3,000		3,000	5	5			
Belliveau Cove, N. S., to Boston, Mass.	Lumber...	3,000	1,200	4,200	3,300	6		6	6
Advocate, N. S., to Boston, Mass.	do.....	6,000	6,000	12,000		5			
On fishing trip.....	Fish.....	3,000	700	3,700		14			
do.....	do.....	5,000	250	5,250		6			
do.....		2,900		2,900		5			
do.....	Fish.....	2,000	3,000	5,000	75	6			
do.....		1,500		1,500	100	6		2	2
do.....		2,150		2,150	20	5			
Savannah, Ga., to Boston, Mass.	Lumber...	14,000	15,575	29,575		7			
On pleasure trip.....		4,000		4,000		2			
do.....		15,000		15,000		415			
Boston, Mass., to Block Island, R. I.		500		500	25	4			
At mooring.....		2,000		2,000		2			
Machias, Me., to Wareham, Mass.	Lumber...	3,500	1,000	4,500		4			
On fishing trip.....	Fish.....	7,500	500	8,000	150	10			
On pleasure trip.....		4,000		4,000		2			
.....		1,135,325	435,220	1,570,545	67,500	1147		20	26

*Casualties within scope of Life-Saving*

## DISTRICT NO. 3.—COASTS OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1912.					
Aug. 16	Sandy Point.....	2½ miles SSW.	Slp. Sylvia.....	21	Providence, R. I..
17	.....do.....	.....do.....	Slp. Mariette.....	24	Boston, Mass.....
19	Green Hill.....	¾ mile E.....	Sc. R. L. Tay.....	151	Bangor, Me.....
Sept. 15	.....do.....	3 miles SW.....	Str. Amanda F. Lancraft..	155	New Haven, Conn.
19	New Shoreham.....	¼ mile SE.....	Str. Nora (Nor.).....	1,131	Bergen, Norway..
21	Watch Hill and Fishers Island.	2½ miles S. by W. Watch Hill station.	Sc. Calabria (Br.).....	530	St. Johns, N. F...
Oct. 12	Quonochontaug.....	2 miles E.....	Str. John B. Dallas.....	127	New York, N. Y..
Nov. 13	Fishers Island.....	3 miles SW. by W. ¼ W.	Sc. Maggie Ellen.....	217	Portland, Me.....
13	.....do.....	2½ miles WSW.	Sc. Estelle.....	444	Sag Harbor, N. Y..
24	Point Judith.....	¾ mile WN W.	Bge. Typhoon.....	397	Newark, N. J.....
24	.....do.....	.....do.....	Bge. Pioneer.....	376	Perth Amboy, N. J.
1913.					
May 19	Brenton Point.....	2½ miles W. by N.	Sc. Wm. A. Grozier.....	116	New Bedford, Mass.
	Total.....			3,689	

## DISTRICT NO. 4.—COAST

1912.					
Aug. 14	Fire Island and Oak Island.	2 miles W. Fire Island station.	Gas. str. Kalmia.....	63	New York, N. Y..
27	Eatons Neck.....	1½ miles S.....	Sc. Georgie Pearl (Br.)....	118	St. John, N. B....
Sept. 13	Point Lookout and Short Beach.	2 miles W. Point Lookout station.	Gas. str. Cozy.....	39	Patchogue, N. Y..
24	Fire Island.....	2½ miles W.....	Gas. str. Growler.....	9	.....do.....
Oct. 3	Jones Beach.....	1 mile SE.....	Gas. str. Mildred.....	14	.....do.....
11	Point Lookout.....	½ mile NE.....	Gas. str. Enterprise.....	23	.....do.....
18	.....do.....	2 miles NE.....	Gas. str. Caroline Augusta.	27	.....do.....
21	Short Beach.....	1½ miles W.....	.....do.....	27	.....do.....
22	Point Lookout.....	½ mile NE.....	Sc. Ellen M. Miller.....	19	.....do.....
27	Point Lookout and Short Beach.	2 miles SE. Point Lookout station.	Sc. Mary Anna.....	14	New York, N. Y..
29	Short Beach and Point Lookout.	1½ miles W. Short Beach station.	Gas. str. Henrietta.....	43	Patchogue, N. Y..
31	Point Lookout.....	½ mile NE.....	Gas. str. Two Brothers....	14	.....do.....
31	Potunk.....	.....do.....	Dredge Bobbie.....		Eastport, N. Y....
Nov. 4	Long Beach.....	2½ miles W.....	Gas. str. Two Brothers....	14	Patchogue, N. Y..
25	Shinnecock.....	½ mile NNW.....	Slp. Madge.....	6	Good Ground, N. Y.
28	Point Lookout.....	½ mile NE.....	Gas. str. Columbia.....	12	Patchogue, N. Y..
Dec. 1	.....do.....	.....do.....	Gas. str. Mildred.....	14	.....do.....
6	Napeague.....	2½ miles W. by S.	Sc. Bessie C. Beach.....	341	New Haven, Conn.
9	Fire Island and Oak Island.	4 miles W. Fire Island station.	Sc. Annie E. Edwards....	61	Patchogue, N. Y..
15	Short Beach.....	2½ miles WSW.	Gas. str. Viva Bransford..	9	.....do.....
21	Rocky Point.....	3 miles E.....	Gas. str. Conquest.....	14	Stonington, Conn.

*Service: 1913—Documented vessels—Continued.***RHODE ISLAND AND FISHERS 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.
Newport to Block Island, R. I.		\$4,000		\$4,000		6			
Bar Harbor, Me., to Block Island, R. I.		7,000		7,000		7			
Bangor, Me., to New York, N. Y.	Lumber...	900	\$4,000	4,900	\$650	5		5	5
Providence, R. I., to New Haven, Conn.	Oysters...	20,000	800	20,800	300	8			
Boston, Mass., to New York, N. Y.		70,000		70,000		17			
St. Johns, N. F., to New York, N. Y.	Lumber...	2,000	1,200	3,200	600	7			
New York, N. Y., to Block Island, R. I.	Coal.....	5,000	900	5,900	5,400	5		5	5
Portland, Me., to New York, N. Y.	Lumber...	1,500	4,500	6,000	2,000	5		5	10
do.	do.	15,000	12,000	27,000		5		1	2
Newport, R. I., to Jersey City, N. J.		6,500		6,500	2,000	1		1	1
New Bedford, Mass., to Jersey City, N. J.		1,000		1,000	1,000	1		1	1
New Bedford, Mass., to Newport, R. I.		1,500		1,500	50	8			
		134,400	23,400	157,800	12,000	75		18	24

**OF LONG ISLAND.**

New York City to Bay Shore, N. Y.		\$30,000		\$30,000		5			
Bridgeport, Conn., to Eatons Neck, N. Y.		4,000		4,000		5			
New York City to Freeport, N. Y.	Coal.....	7,000	\$740	7,740		2			
On fishing trip.		1,200		1,200		4			
do.		3,500		3,500		27		4	8
New York City to Freeport, N. Y.	Coal.....	2,000	280	2,280		2			
do.	do.	1,500	300	1,800		2			
Freeport, N. Y., to Port Johnson, N. J.		1,500		1,500		2			
New York City to Baldwin, N. Y.	Coal.....	1,500	240	1,740		2			
Sheepshead Bay to Bay Shore, N. Y.		800		800		3			
Freeport, N. Y., to Port Johnson, N. J.		1,500		1,500		2			
Freeport to New York City, N. Y.	Sand.....	2,000	60	2,060		2			
Freeport to Yonkers, N. Y.		35,000		35,000	\$35,000	8			
On gunning trip.	Sand.....	2,000	50	2,050		2			
On gunning trip.		500		500		2			
On fishing trip.		3,500		3,500		16			
do.		8,000		8,000		32			
St. John, N. B., to Philadelphia, Pa.	Lath.....	10,000	8,000	18,000	17,000	6		6	16
Peekskill to Patchogue, N. Y.	Blue stone.	4,000	250	4,250		4			
On fishing trip.		700		700		12			
New York, N. Y., to Noank, Conn.		1,000		1,000	450	4		4	4

*Casualties within scope of Life-Saving*

## DISTRICT NO. 4.—COAST OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
<b>1912.</b>					
Dec. 23	Fire Island.....	4 miles W.....	Sc. Annie Louise.....	49	Patchogue, N. Y..
24	Eatons Neck.....	$\frac{3}{4}$ mile E.....	Sc. Copy.....	86	Greenport, N. Y..
30	Rockaway Point.....	2 miles SE.....	Gas. str. Columbia.....	12	Patchogue, N. Y..
<b>1913.</b>					
Jan. 4	Oak Island.....	2 miles E.....	Sc. I. P. Jones.....	.....	Atlantic City, N. J.
6	Fire Island.....	4 miles W.....	Gas. str. Wolverine.....	14	Patchogue, N. Y..
Feb. 3	Blue Point.....	$\frac{1}{4}$ mile NE.....	Gas. str. Due.....	7	do.....
4	Point Lookout and Short Beach.	1 mile W. Point Lookout station.	Str. Nicholas Cuneo (Nor.).	1,054	Flekkefjord, Norway.
Mar. 1	Fire Island.....	3 miles W.....	Gas. str. Wolverine.....	14	Patchogue, N. Y..
14	Eatons Neck.....	2 miles WSW.....	Sc. Kenneth C. (Br.).....	551	Parrsboro, N. S...
17	Rockaway.....	2 miles E.....	Str. S. L'Hommedieu.....	100	New York, N. Y..
23	Oak Island.....	$2\frac{1}{2}$ miles E.....	Slp. Klondyke.....	7	Baltimore, Md....
27	Rockaway Point.....	do.....	Scow Lillian.....	112	New York, N. Y..
27	Quogue.....	100 yards NNW.....	Scow W. W.....	14	Patchogue, N. Y..
28	Short Beach.....	1 mile W.....	Gas. str. Grace M. Denton.	18	do.....
Apr. 3	Point of Woods.....	2 miles W.....	Gas. str. Amanda Bishop.	29	do.....
6	do.....	3 miles W.....	Sc. Mary E. Culp.....	41	Greenport, N. Y..
7	Fire Island.....	do.....	Gas. str. Elk.....	15	New York, N. Y..
9	Oak Island and Fire Island.	$2\frac{1}{2}$ miles E. Oak Island station.	Gas. str. Lucy Bell.....	23	do.....
17	Fire Island.....	2 miles NE.....	Gas. str. Susie R.....	10	Patchogue, N. Y..
21	Point Lookout.....	1 mile NE.....	Gas. str. Rebecca M.....	15	do.....
23	Oak Island.....	$1\frac{1}{4}$ miles ESE.....	Gas. str. Olive B. Van Dusen.	50	do.....
May 2	Fire Island.....	2 miles NE.....	Sc. Sada.....	56	do.....
4	Short Beach.....	1 mile W.....	Gas. str. Albion.....	14	do.....
11	do.....	10 miles SW.....	Gas. str. Rosabell.....	24	do.....
14	Oak Island.....	$2\frac{1}{2}$ miles E.....	Sc. Mary Anna.....	15	New York, N. Y..
15	Fire Island.....	3 miles W.....	Gas. str. Eileen.....	31	do.....
18	Long Beach.....	1 mile W.....	Gas. str. Mabel A.....	14	Perth Amboy, N. J.
25	Short Beach.....	do.....	Gas. str. Caroline Augusta.	27	Patchogue, N. Y..
31	Eatons Neck.....	200 yards NW.....	Gas. str. Friendship IX...	31	Boston, Mass.....
	Total.....			3,314	

## DISTRICT NO. 5.—COAST

<b>1912.</b>					
July 4	Tathams.....	$\frac{1}{4}$ mile SW.....	Gas. str. Comanche.....	24	Somers Point, N. J.
18	Hereford Inlet.....	$\frac{1}{4}$ mile E.....	Gas. str. Mohawk.....	20	Camden, N. J.....
21	do.....	$1\frac{1}{4}$ miles NNE.....	Gas. str. Nelly Bly.....	8	Bridgeton, N. J...
31	do.....	$1\frac{1}{2}$ miles NE.....	Str. Queen City.....	42	Somers Point, N. J.
Aug. 3	do.....	$1\frac{1}{2}$ miles NNE.....	Gas. str. Robert C.....	15	Philadelphia, Pa..
10	Barnegat and Forked River.	$2\frac{1}{2}$ miles NNW. Barnegat station.	Gas. str. Micco.....	13	New York, N. Y..

Service: 1913—Documented vessels—Continued.

## 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 accounted at station.	Days' amount at fault.
New York City to Patchogue, N. Y.	.....	\$2,500	.....	\$2,500	.....	2	.....	.....	.....
Greenport, N. Y., to Port Johnson, N. J.	.....	1,200	.....	1,200	\$1,200	3	.....	3	6
.....	.....	5,000	.....	5,000	500	3	.....	.....	.....
At mooring.....	Fish.....	1,200	\$25	1,225	.....	7	.....	.....	.....
West Sayville to New York, N. Y.	.....	6,000	.....	6,000	.....	3	.....	.....	.....
Patchogue to South Beach, N. Y.	.....	700	.....	700	.....	1	.....	1	1
Antonio, Jamaica, to New York, N. Y.	Fruit.....	80,000	14,500	94,500	.....	22	.....	.....	.....
New York City to West Sayville, N. Y.	Gasoline..	6,000	.....	6,000	.....	3	.....	.....	.....
Lunenburg, N. S., to New York, N. Y.	Lumber...	22,000	7,000	29,000	.....	8	.....	.....	.....
New York to Long Beach, N. Y.	.....	10,000	.....	10,000	.....	8	.....	.....	.....
On fishing trip.....	.....	1,000	.....	1,000	.....	4	.....	.....	.....
New York City to Jamaica Bay, N. Y.	.....	7,000	.....	7,000	.....	.....	.....	.....	.....
Greenport to Patchogue, N. Y.	Oysters...	2,000	700	2,700	.....	2	.....	.....	.....
New Haven, Conn., to Freeport, N. Y.	...do.....	4,000	825	4,825	.....	2	.....	.....	.....
Sayville, N. Y., to New Haven, Conn.	.....	4,000	.....	4,000	.....	2	.....	.....	.....
Greenport to Sayville, N. Y.	Oysters...	1,500	1,500	3,000	.....	3	.....	.....	.....
On fishing trip.....	.....	1,500	.....	1,500	.....	3	.....	.....	.....
New York City to Sayville, N. Y.	Oysters...	1,500	800	2,300	.....	2	.....	.....	.....
Bay Shore to Saltaire, N. Y.	Building material.	1,000	1,000	2,000	.....	3	.....	.....	.....
Baldwin to New York, N. Y.	.....	2,000	.....	2,000	.....	1	.....	.....	.....
From Patchogue, N. Y.	.....	1,500	.....	1,500	.....	3	.....	.....	.....
Patchogue to New York, N. Y.	.....	3,000	.....	3,000	.....	3	.....	.....	.....
On fishing trip.....	.....	2,000	.....	2,000	.....	27	.....	.....	.....
do.....	.....	3,000	.....	3,000	.....	28	.....	.....	.....
Bay Shore to Sheepshead Bay, N. Y.	.....	900	.....	900	.....	2	.....	.....	.....
Bay Shore to New York, N. Y.	.....	6,000	.....	6,000	.....	6	.....	.....	.....
Connecticut to East Rockaway, N. Y.	Oysters...	1,500	1,000	2,500	.....	2	.....	.....	.....
Norwalk, Conn., to Freeport, N. Y.	...do.....	700	1,150	1,850	.....	2	.....	.....	.....
Boston, Mass., to New Rochelle, N. Y.	.....	15,000	.....	15,000	.....	10	.....	.....	.....
.....	.....	314,900	38,420	353,320	54,150	309	.....	18	35

## OF NEW JERSEY.

On fishing trip.....	.....	\$3,000	.....	\$3,000	.....	24	.....	.....	.....
do.....	.....	4,000	.....	4,000	.....	17	.....	.....	.....
Anglesea to Stoneharbor, N. J.	.....	3,500	.....	3,500	\$25	25	.....	.....	.....
On fishing trip.....	.....	12,000	.....	12,000	25	54	.....	.....	.....
Stoneharbor, N. J., to Philadelphia, Pa.	.....	3,500	.....	3,500	.....	5	.....	.....	.....
Bayhead to Barnegat, N. J.	.....	200	.....	200	.....	5	.....	.....	.....

*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.					
11	Hereford Inlet.....	1 mile NNE...	Gas. str. Goldy Budd.....	15	Somers Point, N. J.
12	.....do.....	1 mile S.....	Gas. str. J. A. Reed.....	15	.....do.....
13	Hereford Inlet and Tathams.	1½ miles E. Hereford Inlet station.	Gas. str. Stella.....	12	.....do.....
15	Hereford Inlet.....	1 mile NNE...	Gas. str. Goldy Budd.....	15	.....do.....
23	.....do.....	150 yards E...	Gas. str. J. A. Reed.....	15	.....do.....
Sept. 2	.....do.....	1½ miles S.....	Gas. str. Mayflower.....	9	Wilmington, Del..
3	Cold Spring and Two Mile Beach.	2½ miles E. Cold Spring station.	Gas. str. Mulford.....	13	Ventnor, N. J.....
5	Hereford Inlet.....	1½ miles NE...	Gas. str. Francis Smith...	31	Somers Point, N. J.
6	.....do.....	1½ miles NNE...	Gas. str. C. Harvey.....	23	.....do.....
6	.....do.....	1½ miles NE...	Gas. str. Hildur Mabel...	19	Tuckerton, N. J...
6	Little Egg and Little Beach.	1½ miles SW. Little Egg station.	Bge. Severn.....	780	Baltimore, Md....
12	Hereford Inlet.....	1½ miles E.....	Gas. str. Edith Louise....	15	Somers Point, N. J.
14	.....do.....	1½ miles S.....	Gas. str. Alberta.....	19	.....do.....
16	.....do.....	1½ miles NE...	.....do.....	19	.....do.....
16	Atlantic City.....	3 miles SE.....	Gas. str. Skibo.....	11	.....do.....
25	Two Mile Beach.....	1½ miles SW. by W.	Gas. str. Tillie.....	10	Philadelphia, Pa..
25	.....do.....	.....do.....	Dredge New Jersey.....		Camden, N. J.....
Oct. 8	Hereford Inlet.....	1 mile NE.....	Gas. str. Etta K.....	13	Somers Point, N. J.
14	Little Egg.....	1½ miles S.....	Sc. Emma S. Lord.....	374	Bangor, Me.....
14	Hereford Inlet.....	½ mile SE.....	Gas. str. Monmouth.....	11	Somers Point, N. J.
22	Tathams.....	½ mile W.....	Gas. str. Winning.....	30	Philadelphia, Pa..
23	Forked River, Barnegat, Loveladies Island, Cedar Creek.	2 miles S. Forked River station.	Bk. Caterina (It.).....	1,350	Genoa, Italy.....
Nov. 10	Hereford Inlet and Tathams.	1½ miles NNE. Hereford Inlet station.	Gas. str. Maude F.....	9	Somers Point, N. J.
19	Barnegat and Loveladies Island.	1½ miles NNE. Barnegat station.	Gas. str. Manzanita.....	17	New York, N. Y..
20	Harvey Cedars.....	½ mile WNW.....	.....do.....	17	.....do.....
25	Spermaceti Cove.....	1½ miles NW...	Str. M. D. Wheeler.....	31	Newark, N. J.....
25	Little Egg and Little Beach.	2 miles E. Little Egg station.	Sc. Sada.....	56	Patchogue, N. Y..
Dec. 19	Sandy Hook.....	3½ miles NE...	Sc. L. Herbert Taft.....	1,492	Thomaston, Me...
24	.....do.....	2 miles S.....	Sc. John H. May.....	363	Philadelphia, Pa..
24	Little Egg, Little Beach, Atlantic City, and Brigantine.	3½ miles E. Brigantine station.	Str. Turrialba (Br.).....	4,961	Glasgow, Scotland
27	Ocean City.....	2 miles N. by E.	Dredge Black Diamond No. 2.		Ocean City, N. J..
28	Forked River.....	1½ miles W...	Gas. str. Evelyn.....		Forked River, N. J.
30	Avalon, Tathams, and Hereford Inlet.	3½ miles SW. Avalon station.	Str. Margaret.....	203	Baltimore, Md....
1913.					
Jan. 2	Hereford Inlet.....	1½ miles NNE...	Gas. str. Glorianna.....	14	Somers Point, N. J.
13	.....do.....	½ mile SE.....	Gas. str. Maude F.....	9	.....do.....
25	Tathams & Hereford Inlet.	½ mile S. Tathams Station.	Dredge Rickards No. 5....		Philadelphia, Pa..
Feb. 10	Tathams.....	½ mile WSW...	Gas. str. Etta K.....	13	Somers Point, N. J.
22	Sea Isle City and Townsend Inlet.	½ mile E. Sea Isle City station.	Str. American (Dutch)..	3,526	Rotterdam, Holland.
Mar. 6	Spermaceti Cove.....	½ mile SSW...	Slp. J. Brown.....	9	New York, N. Y..

*Service: 1913—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.
On fishing trip.....		\$3,000		\$3,000		54			
Cape May to Anglesea, N. J. ....		3,500		3,500		11			
On fishing trip.....		1,500		1,500		6			
On pleasure trip.....		3,000		3,000		15			
Cape May to Anglesea, N. J. ....		3,500		3,500		9			
On fishing trip.....		1,500		1,500		9			
Atlantic City, N. J., to Chesapeake Bay.		3,000		3,000		4			
On fishing trip.....		7,500		7,500		9			
do.....		2,000				7			
do.....		5,500		5,500		7			
Little Egg Harbor, N. J., to Wilmington, N. C.	Fish scrap.	40,000	\$40,000	80,000		5			
Atlantic City to Anglesea, N. J. ....		5,000		5,000		4			
do.....	Fish.....	3,000	65	3,065		8			
On fishing trip.....		3,000		3,000		8			
do.....		3,000		3,000	\$0.25	7			
Employed in Cold Spring Inlet, N. J.		2,500		2,500		2			
.....		150,000		150,000		23			
Anglesea to Atlantic City, N. J. ....		2,000		2,000		5			
Little Egg Harbor, N. J., to Charleston, S. C.	Guano.....	18,000	23,000	41,000		5			
On fishing trip.....	Fish.....	1,500	45	1,545		6			
Stoneharbor to Dorchester, N. J.		10,000		10,000		4			
Montevideo, Uruguay, to New York, N. Y.	Bones.....	12,000	10,000	22,000	22,000	13	13	39	
Anglesea to Stoneharbor, N. J. ....		1,000		1,000		3			
New York, N. Y., to Chincoteague, Va.		1,500		1,500		2			
do.....		1,500		1,500		2			
Newark to Highlands, N. J.		6,000		6,000		4			
York River, Va., to Atlantic City, N. J.	Lumber...	4,000	2,000	6,000	15	3			
New York, N. Y., to Havana, Cuba.	Cement...	35,000	24,000	59,000	59,000	12			
Charleston, S. C., to New York, N. Y.	Lumber...	5,000	7,000	12,000	12,000	7			
Jamaica to New York, N. Y.	Merchandise.	500,000	50,000	550,000	2,000	161			
.....		14,000		14,000		4			
In Barnegat Inlet, N. J.		3,000		3,000		2			
New York, N. Y., to Norfolk, Va.		20,000		20,000	20,000	11	1		
On fishing trip.....		1,000		1,000		3			
do.....		1,000		1,000		5			
.....		50,000		50,000	600	11			
Atlantic City to Anglesea, N. J. ....		2,500		2,500		3			
Antwerp, Belgium, to Philadelphia, Pa.		100,000		100,000		37			
Dredging for oysters.....	Oysters...	200	10	210		2	2	2	2



*Casualties within scope of Life-Saving*

## DISTRICT NO. 5.—COAST OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
<b>1913.</b>					
Mar. 27	Squan Beach, Spring Lake, Mantoloking, and Bayhead.	500 yds. SSE. Squan Beach station.	Bkn. Antioch.....	986	Boston, Mass.....
Apr. 2	Atlantic City.....	$\frac{1}{2}$ mile E.....	Slp. Eureka.....	18	Chincoteague, Va.
3	Toms River.....	3 miles NW.....	Gas. str. Vagabond.....	21	Perth Amboy, N. J.
19	Little Egg and Little Beach.	$1\frac{1}{2}$ miles S. Little Egg station.	Str. S. L'Hommedieu.....	100	New York, N. Y....
23	Cape May.....	$1\frac{1}{2}$ miles W.....	Str. Boxer.....	216	Philadelphia, Pa..
23	do.....	do.....	Sc. Horace A. Allyn.....	859	do.....
23	do.....	do.....	Sc. Josephus.....	1,406	New York, N. Y....
27	do.....	do.....	Str. Tamaqua.....	564	Philadelphia, Pa..
May 4	Sandy Hook.....	1 mile E.....	Sc. Lottie G. Merchant....	115	Gloucester, Mass..
7	do.....	1 mile NW.....	Str. Tormentor.....	226	Baltimore, Md....
11	Sea Isle City.....	4 miles SSE.....	Gas. str. Maude F.....	9	Somers Point, N. J.
14	Barneгат.....	7 miles SE.....	Str. Chesapeake.....	1,101	Baltimore, Md....
16	Atlantic City.....	1 mile E.....	Slp. Highland Belle.....	14	Nantucket, Mass..
23	Hereford Inlet.....	$\frac{1}{2}$ mile E.....	Gas. str. Coronet.....	11	Somers Point, N. J.
25	Sandy Hook.....	1 mile NE.....	Sc. Norseman.....	90	New York, N. Y....
29	Hereford Inlet.....	do.....	Gas. str. George H. Bates..	15	Somers Point, N. J.
June 1	Tathams and Hereford Inlet.	$\frac{1}{2}$ mile W. Tathams station.	Gas. str. Nautilus.....	14	Anglesea, N. J....
17	Hereford Inlet.....	$\frac{1}{2}$ mile NE.....	Gas. str. Etta K.....	13	Somers Point, N. J.
21	Sandy Hook.....	1 mile NW.....	Slp. William A. Stevens..	12	Perth Amboy, N. J.
22	Hereford Inlet.....	$\frac{1}{2}$ mile ESE.....	Gas. str. Betsy Ross.....	6	Philadelphia, Pa..
	Total.....			19,437	

## DISTRICT NO. 6.—COAST BETWEEN

<b>1912.</b>					
July 20	Metomkin Inlet.....	5 miles NE.....	Slp. Oregon.....	8	Cape Charles, Va..
Aug. 3	Assateague Beach.....	3 miles E.....	Sc. Carrie S. Morse.....	56	Crisfield, Md.....
27	Lewes.....	$\frac{1}{2}$ mile W.....	Slp. Idler.....	6	Patchogue, N. Y..
31	Cobb Island.....	$\frac{1}{2}$ mile S.....	Str. Esther.....	7	Chincoteague, Va.
Oct. 13	Lewes.....	$5\frac{1}{2}$ miles E.....	Sc. E. Starr Jones.....	916	Thomasville, Me..
23	Cobb Island.....	2 miles E.....	Slp. John Wesley.....	15	Chincoteague, Va.
Nov. 2	Wallops Beach and Assateague Beach.	4 miles ENE. Wallops Beach station.	Sc. John D. Paige.....	397	Philadelphia, Pa..
5	Assateague Beach.....	$1\frac{1}{2}$ miles S. by E.	Sc. Joseph Allen.....	39	Chincoteague, Va.
6	Parramore Beach.....	2 miles SE.....	Gas str. Gladys Whiting..	21	Cape Charles, Va..
<b>1913.</b>					
Jan. 3	Lewes.....	$1\frac{1}{2}$ miles NNE.....	Sc. C. R. Bennett.....	32	Chincoteague, Va.
14	Assateague Beach.....	$2\frac{1}{2}$ miles SSW.....	Sc. Margaret M. Ford.....	365	Boston, Mass.....
Mar. 2	Cobb Island.....	104 miles SE.....	Sc. Laura Tompkins.....	16	Chincoteague, Va.
6	Parramore Beach, Hog Island, and Wachapreague.	$5\frac{1}{2}$ miles SE. Parramore Beach station.	Sc. Sada.....	56	Patchogue, N. Y..
7	Hog Island.....	$\frac{1}{2}$ mile SW.....	Sc. Mattie W. Porter.....	28	Somers Point, N. J.

Service: 1913—Documented vessels—Continued.

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.
Savannah, Ga., to New York, N. Y.	Lumber...	\$12,000	\$5,500	\$17,500	\$14,750	10	...	10	28
Chincoteague, Va., to Oceanville, N. J.	Oysters...	1,000	500	1,500	.....	2	.....	.....	.....
Florida to Bay Head, N. J.	.....	4,000	.....	4,000	.....	3	.....	.....	.....
New York, N. Y., to Ocean City, N. J.	.....	60,000	.....	60,000	.....	11	.....	.....	.....
Boston, Mass., to Philadelphia, Pa.	.....	20,000	.....	20,000	250	14	.....	.....	.....
do.	.....	8,000	.....	8,000	.....	5	.....	.....	.....
do.	.....	8,000	.....	8,000	100	5	.....	.....	.....
From sea with tow to Philadelphia, Pa.	.....	35,000	.....	35,000	.....	21	.....	.....	.....
On fishing trip.	Fish	12,000	2,000	14,000	.....	22	.....	.....	.....
Baltimore, Md., to Boston, Mass.	.....	15,000	.....	15,000	.....	16	.....	.....	.....
Anglesea to Atlantic City, N. J.	.....	1,000	.....	1,000	.....	4	.....	.....	.....
New York, N. Y., to Baltimore, Md.	Merchandise.	150,000	150,000	300,000	1,500	17	.....	.....	.....
On fishing trip.	Fish	3,000	50	3,050	.....	3	.....	.....	.....
do.	do.	1,500	150	1,650	.....	4	.....	.....	.....
do.	do.	12,000	500	12,500	.....	17	.....	.....	.....
do.	do.	3,000	.....	3,000	.....	8	.....	.....	.....
do.	.....	5,000	.....	5,000	.....	55	.....	.....	.....
do.	.....	2,000	.....	2,000	.....	7	.....	.....	.....
At mooring.	.....	1,000	.....	1,000	.....	.....	.....	.....	.....
On fishing trip.	.....	1,000	.....	1,000	25	10	.....	.....	.....
.....	.....	1,410,400	314,820	1,725,220	132,315	857	1	25	67

## CAPE HENLOPEN AND CAPE CHARLES.

Folly Creek to Chincoteague, Va.	.....	\$300	.....	\$300	.....	2	.....	.....	.....
York River, Va., to New York, N. Y.	Wood.....	2,800	\$600	3,400	\$100	5	.....	.....	.....
Philadelphia, Pa., to Ocean City, N. J.	.....	275	.....	275	.....	2	.....	.....	.....
Cape Charles to Cobb Island, Va.	Concrete piling.	2,000	1,000	3,000	.....	3	.....	.....	.....
Philadelphia, Pa., to Ponce, Porto Rico.	Coal.....	50,000	3,500	53,500	6,800	8	.....	.....	.....
Hampton Roads to Chincoteague, Va.	Oysters...	1,200	500	1,700	.....	3	.....	.....	.....
Norfolk, Va., to Philadelphia, Pa.	Lumber...	1,500	4,000	5,500	.....	3	.....	.....	.....
York River, Va., to New York, N. Y.	Wood.....	2,000	575	2,575	.....	4	.....	.....	.....
Sandy Island Channel to Metomkin Inlet, Va.	Oysters...	4,000	500	4,500	.....	2	.....	.....	.....
Atlantic City, N. J., to Chincoteague, Va.	.....	300	.....	300	300	2	.....	1	2
New York, N. Y., to Jacksonville, Fla.	Cement...	22,000	3,000	25,000	.....	6	.....	.....	.....
Chincoteague to Norfolk, Va.	.....	800	.....	800	800	2	1	1	2
James River, Va., to Little Egg Harbor, N. J.	Oysters...	3,000	700	3,700	1,500	5	.....	.....	.....
Somers Point, N. J., to Hog Island, Va.	.....	4,500	.....	4,500	.....	3	.....	.....	.....

*Casualties within scope of Life-Saving*

## DISTRICT NO. 6.—COAST BETWEEN CAPE

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1913.					
Mar. 17	Wachapreague and Parramore Beach.	$\frac{1}{2}$ mile NE. Wachapreague station.	Slp. John Wesley.....	15	Chincoteague, Va.
23	Cobb Island.....	$\frac{1}{2}$ mile SW.....	Gas. str. Gladys Whiting..	21	Cape Charles, Va..
Apr. 7	Assateague Beach.....	$\frac{1}{2}$ mile SW.....	Slp. Jordan.....	25	Somers Point, N. J.
11	Wachapreague.....	200 yards SSW.	Slp. Anna Bell.....	8	Chincoteague, Va.
12	Lewes.....	$1\frac{1}{2}$ miles ENE.	Sc. Sullivan Sawin.....	676	Boston, Mass.....
	Total.....			2,707	

## DISTRICT NO. 7.—COAST BETWEEN

1912.					
Aug. 18	Portsmouth.....	3-miles N.....	Sc. Adventurer.....	14	Newbern, N. C....
Oct. 2	do.....	2 miles NNE..	Gas. str. Viola.....	8	Beaufort, N. C....
11	Fort Macon.....	3 miles NNW..	Sc. W. J. Townsend.....	40	Elizabeth City, N. C.
14	do.....	$1\frac{1}{2}$ miles NW..	Bge. Mobjack.....	426	Philadelphia, Pa..
14	Cape Lookout.....	2 miles WNW	Sc. Victor C. Records....	263	Seaford, Del.....
20	do.....	2 miles NW...	Str. Berkshire.....	2,014	Baltimore, Md....
Nov. 2	Cape Henry.....	7 miles W....	Gas. str. Reliance.....	25	Norfolk, Va.....
2	New Inlet, Chicamacomico, and Gull Shoal.	$\frac{1}{2}$ mile SE. New Inlet station.	Sc. John Maxwell.....	532	New York, N. Y..
6	Bogue Inlet.....	5 miles W....	Sc. George B. Faunce....	20	Beaufort, N. C....
11	False Cape and Wash Woods.	3 miles E. False Cape station.	Str. Silverton (Br.) .....	2,682	Leith, Scotland...
14	Ocracoke.....	$\frac{1}{2}$ mile W.....	Sc. W. H. Buren.....	11	Beaufort, N. C....
Dec. 3	Cape Henry.....	$3\frac{1}{2}$ miles NNE.	Sc. Charmer.....	1,885	Perth Amboy, N. J.
8	Oak Island.....	3 miles SSE...	Gas. str. Aloha.....	42	New York, N. Y..
9	Cape Henry.....	$3\frac{1}{2}$ miles W....	Str. No. B-2 (U. S. Navy).....		
14	Core Bank.....	6 miles NEE..	Gas. str. Viola.....	8	Beaufort, N. C....
16	Ocracoke.....	2 miles SW....	Gas str. Lillian.....	7	do.....
23	Cape Lookout.....	2 miles N. by E.	Str. Alcazar (Br.).....	3,129	Trinidad, West Indies.
27	Cape Fear and Oak Island.	8 miles S. $\frac{1}{2}$ E. Cape Fear station.	Sc. Savannah.....	584	Portland, Me.....
1913.					
Jan. 3	Little Kinnakeet, Big Kinnakeet, and Gull Shoal.	$\frac{1}{2}$ mile SSW. Little Kinnakeet station.	Slp. Silver Spray.....	6	Elizabeth City, N. C.
3	Little Kinnakeet.....	5 miles SSW..	Sc. Franklin D. Bell.....	6	Manteo, N. C.....
3	Big Kinnakeet.....	5 miles SW...	Sc. Bessie D.....	7	Beaufort, N. C....
9	Hatteras Inlet.....	4 miles NE....	Sc. Marblehead.....	15	Newbern, N. C....
24	Cape Lookout.....	2 miles N. by E.	Sc. Greenleaf Johnson....	390	Perth Amboy, N. J.
24	do.....	94 miles WSW.	Sc. Thomas Winsmore....	435	Philadelphia, Pa..
Feb. 18	Paul Gamiels Hill, Kitty Hawk, and Caffey's Inlet.	650 yards E. Paul Gamiels Hill station.	Sc. Montrose W. Houck...	1,104	Bath, Me.....
18	Durants.....	4 miles N.....	Sc. M. G. Walstein.....	16	Elizabeth City, N. C.
28	Gull Shoal, Chicamacomico, and Little Kinnakeet.	2 miles S. by E. of Gull Shoal station.	Sc. Zaccheus Sherman....	767	New Haven, Conn.

Service: 1913—Documented vessels—Continued.

HENLOPEN AND CAPE CHARLES—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.
North Carolina to Chincoteague, Va.	Oysters...	\$500	\$150	\$650	.....	3	.....	3	9
Nassawadox to Metomkin, Va.	...do.....	2,000	500	2,500	.....	3	.....	.....	.....
Hog Island, Va., to Atlantic City, N. J.	...do.....	650	225	875	.....	3	.....	.....	.....
Wachapreague to Chincoteague, Va.	Clams.....	400	15	415	.....	2	.....	2	4
Sewells Point, Va., to Boothbay Harbor, Me.	Coal.....	3,000	2,500	5,500	.....	8	.....	.....	.....
.....	.....	101,225	17,765	118,990	\$9,500	69	1	7	17

CAPE HENRY AND CAPE FEAR.

Pamlico River to Portsmouth, N. C.	Wood.....	\$600	\$35	\$635	.....	2	.....	.....	.....
Beaufort to Ocracoke, N. C.	.....	1,500	.....	1,500	.....	4	.....	.....	.....
Shell Point to Elizabeth City, N. C.	Shells.....	2,000	250	2,250	\$200	4	.....	.....	.....
Linville, N. C., to Baltimore, Md.	Lumber...	10,000	4,500	14,500	.....	4	.....	.....	.....
Wilmington, N. C., to New York, N. Y.	...do.....	8,000	6,000	14,000	.....	6	.....	.....	.....
Savannah, Ga., to Philadelphia, Pa.	Cotton, naval stores, and fruit.	100,000	130,000	230,000	20,000	62	.....	22	44
James River to Lynnhaven River, Va.	Oysters...	4,000	400	4,400	1,900	3	.....	.....	.....
Norfolk, Va., to Savannah, Ga.	Coal.....	15,000	2,000	17,000	17,000	7	6	1	9
Morehead City to Bare Inlet, N. C.	.....	2,000	.....	2,000	1,000	6	.....	.....	.....
Leith, Scotland, to Charleston, S. C.	Fertilizer..	150,000	Unknown	150,000	.....	23	.....	.....	.....
South Creek to Ocracoke, N. C.	Wood.....	800	25	825	15	2	.....	.....	.....
Newport News, Va., to Boston, Mass.	Coal.....	40,000	10,000	50,000	50,000	4	.....	.....	.....
New York, N. Y., to Charleston, S. C.	.....	15,000	.....	15,000	.....	4	.....	.....	.....
Charleston, S. C., to Norfolk, Va.	.....	400,000	.....	400,000	.....	.....	.....	.....	.....
Ocracoke to Beaufort, N. C.	.....	1,000	.....	1,000	.....	5	.....	.....	.....
do	.....	1,000	.....	1,000	.....	2	.....	.....	.....
West Indies to Chester, Pa.	Logwood..	100,000	60,000	160,000	.....	25	.....	.....	.....
Jacksonville, Fla., to Portland, Me.	Lumber...	30,000	14,000	44,000	44,000	9	.....	.....	.....
At mooring.....	.....	250	.....	250	.....	.....	.....	.....	.....
do	.....	200	.....	200	.....	.....	.....	.....	.....
do	.....	200	.....	200	.....	.....	.....	.....	.....
Washington to Hatteras, N. C.	Net stakes	500	200	700	25	4	.....	.....	.....
Charleston, S. C., to New York, N. Y.	Lumber ..	15,000	8,000	23,000	.....	7	.....	.....	.....
do	do	12,000	6,000	18,000	.....	7	.....	.....	.....
Port Tampa, Fla., to Baltimore, Md.	Phosphate rock.	60,000	10,000	70,000	70,000	9	.....	9	27
Elizabeth City to Hatteras, N. C.	Merchandise.	1,500	500	2,000	.....	4	.....	.....	.....
Port Royal, S. C., to New York, N. Y.	Lumber...	15,000	9,000	24,000	24,000	9	.....	8	56

*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.
1913. Mar. 28	Cape Lookout.....	18 miles S. by E.	Sc. J. Manchester Haynes.	795	Boston, Mass.....
Mar. 22	.....do.....	2½ miles NW..	Sc. Richard F. C. Hartley.	469	New York, N. Y..
26	Oak Island and Cape Fear.	3 miles S. Oak Island station.	Str. Strathardle (Br.).....	4,377	Glasgow, Scotland.
Apr. 13	Fort Macon.....	1 mile ESE...	Gas. str. Crystal.....	37	Fall River, Mass..
24	Cape Henry.....	1,400 yards E.	Str. Harlseywood (Br.)....	2,701	Middlesboro, N. S.
May 6	Cape Lookout.....	1½ miles N. by W.	Gas. str. Wentz L. Roberts	23	Beaufort, N. C....
24	Virginia Beach and Cape Henry.	7 miles NE. Virginia Beach station.	Str. Lucia (Aust.).....	4,386	Trieste, Austria...
June 21	Durants.....	10 miles W....	Sc. Georgia A. Gaskins....	13	Elizabeth City, N. C.
	Total.....			27,247	

## DISTRICT NO. 8.—COASTS OF SOUTH CARO

1913. Jan. 11	Bethel Creek.....	2 miles S.	Gas. str. Vagabond.....	14	Brielle, N. Y.
Mar. 21	.....do.....	2 miles SW...	Gas. str. Krestle.....	68	New York, N. Y..
21	.....do.....	.....do.....	Gas. str. North Wind.....	93	.....do.....
22	Indian River Inlet....	1½ miles NE...	Str. Fenataquit.....	34	Patchogue, N. Y..
Apr. 19	Fort Lauderdale.....	8 miles NNE.	Sc. Alice Holbrook.....	722	New York, N. Y..
May 8	Biscayne Bay.....	7 miles SSE...	Str. Olaf (Nor.).....	1,890	Mandal, Norway..
June 26	Fort Lauderdale.....	6 miles N....	Gas. str. Frances Hyde....	739	New York, N. Y..
	Total.....			1,670	

## DISTRICT NO. 9.—GULF COAST

1912. Aug. 9	Galveston.....	300 yards S....	Gas. str. Sea-Wall-Special.	8	Galveston, Tex...
20	.....do.....	4½ miles NE...	Sc. George Lock.....	32	Lake Charles, La..
29	Brazos.....	4 miles N....	Bge. No. 14.....	33	Brashear, La.....
Oct. 16	.....do.....	3 miles SE...	.....do.....	33	.....do.....
Nov. 6	Santa Rosa.....	1½ miles NNW	Sc. Algoma.....	44	Pensacola, Fla....
23	Galveston.....	2 miles NNE...	Gas. str. Standard.....	14	Galveston, Tex...
26	Sabine Pass.....	¾ mile NW...	Sc. Magnolia.....	681	Port Arthur, Tex..
26	.....do.....	.....do.....	Sc. Tulsa.....	607	.....do.....
27	Santa Rosa.....	1½ miles ENE.	Sc. Ida M. Silva.....	55	Pensacola, Fla....
Dec. 7	Galveston.....	1 mile N....	Sc. Louis Dalsen.....	14	Galveston, Tex...
19	Santa Rosa.....	7 miles SW. by W.	Str. Parkhaven (Hol.)....	1,682	Rotterdam, Holland.
24	Saluria.....	5½ miles S....	Bk. Foohng Suey.....	1,048	Boston, Mass.....
1913. Jan. 5	Galveston.....	3½ miles E....	Str. Albanian (Br.).....	2,930	Liverpool, England.
Feb. 17	Velasco.....	2½ miles SSW..	Dredge General C. B. Comstock.		United States vessel.
27	Santa Rosa.....	7 miles W....	Sc. Caviare.....	62	Pensacola, Fla....
Mar. 8	.....do.....	6½ miles E....	Str. Maria (Aust.).....	3,090	Trieste, Austria...
26	Saluria.....	2½ miles WSW.	Gas. str. Marilla.....	7	Port Lavaca, Tex.
May 20	Galveston.....	400 yards N...	Gas. str. Eva.....	14	Galveston, Tex...
	Total.....			10,354	

Service: 1913—Documented vessels—Continued.

CAPE HENRY AND CAPE FEAR—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 rescued at station.	Days succor afforded
Jacksonville, Fla., to Boston, Mass.	Lumber..	\$7,500	Unknown	\$7,500	\$5,000	8	.....	.....	.....
Charleston, S. C., to New York, N. Y.	..do.....	6,000	\$6,000	12,000	.....	7	.....	.....	.....
Iquique, Chile, to Wilmington, N. C.	Nitrate of soda.	50,000	70,000	120,000	.....	33	.....	.....	.....
Miami, Fla., to Taunton, Mass.	.....	10,000	.....	10,000	.....	4	.....	.....	.....
Mobile, Ala., to Holland	Lumber..	125,000	50,000	175,000	500	30	.....	.....	.....
On fishing trip	Fish.....	6,000	200	6,200	600	13	.....	.....	.....
Newport News, Va., to Cadiz, Spain.	Merchandise.	.....	.....	.....	.....	45	.....	.....	.....
Morehead City to Hatteras, N. C.	.....	500	.....	500	.....	3	.....	.....	.....
.....	.....	1,190,550	387,110	1,577,660	234,240	355	6	40	136

## LINN, GEORGIA, AND EASTERN FLORIDA.

Brielle, N. Y., to Miami, Fla.	.....	\$8,000	.....	\$8,000	.....	4	.....	.....	.....
Miami, Fla., to New York, N. Y.	.....	30,000	.....	30,000	.....	6	.....	.....	.....
..do.....	.....	50,000	.....	50,000	.....	7	.....	.....	.....
Jacksonville to Key West, Fla.	.....	7,000	.....	7,000	.....	9	.....	.....	.....
Baltimore, Md., to Matanzas, Cuba.	Crossties...	10,000	\$10,000	20,000	\$20,000	8	.....	.....	.....
New York, N. Y., to Havana, Cuba.	Fertilizer..	200,000	15,000	215,000	.....	8	.....	.....	.....
New York, N. Y., to Tampa, Fla.	Cement....	40,000	5,000	45,000	2,500	13	.....	.....	.....
.....	.....	345,000	30,000	375,000	22,500	55	.....	.....	.....

## OF THE UNITED STATES.

On pleasure trip	.....	\$1,000	.....	\$1,000	.....	7	.....	.....	.....
Galveston, Tex., to Calcasieu, La.	General...	1,000	\$400	1,400	.....	2	.....	.....	.....
Galveston, Tex., to Tampico, Mexico.	.....	650	.....	650	\$35	.....	.....	.....	.....
At mooring	.....	650	.....	650	650	.....	.....	.....	.....
On fishing trip	.....	9,070	.....	9,070	.....	8	.....	.....	.....
..do.....	.....	2,000	.....	2,000	.....	21	.....	.....	.....
New Orleans, La., to Port Arthur, Tex.	.....	10,000	.....	10,000	.....	6	.....	.....	.....
..do.....	.....	8,000	.....	8,000	.....	2	.....	.....	.....
On fishing trip	Fish.....	9,000	1,200	10,200	.....	7	.....	.....	.....
Cedar Bayou to Galveston, Tex.	Wood.....	1,200	70	1,270	.....	3	.....	.....	.....
Gulfport, Miss., to Pensacola, Fla.	Lumber...	150,000	16,885	166,885	.....	23	.....	.....	.....
Philadelphia, Pa., to Port Aransas, Tex.	Piping and granite blocks.	75,000	25,000	100,000	.....	16	.....	.....	.....
Liverpool, England, to Galveston, Tex.	Iron ore...	75,500	2,300	77,800	.....	37	.....	.....	.....
Dredging at mouth of Brazos River.	.....	70,000	.....	70,000	70,000	9	.....	.....	.....
On fishing trip	Ice.....	7,000	300	7,300	1,800	9	.....	.....	.....
Tampa to Pensacola, Fla.	Phosphate rock.	100,000	12,150	112,150	.....	28	.....	.....	.....
Lying in harbor	.....	1,000	.....	1,000	25	.....	.....	.....	.....
Port Bolivar to Galveston, Tex.	.....	1,000	.....	1,000	35	3	.....	.....	.....
.....	.....	522,070	58,305	580,375	72,545	181	.....	.....	.....

*Casualties within scope of Life-Saving*

## DISTRICT NO. 10.—COASTS OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1912.					
July 8	Louisville.....	Falls of the Ohio.	Gas. str. Fay (and tow)...	8	Louisville, Ky....
21	Ashtabula.....	3 miles WSW.	Gas. str. Cupid.....	21	Ashtabula, Ohio..
25	Cleveland.....	4 miles NE....	Str. Eastland.....	1,961	Cleveland, Ohio..
Sept. 13	Louisville.....	Falls of the Ohio.	Str. Coker.....	100	Louisville, Ky....
29	Lorain.....	12 miles N....	Scow No. 37.....		Cleveland, Ohio..
Oct. 3	Oswego.....	2 miles NW....	Gas. str. Minnehaha.....	10	Oswego, N. Y....
5	do.....	14 miles E....	Gas. str. Yankton.....	14	do.....
7	Cleveland.....	2 miles WNW.	Str. Lillie & May.....	12	Cleveland, Ohio..
12	Erie.....	10 miles ENE.	Str. S. K. Martin.....	302	Port Huron, Mich.
12	Marblehead.....	7 miles NW....	Sc. Santiago.....	2,600	Duluth, Minn....
Nov. 1	Oswego.....	1½ miles W....	Str. Russell Sage.....	597	Rochester, N. Y..
7	do.....	220 yards NW.	Gas. str. Yankton.....	14	Oswego, N. Y....
22	Erie.....	5 miles N. by E.	Gas. str. Gerald D.....	9	Erie, Pa.....
Dec. 21	Fairport.....	500 yards S....	Str. H. S. Pickands.....	625	do.....
1913.					
Mar. 6	Louisville.....	Falls of the Ohio.	Str. Monterey (and tow)..	107	Pittsburgh, Pa....
30	do.....	do.....	Gas. str. Two States.....	14	Evansville, Ind....
Apr. 25	do.....	do.....	Str. Monterey.....	107	Pittsburgh, Pa....
25	do.....	do.....	Str. Loucinda.....	197	Cincinnati, Ohio..
28	Buffalo.....	6½ miles S. by W.	Str. Mauch Chunk.....	4,499	Buffalo, N. Y....
29	Oswego.....	1,000 feet W....	Sc. Bertie Calkins.....	256	Oswego, N. Y....
May 8	Buffalo.....	4 miles SW ½ S.	Sc. Unadilla.....	396	Port Huron, Mich.
June 11	do.....	3½ miles SW....	Dredge Pocantico.....		Buffalo, N. Y....
21	do.....	3 miles SW....	Str. Navajo (Br.).....	300	Kingston, Ontario.
	Total.....			12,149	

## DISTRICT NO. 11.—COASTS OF

1912.					
July 14	Lake View Beach.....	3½ miles SE. by E.	Str. G. J. Grammer.....	4,471	Cleveland, Ohio...
24	Tawas.....	200 yards NW.	Slp. Tarpon.....	26	Port Huron, Mich.
Aug. 2	Thunder Bay Island..	7 miles E.....	Gas. str. Fannie A.....	10	do.....
18	Portage.....	3 miles NNW.	Str. Alaska.....	1,288	Erie, Pa.....
21	Tawas.....	2 miles W....	Gas. str. Irma.....	12	Port Huron, Mich.
26	Thunder Bay Island..	¾ mile ESE....	Sc. Julia Larsen (Br.)....	56	Goderick, Canada.
26	Bols Blanc.....	3 miles S by W	Str. Peter Reiss.....	5,923	Duluth, Minn....
27	Harbor Beach.....	1 mile E.....	Sc. Theodore S. Fassett..	548	Port Huron, Mich.
27	do.....	do.....	Sc. Nelson C. Holland.....	564	do.....
Sept. 5	Middle Island.....	2 miles SW....	Gas. str. Hugo.....	14	Milwaukee, Wis...
13	Portage.....	5 miles NE....	Str. Livingstone.....	2,134	Detroit, Mich....
Oct. 2	Thunder Bay Island..	6 miles N....	Str. Polynesia.....	3,640	Cleveland, Ohio...
Nov. 24	Grand Marais.....	7 miles W....	Str. South Shore.....	73	Marquette, Mich..
25	Tawas.....	1 mile W....	Str. Atlantis.....	197	Detroit, Mich....
Dec. 10	do.....	4 miles W....	Sc. Donaldson.....	420	Cleveland, Ohio...

Service: 1913—Documented vessels—Continued.

## LAKES ERIE AND ONTARIO.

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.
Employed in harbor.....		\$600		\$600		1			
Astabula to Red Brook, Ohio		4,500		4,500		2			
On pleasure trip.....		170,000		170,000	\$5,000	692			
Louisville, Ky., to Madison, Ind.	Merchandise.	25,000	\$3,000	28,000		42			
		22,000		22,000		1			
Employed in harbor.....		1,000		1,000		7			
Fort Ontario to Oswego, N. Y.		3,000		3,000		3			
On fishing trip.....		6,000		6,000		6			
Buffalo, N. Y., to Mackinac Island.	Coal.....	9,000	3,000	12,000	12,000	12			
Huron, Ohio, to Fort William, Ontario.	do.....	110,000	3,000	113,000		8			
In Oswego Harbor.....	Lumber...	25,000	15,000	40,000	9,000	14			
Employed in harbor.....	Gravel...	3,000	15	3,015		2			
On fishing trip.....	Fish.....	1,700	700	2,400		4			
Pequaming, Mich., to Buffalo, N. Y.	Lumber...	10,000	8,500	18,500	1,000	13			
In Louisville Harbor.....	Coal.....	15,400	2,500	17,900		8			
do.....		1,000		1,000		3			
Louisville, Ky., to Jeffersonville, Ind.		6,500		6,500	6,500	5			
In Louisville Harbor.....		10,000		10,000		2			
Buffalo, N. Y., to Chicago, Ill.	Coal.....	300,000	37,000	337,000	2,000	27			
Oswego, N. Y., to Ganansque, Canada.	do.....	4,000	3,600	7,600		6			
Cedar River, Mich., to Tonawanda, N. Y.	Lumber...	5,000	12,000	17,000	300	6			
		80,000		80,000		8			
Buffalo, N. Y., to Erie, Pa.		10,000		10,000		8			
		822,700	88,315	911,015	35,800	880			

## LAKES HURON AND SUPERIOR.

Superior, Wis., to Cleveland, Ohio.	Iron ore...	\$228,000	\$20,000	\$248,000	\$20,000	25			
Bay City, Mich., to Georgian Bay, Canada.		3,000		3,000		8			
On fishing trip.....		2,500		2,500		5			
Washburn, Wis., to Chicago, Ill.	Lumber...	80,000	15,000	95,000		24			
On fishing trip.....	Fish.....	3,000	40	3,040		5			
Spanish River to Sarnia, Ontario.	Lumber...	800	1,200	2,000	1,200	5	5	10	
Cleveland, Ohio, to Sheboygan, Wis.	Coal.....	300,000	30,000	330,000	4,000	30			
Cleveland, Ohio, to Portage, Mich.	do.....	8,000	3,300	11,300		7			
do.....		8,000	3,300	11,300		7			
Manistique, Mich., to Gloucester, Mass.	do.....	3,000		3,000	20	3			
Sandusky, Ohio, to Ashland, Wis.	Coal.....	200,000	12,000	212,000	50	16			
Buffalo, N. Y., to Milwaukee, Wis.	do.....	200,000	50,000	250,000	1,000	22			
Sault Ste. Marie to Grand Marais, Mich.	Merchandise.	7,000	2,500	9,500	9,500	14			
Detroit to Alpena, Mich.		5,000		5,000		10			
Sault Ste. Marie, Ontario, to Cleveland, Ohio.	Lumber...	4,500	6,000	10,500	2,400	6			



*Casualties within scope of Life-Saving*

## DISTRICT NO 11.—COASTS OF LAKES

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1913.					
Mar. 21	Harbor Beach.....	440 yards E.....	Str. H. W. Van Ells.....	28	Port Huron, Mich.
Apr. 28	.....do.....	1½ miles ENE.....	Str. Smith.....	191	Milwaukee, Wis...
28	.....do.....	.....do.....	Scow Mike Dohearty.....	726	.....do.....
May 3	Vermillion.....	10 miles E.....	Str. William S. Mack.....	3,720	Cleveland, Ohio...
4	Sturgeon Point.....	1 mile E.....	Str. Cherokee.....	1,177	Port Huron, Mich.
6	Lake View Beach.....	8 miles ENE.....	Str. Lillie & May.....	12	Cleveland, Ohio...
22	Bols Blanc.....	3 miles NE.....	Str. Charles R. Van Hise.....	5,117	Duluth, Minn....
29	Thunder Bay Island..	8 miles SW.....	Str. Duchess.....	30	Port Huron, Mich.
31	Sturgeon Point.....	9 miles N.....	Str. Amaranth (U. S.).....	744	.....do.....
June 6	Vermillion and Crisps..	1½ miles NNW Vermillion station.	Sc. Allegheny.....	689	Toledo, Ohio.....
27	Vermillion.....	8½ miles E.....	Str. J. H. Sheadle.....	6,924	Marquette, Mich..
27	Duluth.....	½ mile E.....	Str. Jacob T. Kopp.....	6,035	Buffalo, N. Y....
	Total.....			44,769	

## DISTRICT NO. 12.—COAST

1912.					
July 13	North Manitou Island.	1 mile NW....	Sc. X-10-U-8.....	23	Grand Haven, Mich.
15	Manistee.....	½ mile E.....	Sc. William Aldrich.....	177	Milwaukee, Wis...
15	Plum Island.....	6½ miles N. by E.....	Gas. str. H. J. Davis.....	45	Port Huron, Mich.
17	.....do.....	1½ miles N. by E.....	Gas. str. Edna C.....	8	Milwaukee, Wis...
18	Sheboygan.....	3½ miles S.....	Gas. str. Arctours.....	8	.....do.....
21	Plum Island.....	3½ miles NNE.....	Gas. str. Edna C.....	8	.....do.....
22	Kewaunee.....	2 miles NW.....	Gas. str. Donna.....	9	.....do.....
23	Milwaukee.....	5 miles N. by E.....	Str. Ogdensburg.....	2,329	Buffalo, N. Y....
25	White River.....	4 miles ESE.....	Gas. str. Pacific.....	6	Chicago, Ill.....
30	Sheboygan.....	3½ miles S.....	Gas. str. Arctours.....	8	Milwaukee, Wis...
Aug. 7	Plum Island.....	1½ miles NNE.....	Gas. str. Martha E.....	6	West Harbor, Wis.
9	Baileys Harbor.....	2 miles S.....	Str. Chester A. Congdon..	6,530	Duluth, Minn....
9	Muskegon.....	½ mile S.....	Str. Trio.....	16	Grand Haven, Mich.
10	Grand Haven.....	400 feet S.....	Str. Flora.....	561	Port Huron, Mich.
14	Pentwater.....	3½ miles SW. by S.....	Gas. str. Olivia.....	8	Grand Haven, Mich.
14	South Haven.....	7 miles N.....	Str. John A. Aliber.....	32	.....do.....
15	Old Chicago.....	1 mile S.....	Gas. str. Minnie H.....	8	Chicago, Ill.....
15	.....do.....	¾ mile SE.....	Gas. str. Corona.....	8	.....do.....
19	Sleeping Bear Point..	1½ miles SE.....	Sc. Geo. W. Wescott.....	122	Milwaukee, Wis...
20	Plum Island.....	2 miles N. by E.....	Str. Thistle.....	49	.....do.....
26	South Haven.....	14 miles NNE.....	Gas. str. Irma E.....	12	Grand Haven, Mich.
Sept. 4	Plum Island.....	1½ miles N. by E.....	Gas. str. E. A. Clayton....	9	Milwaukee, Wis...
6	Two Rivers.....	100 feet SW....	Gas. str. Glen Cuyler.....	60	.....do.....
8	Evanston.....	1 mile NE.....	Gas. str. Marinauka.....	13	Chicago, Ill.....
9	Michigan City.....	2 miles WNW.....	Gas. str. Newsboy.....	19	Michigan City, Ind.
18	Two Rivers.....	½ mile NW.....	Sc. Mary Ludwig.....	68	Marquette, Mich..

*Service: 1913—Documented vessels—Continued.***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.
At mooring.....		\$1,500		\$1,500	\$50				
Sturgeon Bay, Wis., to Cleveland, Ohio.		50,000		50,000	400	11			
do.....		4,000		4,000	100	2			
Fort William, Ontario, to Fairport, Ohio.	Wheat.....	190,000	\$175,000	365,000	6,025	21			
Cleveland, Ohio, to Hancock, Mich.	Coal.....	15,000	4,000	19,000	2,750	18			
On fishing trip.....	Fish.....	1,000	10	1,010	25	4			
Ashland, Wis., to Chicago, Ill.	Iron ore.....	225,000	25,000	250,000	18,200	28			
On fishing trip.....	Fish.....	8,000	110	8,110	300	6			
Detroit to Houghton, Mich.		125,000		125,000		30			
Washburn, Wis., to Toledo, Ohio.	Lumber.....	7,500	18,000	25,500	13,500	7		7	7
Marquette, Mich., to Buffalo, N. Y.	Iron ore.....	375,000	45,000	420,000		29			
Buffalo, N. Y., to Superior, Wis.	Coal.....	340,000	60,000	400,000		30			
.....		2,394,800	470,460	2,865,260	79,520	373		12	17

**OF LAKE MICHIGAN.**

Beaver Island to Pentwater, Mich.	Lumber.....	\$600	\$400	\$1,000		3			
Milwaukee, Wis., to Charlevoix, Mich.	Grain.....	1,600	4,000	5,600		5			
Bay City to Menominee, Mich.	Kegs and gasoline.	5,000	300	5,300		4			
Marquette to Detroit Harbor, Wis.		1,600		1,600		10			
In Sheboygan Harbor.....	Gravel.....	600	15	615		2			
On pleasure trip.....		800		800	30	5			
do.....		600		600					
Buffalo, N. Y., to Chicago, Ill.	Merchandise.	150,000	50,000	200,000	2,000	23			
Chicago, Ill., to Whitehall, Mich.		1,000		1,000	50	1			
In Sheboygan Harbor.....	Gravel.....	600	25	625		2			
On pleasure trip.....		1,000		1,000		3			
Chicago, Ill., to Escanaba, Mich.		400,000		400,000	20,000	27			
Employed in harbor.....		3,000		3,000		10			
Saginaw, Mich., to Chicago, Ill.		25,000		25,000		15			
In Pentwater Harbor.....		1,000		1,000		1			
South Haven to Saugatuck, Mich.	Fruit.....	2,500	200	2,700		20			
In Chicago Harbor.....		700		700		3			
do.....		5,000		5,000		23			
Glen Haven, Mich., to Milwaukee, Wis.	Slabs.....	1,000	300	1,300		4			
Menominee, Mich., to Detroit Harbor, Mich.		8,000		8,000		14			
Saugatuck to Grand Haven, Mich.		900		900		1			
Ellison Bay to Detroit Harbor, Wis.		850		850		2			
Two Rivers to Sturgeon Bay, Wis.		900		900		2			
On pleasure trip.....		4,500		4,500		3			
Michigan City, Ind., to gravel grounds.	Gravel.....	1,500	90	1,590		4			
Vance Harbor, Mich., to Two Rivers, Wis.	Lumber.....	800	1,000	1,800		2			

*Casualties within scope of Life-Saving*

## DISTRICT NO. 12—COAST OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1912.					
Sept. 21	Sleeping Bear Point...	$\frac{1}{2}$ mile NE.....	Sc. Lyman M. Davis.....	195	Grand Haven, Mich.
Oct. 5	Sleeping Bear Point and North Manitou Island.	2 $\frac{1}{2}$ miles W. Sleeping Bear Point station.	Str. David Z. Norton.....	5,667	Cleveland, Ohio..
10	Sturgeon Bay Canal...	700 feet S.....	Sc. Rosebud.....	44	Milwaukee, Wis...
11	Beaver Island.....	2 $\frac{1}{2}$ miles S.....	Gas. str. Ida Caroline.....	22	do.....
11	Ludington.....	$\frac{1}{2}$ mile W.....	Sc. D. A. Wells.....	56	Grand Haven, Mich.
11	Milwaukee.....	13 miles N.....	Str. William P. Rend.....	2,323	Chicago, Ill.....
12	South Haven.....	200 yards W.....	Sc. Ida Corning.....	444	Milwaukee, Wis...
22	Plum Island.....	5 miles SW.....	Gas. str. Lucille.....	18	Michigan City, Ind.
30	do.....	1 mile N.....	Gas. str. E. A. Clayton....	9	Milwaukee, Wis...
Nov. 12	Michigan City.....	1 mile NW.....	Gas. str. Newsboy.....	19	Michigan City, Ind.
12	Milwaukee.....	13 miles N.....	Str. Delos W. Cooke.....	3,398	Buffalo, N. Y....
13	Beaver Island.....	10 miles W.....	Str. Little Maeta.....	10	Grand Haven, Mich.
16	Kenosha.....	$\frac{1}{2}$ mile E.....	Sc. Cora.....	44	Marquette, Mich..
23	Pentwater.....	350 yards W.....	Gas. str. Two Brothers....	11	Grand Haven, Mich.
23	Sturgeon Bay Canal...	2,000 feet SE..	Sc. City of Grand Haven..	200	Milwaukee, Wis...
Dec. 1	Michigan City.....	12 miles ENE..	Str. E. Cunnell.....	688	Chicago, Ill.....
10	South Chicago.....	6 miles SE.....	Str. William H.....	38	do.....
20	Plum Island.....	7 $\frac{1}{2}$ miles N.....	Str. L. P. Hill.....	22	Milwaukee, Wis...
1913.					
Jan. 16	Ludington.....	$\frac{1}{2}$ mile W. by N.	Str. Pere Marquette No. 20	2,626	Grand Haven, Mich.
Apr. 8	North Manitou Island.	6 $\frac{1}{2}$ miles SE...	Gas. str. Alice L.....	9	do.....
17	Two Rivers.....	1 mile S.....	Gas. str. Colla.....	6	Milwaukee, Wis...
May 2	Baileys Harbor.....	9 miles E.....	Gas. str. Minnie R.....	10	do.....
15	Ludington.....	$\frac{1}{2}$ mile W.....	Sc. Sofie Fournica.....	22	Grand Haven, Mich.
15	South Chicago.....	3 miles E.....	Gas. str. Daisy.....	13	Chicago, Ill.....
20	Milwaukee.....	30 miles NE...	Sc. Geo. W. Wescott.....	122	Grand Haven, Mich.
31	Sleeping Bear Point...	$\frac{1}{2}$ mile NE. by E.	do.....	122	do.....
31	do.....	4 $\frac{1}{2}$ miles NE...	do.....	122	do.....
June 1	do.....	1 mile NE.....	do.....	122	do.....
7	Old Chicago.....	1 mile S.....	Slp. Neva.....	17	Chicago, Ill.....
10	Milwaukee.....	12 miles NE...	Str. Duncan City.....	179	do.....
11	Racine.....	300 yards W...	Str. E. M. Peck.....	1,809	Duluth, Minn....
12	Charlevoix.....	1 mile N.....	Gas. str. A. C. Pierce.....	30	Grand Haven, Mich.
16	Racine.....	$\frac{1}{2}$ mile E.....	Sc. Sunrise.....	26	Milwaukee, Wis...
22	Evanston.....	1 mile S.....	Gas. str. Swastika.....	10	Chicago, Ill.....
22	Sturgeon Bay Canal...	2 $\frac{1}{2}$ miles S.....	Gas. str. Pilot.....	11	Milwaukee, Wis...
25	do.....	1,000 feet SE..	Gas. str. Sea Queen.....	11	do.....
27	do.....	30 miles ENE..	Sc. Geo. W. Wescott.....	122	Grand Haven, Mich.
28	Plum Island.....	4 miles SW....	Gas. str. E. A. Clayton....	9	Milwaukee, Wis...
	Total.....			28,737	

Service: 1913—Documented vessels—Continued.

## 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.
Canada to Muskegon, Mich.	Lumber...	\$1,200	\$3,000	\$4,200	.....	4	.....	.....	.....
Buffalo, N. Y., to Milwaukee, Wis.	Coal.....	300,000	60,000	360,000	\$35,000	24	.....	.....	.....
Egg Harbor to Algoma, Wis.	Wood.....	400	200	600	.....	2	.....	.....	.....
To Charlevoix, Mich.	Lumber.....	1,200	200	1,400	1,225	2	.....	2	4
Grand Haven to Ludington, Mich.	.....	300	.....	300	.....	2	.....	.....	.....
Cleveland, Ohio, to Chicago, Ill.	Coal.....	10,000	6,470	16,470	.....	17	.....	.....	.....
At mooring.....	Stone.....	3,000	360	3,360	250	3	.....	.....	.....
Ellison Bay to Detroit Harbor, Wis.	.....	800	.....	800	.....	3	.....	.....	.....
Detroit Harbor to Ellison Bay, W. s.	.....	800	.....	800	.....	3	.....	.....	.....
Employed in harbor.....	Lumber...	1,500	300	1,800	.....	3	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Merchandise.	250,000	10,000	260,000	6,000	25	.....	.....	.....
On fishing trip.....	Fish.....	700	350	1,050	10	7	.....	.....	.....
Egg Harbor to Kenosha, Wis.	Potatoes..	600	800	1,400	.....	2	.....	.....	.....
On fishing trip.....	Fish.....	1,500	50	1,550	1,550	3	3	.....	.....
Boyne City, Mich., to Sheboygan, Wis.	Slabs.....	2,000	1,000	3,000	.....	5	.....	.....	.....
Michigan City, Ind., to Chicago, Ill.	Sand.....	80,000	200	80,200	300	10	.....	.....	.....
Chicago, Ill., to Whiting, Ind.	.....	5,000	.....	5,000	5,000	4	.....	.....	.....
Fish Creek to Washington Harbor, Wis.	.....	2,000	.....	2,000	.....	1	.....	.....	.....
Manitowoc to Ludington, Mich.	Merchandise.	300,000	30,000	330,000	.....	34	.....	.....	.....
Leland to North Manitou Island, Mich.	.....	700	.....	700	.....	16	.....	.....	.....
On fishing trip.....	.....	600	.....	600	.....	2	.....	.....	.....
do.....	.....	1,000	.....	1,000	.....	3	.....	.....	.....
St. Ignace to Whitehall, Mich.	.....	1,000	.....	1,000	.....	2	.....	.....	.....
On pleasure trip.....	.....	3,000	.....	3,000	.....	3	.....	.....	.....
Glenhaven, Mich., to Milwaukee, Wis.	Slabs.....	1,800	500	2,300	.....	4	.....	.....	.....
Milwaukee, Wis., to Glen Haven, Mich.	Flour, etc.	1,800	700	2,500	.....	4	.....	.....	.....
do.....	do.....	1,800	700	2,500	.....	4	.....	.....	.....
do.....	do.....	1,800	700	2,500	.....	4	.....	.....	.....
At mooring.....	.....	4,000	.....	4,000	4,000	4	.....	.....	.....
Manitowoc, Wis., to Chicago, Ill.	.....	18,000	.....	18,000	.....	4	.....	.....	.....
In Racine, Wis., Harbor.....	Coal.....	70,000	6,000	76,000	5,000	18	7	.....	.....
Beaver Island to Pine Lake, Mich.	Railroad ties.	1,200	300	1,500	.....	6	.....	.....	.....
Milwaukee to Racine, Wis.	.....	500	.....	500	.....	5	.....	.....	.....
Chicago to Wilmotte, Ill.	.....	2,000	.....	2,000	.....	2	.....	.....	.....
On trial trip.....	.....	2,000	.....	2,000	.....	5	.....	.....	.....
On pleasure trip.....	.....	2,500	.....	2,500	.....	24	.....	.....	.....
Glen Harbor, Mich., to Milwaukee, Wis.	Lumber...	2,000	750	2,750	700	4	.....	.....	.....
Detroit Harbor to Ellison Bay, Wis.	.....	800	.....	800	.....	3	.....	.....	.....
.....	.....	1,696,550	178,910	1,875,460	81,115	456	10	2	4

*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.					
July 9	Nome.....	$\frac{3}{4}$ mile W.....	Gas. str. President.....	13	Nome, Alaska.....
14	Fort Point.....	10 miles W.....	Sc. Dauntless.....	548	San Francisco, Cal.....
14	Golden Gate, Point Bonita, Southside, and Fort Point.	$1\frac{1}{2}$ miles S. Golden Gate station.	Sc. Hugh Hogan.....	392	do.....
20	Nome.....	$\frac{3}{4}$ mile W.....	Gas. str. Defiance.....	7	Nome, Alaska.....
22	do.....	do.....	do.....	7	do.....
27	Tillamook Bay.....	6 miles NW.....	Sc. C. T. Hill.....	140	San Francisco, Cal.....
27	Yaquina Bay.....	4 miles W.....	Gas. str. Condor.....	42	Yaquina, Oreg.....
31	Nome.....	$\frac{3}{4}$ mile W.....	Gas. str. Wilhelmina.....	8	Nome, Alaska.....
Aug. 2	do.....	do.....	do.....	8	do.....
5	do.....	1 mile W.....	Gas. str. New Jersey.....	9	Los Angeles, Cal.....
5	Humboldt Bay.....	$\frac{3}{4}$ mile S.....	Str. Iaquia.....	712	Eureka, Cal.....
6	Nome.....	500 yards W.....	Gas. str. Flyer.....	14	Port Townsend, Wash.....
7	do.....	$\frac{3}{4}$ mile W.....	Gas. str. Yorkey.....	7	Nome, Alaska.....
8	do.....	$\frac{1}{2}$ mile S.....	Gas. str. Wasp.....	17	St. Michael, Alaska.....
11	do.....	$\frac{3}{4}$ mile W.....	do.....	17	do.....
13	do.....	1 mile W.....	Gas. str. Augusta C.....	14	Nome, Alaska.....
13	do.....	do.....	Leh. Mary Sachs.....	41	do.....
13	do.....	do.....	Leh. Seddon.....	14	do.....
14	do.....	$\frac{1}{2}$ mile W.....	Bge. Sesnon No. 14.....	24	do.....
18	do.....	$\frac{3}{4}$ mile W.....	Gas. str. Wilhelmina.....	8	do.....
22	Umpqua River.....	20 miles N.....	do.....	95	Yaquina, Oreg.....
23	Nome.....	$\frac{3}{4}$ mile W.....	Gas. Str. Belinda.....	18	Nome, Alaska.....
24	Point Bonita.....	1 mile SE.....	Str. Point Arena.....	223	San Francisco, Cal.....
29	do.....	do.....	Bge. Lillebonne.....	218	do.....
Sept. 2	Nome.....	$\frac{3}{4}$ mile W.....	Gas. str. Wasp.....	17	St. Michael, Alaska.....
3	do.....	do.....	Gas. str. Wilhelmina.....	8	Nome, Alaska.....
5	do.....	do.....	Gas. str. Defiance.....	7	do.....
7	do.....	do.....	Gas. str. Wilhelmina.....	8	do.....
16	Fort Point.....	$1\frac{1}{4}$ miles NW.....	Gas. str. Belvedere.....	37	San Francisco, Cal.....
22	Nome.....	335 yards W.....	Gas. str. Flyer.....	14	Nome, Alaska.....
28	do.....	$\frac{3}{4}$ mile W.....	Gas. str. Wasp.....	17	do.....
29	do.....	do.....	Gas. str. New Jersey.....	9	Los Angeles, Cal.....
Oct. 4	do.....	$1\frac{1}{2}$ miles E.....	Gas. str. Augusta C.....	14	Nome, Alaska.....
7	do.....	$1\frac{1}{2}$ miles S.....	do.....	14	do.....
11	Cape Disappointment.	8 miles W.....	Str. Daisy Freeman.....	613	San Francisco, Cal.....
16	Nome.....	$\frac{1}{4}$ mile E.....	Gas. str. Yorkey.....	7	Nome, Alaska.....
18	Willapa Bay.....	2 miles E.....	Sc. Defiance.....	604	San Francisco, Cal.....
19	Nome.....	$\frac{3}{4}$ mile W.....	Gas. str. Wilhelmina.....	8	Nome, Alaska.....
31	do.....	1 mile S.....	Gas. str. Defiance.....	5	do.....
Nov. 1	do.....	$\frac{1}{2}$ mile W.....	Gas. str. Wilhelmina.....	8	do.....
1	Coos Bay.....	3 miles SW.....	Gas. str. Osprey.....	43	Coos Bay, Oreg.....
12	Point Adams.....	1 mile N.....	Bk. Oweenee (Br.).....	2,432	London, Eng.....
17	Yaquina Bay.....	$\frac{1}{2}$ mile SW.....	Gas. str. Condor.....	42	Yaquina, Oreg.....
21	Fort Point.....	$2\frac{1}{2}$ miles W.....	Sc. Annie Larsen.....	376	San Francisco, Cal.....
Dec. 2	Baaddah Point.....	30 miles ENE.....	Shp. County of Linlithgow (Chile).	2,202	Valparaiso, Chile.....
5	Point Adams.....	2 miles E.....	Gas. str. Ahwaneda.....	15	Newport, Oreg.....

Service: 1918—Documented vessels—Continued.

## PACIFIC COAST.

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.
In Nome Harbor.....		\$4,000		\$4,000		2			
San Francisco, Cal., to Grays Harbor, Wash.....		10,000		10,000	\$1,000	9			
San Francisco, Cal., to Coquille River, Oreg.....		35,000		35,000	2,000	9		1	1
In Nome Harbor.....		4,000		4,000		6			
do.....		4,000		4,000	150	6			
San Francisco, Cal., to Nehalem, Oreg.....		6,000		6,000		6			
Portland to Newport, Oreg..	Lumber...	4,000	\$2,000	6,000		3			
In Nome Harbor.....		8,000		3,000		2			
do.....		3,000		3,000					
Snake River to Linrock River, Alaska.	Merchandise.	3,000	1,500	4,500		6			
Eureka to San Francisco, Cal.	Lumber...	75,000	50,000	125,000		41			
Solomon River to Nome, Alaska.		5,000		5,000		2			
In Nome Harbor.....		1,500		1,500		3			
Siberia to Nome, Alaska....	Furs, ivory, etc.	4,000	10,000	14,000		5			
In Nome Harbor.....		4,000		4,000		3			
Port Safety to Nome, Alaska		2,750		2,750		2			
At mooring.....		10,000		10,000		1			
do.....		5,000		5,000					
do.....		4,500		4,500					
Snake River to Teller City, Alaska.	Grain and merchandise.	3,000	1,000	4,000		2			
Yaquina to Siuslaw River, Oreg.	Railroad iron and supplies.	18,000	7,000	25,000	18,000	6			
In Nome Harbor.....		3,500		3,500		5			
Humboldt to San Francisco, Cal.	Bark.....	40,000	3,000	43,000	200	11			
To dumping ground.....	Garbage...	3,000		3,000	3,000	8	1	7	7
Snake River to St. Michael, Alaska.	Merchandise.	4,000	450	4,450		3			
In Nome Harbor.....		3,000		3,000		2			
do.....		4,000		4,000		5			
do.....		3,000		3,000		3			
San Francisco to Sausalito, Cal.	Alcohol...	5,000	5,000	10,000		3			
In Nome Harbor.....	Merchandise.	5,000	1,500	6,500		3			
do.....		4,000		4,000		4			
Long Beach, Cal., to Snake River, Alaska.	Merchandise.	3,000	500	3,500		5			
At mooring.....		2,750		2,750					
do.....		2,750		2,750					
Columbia River to San Francisco, Cal.	Lumber...	60,000	12,000	72,000	32,000	21			
Cruising.....	Merchandise.	1,500	1,400	2,900	250	2			
San Francisco, Cal., to Grays Harbor, Wash.		30,000		30,000	1,200	9			
In Nome Harbor.....		3,000		3,000		9			
do.....		4,000		4,000		3			
do.....		3,000		3,000		4			
Port Orford to Coos Bay, Oreg.	Merchandise.	9,000	2,000	11,000	11,000	5	5		
Portland, Oreg. to Queens-town, Ireland.	Wheat....	40,000	109,000	149,000		28			
Waldport to Newport, Oreg.	Merchandise.	4,000	4,000	8,000	6,000	3			
Columbia River, Oreg. to San Francisco, Cal.	Lumber...	6,000	6,000	12,000		9			
Antofagasta, Chile, to Vancouver, B. C.		50,000		50,000		25			
Portland to Newport, Oreg.	Merchandise.	10,000	2,000	12,000		4			

*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.
<b>1912.</b>					
Dec. 22	Fort Point and Point Bonita.	2½ miles NW. Fort Point station.	Sc. Katie S.....	78	San Francisco, Cal.
27	Fort Point.....	1 mile N. by W.	Gas. str. Healy-Tibbits No. 3.	15	.....do.....
28	Grays Harbor.....	3 miles NW...	Bk. Torrisdale (Br.).....	2,184	Glasgow, Scotland.
<b>1913.</b>					
Jan. 1	Umpqua River.....	2½ miles SSW.	Str. San Gabriel.....	484	Los Angeles, Cal..
7	Point Adams, Klipsan Beach, and Cape Disappointment.	8 miles NW. Point Adams station.	Str. Rosecrans.....	2,976	San Francisco, Cal.
24	Fort Point.....	500 yds. NE...	Str. Henrietta.....	53	.....do.....
28	Point Reyes.....	Off station....	Str. Samoa.....	377	.....do.....
Feb. 6	Tillamook Bay.....	7 miles NW...	Gas. str. Mirene.....	46	Portland, Oreg....
13	.....do.....	10 miles NW...	Bk. Mimi (Ger.).....	2,369	Hamburg, Ger....
14	Point Bonita and Fort Point.	6 miles NE. by E. Point Bonita station.	Str. Seminole.....	1,102	San Francisco, Cal.
14	.....do.....	.....do.....	Str. H. J. Corcoran.....	682	.....do.....
18	Coos Bay.....	3½ miles SW...	Sc. Advent.....	431	.....do.....
Mar. 26	Cape Disappointment.	8 miles W.....	Str. John Cudahy.....	107	Port Townsend, Wash.
Apr. 6	Tillamook Bay.....	10 miles NW...	Bk. Mimi (Ger.).....	2,369	Hamburg, Ger....
11	Umpqua River.....	21 miles N....	Gas. str. Anvil.....	363	Seattle, Wash....
May 2	Humboldt Bay.....	3½ miles N....	Str. Wasp.....	563	San Francisco, Cal.
8	Point Bonita.....	¼ mile SE.....	Str. Fairhaven.....	751	.....do.....
13	Willapa Bay.....	2 miles E.....	Bkn. John C. Meyer.....	932	.....do.....
15	Nome.....	1½ miles W....	Dredge (no name).....	.....	Nome, Alaska.....
18	Point Adams and Cape Disappointment.	3½ miles W. Point Adams station.	Gas. str. Randolph.....	42	Coos Bay, Oreg....
20	Nome.....	¼ mile W.....	Gas. str. Wilhelmina.....	8	Nome, Alaska.....
20	Point Bonita.....	2½ miles E. by S.	Gas. str. J. C. Elliott.....	29	San Francisco, Cal.
June 4	Umpqua River.....	2½ miles SSW.	Sc. Caroline.....	511	.....do.....
15	Nome.....	¾ mile W.....	Gas. str. Defiance.....	7	Nome, Alaska.....
15	.....do.....	¼ mile S.....	Gas. str. New Jersey.....	9	Los Angeles, Cal..
17	.....do.....	1½ miles W....	Gas. str. Belinda.....	18	Nome, Alaska.....
17	.....do.....	¾ mile W.....	Gas. str. Defiance.....	7	.....do.....
17	.....do.....	1 mile W.....	Gas. str. Hattie B.....	15	.....do.....
21	Yaquina Bay.....	1½ miles SW...	Gas. str. Ahwaneda.....	36	Newport, Oreg....
22	.....do.....	3 miles WSW.	Gas. str. Enterprise.....	22	Coos Bay, Oreg....
26	.....do.....	3 miles NW...	.....do.....	22	.....do.....
	Total.....			25,704	

*Service: 1918—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.
In San Francisco harbor. . . . .		\$8,000		\$8,000		3			
Sausalito to San Francisco, Cal. . . . .		10,000		10,000		2			
Antofagasta, Chile, to Astoria, Oreg. . . . .		28,000		28,000	\$28,000	30		30	30
San Pedro, Cal., to Gardiner, Oreg. . . . .		100,000		100,000		18			
Monterey, Cal., to Portland, Oreg. . . . .	Oil. . . . .	250,000	\$11,400	261,400	261,400	36	33		
On fishing trip. . . . .		10,000		10,000		4			
Caspar to San Francisco, Cal. . . . .	Lumber. . . . .	35,000	4,000	39,000	39,000	21			
Portland to Nehalem, Oreg. . . . .	Merchandise. . . . .	10,000	5,000	15,000	500	4			
Valparaiso, Chile, to Portland, Oreg. . . . .		60,000		60,000		28			
San Francisco to Sacramento, Cal. . . . .		115,000		115,000	83,000	90			
Selbys to San Francisco, Cal. . . . .	Merchandise. . . . .	120,000	69,000	189,000	189,000	43			
Santa Rosalia, Mex., to Coos Bay, Oreg. . . . .		14,000		14,000	14,000	8			
Nehalem to Astoria, Oreg. . . . .		30,000		30,000	200	9			
Valparaiso, Chile, to Portland, Oreg. . . . .		60,000		60,000	60,000	20	16		
Bandon to Florence, Oreg. . . . .	Merchandise. . . . .	30,000	45,000	75,000	9,500	10			
Arcata to San Francisco, Cal. . . . .	Lumber. . . . .	75,000	15,000	90,000		27			
San Francisco, Cal., to Portland, Oreg. . . . .		140,000		140,000		19			
Honolulu, H. I., to South Bend, Wash. . . . .		35,000		35,000		9			
Astoria to Rogue River, Oreg. . . . .	Merchandise. . . . .	21,000	10,000	21,000	21,000	4			
		7,500		17,500	100				
Snake River to Solomon River, Alaska. . . . .	do. . . . .	3,000	250	3,250		14			
San Francisco to San Diego, Cal. . . . .		12,000		12,000		4			
Gardiner, Oreg., to San Pedro, Cal. . . . .	Lumber. . . . .	26,000	10,000	36,000		8			
In Nome harbor. . . . .		4,000		4,000		3			
Simrock River to Nome, Alaska. . . . .		3,000		3,000		11			
In Nome harbor. . . . .		2,000		2,000		7			
do. . . . .		4,000		4,000		2			
do. . . . .		3,000		3,000		2			
Portland to Newport, Oreg. . . . .	Merchandise. . . . .	13,000	7,000	20,000		4			
Coos Bay to Portland, Oreg. . . . .		7,000		7,000		4			
Newport to Columbia River, Oreg. . . . .		7,000		7,000		2			
		1,754,750	395,000	2,149,750	840,500	733	55	38	38



# 182 ANNUAL REPORT UNITED STATES LIFE-SAVING SERVICE.

*Casualties within scope of Life-Saving Service: 1913—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.
1912.						
July 5	Hunniwells Beach	Lch. ....	\$160	\$160	1	.....
10	Cranberry Islands	Lch. Nautilus	800		6	.....
16	Hunniwells Beach	Lch. Ishkoodah	1,500		.....	.....
19	do.	Lch. ....	150		1	.....
24	Cape Elizabeth	Lch. Hickory II	1,500		3	.....
29	Fletchers Neck	Lch. Emmarie	400		5	.....
Aug. 3	Hunniwells Beach	Lch. Nereid	450		2	.....
13	Isles of Shoals	Lch. Advance	3,000		6	.....
15	Damiscove Island	Lch. ....	250		1	.....
17	Hunniwells Beach	do.	175		1	.....
17	do.	do.	100		1	.....
21	Portsmouth Harbor	Lch. Isabel	200		1	.....
21	Hunniwells Beach	Lch. ....	300		1	.....
22	Portsmouth Harbor	do.	150		5	.....
24	White Head	Lchs. Elmora and Mandara	2,000		7	.....
25	Hunniwells Beach	Lch. ....	200		4	.....
26	Portsmouth Harbor	Lch. Amely	500		5	.....
28	Fletchers Neck	Lch. Lillian	800		2	.....
29	Portsmouth Harbor	Lch. Ifa Ha	500	500	3	.....
30	Damiscove Island	Small boat	15		2	.....
31	Hampton Beach	Lch. ....	250		2	.....
Sept. 1	Portsmouth Harbor and Isles of Shoals	Lch. Diana	175		2	.....
12	Isles of Shoals	Lch. Horace M.	2,500		4	.....
12	do.	Lch. ....	300		2	.....
13	Cranberry Islands	Small boat	50		.....	.....
16	Burnt Island	Lch. O. G.	200		1	.....
18	Isles of Shoals	Lch. Wanderer	300		4	.....
19	Hunniwells Beach	Lch. Oriole	100		2	.....
22	Burnt Island	Lch. ....	200	5	2	.....
22	Portsmouth Harbor	Lch. Susan R.	75		4	.....
29	Isles of Shoals	Lch. Sinbad	200		3	.....
Oct. 1	Hunniwells Beach	Lch. ....	100	5	.....	.....
2	do.	Lch. Nimbus	950		2	.....
2	do.	Lch. Hinckley R.	500		1	.....
5	do.	Skiff	5		.....	.....
6	Cape Elizabeth	Lch. ....	200		2	.....
8	do.	Slp. ....	300		2	.....
9	Hunniwells Beach	Lch. Seguin	125		.....	.....
14	Hampton Beach	Sailboat	10		1	.....
16	Hunniwells Beach	Rowboat	10		.....	.....
17	Damiscove Island	Lch. ....	400		1	.....
30	Hunniwells Beach	do.	100		.....	.....
31	Cranberry Islands	Lch. Nellie Frances	600		5	.....
Nov. 1	Hunniwells Beach	Lch. ....	400		1	.....
4	Portsmouth Harbor	Lch. Tom Boy	1,000		1	.....
5	Hunniwells Beach	Lch. Lotus	200		1	.....
8	do.	Lch. ....	175		.....	.....
9	Burnt Island	do.	300		2	.....
15	Damiscove Island	do.	200		1	.....
18	Portsmouth Harbor	Lch. Nab	600		4	.....
25	Isles of Shoals	Lch. ....	300		1	.....
Dec. 3	do.	Lch. Tom Boy	500		4	.....
7	do.	Lch. ....	400		1	.....
10	Burnt Island	Slp. Clear Duck	500	50	.....	.....
12	Hunniwells Beach	Small boat	35		1	.....
19	Damiscove Island	Lch. Priscilla	600		2	.....
23	Portsmouth Harbor	Lch. Josephine	500		2	.....
24	White Head	Sailboat Annie Adeline	500	50	2	.....
24	Hunniwells Beach	Lch. ....	100		1	.....
26	do.	Lch. Hornet	150		1	.....
30	Damiscove Island	Lch. ....	250		1	.....
1913.						
Jan. 4	Great Wass Island	do.	400	5	.....	.....
4	Cranberry Islands	do.	300	50	.....	.....
4	Isles of Shoals	do.	150	150	1	.....
4	do.	do.	350		1	.....
11	Damiscove Island	do.	250		1	.....
13	Fletchers Neck	Lch. Arieta	400		1	.....
21	White Head	Lch. ....	200	200	1	.....
Feb. 6	Isles of Shoals	Rowboat	15		1	.....
17	Portsmouth Harbor	Lch. ....	200		2	.....
21	Hunniwells Beach	do.	275	10	2	.....

*Casualties within scope of Life-Saving Service: 1913—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.
1913.						
Mar. 12	Isles of Shoals.....	Lch. ....	\$145		2	
17	.....do.....	Dory.....	15			
18	Portsmouth Harbor.....	Lch. ....	1,000		11	
19	Damiscove Island.....	Dory No. 9.....	10			
23	Isles of Shoals.....	Lch. ....	200		1	
27	Rye Beach.....	.....do.....	300		1	
29	Portsmouth Harbor.....	Lch. Alfonzia.....	300		1	
Apr. 5	Hunniwells Beach.....	Lch. ....	100		1	
27	Cranberry Islands.....	.....do.....	250		4	
29	Isles of Shoals.....	Lch. Twilight.....	600		2	
May 2	Hunniwells Beach.....	Lch. ....	150		1	
10	Portsmouth Harbor.....	.....do.....	150		1	
18	Hunniwells Beach.....	Lch. Ida.....	150	\$20	2	
23	.....do.....	Lch. Aurelia.....	175	5	5	
30	Portsmouth Harbor.....	Lch. ....	50		1	
June 4	Hunniwells Beach.....	Lch. Barker 2d.....	550	10	2	
16	Cape Elizabeth.....	Slp. Barker A.....	500		3	
22	Great Wass Island.....	Lch. ....	300		5	
27	.....do.....	Lch. Sawyer.....	400		8	
	Total.....		35,395	1,220	184	

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

1912.						
July 4	Gloucester.....	Lch. ....	\$800		12	
4	City Point.....	Sailboat.....	15		4	
4	.....do.....	Lch. Florence.....	300		6	
4	Point Allerton.....	Canoe.....	10		2	
5	Gloucester.....	Lch. ....	320		2	
6	City Point.....	Lch. Ruth.....	900		3	
6	.....do.....	Lch. Apache.....	600		1	
6	.....do.....	Lch. Aisance.....	1,500		3	
6	.....do.....	Slp. Addie A.....	500		1	
7	Gloucester.....	Lch. Salome.....	1,500	\$40	2	
8	City Point.....	Lch. Grouch.....	2,500		1	
9	.....do.....	Row boat.....	10		3	
11	Gloucester.....	Lch. Regent Rudolph.....	500		2	
12	City Point.....	Lch. Doris.....	700		5	
12	Gloucester.....	Lch. Beatrice.....	1,500	85	6	
14	City Point.....	Lch. Satellite.....	500		9	
14	.....do.....	Lch. Minnie.....	750		6	
14	Gloucester.....	Lch. ....	300	5	2	
16	City Point.....	Lch. Earl R.....	550		3	
16	.....do.....	Lch. Tame Duck.....	500		1	
16	.....do.....	Lch. Lena A.....	800		7	
19	Straitsmouth.....	Lch. ....	100		1	
19	Gloucester.....	.....do.....	100	15	2	
19	City Point.....	Lch. Aisance.....	1,500		1	
19	.....do.....	Lch. Ida May.....	650		1	
21	Newburyport.....	Lch. Comfort.....	1,000	25	9	
22	Gloucester.....	Lch. ....	600		1	
23	Manomet Point.....	Slp. Answer.....	1,000		3	
27	City Point.....	Lch. Sadie L.....	300		3	
28	.....do.....	Lch. ....	100		7	
28	.....do.....	Lch. Wink.....	2,000		6	
28	.....do.....	Sailboat.....	20		1	
Aug. 1	Newburyport.....	Lch. ....	250		4	
3	Point Allerton.....	Slp. Bessie A.....	125		4	
3	City Point.....	Catboat May.....	50	10	8	
4	Point Allerton.....	Lch. Aphrodite.....	1,000		22	
4	Gloucester.....	Lch. Lucy.....	400		1	
5	City Point.....	Lch. Gertie.....	300		5	
6	Gurnet.....	Lch. ....	200		5	
7	Gloucester.....	Lch. Irene & Wallace.....	1,200	1,200	1	
8	Gay Head.....	Lch. ....	200	5	7	
9	Gurnet.....	Slp. Starlight.....	100	10	3	
10	City Point.....	Catboat May.....	50		2	
10	.....do.....	Lch. Georgia.....	500		2	
10	.....do.....	Slp. Surge.....	200			
10	.....do.....	Lch. Sanoma.....	100		11	

*Casualties within scope of Life-Saving Service: 1913—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.						
Aug. 10	City Point.	Leh.	\$100		1	
10	North Scituate.	Leh. Vivian.	500		6	
10	Wood End.	Leh. Ibs.	400		2	
11	Plum Island.	Leh.	140	\$140	3	
11	Gloucester.	do	75	5	3	
11	City Point.	Leh. Pippin.	1,000	300	21	2
11	do.	Slp. Triton.	1,000	100	14	
11	Point Allerton.	Slp. Ruth.	150		2	
14	Gloucester.	Leh.	2,800		8	
14	Fourth Cliff.	Slp.	200			
14	Gurnet.	Leh. Thetis.	550		8	
15	do.	Leh.	300		1	
17	City Point.	do	1,000		4	
17	Point Allerton.	Slp. Rialto.	300		4	
18	Straitsmouth.	Slp. Betsy.	600		2	
21	City Point.	Ywl. Tangent.	800			
21	Monomoy.	Leh. Thyrie.	800		2	
23	Nahant.	Slp. Bertha.	50		2	
23	City Point.	Catboat.	75			
23	do.	Ywl. Sunwood.	500			
23	do.	Rowboat.	10		2	
23	do.	Leh. Mary D.	500		1	
23	do.	Sailboat.	50			
23	Gurnet.	Slp.	75	10	4	
24	City Point.	Leh. Esther D.	200		3	
24	Cuttyhunk.	Leh. Laddie Boy.	500		1	
25	City Point.	Leh. Lewis L. Dow.	125		3	
25	Cuttyhunk.	Catboat Myrtle.	2,000		3	
26	City Point.	Leh. Prosit II.	900	20	3	
27	Straitsmouth.	Leh.	600		2	
27	City Point.	Leh. Hecla.	1,500			
27	Point Allerton.	Leh. Kitnell.	2,000		8	
28	City Point.	Leh.	75		1	
28	do.	Leh. Liberty.	300		2	
28	do.	Leh. Mandy.	600		2	
28	do.	Leh. Chianti.	500		2	
28	North Scituate.	Slp. Teaser.	200			
30	Salisbury Beach.	Leh. Grey Duck.	600		4	
30	Old Harbor.	Slp. Thyrie.	800		2	
30	Manomet Point.	Leh.	350			
30	Gay Head.	Catboat Triton.	500		3	
31	City Point.	Leh. Marion C.	3,000		1	
31	Brant Rock.	Leh.	1,500		15	
31	do.	Leh. Madeline.	800		6	
Sept. 1	Nahant.	Leh. Imp.	100		2	
1	Brant Rock.	Slp. Mirage.	200		1	
1	Gurnet.	Yawl.	200		3	
1	Gloucester.	Leh. Eugenie.	400	20	7	
1	City Point.	Leh.	125		8	
2	do.	Catboat.	75			
2	do.	Leh. Nan.	250		1	
2	do.	Leh. Joseph Ray.	1,000		6	
3	do.	Leh. M. R.	200		1	
3	Gloucester.	Leh. Flirt.	800		3	
3	Gurnet.	Leh. Zena.	500		2	
4	do.	Leh.	600		1	
5	Gloucester.	Leh. Lark.	600	600	2	
7	City Point.	Leh. Estelle.	2,500		7	
10	Gloucester.	Leh. Edith.	800	800	2	
11	Old Harbor.	Catboat Pearl B.	500			
11	City Point.	Slp. Scout.	1,000			
12	do.	Leh. Irene.	500		2	
15	do.	Slp.	700			
15	do.	Slp. Dolte.	200			
15	do.	Leh. Eva.	400			
15	do.	Slp. Mary A.	200		1	
16	Plum Island.	Leh.	200		2	
16	City Point.	Leh. Ariel.	1,500			
16	do.	Slp. Wanderer.	500			
16	do.	Slp. Thelma.	400			
16	do.	Leh. Golden Hope.	600			
16	do.	Slp. Growler.	200		1	
16	do.	Slp. Alba.	500		3	
16	do.	Catboat Alert.	200		1	
16	do.	Leh. Rose C.	700		1	

*Casualties within scope of Life-Saving Service: 1913—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.						
Sept. 16	City Point.	Lch.	\$2,500			
16	do.	Slp. Venture	600		1	
16	do.	Slp. Julia	1,000		1	
16	do.	Lch. Anna M.	1,000		2	
16	do.	Slp.	2,000			
16	do.	Lch. Romas	2,000			
16	do.	Slp. Irene	2,000			
16	do.	Slp. Egria	300		1	
16	do.	Slp. Orion	1,000			
16	Nahant.	Lch.	500	\$10		
17	Point Allerton.	Lch. Henry	600		5	
18	City Point.	Lch.	400			
18	do.	Lch. Lillie	400		1	
18	do.	Lch. R. C. D.	2,000		2	
18	do.	Lch. Ardelie	650		2	
18	Cuttyhunk.	Lch. Mary Weddle	1,000		3	
20	City Point.	Lch. Ketok	500		2	
20	do.	Catboat Egeria	200			
20	Nahant.	Sailboat	100	10	1	
20	City Point.	Lch. Ariel	500			
21	do.	Sailboat Aphrodite	100			
21	do.	Lch. Elata	800		8	
21	do.	Sailboat	200		2	
21	Old Harbor.	Lch.	200	10	4	
22	Nahant.	Small boat	35	5	2	
28	Gurnet.	Lch. Doris	350		3	
30	Gloucester.	Slp. Alcyone	500		4	
30	City Point.	Lch.	800			
Oct. 30	do.	do.	600		3	
1	do.	Ywl. Aderline	800		3	
1	do.	Lch. Fortuna	800		4	
1	do.	Lch. Flirt	200			
1	do.	Slp. Merry Widow	150			
1	do.	Lch. Majestic	1,000	15		
2	Newburyport.	Rowboat	15		2	
2	Brant Rock	Lch. Consort	200	50		
3	City Point.	Lch. Pauline	300			
3	do.	Lch. Duck	250	15	2	
3	Point Allerton.	Lch.	500		2	
7	Newburyport.	do.	200			
7	City Point.	Lch. North American	400		2	
7	do.	Lch.	1,000		6	
10	Point Allerton.	do.	400		3	
11	City Point.	Slp. Rialto	150	150		
12	Point Allerton.	Lch. Vagabond	1,200		4	
12	Brant Rock.	Lch. Doris G.	1,050		2	
16	City Point.	Lch.	250		1	
16	do.	Ywl. Sunwood	200		3	
18	Gloucester.	Lch. Radio	4,000		1	
18	City Point.	Ywl. Coubeaner	8,000		5	
19	Coskata.	Catboat Lucy	400		2	
23	Straitsmouth.	Lch.	150	150	1	
27	City Point.	Lch. Plouver	500		4	
Nov. 1	Salisbury Beach.	Lch. Del	200		3	
1	Fourth Cliff.	Lch.	150		1	
4	City Point.	Lch. Avis	300		1	
4	do.	Catboat Fannie	200		1	
4	Fourth Cliff.	Lch. Marguerite	200		2	
6	Coskata.	Lch. Florence IV	6,000	75	3	
7	Gurnet.	Lch. Joseph	600		6	
7	City Point.	Slp. Osceola	300	50		
8	do.	Lch. Malecrono	3,000	500		
8	do.	Lch.	250			
8	do.	Ywl. Oriole	2,000			
8	do.	Slp. Schrona	1,500	50		
9	Point Allerton	Lch. Katie M.	250		1	
10	City Point	Lch. Kandy Kid	150		3	
10	do.	Lch. Wanderer	500		2	
10	Gloucester	Lch.	150	150	4	
19	Coskata.	Lch. Kittie	200	5		
24	Gloucester.	Rowboat	10	5		
24	do.	Lch. Hesperus	125		3	
24	do.	Lch. Susie	150			
24	do.	Lch. Radio	10,000			
24	do.	Houseboat	10,000			
28	Nauset.	Lch.	170		2	

*Casualties within scope of Life-Saving Service: 1913—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.						
Dec. 4	Brant Rock.....	Lch. Bettina.....	\$1,200		4	
9	Gurnet.....	Lch. Fortunita.....	800		4	
12	Nahant.....	Lch. Algoa.....	500		2	
1913.						
Jan. 6	Monomoy Point (Inward Point boathouse).....	Catboat Dolphin.....	350		2	
7	Point Allerton.....	Lch. ....	500		1	
8	Gurnet.....	Lch. Catchme.....	600		2	
21	Gloucester.....	Lch. Dreamer.....	5,000		2	
Feb. 7	Nauset.....	Scow No. 28.....	5,000			
9	Point Allerton.....	Lch. ....	500		3	
12	Muskeget.....	Catboat Hope.....	350			
18	Wood End and Race Point.....	Lch. ....	500		2	
25	Monomoy.....	do.....	450		2	
Mar. 2	Gloucester.....	Lch. Neta.....	1,000	\$25	2	
20	Race Point.....	Lch. ....	500		1	
20	Gurnet.....	do.....	160		1	
21	Gloucester.....	Lch. Harold.....	200		4	
23	do.....	Lch. ....	500		5	
23	Orleans.....	do.....	460	460	2	
Apr. 4	Cuttyhunk.....	Slp. Angelica.....	300	40	2	
6	Point Allerton.....	Lch. Progressive.....	300		1	
6	Gurnet.....	Lch. ....	450		2	
9	do.....	do.....	400		2	
18	Gloucester.....	do.....	100		1	
18	City Point.....	Lch. Sadie.....	100			
19	Gloucester.....	Ywl.....	25		1	
19	City Point.....	Lch. Vim.....	200		3	
19	do.....	Lch. Adeline.....	4,000			
19	do.....	Lch. ....	50		1	
19	do.....	Lch. Alice.....	750		7	
19	Gurnet.....	Lch. Vim.....	200		2	
21	High Head.....	Catboat Arbutus.....	1,000		2	
25	City Point.....	Lch. ....	150		3	
25	do.....	Slp. Minerva.....	600		1	
25	do.....	Catboat Fisherman.....	500		2	
26	Gloucester.....	Lch. Marion.....	2,000		3	
27	City Point.....	Lch. Comfort.....	1,500		6	
27	Race Point.....	Lch. ....	500		2	
May 27	Gloucester.....	do.....	400	15	1	
1	City Point.....	Lch. Bob.....	300		2	
3	Coskata.....	Lch. ....	300		3	
6	Gurnet.....	Lch. Zena.....	500		1	
7	Gloucester.....	Lch. ....	350		1	
7	City Point.....	Lch. Moose.....	600		2	
8	do.....	Lch. ....	600		2	
9	do.....	Lch. John Harvard.....	600	5	3	
10	do.....	Lch. We Three.....	1,000		3	
10	do.....	Lch. Irene.....	400		1	
11	do.....	Lch. ....	150		2	
11	do.....	Lch. Frances.....	700		5	
11	Gurnet.....	Dory.....	20		1	
12	City Point.....	Lch. ....	300	10		
13	do.....	Lch. Georgie.....	500			
13	Race Point and Wood End.....	Lch. ....	500	10	2	
14	Gurnet.....	do.....	150		1	
15	do.....	do.....	300		4	
19	City Point.....	Rowboat.....	5		2	
23	do.....	Slp. Hattie.....	1,000		2	
24	do.....	Lch. Petrel.....	1,000		2	
24	do.....	Lch. Matoka.....	1,600		2	
25	Newburyport.....	Lch. O. I. C.....	350		2	
25	Plum Island.....	Lch. ....	155		2	
25	Gurnet.....	do.....	100		1	
29	Gloucester.....	do.....	600		2	
29	do.....	do.....	500		5	
29	City Point.....	Lch. Havalaf.....	1,000		2	
29	do.....	Slp. Docile.....	600			
29	do.....	Lch. Maisa.....	200		1	
30	do.....	Lch. ....	150		2	
June 1	do.....	Lch. Billy.....	200		8	
1	do.....	Dory.....	50		3	
1	Gurnet.....	Lch. ....	150		3	
5	City Point.....	Lch. Mildred.....	100	5	2	

*Casualties within scope of Life-Saving Service: 1913—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.
1913.						
June 6	Gloucester.....	Lch. ....	\$150	\$50	2	.....
7	City Point.....	Lch. Elizabeth.....	7,000	.....	4	.....
7	do.....	Slp. ....	1,000	.....	6	.....
8	do.....	Lch. Wink.....	1,000	.....	2	.....
9	do.....	Catboat Linnet.....	150	5	15	.....
9	Gurnet.....	Lch. ....	225	.....	1	.....
11	City Point.....	Ywl. Simbad.....	300	.....	.....	.....
11	do.....	Lch. Golut.....	400	.....	1	.....
13	do.....	Lch. Navaho.....	700	.....	.....	.....
14	do.....	Dory Spray.....	150	.....	4	.....
14	do.....	Sailboat Mariza.....	1,000	.....	4	.....
15	Newburyport.....	Lch. ....	200	.....	5	.....
15	Gloucester.....	do.....	200	.....	1	.....
16	Fourth Cliff.....	Dory.....	25	.....	3	.....
17	City Point.....	Slp. Porcupine.....	600	.....	4	.....
19	do.....	Lch. Brother Bill.....	4,500	.....	2	.....
19	do.....	Lch. Esther May.....	4,000	.....	4	.....
21	do.....	Lch. ....	300	.....	3	.....
21	do.....	Lch. Say.....	500	.....	2	.....
22	do.....	Lch. Barbara.....	5,000	.....	3	.....
22	do.....	Lch. Bibian.....	150	.....	5	.....
22	Gloucester.....	Houseboat.....	14,000	2,000	.....	.....
24	City Point.....	Lch. ....	300	.....	3	.....
25	Monomoy.....	do.....	350	350	2	.....
28	City Point.....	do.....	300	.....	.....	.....
30	Gloucester.....	Lch. Sally 2d.....	700	.....	3	.....
30	City Point.....	Lch. Gertrude.....	1,500	.....	3	.....
30	do.....	Slp. Norma.....	1,500	.....	3	.....
Total.....			247,455	7,615	761	2

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

1912.						
July 18	Narragansett Pier and Point Judith.....	Lch. Berthal.....	\$250	\$75	3	.....
22	Quonochontaug.....	Skiff.....	15	.....	2	.....
Aug. 2	do.....	Slp. ....	50	5	2	.....
8	Fishers Island.....	Lch. Gretchen.....	700	.....	2	.....
9	Narragansett Pier.....	Lch. Esta.....	3,500	.....	1	.....
11	Watch Hill and Quonochontaug.....	Lch. Saxon.....	800	10	3	.....
17	Point Judith.....	Lch. Why Not.....	1,000	.....	3	.....
22	Sandy Point.....	Lch. Ruth.....	600	75	1	.....
Sept. 11	do.....	Ywl. Grace II.....	1,500	.....	4	.....
Oct. 1	do.....	Lch. Edna.....	400	100	.....	.....
Dec. 9	New Shoreham.....	Lch. Lilly.....	500	.....	2	.....
10	Fishers Island.....	Lch. ....	300	50	.....	.....
1913.						
Feb. 19	Sandy Point.....	Lch. Haverhill.....	400	.....	1	.....
Mar. 28	New Shoreham.....	Lch. Ethel.....	500	.....	1	.....
30	Sandy Point.....	Skiff.....	30	.....	2	.....
30	Watch Hill.....	do.....	10	.....	2	.....
Apr. 3	Fishers Island.....	Lch. La Sylph.....	1,000	.....	3	.....
Total.....			11,555	315	32	.....

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

1912.						
July 4	Point Lookout.....	Lch. Cygnet.....	\$600	.....	6	.....
7	Short Beach.....	Lch. Pioneer.....	500	.....	4	.....
18	do.....	Slp. Caprice.....	3,000	\$25	2	.....
19	Rockaway Point.....	Small boat.....	40	.....	2	.....
22	do.....	Lch. Doris.....	500	.....	2	.....
28	Short Beach.....	Lch. Alma.....	500	.....	2	.....
Aug. 4	do.....	Lch. Ella S.....	250	.....	2	.....
6	do.....	Lch. ....	400	.....	3	.....
1	Forge River.....	Lch. Portia.....	1,000	.....	5	.....

*Casualties within scope of Life-Saving Service: 1913—Undocumented vessels—Continued.*

## DISTRICT NO. 4.—COAST OF RHODE 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.
1912.						
Aug. 9	Rockaway Point.....	Lch. Isabel S.....	\$500		4	
11	Point Lookout.....	Lch.....	400		10	
15	Potunk.....	Catboat.....	50		6	
18	Point of Woods.....	Slp. Hoodoo.....	40			
18	do.....	Slp. Caroline.....	250			
21	Short Beach.....	Pile driver.....	3,000		4	
24	Tiana.....	Lch. Viking.....	3,500		3	
26	Ditch Plain.....	Lch. Marion.....	1,000		2	
27	do.....	Ywl. Nirvana.....	1,500		4	
28	Point Lookout.....	Lch. Algemar.....	500		3	
31	Tiana.....	Catboat.....	275		9	
Sept. 2	Gilgo.....	Scow.....	800		3	
5	Short Beach.....	Lch. Henrietta.....	1,000		2	
8	Gilgo.....	Lch. Helevka.....	5,000		3	
8	Long Beach.....	Catboat Mosquito.....	150		2	
12	Point of Woods.....	Lch. Juanita.....	600			
12	Rockaway Point.....	Lch.....	125		8	
13	Fire Island.....	Lch. Mary Alice.....	3,500		3	
13	Short Beach.....	Lch. Truant.....	300		6	
14	Fire Island.....	Lch.....	450		4	
17	Point Lookout.....	Lch. Mister.....	900		3	
21	Rockaway Point.....	Lch. Carolina.....	500		8	
25	Fire Island.....	Lch. Aloha.....	1,500			
26	Bellport.....	Catboat.....	25		2	
29	Point Lookout.....	Lch. Clara K.....	300		2	
Oct. 6	do.....	Lch. Lillian L.....	400		5	2
13	Gilgo.....	Slp. Lottie.....	800		2	
Nov. 3	Fire Island.....	Lch.....	1,800		3	
13	Rockaway Point.....	Lch. Lillian N.....	200		2	
24	Short Beach.....	Lch. Cecelia C.....	1,000		2	
25	do.....	Lch. Betsy.....	600		2	
27	Point of Woods.....	Lch. Restless.....	500		2	
28	Fire Island.....	Lch. Florence.....	500			
Dec. 1	Short Beach.....	Lch. Question.....	800		2	
19	do.....	Lch.....	150		1	
28	Point Lookout.....	do.....	300	\$10	2	
1913.						
Jan. 3	Short Beach.....	Lch. Truant.....	300	25	2	
Feb. 23	Point of Woods.....	Slp.....	150			
Mar. 23	do.....	Lch.....	500		3	
27	Blue Point.....	Scow.....	300			
Apr. 10	Jones Beach.....	Lch. Hig.....	400	50	1	
21	Long Beach.....	Lch. Julia.....	1,000		2	
23	Rocky Point.....	Lch. Yankee.....	1,500		2	
May 4	Fire Island.....	Lch. Florence.....	500		2	
6	Point of Woods.....	Slp.....	300		2	
11	do.....	Lch. Pollywog.....	1,500			
11	do.....	Slp. Nan 2.....	500			
19	Point Lookout.....	Lch. Das Rheingold.....	400		3	
31	Point of Woods.....	Lch. Tuxedo.....	600		4	
31	Rockaway.....	Lch. Trivola.....	200		2	
June 1	Point of Woods.....	Lch. Florence.....	400		1	
14	Short Beach.....	Lch. Sally.....	300		5	
14	Rockaway Point.....	Slp. Rogart.....	1,000		6	
14	do.....	Slp. Loretta.....	500		5	
20	Point Lookout.....	Lch. Hupp.....	400		6	
25	Short Beach.....	Slp. Mary Emma.....	200		1	
Total.....			50,955	110	189	2

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

1912.						
July 4	Barnegat and Loveladies Island.....	Catboat Mabel.....	\$500		2	
6	Toms River.....	Catboat Tamar.....	600		4	
10	Atlantic City.....	Lch. Mizpah II.....	2,000		6	
16	Mantoloking.....	Catboat.....	150		4	
16	Island Beach.....	Small boat.....	25		2	
17	Ocean City.....	Yt. Kitsune.....	500			
19	Cape May.....	Lch. Ontamenia.....	200	\$25	2	
21	Atlantic City.....	Lch. Maria Wawa.....	500		8	



*Casualties within scope of Life-Saving Service: 1913—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.						
July 21	Little Egg.....	Lch. Viola.....	\$2,000		2	
21	Hereford Inlet.....	Lch. ....	250		3	
22	Barnegat.....	Lch. Helvetia.....	700		2	
27	Sandy Hook.....	Lch. Nina.....	1,000		2	
29	Forked River and Barnegat.	Slp. Rhuhamia.....	1,000		5	
Aug. 1	Seabright.....	Lch. Edith B.....	500		2	
3	Sandy Hook.....	Lch. Aquillo.....	5,700	\$5,700	2	
4	do.....	Lch. Newark.....	600		6	
6	Barnegat and Forked River.	Lch. Klondike.....	1,000		2	
7	Forked River.....	Yt. Vidette.....	300		5	
10	Spermaceti Cove.....	Slp. Adelia.....	1,000		2	
10	Sandy Hook.....	Lch. Vermonter.....	2,000		4	
10	Seabright.....	Lch. Kilket.....	800		2	
10	Barnegat and Forked River.	Lch. ....	400		2	
11	Spermaceti Cove.....	Lch. Goldendome.....	400		6	
11	Townsend Inlet.....	Lch. ....	800	50	6	
12	Hereford Inlet.....	Lch. Nielson.....	250		2	
13	Long Beach.....	Lch. Dearest.....	800			
15	Forked River.....	Slp. Perhaps.....	500		2	
17	Mantoloking.....	Catboat Teal.....	300	40	2	
17	do.....	Small boat.....	150		1	
19	Atlantic City.....	Lch. ....	300		3	
19	Hereford Inlet.....	Bateau.....	20	10	1	
20	Bonds.....	Lch. Anna C.....	1,000		8	
22	Seabright.....	Lch. Viola M.....	600		15	
23	Hereford Inlet.....	Skiff.....	250		2	
24	Sandy Hook.....	Lch. Kaymiss.....	300		4	
25	Island Beach.....	Catboat Peggy.....	200		1	
25	Forked River.....	Slp. Adventuress.....	5,000		6	
26	Little Beach & Brigantine.	Lch. ....	500		2	
26	Cape May.....	Lch. Nan.....	800		4	
27	Spermaceti Cove.....	Lch. Jennie II.....	1,200		1	
27	Mantoloking.....	Sailboat.....	50		3	
31	Ocean City.....	Lch. Minnie M.....	125		3	
Sept. 2	Sandy Hook.....	Lch. Columbia.....	300	300	5	
2	Little Beach.....	Lch. Yep.....	550		5	
2	Corson Inlet.....	Lch. ....	150		3	
4	Forked River.....	Slp. Turkle.....	600		3	
5	Corson Inlet.....	Lch. ....	300		6	
10	Atlantic City.....	do.....	200		3	
11	Great Egg.....	Rowboat.....	10	10	2	
15	Barnegat and Forked River.	Lch. Rancocar.....	200		8	
15	Tathams.....	Lch. Hilda J.....	1,500		3	
22	Sandy Hook.....	Slp. Sunbeam.....	500	10	2	
24	Island Beach.....	Houseboat.....	800		4	
25	Mantoloking.....	Catboat.....	150		3	
25	do.....	Scow.....	300			
25	Toms River.....	Se. Mercy.....	1,500			
28	do.....	Catboat.....	50	10	2	
Oct. 5	Atlantic City.....	Lch. ....	100		2	
8	Barnegat.....	Lch. Granada 2d.....	16,000		6	
9	Great Egg.....	Lch. ....	200	200	2	
12	Little Egg and Little Beach.	Lch. Norman B.....	600		6	
20	Barnegat.....	Lch. ....	290		2	
22	Toms River.....	do.....	600		1	
27	Sea Isle City.....	Pontoon.....	100			
Nov. 4	Forked River.....	Yt. Vidette.....	300		3	
10	do.....	Lch. Trenna.....	500		1	
13	Seabright.....	Lch. Douglas.....	250		3	
15	Barnegat.....	Lch. Eagle.....	800		2	
24	Tathams and Hereford Inlet.	Lch. ....	800		2	
26	do.....	do.....	800		3	
29	Toms River.....	Lch. Hasty.....	600		7	
Dec. 26	Tathams.....	Lch. ....	700		5	
1913.						
Jan. 13	Cape May.....	Lch. Nan.....	800		2	
20	Sea Isle City and Townsend Inlet.	Lch. (and tow).....	1,000		4	
Feb. 1	Great Egg.....	Rowboat.....	30		1	
8	Tathams.....	Small boat.....	50		1	



*Casualties within scope of Life-Saving Service: 1913—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.
1913.						
Mar. 4	Mantoloking.....	Lch. Pioneer.....	\$1,500			
6	Barnegat.....	Bateau.....	15	\$15	1	
Apr. 4	Long Branch.....	Fishboat.....	150		5	2
6	Atlantic City.....	Lch.....	250		1	
16	Brigantine.....	Slp. Arden.....	500		1	
18	Toms River.....	Lch. Hasty.....	600		1	
23	Tatham's.....	Lch.....	1,000		4	
May 4	Mantoloking.....	Lch. Helen G.....	500		7	
10	Barnegat.....	Lch. Teal.....	400	5	6	
10	Two Mile Beach.....	Skiff Swede.....	250	25	4	
23	Forked River.....	Lch. Mary.....	150		1	
28	Hereford Inlet.....	Dredge Albatross.....	7,000		5	
June 7	Squan Beach.....	Lch.....	450			
10	Barnegat.....	Yt. Elaine.....	350		2	
11	Forked River.....	Lch.....	250	5	3	
22	Ocean City.....	Lch. Anna.....	500		4	
28	Pecks Beach and Corson Inlet.....	Lch. Matilda D.....	500		3	
	Total.....		81,265	6,405	291	2

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

1912.						
Aug. 20	Wachapreague.....	Lch. Allen.....	\$300	\$5	6	
29	Cobb Island.....	Lch. Paul Jones.....	1,100	20	7	
Sept. 12	Rehoboth Beach.....	Skiff.....	300		3	
Oct. 5	Metomkin Inlet.....	Fishboat.....	50		3	
20	Lewes.....	Lch. Virginia.....	100	20		
29	Parramore Beach.....	Lch.....	150		2	
Dec. 9	Assateague Beach.....	Lch. Vidi.....	8,000		3	
12	Hog Island.....	Lch. Anna.....	300		2	
1913.						
Jan. 9	Wachapreague.....	Catboat Edith Swift.....	100	10	2	
Feb. 4	Cobb Island.....	Lch. Maggie E. Smith.....	1,500	10	3	
Mar. 23	Wachapreague.....	Slp. Minnie Sherman.....	200		2	
Apr. 6	Hog Island.....	Sailboat.....			1	
6	Wachapreague.....	Bateau.....	40	5	2	
29	do.....	Slp. L. P. Trader.....	300		3	
May 10	Lewes.....	Lch. Saddle.....	900			
10	Hog Island.....	Sailboat.....	25	5	2	
15	Isle of Wight.....	Lch. Earl Segar.....	500		3	
22	Lewes.....	Lch. Nettie.....	1,200		4	
June 20	do.....	Slp. Sibyl.....	1,000		2	
	Total.....		16,115	75	50	

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

1912.						
July 24	Core Bank.....	Lch. Dixie.....	\$400		8	
Aug. 2	Hatteras Inlet.....	Lch.....	150		4	
3	Cape Lookout.....	do.....	3,000		1	
18	do.....	Lch. Lenora.....	5,000		2	
Sept. 24	Core Bank.....	Small boat.....	100		11	
24	Ocracoke.....	Lch.....	150		1	
Oct. 5	Core Bank.....	Lch. Hickman.....	500		2	
13	Ocracoke.....	Lch.....	300		3	
15	Fort Macon.....	Lch. U. M. C.....	800		5	
Nov. 15	Cape Henry.....	Lch.....	500		2	
24	do.....	do.....	175	25	3	
30	Oregon Inlet.....	Lch. Swastika.....	1,500		2	
30	Durants.....	Lch. Robena.....	800	200	2	
Dec. 16	Oak Island.....	Lch. Dohemo.....	7,500		2	
16	do.....	Lch. Anerida II.....	1,700		2	
1913.						
Jan. 13	Fort Macon.....	Lch. Louise.....	700		1	
Feb. 22	Oregon Inlet.....	Lch. Molly.....	200		3	
24	Hatteras Inlet.....	Lch.....	300		2	
27	Fort Macon.....	do.....	500		2	

*Casualties within scope of Life-Saving Service: 1913—Undocumented vessels—Continued.*

## DISTRICT NO. 7.—COAST BETWEEN CAPE HENRY AND CAPE FEAR—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.
1913.						
Mar. 5	Bogue Inlet.....	Lch. Marion.....	\$2,500		4	
11	Hatteras Inlet.....	Lch. ....	300		2	
12	Fort Macon.....	Skiff.....	50		2	
28	Core Bank.....	Lch. ....	200			
28	Fort Macon.....	Sharpie Lizzie.....	200	\$50	3	
Apr. 13	Core Bank.....	Lch. ....	300		1	
16	Cape Henry.....	do. ....	500			
18	Hatteras Inlet.....	do. ....	550	10	2	
20	Fort Macon.....	do. ....	100		3	
30	Virginia Beach and Cape Henry.....	Sip. Mayflower.....	500		3	
May 30	Hatteras Inlet.....	Lch. ....	300		2	
1	Durants.....	do. ....	300		2	
13	do.....	Lch. Lessie.....	400		3	
	Total.....		30,475	285	85	

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

1912.						
July 7	Chester Shoal.....	Lch. ....	\$125	\$20	5	
31	Fort Lauderdale.....	Lch. Young American.....	600		2	
Sept. 6	do.....	do. ....	600	15	5	
30	Biscayne Bay.....	Lch. ....	200	5	8	
Dec. 8	Fort Lauderdale.....	Lch. Heloise II.....	800		5	
14	do.....	Lch. Huniluv.....	500		3	
19	Sullivans Island.....	Lch. U and I.....	300			
1913.						
Jan. 21	Fort Lauderdale.....	Lch. Annie Mae.....	500	10	5	
23	Biscayne Bay.....	Lch. ....	400		3	
Feb. 10	Mosquito Lagoon.....	do. ....	250		2	
12	Fort Lauderdale.....	Lch. Cornealia.....	4,000	50	8	
26	Bulow.....	Lch. Mary B.....	2,000	5	4	
Mar. 18	Sullivans Island.....	Lch. Surprise.....	3,000	20	6	
24	Fort Lauderdale.....	Rowboat.....	10			
Apr. 18	Gilberts Bar.....	Lch. ....	700		1	
18	Fort Lauderdale.....	Lch. Eagle.....	600	15	2	
22	Gilberts Bar.....	Lch. Vlinder.....	1,000		2	
25	Biscayne Bay.....	Lch. ....	300		6	
May 11	Fort Lauderdale.....	Lch. Trinity.....	600	50	1	
24	Biscayne Bay.....	Lch. Driftwood.....	1,000		7	
31	Gilberts Bar.....	Lch. ....	450		2	
June 9	Fort Lauderdale.....	Lch. Nora.....	500	25	2	
21	Bethel Creek.....	Lch. May S.....	200		6	
29	Fort Lauderdale.....	Lch. ....	125			
	Total.....		18,760	215	85	

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

1912.						
July 14	Galveston.....	Lch. J. W.....	\$600		1	
21	do.....	Sip. ....	75		4	
Aug. 12	do.....	Lch. ....	55		3	
18	do.....	Lch. Bessie M.....	200		4	
26	Sabine Pass.....	Lch. Lone Star.....	200		6	
Sept. 1	Galveston.....	Lch. ....	65		3	
4	Sabine Pass.....	Lch. Oscar B.....	4,000		3	
5	Brazos.....	Skiff.....	10	10	2	
15	Galveston.....	Lch. Red Devil.....	200		2	
Oct. 7	do.....	Lch. ....	55		2	
11	do.....	Lch. Eleano Camren.....	2,000	300	3	
14	San Luis.....	Sip. Green Star.....	200		1	
15	Saluria.....	Lch. Claraette.....	1,200	25		
29	Santa Rosa.....	Lch. Stella.....	3,000		2	
Nov. 13	Sabine Pass.....	Lch. Titanic.....	200			
14	do.....	Lch. Myrtle.....	400		1	
27	San Luis.....	Lch. Vernon.....	800		4	
Dec. 16	Galveston.....	Lch. "101".....	200		5	
21	do.....	Lch. Tarpon.....	2,000	100	6	
21	do.....	Scow.....	300		1	

*Casualties within scope of Life-Saving Service: 1913—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.
1913.						
Jan. 2	Santa Rosa	Lch. May	\$600	\$200	1	.....
18	Galveston	Lch. Emely	1,500	.....	.....	.....
18	Brazos	Lch. Martha J.	2,000	.....	.....	.....
Feb. 7	Galveston	Pile driver	4,500	.....	1	.....
19	Sabine Pass.	Lch. Elenora	300	.....	2	.....
Mar. 2	Santa Rosa	Sip. Elizabeth	75	.....	1	.....
30	Sabine Pass.	Bge.	150	.....	2	.....
Apr. 9	Galveston	Lch. Olivia	700	.....	.....	.....
May 15	.....do.....	Lch. Colleen Bawn	1,000	.....	2	.....
June 1	.....do.....	Lch. Sonoma	900	.....	10	.....
18	.....do.....	Lch. Monarch	100	.....	1	.....
20	Sabine Pass.	Lch. Monarch	1,500	.....	2	.....
Total			29,085	635	84	.....

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

1912.						
July 4	Erie	Rowboat No. 16	\$20	.....	3	.....
6	Ashtabula	Lch. Water Witch	900	.....	2	.....
8	Charlotte	Lch. No. 119	2,500	.....	9	.....
12	Louisville	Lch. Swan	500	.....	2	.....
13	Buffalo	Lch. Pr. Louis Se	5,000	\$300	5	.....
13	Lorain	Lch. Wild Goose	1,000	.....	2	.....
13	Erie	Lch. Hercules	350	.....	3	.....
13	Oswego	Lch. Scrap Iron	600	.....	8	.....
14	Buffalo	Lch. Florence	150	.....	4	.....
14	Lorain	Lch.	250	.....	3	.....
15	.....do.....	Rowboat	25	.....	.....	.....
16	Charlotte	Yt. Gladys (Br.)	1,000	.....	4	.....
17	Cleveland	Lch.	200	.....	2	.....
18	Oswego	Rowboat	5	.....	2	.....
19	Charlotte	Lch. Chaperon	1,000	.....	3	.....
21	Erie	Lch.	400	.....	2	.....
21	.....do.....	Lch. Little Dick	300	.....	3	.....
21	Charlotte	Lch. Wink	250	.....	2	.....
23	Fairport	Lch. Loafer	1,000	.....	3	.....
27	Marblehead	Lch. Lucerne	1,000	.....	7	.....
28	.....do.....	Lch. Tramp	75	.....	2	.....
28	Charlotte	Sip. 24 Caret	150	.....	2	.....
29	Buffalo	Lch.	3,500	200	4	.....
Aug. 1	Big Sandy	.....do.....	300	.....	1	.....
3	Niagara	Lch. Ted	500	150	1	.....
4	Big Sandy	Lch. Sunrise	200	.....	3	.....
4	Erie	Lch. Damphino	250	.....	4	.....
5	Fairport	Lch. Cizzel	4,000	4,000	3	.....
8	Marblehead	Lch. Dorothy	150	.....	6	.....
10	Charlotte	Lch. Tramp	150	.....	7	.....
10	Erie	Lch. Florence A. II	1,500	.....	8	.....
11	Buffalo	Rowboat No. 14	35	.....	3	2
11	.....do.....	Lch. S. Lusk	600	.....	19	.....
12	.....do.....	Lch. Aurora	1,000	.....	1	.....
17	Erie	Lch. Fulton	600	.....	5	.....
17	Niagara	Lch. Trix	800	.....	4	.....
22	Charlotte	Lch. O. K.	300	.....	3	.....
24	Lorain	Lch. Olathe	500	.....	6	.....
24	Charlotte	Lch. Yankee	800	.....	7	.....
24	.....do.....	Lch. Senemar	600	5	2	.....
27	Marblehead	Lch. H. F. Co. No. 3	500	.....	1	.....
Sept. 2	Louisville	Lch. Gassy Lena	600	25	3	.....
2	.....do.....	Houseboat	250	25	6	.....
2	Fairport	Lch. Mystic	500	.....	11	.....
2	Oswego	Lch. Keep Cool	500	.....	4	.....
3	Charlotte	Lch. Etoile	250	.....	2	.....
3	.....do.....	Lch. Caroline	500	.....	1	.....
5	Buffalo	Lch. Express	2,000	25	10	.....
6	Erie	Catboat Pirate Chief	125	.....	1	.....
8	Louisville	Flat Seelbach	5	.....	6	.....
10	.....do.....	Lch. and tow	150	.....	3	.....
12	.....do.....	Flat B. C. Cocko	10	.....	3	.....
14	Niagara	Rowboat	20	.....	2	.....
15	Oswego	Sip. Dolphin	700	.....	4	.....
15	Niagara	Rowboat	10	.....	.....	.....
30	Marblehead	Lch.	200	.....	2	.....

*Casualties within scope of Life-Saving Service: 1913—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.						
Oct. 2	Erie.....	Lch. Lacour.....	\$600	\$5	3	.....
4	Louisville.....	Skiff.....	15		2	.....
6	Oswego.....	Lch. Cricket.....	3,000		6	.....
6	Ashtabula.....	Lch. Defoe.....	500		2	.....
6	Cleveland.....	Lch. Olive.....	1,000		7	.....
6	Marblehead.....	Lch. White Bass.....	600		6	.....
7	Cleveland.....	Lch. Hausher & Son, No. 1.	2,000		1	.....
18	do.....	Skiff.....	5	5	2	.....
19	Buffalo.....	Lch.....	500		4	.....
23	Niagara.....	do.....	300		2	.....
Nov. 4	Cleveland.....	Lch. Isabella.....	250		1	.....
17	Louisville.....	Skiff.....	15		2	.....
19	do.....	Flat Gus.....	400		3	.....
25	do.....	Lch. Night Rider.....	250		2	.....
Dec. 6	Buffalo.....	Rowboat.....	35		2	.....
8	Niagara.....	Lch.....	1,000		2	.....
1913.						
Jan. 31	Louisville.....	Flat Dugan.....	1,000		3	.....
Mar. 12	do.....	Flat.....	500		3	.....
14	do.....	do.....	1,000		5	.....
21	Niagara.....	Rowboat.....	25	5	3	.....
21	Marblehead.....	Lch. Carrie W.....	2,000		4	.....
23	Erie.....	Lch. Lark.....	225		2	.....
Apr. 4	Marblehead.....	Lch. Get There.....	150		2	.....
13	Niagara.....	Rowboat.....	25		2	.....
13	Marblehead.....	Dredge.....	10		1	.....
21	do.....	Lch. Evelyn Ale.....	600		3	.....
May 4	Louisville.....	Flat.....	50		2	.....
5	Lorain.....	Lch. Wanda.....	1,100		5	.....
8	Cleveland.....	Lch.....	800		1	.....
15	Niagara.....	Lch. Louise.....	300		2	.....
18	Erie.....	Skiff.....	10		5	.....
20	Buffalo.....	Lch.....	300		.....	.....
24	Fairport.....	Lch. Patsy.....	175		1	.....
26	do.....	Lch. Pterodactyl.....	100		2	.....
27	do.....	Lch. Raney No. 4.....	1,100		4	.....
29	Cleveland.....	Lch. Back Again.....	600		1	.....
29	Louisville.....	Flat Gus.....	400		6	.....
30	Big Sandy.....	Lch. Lea.....	75	5	2	.....
31	Erie.....	Lch.....	250		4	.....
31	Cleveland.....	Lch. Saja.....	1,000	10	2	.....
June 1	Niagara.....	Slp.....	50		3	.....
8	do.....	Slp. Vergena (Br.).....	800		1	.....
14	do.....	Rowboat.....	25		4	.....
15	Charlotte.....	Rowboat No. 14.....	10		1	.....
15	Cleveland.....	Lch. Bertha S.....	1,000		3	.....
15	Louisville.....	Lch. Dot.....	75		4	.....
16	Niagara.....	Lch. Alice.....	250		4	.....
20	Oswego.....	Scow.....	400		.....	.....
20	Marblehead.....	Lch. Madeline.....	1,500		8	.....
21	Big Sandy.....	Lch. Venus.....	500		2	.....
22	Niagara.....	Lch. Steinbrenner.....	500		4	.....
23	Lorain.....	Catboat Keg.....	100		3	.....
25	Cleveland.....	Rowboats No. 1 and No. 3.....	80		.....	.....
25	Louisville.....	Lch. Elcora.....	500		3	.....
26	Oswego.....	Lch. Uraad.....	200		.....	.....
	Total.....		67,435	4,760	371	2

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

1912.						
July 3	Duluth.....	Lch.....	\$250		3	.....
3	do.....	Racing shell.....	50		2	.....
7	Marquette.....	Lch.....	900	\$10	4	.....
9	Duluth.....	Lighter.....	200		4	.....
9	do.....	Slp. College Widow.....	150		2	.....
10	do.....	Lch.....	250		3	.....
11	Harbor Beach.....	Catboat.....	100		2	.....
11	Duluth.....	Lch.....	200		2	.....
13	do.....	Slp. Dixie.....	500		5	.....

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*Casualties within scope of Life-Saving Service: 1913—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.
1912.						
July 14	Duluth.....	Rowboat.....	\$30		2	
20	Lake view Beach.....	Lch. Surefoot.....	3,000		4	
21	Duluth.....	Canoe.....	35		2	
22	Middle Island.....	Lch. Bonito.....	1,100		7	
22	Duluth.....	Lighter.....	50			
24	Harbor Beach.....	Skiff.....	25			
25	do.....	Lch. Kitty Hawk.....	800		3	
26	Duluth.....	Lch.....	200		2	
27	do.....	Slp.....	50		1	
28	do.....	Rowboats (4).....	140			
30	Harbor Beach.....	Lch. Wanderer.....	650		3	
31	Pointe aux Barques.....	Lch. Unome.....	2,000		9	
Aug. 2	Harbor Beach.....	Lch.....	125		2	
3	Duluth.....	do.....	100		2	
4	do.....	do.....	100		1	
5	do.....	do.....	500		3	
7	Harbor Beach.....	Lch. San Foy.....	150		7	
10	Tawas.....	Lch. F. M. Boquett.....	530		4	
13	Duluth.....	Lch.....	1,000		1	
17	Harbor Beach.....	Lch. Kitty Hawk.....	800			
23	Duluth.....	Lch.....	250	\$10	1	
25	Lake View Beach.....	Lch. Morning Star.....	1,000		3	
25	Marquette.....	Lch.....	1,000		2	
26	Harbor Beach.....	Skiff.....	15		3	
26	do.....	Lighter.....	125		2	
Sept. 5	Sturgeon Point.....	Lch. Edith G.....	500	5	2	
8	Duluth.....	Rowboat.....	15		2	
8	do.....	Lch.....	500		2	
8	do.....	Canoe.....	35		2	
9	do.....	Racing shell.....	300		2	
10	Grand Marais.....	Lch. and tow.....	150		7	
13	Duluth.....	Lch.....	400		2	
14	do.....	do.....	500		3	
15	Harbor Beach.....	do.....	125		2	
15	Duluth.....	Lch. Browne.....	200		3	
19	Harbor Beach.....	Catboat.....	50	5	1	
19	do.....	Lch.....	50		2	
19	Tawas.....	Lch. J. E. Betz.....	1,500	20	7	
21	do.....	Lighter.....	500			
Oct. 5	Duluth.....	Lch.....	150		6	
12	Marquette.....	Lch. Inquisitive.....	2,500		8	
13	Duluth.....	Lch. P. V.....	1,000		5	
18	do.....	Lch.....	400			
18	do.....	do.....	400			
18	do.....	do.....	500			
20	do.....	Lch. Geo. A. Marr.....	2,000		2	
20	do.....	Lch. Hicks.....	250			
21	do.....	Lch. Inquisitive.....	2,000			
28	do.....	Lch. P. V.....	1,000		2	
31	Middle Island.....	Lch. Moose Cat.....	130		2	
Nov. 1	Tawas.....	Lch. Alice B.....	400		4	
2	Sturgeon Point.....	Lch. Howard R.....	200		2	
13	Tawas.....	Ywl.....	75			
16	Hammond.....	Lch. Easter B.....	800		3	
16	Grand Marais.....	Cutter and tow.....	150		7	
21	Tawas.....	Lch. Pathfinder.....	2,200		3	
23	Sturgeon Point.....	Lch. Howard R.....	200		2	
Dec. 18	Hammond.....	Lighter.....	150			
1913.						
Mar. 18	Harbor Beach.....	Skiff.....	10			
Apr. 15	do.....	Fishboat Lady May.....	150		2	
18	do.....	Skiff.....	15		2	
26	Duluth.....	Lch. Oliver.....	1,500		2	
28	do.....	Lch. Olive.....	1,500	75	7	
29	Tawas.....	Lch. Gowango.....	250			
May 5	Duluth.....	Lch.....	1,800		1	
11	do.....	do.....	150		4	
14	do.....	Lch. Geo. A. Marr.....	2,000		10	
25	Eagle Harbor.....	Lch.....	600	5	2	
28	Duluth.....	Slp. Banshee.....	150			
28	do.....	Lch. Oliver.....	1,500		4	
29	do.....	Racing shell.....	150		2	
30	do.....	Lch. Inquisitive.....	2,000		8	
31	do.....	Lch. Robert B.....	1,500		2	

*Casualties within scope of Life-Saving Service: 1913—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.
1913.						
June 1	Marquette.....	Small boat.....	\$10.....		2.....	.....
1	Duluth.....	Lch.....	200.....		2.....	.....
1	do.....	Slp.....	175.....		1.....	.....
1	do.....	Skiff.....	20.....		.....	.....
2	Harbor Beach.....	Lch. Sioux.....	2,500.....		1.....	.....
2	Tawas.....	Lch. Doris F.....	125.....		2.....	.....
6	Harbor Beach.....	Scow.....	10.....		1.....	.....
6	Duluth.....	Slp.....	180.....		.....	.....
7	Pointe aux Barques.....	Derrick No. 12.....	5,000.....		2.....	.....
8	Duluth.....	Skiff.....	10.....		2.....	.....
8	do.....	Lch.....	150.....		4.....	.....
8	do.....	Skiff.....	15.....		2.....	.....
11	Harbor Beach.....	Lch. Virginia.....	200.....	\$10.....	2.....	.....
12	Middle Island.....	Lch. Eagle.....	400.....		2.....	.....
12	Duluth.....	Lch. Clara B.....	1,500.....		2.....	.....
22	do.....	Lch.....	700.....		4.....	.....
22	do.....	do.....	500.....		2.....	.....
30	do.....	do.....	400.....		.....	.....
Total.....			61,075.....	140.....	251.....	.....

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

1912.						
July 1	Ludington.....	Lch.....	\$315.....		1.....	.....
2	Manistee.....	Lch. Erickson.....	250.....		1.....	.....
4	Michigan City.....	Lch. Pointer.....	3,000.....		3.....	.....
4	Jackson Park.....	Lch.....	400.....		8.....	.....
4	Evanston (Rogers Park).....	Lch. O. U.....	300.....	\$20.....	4.....	.....
4	Racine.....	Lch. Nixen.....	1,000.....		2.....	.....
5	Frankfort.....	Lch. Three Sisters.....	400.....		4.....	.....
6	Milwaukee.....	Lch. Armida.....	2,400.....		6.....	.....
6	Baileys Harbor.....	Lch. No. 154.....	600.....		3.....	.....
7	Jackson Park.....	Slp. Susan I.....	600.....		7.....	.....
7	do.....	Lch. Ida G.....	150.....		2.....	.....
9	Muskegon.....	Lch.....	200.....		2.....	.....
11	Holland.....	Lch. Brederode.....	2,000.....		23.....	.....
11	South Chicago.....	Lch. Amorita.....	300.....		4.....	.....
12	Sturgeon Bay Canal.....	Lch. Wha-Go-Li.....	800.....	50.....	2.....	.....
13	Evanston (Rogers Park).....	Canoe Vagabond.....	100.....		1.....	.....
14	Manistee.....	Lch. Rainbow.....	200.....		9.....	.....
14	South Chicago.....	Lch.....	85.....		2.....	.....
15	Charlevoix.....	Lch. Baby Louise.....	1,200.....		1.....	.....
15	Old Chicago.....	Lch. Grace.....	375.....		1.....	.....
16	Holland.....	Lch.....	300.....		5.....	.....
17	Grand Haven.....	Lch. Ruth.....	1,200.....		7.....	.....
18	do.....	Lch.....	175.....		1.....	.....
23	South Haven.....	Lch. Grace.....	700.....		3.....	.....
23	Milwaukee.....	Sailboat.....	40.....		4.....	.....
25	Jackson Park.....	Lch. Loretta.....	800.....		5.....	.....
25	Milwaukee.....	Lch. Labra.....	1,200.....		1.....	.....
26	Racine.....	Lch. Lola.....	400.....		1.....	.....
27	Frankfort.....	Lch. Henle E.....	125.....		3.....	.....
27	Old Chicago.....	Slp. The Pup.....	300.....		1.....	.....
27	Manistee.....	Lch. Royal.....	600.....		5.....	.....
28	do.....	Slp. Garnett.....	600.....	20.....	2.....	.....
28	Sturgeon Bay Canal.....	Lch. You and I.....	200.....	15.....	2.....	.....
29	Point Betsie.....	Lch. Queen.....	900.....		2.....	.....
Aug. 2	Old Chicago.....	Lch. Pollywog.....	600.....		.....	.....
2	Michigan City.....	Lch. Ne-Ne-Moosha II.....	3,000.....		2.....	.....
2	Jackson Park.....	Lch. Sporting Extra.....	100.....		1.....	.....
3	Michigan City.....	Lch. Myrtle B.....	1,500.....		6.....	.....
3	South Chicago.....	Lch. Mary Ellen.....	400.....		2.....	.....
3	Old Chicago.....	Canoe.....	35.....		2.....	.....
4	Jackson Park.....	Slp. Susan II.....	1,000.....		8.....	.....
6	South Haven.....	Lch. Arrow.....	900.....		3.....	.....
7	Muskegon.....	Lch. Ella H.....	1,700.....	25.....	8.....	.....
7	Jackson Park.....	Lch. Lucretia.....	200.....		.....	.....
8	White River.....	Slp. New Illinois.....	3,000.....		7.....	.....
8	Sturgeon Bay Canal.....	Pile driver.....	1,200.....		.....	.....
11	Old Chicago.....	Lch. Progress.....	850.....		8.....	.....
12	Ludington.....	Lch.....	150.....		1.....	.....
13	Frankfort.....	Lch. Olive S.....	60.....		2.....	.....

*Casualties within scope of Life-Saving Service: 1913—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.						
Aug. 13	Racine.....	Float.....	\$5		1	
14	South Haven.....	Canoe.....	30		2	
15	Pentwater.....	Lch. Avlon.....	1, 700		3	
16	Sleeping Bear Point.....	Lch.....	100		4	
16	Frankfort.....	Scow.....	60		1	
16	Old Chicago.....	Lch. Kewaunee.....	250		1	
17	White River.....	Lch.....	150		4	
17	Grand Haven.....	Lch. Cynthia.....	2, 500		6	
17	Michigan City.....	Lch. Normanell.....	900		6	
17	do.....	Scow.....	1, 100			
18	do.....	Lch. Virginia.....	1, 500		2	
20	Evanston (Rogers Park).....	Lch. Harsop.....	100		2	
20	Baileys Harbor.....	Lch. Edna.....	250		2	
23	Milwaukee.....	Slp. Naomi.....	300	\$50		
24	Holland.....	Lch. Audaciter.....	6, 000		3	
24	Sleeping Bear Point.....	Lch. Lucile.....	500		9	
24	White River.....	Lch. Lorelei.....	350		3	
24	Milwaukee.....	Slp. Ben.....	25		2	
27	Grand Haven.....	Lch.....	100		2	
28	Jackson Park.....	Lch. Wig Wag.....	450		1	
28	do.....	Slp. Wizard.....	500			
28	Kenosha.....	Scow.....	5, 000			
29	Michigan City.....	Rowboat.....	10		2	
30	Ludington.....	Lch. Oceania.....	700		4	
31	Jackson Park.....	Lch.....	150	50	3	
31	Plum Island.....	Slp. White Flyer.....	100		2	
31	do.....	Lch. Dolphin.....	300		5	
Sept. 2	Manistee.....	Lch. A. P. H.....	15, 000		1	
2	Two Rivers.....	Lch. Thelma.....	700		7	
2	South Haven.....	Lch. Lady Helen.....	1, 000		1	
2	Michigan City.....	Rowboat.....	20		5	
2	do.....	Lch. Pegasus.....	1, 000		1	
4	Baileys Harbor.....	Lch. Violet.....	250		1	
6	Beaver Island.....	Sailboat.....	60		7	
6	Point Betsie.....	Lch. Yvonne.....	150		1	
8	Charlevoix.....	Lch.....	200		4	
8	White River.....	Lch. Senga.....	2, 500		10	
8	Michigan City.....	Lch. Bloomer Girl.....	150		3	
8	Milwaukee.....	Lch. Olympia.....	6, 500	6, 500	1	
12	do.....	Lch. Ella H.....	300		2	
15	Ludington.....	Lch.....	350		10	
15	Jackson Park.....	Lch. McParlee.....	150		5	
17	do.....	Lch. Buckeye.....	250		1	
18	St. Joseph.....	Lch. Arrow.....	900		2	
27	Jackson Park.....	Skiff.....	5		1	
28	Old Chicago.....	Slp. Nanawa.....	1, 500	50	3	
30	Milwaukee.....	Slp. Bar-Fly.....	175		4	
Oct. 1	Baileys Harbor.....	Lch. Sea Queen.....	1, 800		1	
4	Frankfort.....	Lch. U. S. L. H. E. 116.....	250		2	
5	Charlevoix.....	Lch.....	200		3	
6	Racine.....	Sailboat.....	50		1	
12	Sheboygan.....	Canoe.....	30		2	
13	Kenosha.....	Lch. Alma.....	300		3	
17	Milwaukee.....	Lch. Marima.....	575	10	3	
20	do.....	Lch. Nellita.....	850		11	
27	South Manitou Island.....	Lch. Beatrice.....	800			
27	Milwaukee.....	Lch. Juneau.....	750	25	6	
27	Two Rivers.....	Lch. Gessine.....	7, 500		6	
Nov. 1	Jackson Park.....	Yt. New Illinois.....	700			
5	Milwaukee.....	Lch. Admiral.....	400			
6	Michigan City.....	Pile driver.....	200			
9	do.....	Lch. Minnie L.....	200		3	
14	Racine.....	Lch.....	300			
16	North Manitou Island.....	Lch. Venus.....	500		2	
20	Michigan City.....	Pile driver.....	275			
23	Sturgeon Bay Canal.....	Scow No. 1.....	4, 000			
24	Old Chicago.....	Skiff.....	55		1	
24	Baileys Harbor.....	Lch. Sea Queen.....	1, 800			
26	Old Chicago.....	Lch. Omy.....	505		4	
28	do.....	Skiff.....	85		1	
Dec. 8	Charlevoix.....	Lighter.....	150			
18	Muskegon.....	Lch. Cango.....	2, 000		4	
1913.						
Jan. 20	Old Chicago.....	Skiff.....	75		1	
Feb. 8	Racine.....	Skiff.....	5	5	1	
Mar. 21	Michigan City.....	Lch. Elsie B.....	900	100	4	



*Casualties within scope of Life-Saving Service: 1913—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.
1913.						
Apr. 9	Michigan City	Lch. Hope.	\$400		2	
11	Plum Island	Lch.	300	\$20		
14	Old Chicago.	Lch. Martha T.	700		2	
20	Michigan City	Lch. Horace Nanny	300		3	
20	Milwaukee	Skiff	25		4	
23	Evanston	Rowboat.	20		1	
24	St. Joseph	Rowboat.	15		2	
25	Point Betsie	Lch. Alf	1,800		3	
29	Milwaukee	Lch. Mamie	800		3	
May 1	Evanston (Rogers Park boat club).	Rowboat.	20		8	
4	Jackson Park	Lch. Arrow	150		3	
4	do	Slp. Valkyrie	800		6	
4	Old Chicago	Lch. Tillie H.	275		2	
4	Jackson Park	Slp. New Illinois	600		5	
5	Grande Pointe au Sable.	Lch. Spray and tow	300		3	
11	Manistee	Lch. Edna	600		4	
11	Michigan City	Lch.	100		6	
11	Jackson Park	Slp. Beetle	150		3	
11	do	Slp. Canuck	50		3	
12	Old Chicago	Slp. Cock Robin	500			
12	Milwaukee	Lch. Harry H	1,800		1	
13	Michigan City	Pile driver	230		4	
13	Racine	Skiff	15		1	
14	Michigan City	Lch. Hope	400		3	
15	Ludington	Lch. Hilda H	800		2	
15	Jackson Park	Slp. Susan	500			
15	Milwaukee	Lch. Reliance	1,400			
17	Old Chicago	Lch. Hazelhurst	600		4	
19	Baileys Harbor	Slp.	600		2	
21	Old Chicago	Lch. Commoner	1,800		4	
22	Jackson Park	Lch. Duchess II	800		2	
24	do	Lch. Spooner	500		2	
25	do	Lch. Elk	300		3	
25	do	Lch. Cyma	500			
28	Two Rivers	Lch.	300		6	
30	Jackson Park	Slp. Susan II	800		7	
June 1	do	do	800		7	
1	Milwaukee	Rowboat	25		4	
1	Two Rivers	Slp.	35		2	
1	Baileys Harbor	Lch. Edna	150		5	
5	Jackson Park	Lch. McGarhu	150		2	
6	South Manitou Island	Scow	2,000			
6	Jackson Park	Lch. Chicago Harbor No. 1	4,000		3	
6	Milwaukee	Slp. Iroquois	900		4	
8	Charlevoix	Lch. Past Times	500		3	
16	Grande Pointe au Sable.	Yt. Val.	800		5	
16	Old Chicago	Slp. Freebooter	600		4	
16	do	Slp. Iro	400		3	
17	Jackson Park	Slp. Wind-O-Blind	200		6	
18	Kewaunee	Lch. Echo	300		3	
19	Milwaukee	Lch. Janet	75		4	
22	Manistee	Lch. Ardio	200	5	4	
22	Baileys Harbor	Lch. Alene	700		1	
24	South Chicago	Lch. Ermine	600		5	
26	Milwaukee	Slp. White Eagle	65		2	
26	Sturgeon Bay Canal	Lch. Ails	1,500	50	1	
27	Holland	Lch. Muzzy	350		5	
27	Kewaunee	Lch. Eagle	700		2	
29	Michigan City	Lch. Richmond	100		1	
30	Milwaukee	Slp. G. Ouch	75		3	
	Total		150,930	6,995	563	

## DISTRICT NO. 13.—PACIFIC COAST.

1912.						
July 1	Point Bonita	Lch.	\$900	\$40	1	
4	Fort Point	do	100		3	
5	Nome	Lch. Arizona	1,000		4	
6	do	Lch. Lee	3,000		2	
6	do	Lighter	500		2	
7	Point Adams	Lch.	250		1	
10	Baaddah Point	Skiff	5		2	1



*Casualties within scope of Life-Saving Service: 1913—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.						
July 11	Point Bonita and Fort Point.	Lch. Augusta.....	\$3,000	\$3,000	1	.....
11	Point Bonita.....	Lch.....	700	.....	2	.....
13	Coquille River.....	do.....	150	.....	4	.....
13	Point Adams.....	do.....	750	.....	2	.....
17	Baaddah Point.....	Lch. Dreamer.....	500	.....	3	.....
19	Nome.....	Lch. Standard.....	3,000	.....	1	.....
19	Cape Disappointment.....	Lch.....	1,000	25	2	.....
24	Nome.....	Lch. Standard.....	3,000	.....	2	.....
29	do.....	Lch. Defender.....	1,500	.....	3	.....
29	do.....	Lch. Lee.....	3,000	.....	2	.....
30	do.....	do.....	3,000	.....	2	.....
30	do.....	Lch. Standard.....	3,000	.....	1	.....
31	do.....	Lch. Defender.....	1,500	.....	4	.....
Aug. 1	do.....	do.....	1,500	.....	2	.....
2	do.....	Lch. Standard.....	3,000	.....	2	.....
7	do.....	Small boat.....	25	.....	1	.....
8	do.....	Lch. Defender.....	1,500	.....	2	.....
8	do.....	Lch. Guy Boyd.....	1,200	.....	1	.....
10	do.....	Lch. Althea.....	5,000	.....	3	.....
11	Fort Point and Southside.	Lch. Roamer.....	1,200	75	3	.....
12	Nome.....	Lch. Standard.....	3,000	.....	4	.....
14	do.....	Lch. Nora.....	2,000	.....	2	.....
15	Point Adams.....	Fishboat.....	400	.....	2	.....
16	Nome.....	Lch. Defender.....	1,500	.....	3	.....
18	do.....	Bge. North Coast.....	3,000	.....	3	.....
22	do.....	Rowboat.....	150	.....	.....	.....
31	do.....	Se. Ram.....	2,500	.....	6	.....
Sept. 7	do.....	Lch. Defender.....	1,500	.....	3	.....
7	do.....	Small boat.....	200	.....	8	.....
13	Southside.....	Lch. No. 102.....	800	10	1	.....
22	Fort Point.....	Lch. Esther.....	1,500	.....	8	.....
22	do.....	Lch. Bryan Boru.....	600	.....	3	.....
22	do.....	Skiff.....	10	.....	.....	.....
22	Yaquina Bay.....	do.....	30	.....	.....	.....
25	Fort Point.....	Lch. Montecronico.....	1,000	.....	1	.....
30	Point Bonita and Fort Point.	Lch. No. 23.....	5,000	.....	2	.....
Oct. 5	Yaquina Bay.....	Lch. Pilgrim.....	3,000	( <sup>1</sup> )	5	5
6	Cape Disappointment.....	Lch.....	1,000	10	2	.....
7	Point Bonita.....	do.....	700	.....	1	.....
20	Humboldt Bay.....	Slp.....	20	.....	3	.....
26	Yaquina Bay.....	Scow.....	300	.....	2	.....
30	Humboldt Bay.....	Houseboat.....	100	.....	1	.....
Nov. 4	Grays Harbor.....	Lch. Wolf.....	500	.....	1	.....
10	Point Bonita.....	Sailboat.....	100	.....	.....	.....
11	Point Bonita, Fort Point, and Golden Gate.	Slp. Occident.....	1,500	1,500	.....	.....
16	Point Bonita.....	Slp.....	150	.....	4	.....
17	Point Bonita and Fort Point.	Lch. Doris.....	500	.....	6	.....
17	Humboldt Bay.....	Rowboat.....	30	.....	4	.....
20	Baaddah Point.....	Scow.....	800	.....	.....	.....
24	Fort Point.....	Slp. Pearl.....	300	.....	2	.....
24	do.....	Slp. Cygnet.....	200	.....	2	.....
Dec. 5	do.....	Small boat.....	150	.....	.....	.....
7	do.....	Lch. Harry C.....	2,500	.....	1	.....
8	do.....	Lch.....	800	.....	2	.....
23	do.....	Slp. Glory of the Sea.....	500	.....	2	.....
24	do.....	Lch.....	500	.....	1	.....
27	do.....	Pile driver.....	1,000	.....	1	.....
30	Coos Bay.....	Lch. Mayflower.....	3,000	3,000	9	.....
1913.						
Jan. 7	Coquille River.....	Fishboat.....	100	.....	2	.....
21	Fort Point and Point Bonita.	Lch.....	600	.....	1	.....
Feb. 2	Willapa Bay.....	Lch. Eveline.....	1,000	50	2	.....
2	Coquille River.....	Lch.....	300	.....	1	.....
2	do.....	Bge.....	1,500	50	.....	.....
9	Fort Point.....	Lch. Viola R.....	750	.....	3	.....
16	do.....	Lch. Emily I.....	1,500	.....	1	.....
16	do.....	Lch. Active.....	10,000	.....	17	.....
19	Point Bonita.....	Lch.....	150	.....	2	.....

<sup>1</sup> Unknown.

*Casualties within scope of Life-Saving Service: 1913—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.
1913.						
Mar. 3	Point Bonita	Lch. Stella	\$2,500	\$5	5	5
3	Fort Point and Point Bonita.	Lch. Sicilia	2,500	5	5	5
5	Point Bonita	Lch.	1,500	1,100	1	1
7	Cape Disappointment	Skiff	10		2	2
11	Fort Point, Point Bonita, and Golden Gate.	Slp. Occident	1,500	1,500		
12	Point Bonita	Lch.	900		2	2
16	Fort Point	Ywl.	75		3	3
17	Southside	Lch. No. 246	900	125	1	1
21	Point Bonita	Lch. Dina	1,400	10	6	6
23	Fort Point	Rowboat	100		4	4
Apr. 4	Coos Bay	Lch. Vega	2,000		3	3
10	do.	Scow	500	50		
14	Umpqua River	do.	500	50		
16	Point Bonita	Rowboats (2)	75		1	1
20	Golden Gate	Slp.	75		6	6
May 1	Point Bonita	Lighter	12,000		16	16
4	Fort Point	Slp. Joyette	2,000	2,000	11	11
9	Cape Disappointment	Lch.	1,000		2	2
9	do.	do.	1,000		2	2
10	do.	do.	1,000		2	2
17	Coquille River	Skiff	20		4	4
17	Point Adams	Fishboat	500		2	2
20	do.	Lch.	900		2	2
22	Coquille River	Fishboat	75	75	2	2
23	Point Adams	do.	500		2	2
23	do.	Lch.	1,000		2	2
24	Yaquina Bay	Skiff	30			
24	Coos Bay	Lch. Roamer	2,500		3	3
25	Humboldt Bay	Lch.	150		1	1
27	do.	Lch. Rover	800		2	2
28	Coos Bay	Fishboat	100			
29	Cape Disappointment	do.	1,050		2	2
29	Point Adams	do.	550		2	2
June 1	Coquille River	Lch.	300		2	2
1	do.	do.	250		1	1
1	Fort Point	Lch. Venus	600		5	5
5	Cape Disappointment	Lch.	1,000	10	2	2
11	do.	do.	1,100	100	2	2
15	Nome	Lch. Standard	3,000		2	2
15	Fort Point	Fishboat	75		2	2
17	Nome	Lighter	400			
17	do.	Dory	75			
20	Cape Disappointment	Fishboat	550		2	2
20	Point Adams	Lch.	1,000		2	2
20	Point Bonita	Skiff	30			
23	Cape Disappointment	Fishboat	450		2	2
23	do.	Lch.	950		2	2
27	Coos Bay	Lch. Sea Dog	1,500		3	3
29	Fort Point	Lch. Ingot	800		3	3
	Total		151,810	12,790	308	6



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**TABULAR STATEMENT OF WRECKS AND OTHER  
MARINE CASUALTIES OCCURRING IN UNITED  
STATES WATERS AND TO AMERICAN VESSELS  
AT SEA AND IN FOREIGN WATERS: 1913**

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## TABULAR STATEMENT 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, 1913.

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On the 30th of June, 1913, the total number of United States vessels registered, enrolled, and licensed was 27,070, having a combined tonnage of 7,886,267. Of this number, 15,083 were steam and motor vessels; 7,045 sailing vessels; 4,244 barges; and 698 canal boats.

The number of American vessels reported as having sustained casualties during the year, involving a loss of \$300 or over, was 1,246. In addition, 19 foreign vessels, having an aggregate tonnage of 17,329, 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, 1,265. Statistics relating to the 19 foreign vessels are embraced in tables numbered 8, 20, and 62, appearing on succeeding pages of this chapter. No casualties were reported during the year as having occurred to foreign vessels on the Great Lakes and the rivers of the United States.

The 1,265 vessels above mentioned were valued at \$130,861,471 and their cargoes at \$23,671,070, the total value of property endangered being \$154,532,541—a decrease of \$4,275,869 from the similar figure for last year. The losses to vessels amounted to \$8,338,935 and to cargoes \$1,549,285, making the aggregate property loss \$9,888,220. The number of totally lost vessels was 274. Of the 1,265 vessels, 749 carried cargoes.

The amount of insurance reported as carried upon the vessels was \$77,518,252 and upon cargoes \$10,655,480, making the total insurance for vessels and cargoes \$88,173,732.

Eighty of the vessels involved in disaster foundered, 302 stranded, 393 were in collision, and 490 sustained miscellaneous casualties, which are classified in the following tables under "Other casualties." These foundering, strandings, collisions, and other casualties, were distributed by coasts and localities as follows: On the Atlantic and Gulf coasts, 504; on the Pacific coast, 185; on the Great Lakes, 275; on United States rivers, 167; and at sea and in foreign waters (comprising only American vessels), 134. A total of 44,178 persons were aboard the 1,265 vessels, 21,101 of the number being passengers and 23,077 crews. Of the 44,178 persons, 283 were lost (89 more than the number given last year in the same connection).

There was also reported during the year the loss of 26 persons from 19 undocumented vessels that were in collision with documented vessels, the loss of 6 persons from 3 vessels suffering damage amounting to less than \$300, and the loss of 216 persons from 211 vessels not involved in any disaster. The 216 persons last referred to were lost

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 248 fatalities mentioned in this paragraph are found only in Tables 64 and 65, which also embrace similar data relating to the 283 cases of loss of life mentioned in the paragraph preceding.

The following is the fortieth 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; collision 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, 1913.

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

Months.	Value of ves-sels.		Value of car-goes.		Total value of property involved.	Loss to ves-sels. <sup>2</sup>		Loss to car-goes. <sup>3</sup>		Total value of property lost.	Ves-sels in bal-last.
	Num-ber.	Value.	Num-ber. <sup>1</sup>	Value.		Num-ber.	Loss.	Num-ber.	Loss.		
July.....	41	\$6,073,195	20	\$352,795	\$6,425,990	39	\$132,040	6	\$2,465	\$134,505	21
August.....	34	1,739,110	17	401,945	2,141,055	29	486,905	13	224,900	711,805	17
September.....	31	1,136,150	15	357,360	1,493,510	31	123,660	5	11,705	135,365	16
October.....	40	2,840,130	21	907,665	3,747,795	39	141,295	4	1,365	142,660	19
November.....	55	3,245,245	33	907,655	4,153,200	54	198,575	8	7,585	206,160	22
December.....	70	5,225,245	31	786,225	6,011,710	60	271,685	10	79,950	351,635	39
January.....	54	3,208,450	28	1,056,245	4,264,695	50	371,220	16	49,905	421,125	26
February.....	39	1,699,490	23	330,730	2,030,220	37	223,510	14	88,660	312,170	16
March.....	42	5,136,645	27	553,195	5,689,840	41	317,650	14	82,750	400,400	16
April.....	38	3,782,900	24	1,504,795	5,287,785	36	233,780	10	93,355	327,135	14
May.....	32	1,077,900	19	403,265	1,481,165	30	76,895	6	4,575	81,470	13
June.....	27	732,715	8	52,750	785,465	26	110,160	4	2,035	118,195	19
Total.....	504	35,897,505	266	7,614,925	43,512,430	472	2,693,375	110	649,250	3,342,625	238

<sup>1</sup> Including 8 cargoes, value unknown.

<sup>2</sup> Of the 504 vessels involved in disaster, 32 suffered no damage.

<sup>3</sup> Of the 266 cargoes involved in disaster, 156 suffered no damage.

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 ves-sels—			Tonnage of vessels.				Persons on board.		Lives lost.
	To-tally lost.	Dam-aged only. <sup>1</sup>	Not dam-aged.	To-tally lost.	Dam-aged only.	Not dam-aged.	Total.	Pas-sen-gers.	Num-ber in crews.	
July.....	9	30	2	567	27,729	7,158	35,454	2,189	1,126	2
August.....	9	21	4	1,660	17,608	3,968	23,236	281	483	1
September.....	10	21	—	724	11,685	—	12,409	2,607	341	2
October.....	6	33	1	837	36,322	87	37,246	140	574	2
November.....	12	43	—	2,060	47,847	—	49,907	148	554	9
December.....	11	49	10	5,691	44,422	5,728	55,841	1,296	982	1
January.....	17	33	4	5,355	25,970	4,016	35,341	343	652	23
February.....	9	28	2	3,675	20,024	510	24,209	419	403	2
March.....	14	27	2	4,221	38,706	3,529	46,456	598	762	22
April.....	11	25	2	3,503	42,498	2,284	48,285	66	575	6
May.....	5	25	2	646	13,102	2,810	16,558	58	304	1
June.....	1	25	1	2,193	7,373	425	9,991	746	237	—
Total.....	114	360	30	31,132	333,286	30,515	394,933	8,891	6,993	71

<sup>1</sup> Including 2 vessels, whether lost or damaged not known.



## MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1918—Continued.

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 bal-last.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	17	\$3, 115, 400	11	\$245, 470	\$3, 360, 870	21	3	3	6	21
August.....	18	990, 600	7	118, 045	1, 108, 645	10	6	6	4	17
September.....	12	831, 550	7	330, 230	1, 161, 780	17	6	2	2	16
October.....	18	1, 172, 300	9	295, 450	1, 467, 750	16	3	6	9	19
November.....	28	2, 043, 000	17	635, 840	2, 678, 840	21	4	6	12	22
December.....	39	3, 537, 800	16	636, 735	4, 194, 535	25	7	6	8	26
January.....	25	1, 830, 000	12	418, 650	2, 298, 650	23	6	6	10	38
February.....	20	947, 750	9	158, 400	1, 106, 150	15	4	4	10	16
March.....	23	4, 410, 595	9	410, 460	4, 821, 055	17	8	3	10	16
April.....	17	2, 450, 525	11	316, 425	2, 766, 950	12	7	9	6	14
May.....	18	831, 500	8	194, 440	1, 025, 940	12	3	2	8	13
June.....	18	338, 000	2	2, 515	340, 515	6	2	3	4	19
Total.....	253	22, 569, 020	118	3, 762, 660	26, 331, 680	195	59	56	89	238

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

Nature of casualties.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Foundering.....	2	2	1	2	3	.....	4	3	6	3	2	.....	28
Strandings.....	8	7	11	5	15	16	15	10	16	10	6	4	123
Vessels in collision.....	17	9	4	25	16	42	13	15	12	13	14	11	191
Other casualties:													
Fire.....	8	6	3	2	7	4	7	6	2	6	3	6	60
Damage to hull, masts, and rigging.....	1	5	5	3	8	2	6	1	2	1	1	.....	35
Damage to machinery.....	1	3	4	2	2	3	5	1	1	2	2	5	31
Struck bridge, pier, wreck, rock, etc.....	3	.....	.....	.....	.....	2	3	1	1	1	.....	1	12
Sprung a leak.....	.....	1	1	1	3	1	.....	1	.....	.....	2	.....	10
Explosion.....	.....	1	.....	.....	.....	.....	.....	2	1	1	.....	.....	5
Damage to cargo.....	.....	.....	.....	.....	.....	.....	1	1	1	1	.....	.....	4
Capsized.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	3
Damage to boilers.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Total.....	41	34	31	40	55	70	54	39	43	38	32	27	504

<sup>1</sup> Originating in 8 cases from gasoline explosions.<sup>2</sup> Broken shaft in 14 of these cases.

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

Class and cause of disaster.	Found-erings.	Strand-ings.	Other casual-ties.	Total.
Class 1. Causes connected with weather and sea:				
Gales, storms, hurricanes.....	7	31	25	63
Fog.....	.....	25	2	27
Currents, tides, heavy seas.....	2	8	5	15
Snowstorms.....	.....	7	.....	7
Darkness.....	.....	1	1	2
Total.....	9	72	33	114
Class 2. Causes connected with vessel and equipment: Defective chart.....	.....	1	.....	1
Class 3. Causes connected with navigation and seamanship:				
Error of officers or crew.....	1	20	2	23
Error of pilot.....	.....	5	.....	5
Total.....	1	25	2	28

## MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1913—Continued.

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

Class and cause of disaster.	Found- derings.	Stand- ings.	Other casual- ties.	Total.
Class 4. Causes connected with machinery and boilers: (No figures for Class 4.)				
Class 5. Miscellaneous causes:				
Sprung a leak.....	18	7	3	28
Struck bridge, pier, wreck, rock, etc.....		4	16	20
Explosion—				
Of gasoline.....			12	12
Of lantern.....			2	2
Of dynamite.....			2	2
Cause not given.....			3	3
Missed stays.....		5		5
Spontaneous combustion.....			3	3
Absence of lights.....			1	1
Ice.....			1	1
Waterlogged.....		1		1
Unclassified.....		5	20	25
Cause not given.....		3	64	67
Total.....	18	25	127	170
Aggregate.....	28	123	162	313

TABLE 6.—Collisions: Distinguishing their causes, as given by masters, agents, and owners.

Cause of disaster.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Fault of other vessel.....	5	3	1	11	3	7	3	4		3	6	5	51
Fog.....	7	4				18	3	4	7	3	2	1	49
Misunderstanding of signals.....	1		1	2	3	2	1	3		2			15
Currents, tides, heavy seas, etc.....					3	4	2	2	2		1		14
Error of officers or crew.....		1		3	1	1					2	2	10
High and baffling winds.....			1		3	1	1				2	1	9
Want of proper lights.....	1					1	1		1				4
Fault of towing vessel.....				2			1						2
Damage to machinery.....					1								1
Snowstorms.....						1							1
Cause not given.....	3	1	1	7	2	7	2	2	2	5	1	2	35
Total.....	17	9	4	25	16	42	13	15	12	13	14	11	191

TABLE 7.—Description of vessels involved in disaster.

Description of vessels.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Steamers.....	25	21	17	18	20	38	30	19	18	20	18	15	259
Schooners.....	13	13	12	18	28	20	15	14	17	16	7	8	181
Barges.....	3		1	2	3	4	6	4	4	1	6	3	37
Ferryboats.....				1	3	6	2	2	3		1	1	19
Sloops.....			1		1	2	1			1			6
Barkentines.....				1					1				2
Total.....	41	34	31	40	55	70	54	39	43	38	32	27	504

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

(Sixteen foreign vessels—3 steamers, 12 schooners, and 1 bark—suffered material damage in casualties sustained during the year upon the Atlantic and Gulf coasts. Fifteen of the vessels were of British and 1 (the bark) of Italian registry. They had a total tonnage of 11,368, were valued at \$796,400, and carried 270 persons all told. The reported property loss incurred amounted to \$40,565. Six of the vessels were totally lost.)

## MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1913—Continued.

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.....	7	10	6	6	7	7	4	6	6	4	3	11	11	6
Over 100 tons and not exceeding 200 tons..	1	5	1	5	2	5	1	5	2	5	8	3	8	4
Over 200 tons and not exceeding 300 tons..	1	2	1	1	1	1	2	2	6	1	5	1	3	3
Over 300 tons and not exceeding 500 tons..	4	4	3	3	4	4	3	3	3	3	6	8	8	8
Over 500 tons and not exceeding 700 tons..	1	1	1	1	1	1	1	1	1	2	5	4	4	4
Over 700 tons and not exceeding 1,000 tons.	2	2	2	2	1	1	3	3	8	6	6	3	3	3
Over 1,000 tons and not exceeding 1,500 tons.....	1	1	1	1	1	1	7	7	3	1	8	1	5	5
Over 1,500 tons and not exceeding 2,000 tons.....	4	4	1	1	1	1	2	2	6	1	1	1	1	1
Over 2,000 tons and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	2	2	5	5	1	1	1
Over 2,500 tons and not exceeding 3,000 tons.....	1	1	1	1	1	1	3	3	3	3	3	1	1	1
Over 3,000 tons and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	3	1	1	1
Over 3,500 tons and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 tons and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,500 tons and not exceeding 5,000 tons.....	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Over 5,000 tons and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	9	32	9	25	10	21	6	34	12	43	11	59	17	37
Aggregate.....	41	41	34	34	31	31	40	40	55	55	70	70	54	54

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	3	6	3	4	3	4	7	10	61	76	137	137
Over 100 tons and not exceeding 200 tons..	1	6	1	5	2	1	1	4	5	13	58	71	71
Over 200 tons and not exceeding 300 tons..	1	6	3	3	2	3	1	4	2	11	31	42	42
Over 300 tons and not exceeding 500 tons..	1	4	1	6	1	1	1	2	2	9	45	54	54
Over 500 tons and not exceeding 700 tons..	2	1	1	2	1	1	2	5	4	7	25	32	32
Over 700 tons and not exceeding 1,000 tons.	1	2	2	2	2	4	4	4	2	5	39	44	44
Over 1,000 tons and not exceeding 1,500 tons.....	1	5	3	3	1	5	2	2	1	5	41	46	46
Over 1,500 tons and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	1	17	17	18	18
Over 2,000 tons and not exceeding 2,500 tons.....	1	1	1	1	2	1	1	1	1	14	15	15	15
Over 2,500 tons and not exceeding 3,000 tons.....	1	1	1	1	2	1	1	1	0	18	18	18	18
Over 3,000 tons and not exceeding 3,500 tons.....	1	1	1	1	2	1	1	1	1	8	9	9	9
Over 3,500 tons and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	0	5	5	5	5
Over 4,000 tons and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	0	2	2	2	2
Over 4,500 tons and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	0	4	4	4	4
Over 5,000 tons and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	0	4	4	4	4
Over 6,000 tons.....	1	1	1	1	1	1	1	1	0	3	3	3	3
Total.....	9	30	14	29	11	27	5	27	1	26	114	390	504
Aggregate.....	39	39	43	43	38	38	32	32	27	27	504	504	504

## MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1913—Continued.

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

Age.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Not exceeding 5 years.....	9	6	5	3	7	10	4	4	7	7	4	.....	66
Over 5 and not exceeding 10 years.....	3	6	4	7	8	11	8	11	7	6	7	6	84
Over 10 and not exceeding 15 years.....	5	3	3	5	15	16	11	8	10	5	6	6	93
Over 15 and not exceeding 20 years.....	3	4	3	6	4	7	4	4	2	1	2	2	42
Over 20 and not exceeding 25 years.....	1	3	2	6	6	4	9	3	1	6	4	5	50
Over 25 and not exceeding 30 years.....	5	1	2	3	5	11	8	3	1	4	1	1	45
Over 30 and not exceeding 35 years.....	7	3	4	1	2	5	5	4	4	1	3	3	42
Over 35 and not exceeding 40 years.....	6	3	6	2	2	1	2	2	3	1	3	1	32
Over 40 and not exceeding 45 years.....	.....	2	1	2	5	2	2	.....	2	1	1	2	20
Over 45 and not exceeding 50 years.....	1	.....	1	2	1	2	1	.....	2	3	.....	.....	13
Over 50 years.....	1	3	.....	2	.....	1	.....	.....	4	2	1	1	15
Unknown.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Total.....	41	34	31	40	55	70	54	39	43	38	32	27	504

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

Cargo.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Coal.....	3	5	1	7	15	9	9	4	6	6	6	2	73
General.....	6	4	5	6	5	9	7	3	6	8	4	1	64
Lumber.....	5	1	4	2	5	6	1	5	8	7	3	3	50
Oysters.....	.....	.....	2	2	2	2	2	.....	1	1	2	.....	14
Cement, sand, and gravel.....	.....	1	.....	.....	2	3	2	1	.....	1	.....	2	13
Fish.....	2	4	.....	.....	1	.....	1	2	.....	.....	.....	.....	10
Fertilizers.....	.....	1	.....	2	.....	.....	.....	2	1	.....	.....	.....	6
Salt.....	.....	.....	1	1	.....	.....	1	1	.....	.....	.....	.....	4
Stone.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	3
Petroleum.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Phosphate rock.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Christmas trees.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ice.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Provisions.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Oysters shells.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Brick.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Miscellaneous.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Iron.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Paper.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Gasoline.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Chemicals.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Freight cars.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cotton.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Grain.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Railroad ties.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Asphalt.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Chalk.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Forage.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Charcoal.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ships' stores.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	20	17	15	21	33	31	28	23	27	24	19	8	266
Vessels in ballast.....	21	17	16	19	22	39	26	16	16	14	13	19	238
Aggregate.....	41	34	31	40	55	70	54	39	43	38	32	27	504

## MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1918—Continued.

TABLE 12.—Summary: Atlantic and Gulf coasts.

Nature of casualties.	Number of ves-sels.	Tonnage of vessels—			Total value of prop-erty involved.		Value of property lost.	
		Totally lost.	Dam-aged only.	Not dam-aged.	Vess-els.	Cargoes.	Vessels.	Cargoes.
Foundering.....	28	3,320	2,706	.....	\$338,850	\$38,445	\$111,550	\$24,740
Strandings.....	123	16,586	50,467	2,792	4,764,910	1,535,065	776,390	159,930
Vessels in collision.....	191	5,893	153,244	19,125	17,816,170	2,816,100	688,910	109,415
Other casualties.....	162	5,333	126,869	8,598	12,977,575	3,225,315	1,116,525	355,166
Total.....	504	31,132	333,286	30,515	35,897,505	7,614,925	2,693,375	649,250
Aggregate.....	.....	394,933			43,512,430		3,342,625	

Nature of casualties.	Amount of insurance carried.		Vessels—					Persons on board.		Lives lost.
	Vessels.	Cargoes.	Lad-en.	In bal-last.	Totally lost.	Dam-aged only.	Not dam-aged.	Passen-gers.	Num-ber in crews.	
Foundering.....	\$111,250	\$25,555	18	10	15	13	.....	3	107	11
Strandings.....	3,349,450	637,145	82	41	57	64	2	1,748	1,168	6
Vessels in collision.....	9,981,065	1,811,160	90	101	13	154	24	5,693	3,259	20
Other casualties.....	9,127,265	1,288,800	76	86	29	129	4	1,547	2,459	34
Total.....	22,569,020	3,762,660	266	238	114	360	30	8,891	6,993	71
Aggregate.....	26,331,680		504		504		15,884		.....	

## MARINE CASUALTIES, PACIFIC COAST, 1918.

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

Months.	Value of ves-sels.		Value of car-goes.		Total value of property involved.	Loss to ves-sels. <sup>2</sup>		Loss of car-goes. <sup>3</sup>		Total value of prop-erty lost.	Ves-sels in bal-last.
	Num-ber.	Value.	Num-ber. <sup>1</sup>	Value.		Num-ber.	Loss.	Num-ber.	Loss.		
July.....	13	\$1,557,850	8	\$121,800	\$1,679,650	12	\$20,395	1	\$2,000	\$22,395	5
August.....	19	1,900,000	13	287,645	2,187,645	17	154,420	3	2,335	156,755	6
September.....	12	792,500	8	96,100	888,600	11	19,520	.....	.....	19,520	4
October.....	27	1,476,750	20	213,985	1,690,735	23	181,375	9	37,050	218,425	7
November.....	15	877,500	10	146,720	1,024,220	15	52,950	5	6,650	59,600	5
December.....	22	1,574,800	12	83,800	1,658,600	20	86,700	2	400	87,100	10
January.....	25	3,680,750	18	293,750	3,974,500	22	424,215	9	24,950	449,165	7
February.....	20	2,005,950	10	300,095	2,306,045	18	313,490	5	96,375	409,865	10
March.....	11	666,500	8	100,500	767,000	10	52,910	3	46,000	98,910	3
April.....	4	570,000	4	90,630	660,630	4	90,500	2	5,500	96,000	.....
May.....	7	569,000	5	50,190	619,190	7	23,060	2	775	23,835	2
June.....	10	1,516,030	5	48,100	1,564,130	10	498,340	3	41,100	539,440	5
Total.....	185	17,187,630	121	1,833,315	19,020,945	169	1,917,875	44	263,135	2,181,010	64

<sup>1</sup> Including 14 cargoes, value unknown.<sup>2</sup> Of the 185 vessels involved, 16 suffered no damage.<sup>3</sup> Of the 121 cargoes involved, 77 suffered no damage.

## MARINE CASUALTIES, PACIFIC COAST, 1913—Continued.

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.	Damaged only.	Not damaged.	Totally lost.	Damaged only.	Not damaged.	Total.	Passengers.	Number in crews.	
July.....	1	11	1	347	15,118	2,354	17,819	475	289	.....
August.....	4	13	2	482	18,620	922	20,024	467	430	1
September.....	1	10	1	14	5,934	886	6,834	32	207	.....
October.....	4	19	4	575	10,907	5,454	16,936	234	488	1
November.....	5	10	.....	879	11,046	.....	11,925	201	234	5
December.....	4	16	2	2,152	12,080	4,123	18,355	407	440	.....
January.....	2	20	3	3,353	35,813	2,459	41,625	351	578	33
February.....	5	13	2	3,604	14,335	1,314	19,253	242	529	16
March.....	2	8	1	277	6,528	15	6,820	206	190	2
April.....	.....	4	.....	.....	4,768	.....	4,768	37	116	.....
May.....	.....	7	.....	.....	5,068	.....	5,068	112	129	.....
June.....	5	5	.....	3,672	11,144	.....	14,816	7	207	.....
Total.....	33	136	16	15,355	151,361	17,527	184,243	2,771	3,837	58

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.....	7	\$943,500	3	\$45,300	\$988,800	5	1	1	4	5
August.....	13	1,206,000	3	184,975	1,390,975	6	6	.....	4	6
September.....	6	244,700	.....	.....	244,700	2	3	4	5	4
October.....	16	839,000	7	46,195	885,195	6	4	5	9	7
November.....	4	515,500	3	57,300	572,800	7	2	4	5	5
December.....	11	650,500	.....	.....	650,500	6	5	5	7	10
January.....	13	2,418,500	6	91,025	2,509,525	10	9	2	3	7
February.....	10	835,300	2	70,400	905,700	7	2	3	6	10
March.....	6	471,000	2	24,375	495,375	4	2	1	4	3
April.....	3	370,000	.....	.....	370,000	1	1	.....	3	.....
May.....	3	420,000	4	50,000	470,000	4	1	.....	.....	2
June.....	7	1,088,000	2	28,000	1,116,000	2	1	1	2	5
Total.....	99	10,002,000	32	597,570	10,599,570	60	37	26	52	64

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

Nature of casual ties.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Foundering.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	3
Strandings.....	1	5	3	12	6	10	10	5	1	3	4	3	63
Vessels in collision.....	5	10	7	11	2	6	6	7	7	.....	.....	2	63
Other casualties:													
Fire <sup>1</sup> .....	2	2	1	1	2	3	.....	4	2	1	.....	2	20
Damage to machinery <sup>2</sup> .....	3	.....	1	.....	.....	2	2	2	.....	.....	2	2	14
Damage to hull, masts, and rigging.....	1	.....	.....	1	4	.....	2	.....	.....	.....	.....	1	9
Damage to cargo.....	1	.....	.....	.....	.....	.....	5	2	1	.....	.....	.....	9
Struck bridge, pier, wreck, rock, etc.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Sprung a leak.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Explosion.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total.....	13	19	12	27	15	22	25	20	11	4	7	10	185

<sup>1</sup> Originating in 1 case from gasoline explosion.<sup>2</sup> Broken shaft in 6 of these cases.

## MARINE CASUALTIES, PACIFIC COAST, 1913—Continued.

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

Class and cause of disaster.	Found- derings.	Strand- ings.	Other casual- ties.	Total.
<b>Class 1. Causes connected with weather and sea:</b>				
Gales, storms, hurricanes.....		14	8	22
Currents, tides, heavy seas.....	1	10	7	18
Fog.....		10		10
Darkness.....		2		2
Shifting channel.....		1		1
Total.....	1	37	15	53
<b>Class 2. Causes connected with vessel and equipment: Defective chart.....</b>		3		3
<b>Class 3. Causes connected with navigation and seamanship:</b>				
Error of officers or crew.....			1	4
Error of pilot.....		4		4
Total.....		7	1	8
<b>Class 4. Causes connected with machinery and boilers:</b>				
Damage to shaft.....			6	6
Disabled engine.....		1	1	2
Total.....		1	7	8
<b>Class 5. Miscellaneous causes:</b>				
Struck bridge, pier, wreck, rock, etc.....		10	4	14
Sprung a leak.....	1		2	3
Explosion—				
Of gasoline.....			1	1
Nature not given.....			2	2
Absence of buoy.....		1		1
Breaking of towing hawser.....		1		1
Unclassified.....		2	8	10
Cause not given.....	1	1	16	18
Total.....	2	15	33	50
Aggregate.....	3	63	56	122

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

Cause of disaster.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	June	Total.
Fog.....			1	2	1	2	4	3	5	2	20
Fault of other vessel.....	3	1	2	4	1	2		2			15
Error of officers or crew.....		3	2			1		1			7
Currents, tides, heavy seas, etc.....		4	1	1							6
Misunderstanding of signals.....		2	1								3
Fault of towing vessel.....	1			2							3
High and baffling winds.....							2				2
Darkness.....				1							1
Unclassified.....	1										1
Cause not given.....				1		1		1	2		5
Total.....	5	10	7	11	2	6	6	7	7	2	63

No collisions reported for April and May.

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

Description of vessels.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Steamers.....	9	17	11	19	7	18	22	16	8	3	5		135
Schooners.....	3	1		6	4	2	3	1	2	1	2	9	34
Barkentines.....			1	2	1			2	1				7
Ships.....	1	1				1							3
Scows.....					2								2
Ferryboats.....					1							1	2
Barks.....						1		1					2
Total.....	13	19	12	27	15	22	25	20	11	4	7	10	185

## MARINE CASUALTIES, PACIFIC COAST, 1913—Continued.

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

(Three foreign vessels, having a total tonnage of 5,961, an estimated value of \$213,000, and carrying 144 persons, suffered casualty on the Pacific coast during the year with an estimated property loss of \$95,000. One of the vessels was a British steamer, one a British bark, and one a German bark. Sixteen lives were lost from the vessel last referred to.)

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

Burden of vessels.	July.		August.		Sep-tember.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	---	1	2	2	1	2	2	4	3	---	3	1	---	2
Over 100 tons and not exceeding 200 tons.....	---	1	1	---	---	---	1	---	---	---	---	2	---	1
Over 200 tons and not exceeding 300 tons.....	---	2	1	---	---	---	1	1	4	---	---	---	---	2
Over 300 tons and not exceeding 500 tons.....	---	2	5	---	---	1	1	5	1	1	---	3	1	1
Over 500 tons and not exceeding 700 tons.....	1	2	2	---	2	2	6	---	---	---	3	3	---	2
Over 700 tons and not exceeding 1,000 tons.....	---	2	---	---	4	4	2	---	1	---	3	---	---	1
Over 1,000 tons and not exceeding 1,500 tons.....	---	1	---	1	1	1	3	---	2	---	2	---	---	4
Over 1,500 tons and not exceeding 2,000 tons.....	---	---	1	---	---	---	---	---	1	---	3	---	---	---
Over 2,000 tons and not exceeding 2,500 tons.....	---	1	---	---	---	---	1	---	1	1	2	---	1	3
Over 2,500 tons and not exceeding 3,000 tons.....	---	---	2	---	---	---	1	---	---	---	---	---	1	4
Over 3,000 tons and not exceeding 3,500 tons.....	---	---	1	---	---	---	---	---	---	---	---	---	---	---
Over 3,500 tons and not exceeding 4,000 tons.....	---	---	---	---	---	---	---	---	---	---	---	---	---	1
Over 4,000 tons and not exceeding 4,500 tons.....	---	---	1	---	---	---	---	---	---	---	---	---	---	---
Over 4,500 tons and not exceeding 5,000 tons.....	---	---	---	---	---	---	---	---	1	---	---	---	---	2
Over 5,000 tons.....	---	1	---	---	---	---	---	---	---	---	---	---	---	---
Total.....	1	12	4	15	1	11	4	23	5	10	4	18	2	23
Aggregate.....	13		19		12		27		15		22		25	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.		
Not exceeding 100 tons.....	2	2	1	1	---	---	3	2	1	16	19	---	35	
Over 100 tons and not exceeding 200 tons.....	---	---	---	---	---	---	---	---	---	2	3	---	5	
Over 200 tons and not exceeding 300 tons.....	---	1	1	---	---	---	---	---	---	3	11	---	14	
Over 300 tons and not exceeding 500 tons.....	1	2	---	2	1	---	---	---	4	23	27	---	27	
Over 500 tons and not exceeding 700 tons.....	1	3	---	---	1	---	1	1	3	22	25	---	25	
Over 700 tons and not exceeding 1,000 tons.....	---	1	4	---	---	---	3	1	---	22	22	---	22	
Over 1,000 tons and not exceeding 1,500 tons.....	---	2	2	---	---	---	---	1	1	18	19	---	19	
Over 1,500 tons and not exceeding 2,000 tons.....	---	1	---	---	1	---	1	1	1	7	8	---	8	
Over 2,000 tons and not exceeding 2,500 tons.....	1	1	---	---	1	---	1	---	2	10	12	---	12	
Over 2,500 tons and not exceeding 3,000 tons.....	---	1	---	---	---	---	---	---	1	8	9	---	9	
Over 3,000 tons and not exceeding 3,500 tons.....	---	1	---	---	---	---	---	---	---	2	2	---	2	
Over 3,500 tons and not exceeding 4,000 tons.....	---	---	---	---	---	---	---	---	---	1	1	---	1	
Over 4,000 tons and not exceeding 4,500 tons.....	---	---	---	---	---	---	---	---	---	1	1	---	1	
Over 4,500 tons and not exceeding 5,000 tons.....	---	---	---	---	---	---	---	---	3	3	3	---	3	
Over 5,000 tons.....	---	---	---	---	---	---	---	---	1	2	2	---	2	
Total.....	5	15	2	9	4	---	7	5	5	33	152	---	185	
Aggregate.....	20		11		4		7		10		185			

No vessels between 5,000 and 6,000 tons.



## MARINE CASUALTIES, PACIFIC COAST, 1913—Continued.

TABLE 22.—*Classification, according to age, of vessels involved in disaster.*

Age.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Not exceeding 5 years.....	4	4	5	5	5	5	10	7	3	1	5	3	57
Over 5 and not exceeding 10 years.....	2	5	2	8	1	4	4	2	3	1	.....	3	35
Over 10 and not exceeding 15 years.....	3	1	1	9	2	2	3	4	2	1	1	1	30
Over 15 and not exceeding 20 years.....	.....	1	.....	2	1	3	1	2	.....	1	.....	.....	11
Over 20 and not exceeding 25 years.....	.....	3	2	1	2	2	2	1	.....	.....	.....	.....	13
Over 25 and not exceeding 30 years.....	1	3	1	1	.....	2	2	2	1	.....	.....	.....	13
Over 30 and not exceeding 35 years.....	3	1	1	1	3	3	3	2	2	.....	1	1	21
Over 35 and not exceeding 40 years.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Over 40 and not exceeding 45 years.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	3
Total.....	13	19	12	27	15	22	25	20	11	4	7	10	185

No disasters reported to vessels over 45 years of age.

TABLE 23.—*Nature of cargoes carried by vessels involved in disaster.*

Cargoes.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Lumber.....	4	2	5	9	1	4	10	3	4	1	2	2	47
General.....	4	6	1	4	4	4	2	4	1	3	1	2	36
Coal.....	.....	.....	.....	1	3	.....	1	.....	1	.....	.....	1	7
Petroleum.....	.....	.....	.....	1	.....	2	2	.....	.....	.....	.....	.....	5
Fish.....	.....	.....	2	1	1	.....	.....	.....	1	.....	.....	.....	5
Grain.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	4
Provisions.....	.....	1	.....	1	.....	.....	1	.....	.....	.....	.....	.....	3
Copper ore.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Sugar.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Forage.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Iron ore.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Salt.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hemp.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Paints and oils.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Tan bark and railway ties.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Phosphates.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Asphalt.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cement.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Total.....	8	13	8	20	10	12	18	10	8	4	5	5	121
Vessels in ballast.....	5	6	4	7	5	10	7	10	3	.....	2	5	64
Aggregate.....	13	19	12	27	15	22	25	20	11	4	7	10	185

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 only.	Not damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	3	226	178	.....	\$15,150	\$750	\$4,150	\$100
Stranding.....	63	13,554	37,791	2,698	4,717,850	971,340	1,256,120	85,610
Vessels in collision.....	63	1,092	54,624	11,517	6,470,350	472,570	355,740	115,775
Other casualties.....	56	483	58,768	3,312	5,984,280	388,655	301,865	60,650
Total.....	185	15,355	151,361	17,527	17,187,630	1,833,315	1,917,875	263,135
Aggregate.....	.....	.....	184,243	.....	19,020,945	.....	2,181,010	.....

## MARINE CASUALTIES, PACIFIC COAST, 1913—Continued.

TABLE 24.—Summary: Pacific coast—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 only.	Not dam-aged.	Passen-gers.	Num-ber in crews.	
Foundering.....	\$10,000		1	2	2	1	.....	.....	22	1
Strandings.....	3,198,500	\$358,225	46	17	18	43	2	872	1,282	55
Vessels in collision.....	3,600,500	143,085	39	24	3	50	10	897	1,261	2
Other casualties.....	3,193,000	96,250	35	21	10	42	4	1,002	1,272	.....
Total.....	10,002,000	597,570	121	64	33	136	16	2,771	3,837	58
Aggregate.....	10,599,570		185		185		6,608			

## MARINE CASUALTIES, GREAT LAKES, 1913.

TABLE 25.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.

Months.	Value of ves-sels.		Value of car-goes.		Total value of property involved.	Loss to ves-sels. <sup>2</sup>		Loss to car-goes. <sup>3</sup>		Total value of prop-erty lost.	Ves-sels in bal-last.
	Num-ber.	Value.	Num-ber. <sup>1</sup>	Value.		Num-ber.	Loss.	Num-ber.	Loss.		
July.....	36	\$6,294,200	27	\$598,890	\$6,893,090	34	\$259,690	4	\$7,655	\$267,345	9
August.....	24	4,922,495	16	620,425	5,542,920	23	336,135	3	35,220	371,355	8
September.....	28	3,612,200	20	242,045	3,854,245	27	123,330	7	9,045	132,375	8
October.....	35	5,693,799	25	1,396,510	7,090,309	33	215,485	8	17,070	232,555	10
November.....	40	5,839,200	35	1,544,605	7,383,805	39	92,515	11	22,550	115,065	5
December.....	20	1,720,500	13	630,900	2,351,400	20	35,490	4	800	36,290	7
January.....	4	575,600	.....	.....	575,600	4	9,200	.....	.....	9,200	4
February.....	1	400,000	1	.....	400,000	1	3,500	.....	.....	3,500	.....
March.....	12	2,067,930	5	517,500	2,585,430	11	24,980	.....	.....	24,980	7
April.....	16	3,739,000	10	959,560	4,698,560	16	80,270	1	60,000	140,270	6
May.....	33	6,356,080	27	716,645	7,072,725	33	119,570	3	3,475	123,045	6
June.....	26	3,741,200	23	763,845	4,505,045	24	144,700	4	7,000	151,700	3
Total.....	275	44,962,204	202	7,990,925	52,953,129	265	1,444,865	45	162,815	1,607,680	73

<sup>1</sup> Including 10 cargoes, value unknown.<sup>2</sup> Of the 275 vessels involved, 10 suffered no damage.<sup>3</sup> Of the 202 cargoes involved, 157 suffered no damage.

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.
	To-tally lost.	Dam-aged only.	Not dam-aged.	To-tally lost.	Dam-aged only.	Not dam-aged.	Total.	Pas-sen-gers.	Num-ber in crews.	
July.....	1	33	2	457	104,405	13,016	117,878	2,100	746	.....
August.....	3	20	1	4,803	80,540	2,029	87,372	216	539	.....
September.....	3	24	1	2,159	56,690	5,865	64,714	19	491	.....
October.....	8	25	2	1,480	96,425	6,226	104,131	6	578	1
November.....	6	33	1	730	104,291	686	105,707	23	721	20
December.....	3	17	.....	681	37,909	.....	38,590	36	272	2
January.....	1	3	.....	7	11,178	.....	11,185	.....	45	.....
February.....	.....	1	.....	.....	2,583	.....	2,583	.....	32	.....
March.....	1	10	1	62	25,785	2,884	28,731	.....	147	.....
April.....	2	14	.....	2,385	65,327	.....	65,712	30	340	.....
May.....	2	31	.....	683	126,445	.....	127,128	2	616	.....
June.....	2	22	2	706	63,804	11,810	76,320	5	472	7
Total.....	32	233	10	14,153	773,382	42,516	830,051	2,437	4,999	30

## MARINE CASUALTIES, GREAT LAKES, 1913—Continued.

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.....	20	\$3,998,420	11	\$241,110	\$4,239,530	12	3	4	13	9
August.....	15	3,510,100	7	302,020	3,812,120	7	2	2	7	8
September.....	9	1,733,250	10	161,200	1,894,450	17	7	2	3	8
October.....	15	3,339,400	8	336,475	3,675,875	17	8	3	9	10
November.....	18	3,585,000	9	1,251,755	4,836,755	17	8	5	18	5
December.....	4	285,000	2	48,500	333,500	16	6	.....	5	7
January.....	1	30,000	.....	.....	30,000	3	.....	.....	.....	4
February.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....
March.....	4	838,830	2	45,000	883,830	5	.....	3	3	7
April.....	6	1,580,000	4	355,560	1,935,560	7	1	3	5	6
May.....	11	2,107,970	8	169,445	2,277,415	15	5	7	14	6
June.....	16	2,758,900	9	270,770	3,029,670	7	4	3	10	3
Total.....	119	23,766,870	70	3,181,835	26,948,705	123	44	33	88	73

TABLE 28.—Distinguishing the nature of casualties, etc.

Nature of casualties.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Foundering.....	2	.....	5	3	4	2	.....	.....	1	1	1	1	20
Strandings.....	12	7	4	10	8	8	.....	.....	1	1	9	8	68
Vessels in collision.....	19	9	10	10	8	1	.....	1	5	3	13	8	87
Other casualties:													
Struck bridge, pier, wreck, rock, etc.....	3	4	1	5	7	1	1	.....	2	2	2	4	32
Damage to hull, masts, rigging, etc.....	.....	.....	4	3	7	5	.....	.....	1	5	4	2	31
Damage to machinery <sup>1</sup> .....	.....	1	2	3	3	1	1	.....	1	3	3	1	19
Fire <sup>2</sup> .....	.....	2	2	1	2	2	2	.....	1	1	1	.....	14
Damage to boilers.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	2
Damage to cargo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sprung a leak.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	36	24	28	35	40	20	4	1	12	16	33	26	275

<sup>1</sup> Broken shaft in 4 of these cases.<sup>2</sup> Originating in 1 of these cases from gasoline explosion.

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:				
Currents, tides, heavy seas.....	1	7	17	25
Fog.....	.....	18	1	19
Gales, storms, hurricanes.....	6	8	4	18
Snowstorms.....	.....	2	.....	2
Darkness.....	.....	2	.....	2
High water.....	.....	1	.....	1
Total.....	7	38	22	67
Class 2. Causes connected with vessel and equipment: Error of compass.....	.....	2	.....	2
Class 3. Causes connected with navigation and seamanship:				
Error of officers or crew.....	4	5	3	12
Error of pilot.....	.....	2	1	3
Total.....	4	7	4	15

## MARINE CASUALTIES, GREAT LAKES, 1918—Continued.

TABLE 29.—*Distinguishing the causes of casualties (excluding collisions)*—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other casual- ties.	Total.
Class 4. Causes connected with machinery and boilers. (No figures for class 4.)				
Class 5. Miscellaneous causes:				
Struck bridge, pier, wreck, rock, etc.....		10	16	26
Ice.....		3	9	12
Sprung a leak.....	9		1	10
Fault of towing vessel.....			3	3
Absence of lights.....		3		3
Explosion—				
Of gasoline.....			1	1
Of lantern.....			1	1
Absence of buoy.....		1		1
Unclassified.....		4	7	11
Cause not given.....			36	36
Total.....	9	21	74	104
Aggregate.....	20	68	100	188

TABLE 30.—*Collisions: Distinguishing their causes, as given by masters, agents, and owners.*

Cause of disaster.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Feb.	Mar.	Apr.	May	June	Total.
Fog.....	2	2	2						2		3	11
Currents, tides, heavy seas, etc.....				1	1	1		3		1		7
Error of officers or crew.....	1		1		1					1		4
Ice.....										2		2
Fault of towing vessel.....			2									2
Misunderstanding of signals.....				1								1
High and baffling winds.....		1										1
Cause not given.....	16	6	5	8	6		1	2	1	9	6	59
Total.....	19	9	10	10	8	1	1	5	3	13	8	87

No collisions reported for January.

TABLE 31.—*Description of vessels involved in disaster.*

Description of vessels.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Steamers.....	32	23	23	31	34	17	4	1	12	16	27	20	240
Schooners.....	3	1	3	4	5	2					6	3	27
Barges.....	1		1		1	1						1	5
Dredges.....			1									1	2
Sloops.....												1	1
Total.....	36	24	28	35	40	20	4	1	12	16	33	26	275

TABLE 32.—*Nationality and description of foreign vessels involved in disaster.*

(No disasters to foreign vessels reported for the Great Lakes.)

## MARINE CASUALTIES, GREAT LAKES, 1918—Continued.

TABLE 33.—*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	1	6	5	1	4	1	1	1	1	1	1
Over 100 and not exceeding 200 tons.....							2	1	1	1	3			
Over 200 and not exceeding 300 tons.....			2					1	1	1				
Over 300 and not exceeding 500 tons.....	1			1	2	2		1	1	1	4			
Over 500 and not exceeding 700 tons.....	1	4				1		1	3	3	1	2		
Over 700 and not exceeding 1,000 tons.....						1			3	3				
Over 1,000 and not exceeding 1,500 tons.....	1				2		2		1	1	1			
Over 1,500 and not exceeding 2,000 tons.....	4			1			3		3	3	1	1		
Over 2,000 and not exceeding 2,500 tons.....	4		3		3		2		5	5	1		1	
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	1	1	1	1				
Over 3,000 and not exceeding 3,500 tons.....					2	1	1	2	2	2	1			
Over 3,500 and not exceeding 4,000 tons.....				2	1	1	2	2	1	1	1			
Over 4,000 and not exceeding 4,500 tons.....				1	2	2	1	1						1
Over 4,500 and not exceeding 5,000 tons.....			1	1	1	1	2	2	6	1	1			1
Over 5,000 and not exceeding 6,000 tons.....						1	3	3	1					
Over 6,000 tons.....	3		6		3	7	7	5		3				
Total.....	1	35	3	21	3	25	8	27	6	34	3	17	1	3
Aggregate.....	36		24		28		35		40		20		4	

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	3	1		1		1		18	14	32
Over 100 and not exceeding 200 tons.....							1		1	1	1	7	8
Over 200 and not exceeding 300 tons.....							1		1	1	1	5	6
Over 300 and not exceeding 500 tons.....					1				5	5	8		13
Over 500 and not exceeding 700 tons.....						1	1	1	2	4	12		16
Over 700 and not exceeding 1,000 tons.....						1		1	1		6		6
Over 1,000 and not exceeding 1,500 tons.....						1		1	1		9		9
Over 1,500 and not exceeding 2,000 tons.....					1		1		6	1	19		20
Over 2,000 and not exceeding 2,500 tons.....			3	1	1		4		2	1	29		30
Over 2,500 and not exceeding 3,000 tons.....	1		1					1			8		8
Over 3,000 and not exceeding 3,500 tons.....					1		1				10		10
Over 3,500 and not exceeding 4,000 tons.....			2				5		1		18		18
Over 4,000 and not exceeding 4,500 tons.....					1		2		1		12		12
Over 4,500 and not exceeding 5,000 tons.....			1		2		3		1	1	25		26
Over 5,000 and not exceeding 6,000 tons.....							4		1		15		15
Over 6,000 tons.....			1		6		7		5		46		46
Total.....	1	1	11	2	14	2	31	2	24	32	243		275
Aggregate.....	1		12		16		33		26		275		

## MARINE CASUALTIES, GREAT LAKES, 1918—Continued.

TABLE 34.—*Classification, according to age, of vessels involved in disaster.*

Age.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Not exceeding 5 years.....	4	10	2	10	8	3	1	1	2	4	4	3	52
Over 5 and not exceeding 10 years.....	14	8	6	9	5	3	1	.....	4	3	11	5	69
Over 10 and not exceeding 15 years.....	3	2	7	4	7	1	.....	.....	2	4	7	3	40
Over 15 and not exceeding 20 years.....	4	1	2	3	3	1	1	.....	1	1	3	5	25
Over 20 and not exceeding 25 years.....	6	1	2	4	6	4	.....	.....	1	3	4	2	33
Over 25 and not exceeding 30 years.....	1	1	4	2	3	3	1	.....	.....	.....	2	5	22
Over 30 and not exceeding 35 years.....	1	.....	1	.....	2	1	.....	.....	1	1	.....	1	8
Over 35 and not exceeding 40 years.....	2	.....	2	1	2	1	.....	.....	.....	.....	2	1	11
Over 40 and not exceeding 45 years.....	1	1	2	1	3	3	.....	.....	.....	.....	.....	.....	11
Over 45 and not exceeding 50 years.....	.....	.....	.....	1	1	.....	.....	.....	1	.....	.....	1	4
Total.....	36	24	28	35	40	20	4	1	12	16	33	26	275

(No disasters reported to vessels over 50 years of age.)

TABLE 35.—*Nature of cargoes carried by vessels involved in disaster.*

Cargoes.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Iron ore.....	16	3	6	8	8	1	.....	.....	.....	.....	17	8	67
Coal.....	7	7	4	9	6	3	.....	.....	.....	2	7	6	51
General.....	2	5	2	.....	8	1	.....	.....	3	2	.....	2	25
Grain.....	1	1	.....	4	1	2	.....	.....	2	6	1	2	20
Lumber.....	.....	.....	2	1	6	4	.....	.....	.....	.....	.....	4	17
Fish.....	.....	.....	1	1	2	.....	.....	.....	.....	.....	.....	.....	4
Sand and gravel.....	.....	.....	3	1	.....	1	.....	.....	.....	.....	.....	.....	5
Salt.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Stone.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hay.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Provisions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Petroleum.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fruit.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Flour and feed.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Christmas trees.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Copper ore.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Pig iron.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Steel rails.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Railroad cars.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total.....	27	16	20	25	35	13	.....	1	5	10	27	23	202
Vessels in ballast.....	9	8	8	10	5	7	4	.....	7	6	6	3	73
Aggregate.....	36	24	28	35	40	20	4	1	12	16	33	26	275

TABLE 36.—*Distinguishing lakes and connecting rivers on which disasters occurred.*

Localities.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Lake Erie.....	10	6	10	7	5	5	2	1	5	4	4	4	63
Lake Michigan.....	3	8	4	6	13	5	1	.....	5	6	3	5	59
Lake Superior.....	1	4	5	4	9	3	.....	.....	.....	5	4	6	41
Lake Huron.....	4	1	.....	4	2	1	1	.....	.....	.....	4	4	21
Lake Ontario.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Lake St. Clair.....	3	.....	5	2	.....	2	.....	.....	.....	.....	.....	4	16
Lake Champlain.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Straits of Mackinac.....	.....	2	1	2	.....	.....	.....	.....	1	1	1	.....	8
Detroit River.....	8	1	2	3	4	2	.....	.....	.....	.....	7	2	29
St. Marys River.....	4	2	1	4	3	1	.....	.....	.....	.....	4	1	20
St. Clair River.....	3	.....	.....	3	2	.....	.....	.....	1	.....	6	.....	15
Total.....	36	24	28	35	40	20	4	1	12	16	33	26	276

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## MARINE CASUALTIES, GREAT LAKES, 1913—Continued.

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 only.	Not damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	20	3,560	4,251	.....	\$362,600	\$748,165	\$97,300	\$28,165
Strandings.....	68	1,456	203,132	5,225	11,259,500	2,066,285	453,970	18,895
Vessels in collision...	87	5,813	253,610	37,291	16,810,395	2,319,900	519,945	47,655
Other casualties.....	100	3,324	312,389	.....	16,529,709	2,856,565	373,650	68,100
Total.....	275	14,153	773,382	42,516	44,962,204	7,990,925	1,444,865	162,816
Aggregate.....	.....	830,051			52,953,129		1,607,680	

Nature of casualties.	Amount of insurance carried.		Vessels—					Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In ballast.	Totally lost.	Damaged only.	Not damaged.	Passengers.	Number in crews.	
Foundering.....	\$190,000	\$722,600	11	9	13	7	.....	11	120	14
Strandings.....	6,558,620	636,300	57	11	6	60	2	873	1,321	3
Vessels in collision...	9,595,770	863,725	61	26	3	76	8	1,485	1,769	1
Other casualties.....	7,422,480	959,210	73	27	10	90	.....	68	1,789	12
Total.....	23,766,870	3,181,835	202	73	32	233	10	2,437	4,999	30
Aggregate.....	26,948,705		275		275			7,436		

## MARINE CASUALTIES, UNITED STATES RIVERS, 1913.

TABLE 38.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same, where known.

Months.	Value of vessels.		Value of cargoes.		Total value of property involved.	Loss to vessels. <sup>2</sup>		Loss to cargoes. <sup>3</sup>		Total value of property lost.	Vessels in ballast.
	Number.	Value.	Number. <sup>1</sup>	Value.		Number.	Loss.	Number.	Loss.		
July.....	12	\$319,500	3	\$81,900	\$401,400	10	\$34,530	1	\$10,000	\$44,530	9
August.....	21	479,390	4	39,200	518,590	21	61,460	2	300	61,760	17
September.....	8	146,900	3	18,965	165,865	7	25,900	.....	.....	25,900	5
October.....	18	1,258,500	8	76,850	1,335,350	18	54,710	2	5,100	59,810	10
November.....	17	904,100	3	3,000	907,100	16	65,805	.....	.....	65,805	14
December.....	12	759,400	3	278,500	1,037,900	10	14,600	.....	.....	14,600	9
January.....	24	306,425	8	55,170	361,595	21	127,375	2	8,025	135,400	16
February.....	10	686,620	6	749,300	1,435,920	9	54,000	2	7,500	61,500	4
March.....	8	732,100	4	147,050	879,150	8	79,400	1	20	79,420	4
April.....	13	225,700	4	13,815	239,515	13	96,225	2	1,460	97,685	9
May.....	17	1,019,785	6	66,115	1,085,900	17	61,805	3	2,015	63,820	11
June.....	7	75,000	.....	.....	75,000	7	22,200	.....	.....	22,200	7
Total.....	167	6,913,420	52	1,529,865	8,443,285	157	698,010	15	34,420	732,430	115

<sup>1</sup> Including 6 cargoes, value unknown.

<sup>2</sup> Of the 167 vessels involved, 10 suffered no damage.

<sup>3</sup> Of the 52 cargoes involved, 37 suffered no damage.

## MARINE CASUALTIES, UNITED STATES RIVERS, 1918—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 vessels—			Tonnage of vessels.				Persons on board.		Lives lost.
	Totally lost.	Damaged only.	Not damaged.	Totally lost.	Damaged only.	Not damaged.	Total.	Passengers.	Number in crews.	
July.....		10	2		4,197	675	4,872	130	115	1
August.....	9	12		956	7,695		8,651	1,399	328	3
September.....	3	4	1	111	2,217	452	2,780		88	
October.....	4	14		83	12,786		12,869	196	335	1
November.....	3	13	1	223	1,897	253	2,373	174	230	
December.....	2	8	2	47	6,450	824	7,321		184	1
January.....	8	13	3	926	5,810	1,968	8,704	37	203	16
February.....	3	6	1	151	6,515	2,293	8,959	17	208	8
March.....	3	5		154	9,017		9,171	67	191	
April.....	6	7		339	2,330		2,669	12	146	
May.....	5	12		195	11,592		11,787	131	369	19
June.....	2	5		179	1,930		2,109		58	
Total.....	48	109	10	3,364	72,436	6,465	82,265	2,163	2,455	49

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 insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	4	\$217,600			\$217,600	7	2	1	1	9
August.....	7	309,300			309,300	12	3	2	1	17
September.....	3	44,600	2	\$12,965	57,565	4		1	1	5
October.....	13	872,250	3	52,520	924,770	5	2		3	10
November.....	8	80,250			80,250	6	1	3	2	14
December.....	7	400,600	2	28,500	429,100	3		2	1	19
January.....	6	47,500	1	4,000	51,500	17	3	1	4	16
February.....	7	654,955	4	729,300	1,384,255	2		1	2	4
March.....	6	619,160	2	91,000	710,160	2	2			4
April.....	6	32,900	2	13,000	45,900	6		1	2	9
May.....	10	774,585	2	48,660	823,245	6	3	1	1	11
June.....	1	7,500			7,500	6				7
Total.....	78	4,061,200	18	979,945	5,041,145	76	16	13	18	115

TABLE 41.—Distinguishing the nature of casualties, etc.

Nature of casualties.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Foundering.....	1	3		3	1	1	5	2		2		2	20
Strandings.....		4	1	2			1			3		1	12
Vessels in collision.....	4	4	2	6	2	6	10	3	2	2	5	1	47
Other casualties:													
Fire.....	3	5	2	5	7	2	6	2	3	2	5	2	44
Damage to machinery.....	1	4	2	2	3	1		2	1	2	3	1	22
Damage to hull, masts, and rigging.....	1					2		1	1	1	2		10
Struck bridge, pier, wreck, rock, etc.....		1	1		2		1		1	1	1		8
Capsized.....	2												2
Damage to boilers.....							1				1		2
Total.....	12	21	8	18	17	12	24	10	8	13	17	7	167

1 Originating in 5 cases from gasoline explosion.

2 Broken shaft in 17 of these cases.

3 Explosion in one instance.



## MARINE CASUALTIES, UNITED STATES RIVERS, 1913—Continued.

TABLE 42.—*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.	4	1	2	7
Currents, tides, heavy seas.		1	1	2
Fog.		1		1
Total.	4	3	3	10
Class 2. Causes connected with vessel and equipment: Defec- tive chart.		1		1
Class 3. Causes connected with navigation and seamanship:				
Error of officers or crew.	1	1		2
Error of pilot.		1		1
Total.	1	2		3
Class 4. Causes connected with machinery and boilers: Damage to machinery.		1		1
Class 5. Miscellaneous causes:				
Struck bridge, pier, wreck, rock, etc.		2	11	13
Sprung a leak.	13			13
Explosion of gasoline.			5	5
Unclassified.	1	2	25	28
Cause not given.	1	1	44	46
Total.	15	5	85	105
Aggregate.	20	12	88	120

TABLE 43.—*Collisions: Distinguishing their causes, as given by masters, agents, and owners.*

Cause of disaster.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Fog.						2	4						6
Fault of towing vessel.				2			1	2					5
Misunderstanding of signals.			2										4
Error of officers or crew.		2						1		1			4
Currents.											2		2
Error of pilot.												1	1
Want of proper lights.					1								1
Unclassified.	2					1							3
Cause not given.	2			4	1	3	5		2	1	3		21
Total.	4	4	2	6	2	6	10	3	2	2	5	1	47

TABLE 44.—*Description of vessels involved in disaster.*

Description of vessels.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Steamers.	9	19	6	16	17	9	15	9	7	12	17	7	143
Schooners.	2		1	1		1	5	1	1				12
Ferryboats.	1	2				2							5
Barges.			1	1			2						4
Sloops.							1						1
Barkentines.							1						1
Houseboats.										1			1
Total.	12	21	8	18	17	12	24	10	8	13	17	7	167

TABLE 45.—*Nationality and description of foreign vessels involved in disaster.*

(No disasters to foreign vessels on United States rivers reported during the year.)

## MARINE CASUALTIES, UNITED STATES RIVERS, 1913—Continued.

TABLE 46.—*Classification, according to tonnage, of vessels involved in disaster.*

Burden of vessels.	July.		August.		Sep- tember.		Octo- ber.		Novem- ber.		Decem- ber.		Jan- uary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	5	6	3	3	1	4	5	2	9	2	2	6	5	
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	1	1	1	1	2	2	1	1	
Over 200 and not exceeding 300 tons.....	4	1	1	1	1	1	1	1	2	1	1	1	1	
Over 300 and not exceeding 500 tons.....	1	1	1	1	2	1	1	1	1	1	1	1	3	
Over 500 and not exceeding 700 tons.....	1	1	2	1	1	2	1	1	1	1	1	1	2	
Over 700 and not exceeding 1,000 tons.....	1	1	2	1	1	1	1	1	1	1	1	1	6	
Over 1,000 and not exceeding 1,500 tons.....	1	1	2	1	1	3	1	1	1	1	1	1	1	
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	
Over 4,000 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	
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	1	1	1	1	1	1	
Total.....	12	9	12	3	5	4	14	3	14	2	10	8	16	
Aggregate.....	12	21	8	18	17	12	24							

Burden of vessels.	Febru- ary.		March.		April.		May.		June.		Total.		Aggre- gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	3	1	2	1	5	3	4	2	2	3	39	39	78
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	1	1	4	1	1	5	13	18
Over 200 and not exceeding 300 tons.....	1	1	1	1	2	2	2	2	2	2	9	11	11
Over 300 and not exceeding 500 tons.....	1	1	1	1	2	2	2	2	2	2	14	16	16
Over 500 and not exceeding 700 tons.....	1	1	1	1	1	1	2	2	2	2	9	9	9
Over 700 and not exceeding 1,000 tons.....	1	1	1	1	1	1	2	2	2	2	15	15	15
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	1	1	1	2	2	2	2	7	7	7
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	2	2	2	2	3	3	3
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	2	2	2	2	2	2	2
Over 2,500 and not exceeding 3,000 tons.....	2	2	2	2	2	2	2	2	2	2	2	2	2
Over 3,000 and not exceeding 3,500 tons.....	2	2	2	2	2	2	2	2	2	2	3	3	3
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
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	1	1	1	1	1	1
Total.....	3	7	3	5	6	7	5	12	2	5	48	119	167
Aggregate.....	10	8	13	17	7	167							

No disasters to vessels of between 4,000 and 5,000 tons reported.

## MARINE CASUALTIES, UNITED STATES RIVERS, 1913—Continued.

TABLE 47.—Classification, according to age, of vessels involved in disaster.

Age.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Not exceeding 5 years of age..	3	1	1	6	4	1	5	4	2	1	4	.....	32
Over 5 years and not exceeding 10 years.....	1	7	1	3	2	4	7	.....	1	4	4	.....	34
Over 10 years and not exceeding 15 years.....	1	3	1	2	3	3	4	4	.....	.....	1	1	23
Over 15 years and not exceeding 20 years.....	2	4	2	1	3	2	4	.....	3	3	3	3	30
Over 20 years and not exceeding 25 years.....	1	2	.....	2	1	1	4	1	.....	.....	2	2	16
Over 25 years and not exceeding 30 years.....	2	2	2	2	2	.....	.....	.....	1	3	1	1	16
Over 30 years and not exceeding 35 years.....	1	2	.....	1	.....	.....	.....	1	.....	.....	1	.....	6
Over 35 years and not exceeding 40 years.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Over 40 years and not exceeding 45 years.....	1	.....	1	1	1	.....	.....	.....	.....	1	1	.....	6
Over 45 years and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Total.....	12	21	8	18	17	12	24	10	8	13	17	7	167

TABLE 48.—Nature of cargoes carried by vessels involved in disaster.

Cargo.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
General.....	2	2	1	6	3	2	1	3	3	3	5	.....	31
Coal.....	.....	1	1	.....	.....	.....	4	1	.....	.....	.....	.....	7
Lumber.....	.....	.....	1	.....	.....	1	.....	1	.....	1	.....	.....	4
Sand and gravel.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	3
Petroleum.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cotton.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Forage.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fruit.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Paper.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cast-iron pipe.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Bricks.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Total.....	3	4	3	8	3	3	8	6	4	4	6	.....	52
Vessels in ballast.....	9	17	5	10	14	9	16	4	4	9	11	7	115
Aggregate.....	12	21	8	18	17	12	24	10	8	13	17	7	167

TABLE 49.—Distinguishing the rivers on which disasters occurred.

Rivers.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Allegheny.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Arkansas.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Atchafalaya, La.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Barren, Ky.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Bayou Des Allemands, La.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Bayou Sara, La.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Bayou Teche, La.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Bayou Terrebonne, La.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Black, Ark.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Buffalo Bayou, Tex.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Columbia.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Connecticut.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cumberland.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Delaware.....	4	4	3	3	2	7	10	3	2	2	1	1	42
Elk, Md.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Hudson.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Illinois.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
James, Va.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Kennebec, Me.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Kentucky.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Mississippi.....	2	7	1	2	2	1	4	1	.....	1	6	.....	28
Missouri.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Monongahela, Pa.....	.....	2	.....	.....	2	.....	.....	.....	.....	.....	.....	1	5
Neches, Tex.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1

## MARINE CASUALTIES, UNITED STATES RIVERS, 1913—Continued.

TABLE 49.—Distinguishing the rivers on which disasters occurred—Continued.

Rivers.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Ohio.....	2	2	2	1	3	2	2	1	3	5	4		27
Ouachita, La.....							1						1
Pasquotank, N. C.....		1											1
Pocomoke, Md.....									1				1
Red, La.....												1	1
St. Johns, Fla.....		1		1	4			1	1	3			11
St. Lawrence.....	1	2		1	1					1		1	7
Sacramento, Cal.....				1									1
San Joaquin, Cal.....				4									4
Satilla, Ga.....			1										1
Savannah, Ga.....							1						1
Stono, S. C.....													1
Tennessee.....								2			2		4
Tensas, La.....											1		1
Tombigbee, Ala.....							1						1
Willamette, Oreg.....				1									2
Yazoo, Miss.....								1					1
Total.....	12	21	8	18	17	12	24	10	8	13	17	7	167

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.	Not damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	20	301	3,282		\$286,375	\$31,325	\$55,975	\$5,125
Strandings.....	12	246	9,125		282,100	89,965	33,435	8,100
Vessels in collision.....	47	580	37,170	6,465	3,516,095	549,895	148,115	2,500
Other casualties.....	88	2,237	22,859		2,828,850	858,680	460,485	18,695
Total.....	167	3,364	72,436	6,465	6,913,420	1,529,865	698,010	34,420
Aggregate.....			82,265			8,443,285		732,430

Nature of casualties.	Amount of insurance carried.		Vessels—					Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In ballast.	Totally lost.	Damaged.	Not damaged.	Passengers.	Number in crews.	
Foundering.....	\$219,750	\$27,500	4	16	8	12		19	127	6
Strandings.....	143,600	53,965	5	7	3	9		173	263	
Vessels in collision.....	2,277,455	206,980	21	26	3	34	10	1,494	765	2
Other casualties.....	1,420,395	691,500	22	66	34	54		547	1,300	40
Total.....	4,061,200	979,945	52	115	48	109	10	2,163	2,455	49
Aggregate.....		5,041,145		167		167			4,618	

**MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1913.****TABLE 51.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.**

Months.	Value of ves-sels.		Value of car-goes.		Total value of property involved.	Loss to ves-sels. <sup>2</sup>		Loss of car-goes. <sup>3</sup>		Total value of prop-erty lost.	Ves-sels in bal-last.
	Num-ber.	Value.	Num-ber. <sup>1</sup>	Value.		Num-ber.	Loss.	Num-ber.	Loss.		
July.....	6	\$346,000	3	\$101,880	\$447,880	6	\$72,700	2	\$31,380	\$104,080	3
August.....	3	1,190,000	3	564,965	1,754,965	3	160,600	1	25,000	185,600	2
September.....	7	2,187,492	5	649,125	2,836,617	6	23,400	4	28,520	51,920	1
October.....	19	2,959,300	18	945,005	3,904,305	18	75,600	12	13,255	88,855	1
November.....	18	4,496,700	12	396,600	4,893,300	18	158,730	5	14,700	173,430	6
December.....	13	2,318,800	12	57,800	2,376,600	13	240,700	5	22,350	263,050	1
January.....	16	2,151,790	15	582,750	2,734,540	16	544,000	9	189,550	733,550	1
February.....	15	4,488,295	9	645,050	5,133,345	15	68,630	3	19,400	88,030	6
March.....	12	3,943,000	10	336,585	4,279,585	11	66,300	5	39,485	105,785	2
April.....	15	669,750	13	335,780	1,005,530	15	120,450	7	48,025	168,475	2
May.....	6	654,585	4	52,500	707,085	6	21,700	1	2,000	23,700	2
June.....	4	495,000	4	34,000	529,000	4	32,000	3	6,000	38,000	.....
Total.....	134	25,900,712	108	4,702,040	30,602,752	131	1,584,810	57	439,665	2,024,475	26

<sup>1</sup> Including 15 cargoes, value unknown.<sup>2</sup> Of the 134 vessels involved, 3 suffered no damage.<sup>3</sup> Of the 108 cargoes involved, 51 suffered no damage.**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.
	To-tally lost.	Dam-aged only.	Not dam-aged.	To-tally lost.	Dam-aged only.	Not dam-aged.	Total.	Pas-sen-gers.	Num-ber in crews.	
July.....	3	3	.....	2,243	2,140	.....	4,383	33	106	.....
August.....	.....	3	.....	.....	12,178	.....	12,178	174	148	.....
September.....	2	4	1	797	14,177	1,582	16,556	138	387	.....
October.....	9	9	1	1,049	26,665	6,974	34,688	363	534	5
November.....	5	13	.....	2,382	35,831	.....	38,213	543	720	1
December.....	4	9	.....	2,822	16,688	.....	19,510	951	478	10
January.....	8	8	.....	9,867	19,444	.....	29,311	176	409	45
February.....	3	12	.....	1,324	39,421	.....	40,745	280	660	8
March.....	4	7	1	2,067	22,582	20,718	45,367	1,979	745	.....
April.....	7	8	.....	4,429	7,045	.....	11,474	138	221	.....
May.....	1	5	.....	127	6,542	.....	6,669	.....	170	.....
June.....	1	3	.....	77	4,148	.....	4,225	64	215	6
Total.....	47	84	3	27,184	206,861	29,274	263,319	4,839	4,793	75

**TABLE 53.—Insurance on vessels and cargoes involved in disaster, where known.**

Months.	Vessels reported in-sured.		Cargoes reported in-sured.		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.....	5	\$151,950	2	\$31,380	\$183,330	1	.....	.....	1	3
August.....	3	765,000	1	500,000	1,265,000	.....	.....	.....	2	.....
September.....	4	2,147,492	3	25,000	2,172,492	2	1	1	1	2
October.....	11	1,682,300	8	219,900	1,902,200	3	3	5	7	1
November.....	12	2,221,725	4	356,000	2,577,725	2	2	4	6	6
December.....	6	2,025,800	3	17,500	2,043,300	6	3	1	6	1
January.....	7	1,019,940	4	19,500	1,039,440	4	.....	5	11	1
February.....	10	4,037,285	4	545,000	4,582,285	3	1	2	4	6
March.....	6	1,429,420	3	74,485	1,503,905	6	2	.....	5	2
April.....	8	547,830	5	268,905	816,735	5	4	2	4	2
May.....	5	618,695	2	42,500	661,195	1	2	.....	.....	2
June.....	3	471,725	2	33,300	505,025	1	1	.....	1	.....
Total.....	80	17,119,162	41	2,133,470	19,252,632	34	19	20	48	26

## MARINE CASUALTIES, AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1913—Continued.

TABLE 54.—*Distinguishing the nature of casualties, etc.*

Nature of casualties.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Foundering.....					2	3	1			3			9
Strandings.....	3	1	2	5	4	2	4	4	3	4	2	2	36
Vessels in collision.....			1		1				1		1	1	5
Other casualties: 1													
Damage to hull, masts, and rigging.....	2	1	1	6	8	6	4	4	5	3	1		41
Damage to machinery 2...	1	1		2	2	1	2	3		2	1		15
Waterlogged.....				2		1	3		1	2			9
Fire.....			1	1	1		1	1	2			1	7
Damage to cargo.....			1	1			1			1			4
Sprung a leak.....			1				1	2					3
Unknown 3				1			1	1					3
Struck bridge, pier, wreck, rock, etc.....											1		1
Crushed by ice.....				1									1
Total.....	6	3	7	19	18	13	16	15	12	15	6	4	134

1 Nine vessels included in this classification were abandoned.

2 Originating in five cases from broken shaft.

3 All three 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.....	6	14	37	57
Currents, tides, heavy seas.....		4	16	20
Fog.....		3		3
Darkness.....		3		3
Total.....	6	24	53	83
Class 2. Causes connected with vessel and equipment:				
Defective chart.....		1		1
Defective rigging.....			1	1
Total.....		1	1	2
Class 3. Causes connected with navigation and seamanship:				
Error of officers or crew.....		2		2
Error of pilot.....		1	1	2
Total.....		3	1	4
Class 4. Causes connected with machinery and boilers: (No figures for class 4).				
Class 5. Miscellaneous causes:				
Struck bridge, pier, wreck, rock, etc.....	1	3	4	8
Sprung a leak.....	2		1	3
Missed stays.....		2		2
Spontaneous combustion.....			1	1
Absence of buoy.....		1		1
Unclassified.....			10	10
Cause not given.....		2	13	15
Total.....	3	8	29	40
Aggregate.....	9	36	84	129

TABLE 56.—*Collisions: Distinguishing their causes, as given by masters, agents, and owners.*

Cause of disaster.	Septem-ber.	Novem-ber.	March.	May.	June.	Total.
Fog.....				1	1	2
Cause not given.....	1	1	1			3
Total.....	1	1	1	1	1	5

No collisions reported for July, August, October, December, January, February, and April.

## MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1913—Continued.

TABLE 57.—Description of vessels involved in disaster.

Description of vessels.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total
Schooners.....	4	1	4	7	10	10	9	3	4	10	3	2	67
Steamers.....	2	2	2	8	6	1	6	10	6	5	3	2	53
Barks.....			1		1		1	1	1				5
Barkentines.....				1		1		1	1				4
Barges.....					1	1							2
Brigantines.....				1									1
Ships.....				1									1
Stops.....				1									1
Total.....	6	3	7	19	18	13	16	15	12	15	6	4	134

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.....							2	5	2				1	
Over 100 and not exceeding 200 tons.....		1					3		1		2	1	1	
Over 200 and not exceeding 300 tons.....	1				1						1	1		
Over 300 and not exceeding 500 tons.....		1				1	1		2	2	2	2		
Over 500 and not exceeding 700 tons.....					1				1	1	1	2		
Over 700 and not exceeding 1,000 tons.....	1							2	2	2	2	2	1	
Over 1,000 and not exceeding 1,500 tons.....	1	1		1				2	2	2	2	1	1	
Over 1,500 and not exceeding 2,000 tons.....						1	1	1	1	1		1		
Over 2,000 and not exceeding 2,500 tons.....						1	1		1	1			1	
Over 2,500 and not exceeding 3,000 tons.....								1	1				2	
Over 3,000 and not exceeding 3,500 tons.....								1					1	
Over 3,500 and not exceeding 4,000 tons.....				1									1	
Over 4,000 and not exceeding 5,000 tons.....						1	1							1
Over 5,000 and not exceeding 6,000 tons.....					1			3		3		1		
Over 6,000 tons.....														
Total.....	3	3		3	2	5	9	10	5	13	4	9	8	8
Aggregate.....	6		3		7		19		18		13		16	

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	1		1				2	1		9	7	16
Over 100 and not exceeding 200 tons.....		1	2	1	1	1	1				11	5	16
Over 200 and not exceeding 300 tons.....								1	1		2	3	5
Over 300 and not exceeding 500 tons.....					1	3					2	10	12
Over 500 and not exceeding 700 tons.....	1	3	1			2					7	8	15
Over 700 and not exceeding 1,000 tons.....	1				5	1			1	9	7	7	16
Over 1,000 and not exceeding 1,500 tons.....			1							1	3	9	12
Over 1,500 and not exceeding 2,000 tons.....		1		1						2	4	4	6
Over 2,000 and not exceeding 2,500 tons.....										1	3	3	4
Over 2,500 and not exceeding 3,000 tons.....		1		3			1				8	8	8
Over 3,000 and not exceeding 3,500 tons.....		1							1		4	4	4
Over 3,500 and not exceeding 4,000 tons.....		1			1		1			1	4	4	5
Over 4,000 and not exceeding 5,000 tons.....		1									1	1	1
Over 5,000 and not exceeding 6,000 tons.....		2		2							14	14	14
Over 6,000 tons.....													
Total.....	3	12	4	8	7	8	1	5	1	3	47	27	
Aggregate.....	15		12		15		6		4		134		134

No vessels between 4,000 and 5,000 tons.

**MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1913—Continued.**TABLE 59.—*Classification, according to age, of vessels involved in disaster.*

Age.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
Not exceeding 5 years.....	1	1	1	3	2	1	2	5	1	1	2	.....	20
Over 5 and not exceeding 10 years.....	1	1	1	1	5	1	3	2	1	1	3	.....	20
Over 10 and not exceeding 15 years.....	2	1	2	4	3	3	5	3	3	3	.....	1	30
Over 15 and not exceeding 20 years.....	.....	.....	1	2	.....	3	1	.....	.....	5	.....	.....	12
Over 20 and not exceeding 25 years.....	1	.....	.....	2	4	2	1	2	3	3	.....	2	20
Over 25 and not exceeding 30 years.....	.....	.....	.....	1	1	.....	3	1	2	.....	.....	1	9
Over 30 and not exceeding 35 years.....	.....	.....	1	3	2	.....	1	1	2	2	1	.....	13
Over 35 and not exceeding 40 years.....	1	.....	1	2	1	2	.....	.....	.....	.....	.....	.....	7
Over 40 and not exceeding 45 years.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total.....	6	3	7	19	18	13	16	15	12	15	6	4	134

No disasters reported to vessels over 50 years of age.

TABLE 60.—*Nature of cargoes carried by vessels involved in disaster.*

Cargoes.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total.
General.....	2	2	1	4	3	1	5	4	4	2	1	2	31
Lumber.....	1	1	2	3	3	5	3	3	1	6	1	1	30
Fish.....	.....	.....	1	4	.....	3	1	.....	1	.....	2	1	13
Coal.....	.....	.....	.....	2	1	2	3	1	1	3	.....	.....	13
Steel rails.....	.....	.....	.....	.....	.....	1	2	1	.....	.....	.....	.....	3
Petroleum.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Fertilizer.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Provisions.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Oysters.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Unknown.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Phosphate rock.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Fruit.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Copper ore.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Furs.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Molasses.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Tallow.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Distillates.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	3	3	5	18	12	12	15	9	10	13	4	4	108
Vessels in ballast.....	3	.....	2	1	6	1	1	6	2	2	.....	.....	26
Aggregate.....	6	3	7	19	18	13	16	15	12	15	6	4	134

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.	Not damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	9	6,580	237	.....	\$326,250	\$113,625	\$324,450	\$110,125
Strandings.....	36	8,273	26,585	.....	3,333,940	473,430	442,100	138,230
Vessels in collision.....	5	1,926	193	.....	108,000	11,000	78,700	7,500
Other casualties.....	34	10,405	179,846	29,274	22,132,522	4,103,985	739,560	*183,810
Total.....	134	27,184	206,861	29,274	25,900,712	4,702,040	1,584,810	439,665
Aggregate.....	.....	263,319			\$30,602,752		\$2,024,475	



**MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1913—Continued.****TABLE 61.—Summary: American vessels at sea and in foreign waters—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.	Not dam-aged.	Passen-gers.	Num-ber in crews.	
Foundering.....	\$55,000	\$12,000	7	2	8	1	.....	.....	48	11
Strandings.....	2,930,915	131,080	30	6	22	14	.....	340	911	0
Vessels in collision.....	36,195	2,500	3	2	3	2	.....	1	69	6
Other casualties.....	14,097,052	1,987,890	68	16	14	67	3	4,498	3,765	58
Total.....	17,119,162	2,133,470	108	26	47	84	3	4,839	4,793	75
Aggregate.....	\$19,252,632		134		134		9,632		.....	

**MARINE CASUALTIES, SUMMARY OF, TO FOREIGN VESSELS, 1913.****TABLE 62.—Summary of disasters to foreign vessels.**

Registry.	Num-ber of vessels in-volved.	Tonnage.	Value of—		Total value of property im-periled.	Value of property lost.	Persons on board.		Lives lost.
			Vessels.	Cargoes.			Pas-sen-gers.	Num-ber in crews.	
British.....	17	13,610	\$826,400	\$111,000	\$937,400	\$63,565	96	285	.....
German.....	1	2,369	60,000	.....	60,000	60,000	.....	20	16
Italian.....	1	1,350	12,000	.....	12,000	12,000	.....	13	.....
Total.....	19	17,329	898,400	111,000	1,009,400	135,565	96	318	16
Aggregate.....	.....	.....	\$1,009,400		.....	.....	414		.....

Sixteen of the foreign vessels embraced within the foregoing table, valued with their cargoes at \$796,400, met disaster on the Atlantic and Gulf coasts.

Casualties to foreign vessels were reported only for the Atlantic and Gulf coasts and the Pacific coast.

Full information concerning disasters to foreign vessels can not always be obtained; the figures for such disasters, as in the case of Table 62, are therefore usually incomplete.

**MARINE CASUALTIES, GENERAL SUMMARY OF, 1913.****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 ended June 30, 1913.**

	Vessels involved.	Tonnage.	Value of property involved.		Value of property lost.	
			Vessels.	Cargoes.	Vessels.	Cargoes.
Summary by coasts, etc.:						
Atlantic and Gulf coasts....	504	394,933	\$35,897,505	\$7,614,925	\$2,693,375	\$649,250
Pacific coast.....	185	184,243	17,187,630	1,833,315	1,917,875	263,135
Great Lakes.....	275	830,061	44,962,204	7,990,925	1,444,865	162,815
United States rivers.....	167	82,265	6,913,420	1,529,865	698,010	34,420
At sea and in foreign waters.	134	263,319	25,900,712	4,702,040	1,584,810	439,665
Total.....	1,265	1,754,811	130,861,471	23,671,070	8,338,935	1,549,285
Aggregate.....	.....	.....	154,532,541		9,888,220	
Summary by nature of casualties:						
Foundering.....	80	24,641	1,329,225	932,310	593,425	168,255
Strandings.....	302	377,930	24,358,800	5,136,095	2,962,015	410,765
Vessels in collision.....	393	588,543	44,721,010	6,169,465	1,791,410	283,845
Other casualties.....	490	763,697	60,452,936	11,433,200	2,992,085	686,420
Total.....	1,265	1,754,811	130,861,471	23,671,070	8,338,935	1,549,285
Aggregate.....	.....	.....	154,532,541		9,888,220	

## MARINE CASUALTIES, GENERAL SUMMARY OF, 1913—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 ended June 30, 1913—Continued.

	Vessels involved.	Tonnage.	Value of property involved.		Value of property loss.		
			Vessels.	Cargoes.	Vessels.	Cargoes.	
Summary by months:							
July.....	108	180,406	\$14,590,745	\$1,257,265	\$519,355	\$53,500	
August.....	101	151,461	10,230,995	1,914,180	1,199,520	287,755	
September.....	86	103,293	7,875,242	1,363,595	315,810	49,270	
October.....	139	205,870	14,228,479	3,540,015	668,465	73,840	
November.....	145	208,125	15,362,745	2,998,880	568,575	51,495	
December.....	137	139,617	11,598,985	1,837,225	649,175	103,500	
January.....	123	126,166	9,923,015	1,987,915	1,476,010	272,490	
February.....	85	95,749	9,280,355	2,025,175	663,130	211,935	
March.....	86	136,545	12,546,175	1,654,830	541,240	168,255	
April.....	86	132,908	8,987,440	2,904,580	621,225	208,340	
May.....	95	167,210	9,677,350	1,288,715	303,030	12,840	
June.....	74	107,461	6,559,945	898,695	813,400	56,135	
Total.....	1,265	1,754,811	130,861,471	23,671,070	8,338,935	1,549,285	
Aggregate.....			154,532,541		9,888,220		
	Insurance carried. <sup>1</sup>		Laden vessels. <sup>2</sup>	Vessels in ballast.	Vessels totally lost.	Persons on board. <sup>3</sup>	Lives lost.
	Vessels.	Cargoes.					
Summary by coasts, etc.:							
Atlantic and Gulf coasts.....	\$22,569,020	\$3,762,660	266	238	114	15,884	71
Pacific coast.....	10,002,000	597,570	121	64	33	6,608	58
Great Lakes.....	23,766,870	3,181,835	202	73	32	7,436	30
United States rivers.....	4,061,200	979,945	52	115	48	4,618	49
At sea and in foreign waters.	17,119,162	2,133,470	108	26	47	9,632	75
Total.....	77,518,252	10,655,480	749	516	274	44,178	283
Aggregate.....	88,173,732						
Summary by nature of casualties:							
Foundering.....	586,000	787,655	41	39	46	457	43
Strandings.....	16,181,085	1,816,715	220	82	106	8,951	64
Vessels in collision.....	25,490,985	3,027,460	214	179	25	16,523	32
Other casualties.....	35,260,182	5,023,650	274	216	97	18,247	144
Total.....	77,518,252	10,655,480	749	516	274	44,178	283
Aggregate.....	88,173,732						
Summary by months:							
July.....	8,426,870	563,260	61	47	14	7,309	3
August.....	6,781,000	1,105,040	53	48	25	4,465	5
September.....	5,001,592	529,395	51	35	19	4,310	2
October.....	7,905,250	950,540	92	47	31	3,448	10
November.....	8,445,475	2,300,895	93	52	31	3,548	35
December.....	6,919,700	731,235	71	66	24	5,046	14
January.....	5,395,940	533,175	69	54	36	2,794	117
February.....	6,475,290	1,503,100	49	36	20	2,790	34
March.....	7,769,005	645,320	54	32	24	4,885	24
April.....	4,981,255	953,890	55	31	26	1,681	6
May.....	4,752,750	505,045	61	34	13	1,891	20
June.....	4,664,125	334,585	40	34	11	2,011	13
Total.....	77,518,252	10,655,480	749	516	274	44,178	283
Aggregate.....	88,173,732						

<sup>1</sup> Insurance is on 629 vessels and 279 cargoes.<sup>2</sup> Value of cargoes carried by 53 of the laden vessels unknown.<sup>3</sup> Of these, 21,101 were passengers and 23,077 members of crews.

## MARINE CASUALTIES, LOSS OF LIFE, 1913.

TABLE 64.—*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, 1913.*

[Besides the cases of loss of life embraced in the preceding statistics, Table 64 includes the loss of 26 lives from 19 undocumented vessels that were in collision with documented vessels, the loss of 6 lives from 3 vessels suffering damage or loss amounting to less than \$300, and the loss of 216 lives from 211 vessels not involved in disaster, making a total of 248 lives lost from 233 vessels during the year in addition to the 283 (see Table 63) reported as having perished from 55 of the 1,265 vessels suffering material loss or damage. Figures relating to these 248 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.
<b>1912.</b>					
Aug. 21	Sc. Alianza.....	6	4	1	Port Patillas, Porto Rico.
Oct. 29	Sc. Liliebonne.....	218	8	1	San Francisco Bay, Cal.
Oct. 29	Str. Helen.....	28	4	1	Delaware River.
Nov. 30	Str. W. B. Nathan.....	12	2	1	Do.
Nov. 21	Str. Commander.....	145	9	1	Off Neuviitas, Cuba.
Dec. 23	Sc. Rouse Simmons.....	205	14	14	Lake Michigan.
Dec. 13	Sc. S. O. Co. No. 87.....	2,052	10	10	At sea (Atlantic Ocean).
<b>1913.</b>					
Jan. 3	Bge. Bombay.....	1,295	5	2	Nantucket Sound, Mass.
Feb. 3	Str. Monarch.....	43	13	5	Yazoo River, Miss.
Feb. 5	Bge. Anna R.....	405	3	2	Long Island Sound.
Mar. 2	Sc. Laura Tompkins.....	16	2	1	Off Cobb Island, Va.
Apr. 1	Str. Thomas F. O'Brien.....	46	8	5	New York Harbor.
	Total.....	4,471	82	41	

## STRANDINGS.

Date.	Name of vessel.	Tonnage.	Persons on board.	Lives lost.	Locality.
<b>1912.</b>					
Oct. 29	Str. Corsair.....	15	2	1	Katella Bay, Alaska.
Nov. 1	Sc. John Maxwell.....	532	7	6	New Inlet, N. C.
Nov. 1	Gas. str. Osprey.....	43	5	5	Coos Bay, Oreg.
Nov. 23	Gas. str. Three Sisters.....	52	3	3	Green Bay, Wis.
<b>1913.</b>					
Jan. 7	Str. Rosecrans.....	2,976	36	33	Peacock Spit, Columbia River bar.
Feb. 13	Ger. bk. Mini.....	2,369	20	16	Nehalem River, mouth of, Oregon.
	Total.....	5,987	73	64	

## 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.]

Date.	Name of vessel.	Tonnage.	Persons on board.	Lives lost.	Locality.
<b>1912.</b>					
July 9	Small boat <sup>1</sup> .....		2	2	White River, Ark.
24	Sc. C. W. Seward.....	18	2	1	Chesapeake Bay.
30	Rowboat <sup>2</sup> .....		2	2	Sacramento River, Cal.
31	Skiff <sup>3</sup> .....		1	1	Illinois River (Henry, Ill.).
Aug. 31	Launch <sup>4</sup> .....		3	3	Delaware River.
Sept. 1	Small boat <sup>5</sup> .....		3	2	Ohio River (Bethlehem, Ind.).
8	Rowboat <sup>6</sup> .....		1	1	Lake Michigan (Chicago, Ill.)
10	Skiff <sup>7</sup> .....		1	1	Ohio River (Portsmouth, Ohio).
27	Rowboat <sup>8</sup> .....		2	2	Ohio River.
Oct. 21	Str. Pine Lake.....	388	11	1	Lake St. Clair.
Nov. 10	Str. Wm. A. Field.....	114	5	4	Lake Michigan.
Dec. 8	Lch. Chas. Hunter <sup>9</sup> .....		2	1	Mississippi River (Memphis, Tenn.).
24	Skiff <sup>10</sup> .....		5	1	St. Johns River (Jacksonville, Fla.).
27	Lch. <sup>11</sup> .....		5	1	San Pablo Bay, Cal.

<sup>1</sup> Collided with gas. str. Angelina.<sup>2</sup> Collided with str. Fruto.<sup>3</sup> Collided with str. Percy Swain.<sup>4</sup> Collided with str. John W. Garrett.<sup>5</sup> Collided with str. J. W. Adams.<sup>6</sup> Collided with str. Manistee.<sup>7</sup> Collided with str. Alice Brown.<sup>8</sup> Collided with str. Raymond Homer.<sup>9</sup> Collided with str. Charles H. Organ.<sup>10</sup> Collided with str. Tupper.<sup>11</sup> Collided with str. El Capitan.

## MARINE CASUALTIES, LOSS OF LIFE, 1913—Continued.

TABLE 64.—Casualties involving loss of life—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Persons on board.	Lives lost.	Locality.
1913.					
Jan. 5	Dredge <sup>1</sup>	.....	1	1	St. Johns River, Fla.
10	Lch. San Pedro <sup>2</sup>	.....	2	1	San Pedro, Cal.
13	Str. Julia Luckenbach	3,100	29	16	Chesapeake Bay.
Feb. 8	Str. City of Florence	82	36	3	Tennessee River (Coffee Landing, Tenn.).
Mar. 11	Lch. <sup>3</sup>	.....	2	1	Ohio River (Evansville, Ind.).
13	Str. Wyckoff	267	13	2	New York Harbor.
	Sc. John D. Spreckles	266	9	2	Off California coast.
Apr. 22	Skid <sup>4</sup>	.....	2	1	Willamette River, Oreg.
May 3	Fishboat <sup>5</sup>	.....	2	1	Columbia River.
22	Gas. str. Elisha	10	44	1	Baltimore, Md.
June 15	Rowboat <sup>6</sup>	.....	3	1	Connecticut River (Gilder-sleeve, Conn.).
17	Sc. Olympia	77	14	6	At sea (Atlantic Ocean).
26	Lch. Greendale <sup>7</sup>	.....	2	2	Pasquotank River, N. C.
29	Lch. <sup>8</sup>	.....	5	1	Ohio River (Wheeling, W. Va.).
	Total	4,322	209	62	

<sup>1</sup> Collided with str. Berkshire.<sup>2</sup> Collided with str. Santa Clara.<sup>3</sup> Collided with str. Old Reliable.<sup>4</sup> Collided with str. Hustler.<sup>5</sup> Collided with str. Daniel Kern.<sup>6</sup> Collided with S. O. Co. No. 55 bge.<sup>7</sup> Collided with gas. str. Pompano.<sup>8</sup> Collided with str. Rival.

## OTHER CASUALTIES.

1912.					
July 6	Str. Marjorie	61	111	1	Bayou Sara, La.
21	Sc. Frances Elizabeth	30	1	1	Cape Fear River (mouth), N. C.
Aug. 4	Str. Virginia	220	17	1	Pasquotank River, N. C. (Elizabeth City).
12	Str. Mascot	20	3	1	Newark, N. J.
14	Str. C. M. Pate	82	22	2	Mississippi River (near Grammercy, La.).
Sept. 2	Str. Nantucket	2,599	125	2	Baltimore, Md.
Oct. 1	Sc. Serena S. Kimball	136	4	4	At sea (Atlantic Ocean).
7	Sc. S. O. Co. No. 92	3,248	12	2	New York Harbor.
24	Str. Sonoma	6,729	262	1	At sea (Pacific Ocean).
Nov. 1	Sc. Schuylkill	841	4	1	Near Long Island coast.
3	Str. Genesee	204	13	2	New York Harbor.
23	Gas. str. Two Brothers	11	3	3	Lake Michigan (Pentwater, Mich.).
Dec. 2	Str. Flora	561	3	2	Lake Michigan (Chicago, Ill.).
8	Str. Scout	77	6	1	Ohio River (Coraopolis, Pa.).
30	Str. Margaret	203	10	1	Near Avalon, N. J.
1913.					
Jan. 3	Sc. Bessie Whiting	559	7	1	Near Cape Hatteras, N. C.
3	Str. Alamo	2,942	148	1	At sea (Atlantic Ocean).
3	Sc. Future	613	8	3	Do.
6	Str. Huntress	76	9	3	Near Florida coast.
9	Str. Jas. T. Staples	365	78	16	Tombigbee River, Ala.
26	Sc. S. P. Blackburn	1,756	11	2	At sea (Atlantic Ocean).
27	Str. Vandalia	141	11	1	St. Petersburg, Fla.
31	Str. El Dorado	3,531	39	39	At sea (Atlantic Ocean).
Feb. 28	Sc. Althea Franklin	36	8	8	At sea (Gulf of Mexico).
Mar. 7	Str. Atlantic	33	34	12	Baltimore, Md.
7	Str. Jason	10,650	125	7	Do.
Apr. 2	Str. Millinocket	3,336	32	1	Block Island Sound.
May 2	Str. Concordia	156	116	14	Texas River, La.
3	Str. Sonoma	139	41	4	Kentucky River (Glenmary, Ky.).
17	Str. J. C. At Lee	87	12	1	Mississippi River.
June 11	Str. E. M. Peck	1,809	18	7	Lake Michigan (Racine Wis.).
	Total	41,251	1,293	145	

## MARINE CASUALTIES, LOSS OF LIFE, 1913—Continued.

TABLE 64.—*Casualties, involving loss of life*—Continued.

OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER).

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1912.					
July 6	Bk. John Ena.....	2,842	1	At sea (Pacific Ocean).....	Fell from aloft.
6	Str. Isaac M. Scott.....	6,372	1	Lake Superior (near Apostle Islands).	Lost overboard.
7	Str. W. H. Truesdale.....	3,674	1	Lake Erie (Buffalo, N. Y.)....	Fell overboard.
9	Gas. str. Eva.....	13	1	Albemarle Sound, N. C.....	Do.
11	Str. L. G. Powell.....	143	1	Lake Erie (Toledo, Ohio).....	Do.
14	Str. Chelsea.....	564	1	New London, Conn.....	Fell overboard while intoxicated.
16	Str. C. B. Smith.....	22	1	Snohomish River, Wash.....	Fell overboard.
16	Str. City of the Straits.....	1,094	1	Lake Erie (Cleveland, Ohio)...	Do.
18	Sc. Theodore S. Fassett.....	548	1	do.....	Fell overboard by slipping of cant hook.
18	Str. City of St. Ignace.....	1,923	1	do.....	Fell overboard while intoxicated.
23	Sc. Annie Perry.....	116	1	At sea (Atlantic Ocean).....	Washed overboard.
23	Gas. str. Nellie.....	47	1	Long Beach, Cal.....	Crushed between pier and boat.
24	Bk. E. C. Mowatt.....	1,123	1	Delaware River.....	Fell overboard while intoxicated.
25	Str. Island Queen.....	277	1	Ohio River (Rochester, Pa.)...	Fell off gangplank.
26	Str. Georges Creek.....	398	1	Baltimore, Md.....	Fell overboard.
29	Str. Ellen M. Ronan.....	73	2	Hudson River (Tarrytown, N. Y.)	Do.
30	Str. No Wonder.....	269	1	Willamette River (Portland, Oreg.)	Knocked overboard by towline.
31	Str. William B. Murray.....	390	1	Bonavista Bay, Newfoundland.	Fell overboard.
Aug. 2	Sc. Lettitia.....	245	1	At sea (Pacific Coast).....	Fell from aloft.
5	Str. Denver.....	4,549	1	Galveston, Tex.....	Scalded.
6	Gas. str. Alert.....	8	1	Delaware River (Philadelphia, Pa.)	Fell overboard.
7	Str. C. W. Watson.....	4,306	1	Lake Erie (Toledo, Ohio).....	Do.
7	Gas. str. Gladys.....	29	1	Baltimore, Md.....	Do.
7	Str. James S. Dunham.....	4,795	1	Lake Superior.....	Lost overboard.
8	Str. Wm. J. Bradley.....	99	1	Delaware River (Philadelphia, Pa.)	Fell overboard.
8	Str. Courier.....	296	1	Ohio River (Cincinnati, Ohio)...	Do.
9	Str. Frank R. Crane.....	16	1	Lake Michigan (Chicago, Ill.)...	Do.
11	Str. New Camellia.....	270	1	Lake Pontchartrain (Madisonville, La.)	Fell off wharf while handling lines.
15	Str. C. J. Reynolds.....	71	1	Mississippi River (Baton Rouge, La.)	Asleep on guardrail and fell over.
17	Str. John A. McGean.....	5,100	1	Lake Superior (Superior, Wis.)	Fell overboard.
18	Str. Bowling Green.....	123	1	Ohio River (Evansville, Ind.)...	Do.
19	Str. W. I. Stevens.....	75	1	Gardiners Bay, L. I., N. Y.....	Do.
19	Str. Taber.....	93	1	Mississippi River (near Wabasha, Minn.)	Fell overboard while intoxicated.
20	Str. Indian.....	2,110	1	At sea (Atlantic Ocean).....	Jumped overboard, cause unknown.
20	Sc. Geo. Lock.....	32	1	Galveston Bay, Tex.....	Fell overboard.
22	Str. American.....	3,785	1	Lake Erie (Buffalo, N. Y.).....	Fell from vessel to dock.
24	Sc. Maurice R. Shaw.....	803	1	Baltimore, Md.....	Suffocated by fumes from cargo.
26	Gas. str. Anna F.....	10	1	St. Johns River, Fla.....	Fell overboard.
26	Str. Chas. B. Sanford.....	151	1	Cape Cod Bay, Mass.....	Do.
Sept. 1	Gas. str. Crowley No. 16.....	37	1	San Francisco Bay, Cal.....	Do.
3	Sc. Arthur V. S. Woodruff.....	193	1	At sea (Atlantic Ocean).....	Do.
4	Str. Brazos.....	6,399	1	do.....	Cake of ice fell on him while being lowered.
6	Str. Callie B.....	14	1	St. Johns River, Fla.....	Fell overboard.
8	Str. Reliance.....	59	1	Mississippi River (Arkansas City, Ark.)	Do.
9	Str. Samuel Mather.....	6,751	1	Lake Michigan (Green Bay, Mich.)	Fell overboard while asleep.
9	Gas. str. Esther Gray.....	30	1	Boston, Mass.....	Slipped and fell overboard.
12	Str. Chateaugay.....	742	1	Lake Champlain.....	Fell or jumped overboard while intoxicated.
12	Str. Melrose.....	2,662	1	San Francisco Bay, Cal.....	Fell overboard.
12	Str. South River.....	283	1	South River, N. J.....	Do.
13	Str. F. M. Owens.....	129	1	Bayou Teche, La.....	Do.

## MARINE CASUALTIES, LOSS OF LIFE, 1913—Continued.

TABLE 64.—Casualties involving loss of life—Continued.

OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER)—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1912.					
Sept. 14	Sc. Robert Lewers.....	732	1	At sea (Pacific Ocean).....	Jumped overboard while intoxicated.
15	Str. S. M. Fischer.....	628	1	Lake Huron.....	Fell into hold.
15	Sc. Volunt.....	96	1	Bay of Fundy (Georges Banks).	Struck by lightning and fell overboard.
16	Sc. Fannie Belle Atwood.....	126	1	At sea (Atlantic Ocean).....	Washed over by heavy sea.
20	Str. Oscar F. Parrett.....	469	1	Mississippi River.....	Lost overboard.
21	Str. Belle of Calhoun.....	451	1	Mississippi River (Alton, Ill.)..	Fell overboard.
21	Str. Keystone State.....	599	1	.....do.....	Do.
22	Str. John Quill.....	270	1	Tombigbee River, Ala.....	Fell between steamer and barge.
23	Str. Archer.....	74	1	Fall River, Mass.....	Fell overboard.
23	Str. Commerce.....	280	1	Lake Michigan (Chicago, Ill.)..	Do.
24	Str. Albert Soper.....	349	1	Lake Michigan (Green Bay, Wis.)..	Struck with prying bar.
26	Str. Benjamin A. Smith.....	146	2	At sea (Atlantic Ocean).....	Lost in the fog while fishing.
27	Str. City of Mobile.....	209	1	Alabama River (Mosleys Landing, Ala.)..	Fell overboard.
28	Str. Rapids.....	219	1	Ohio River.....	Fell overboard.
Oct. 2	Str. Omaha.....	1,231	1	St. Lawrence River (Waddington, N. Y.)..	Jumped over to recover an oar.
4	Str. Frank C. Osborn.....	681	1	Lake Erie (Cleveland, Ohio)...	Struck by bucket while unloading cargo.
4	Str. Old Point Comfort.....	643	1	Potomac River (Stone Wharf, Va.)..	Fell off wharf while trucking freight.
5	Str. Loucinda.....	197	1	Ohio River.....	Fell overboard while intoxicated.
5	Str. F. M. Osborne.....	4,309	1	Lake Michigan (Milwaukee, Wis.)..	Fell off gang plank.
5	Str. El Mundo.....	6,008	1	At sea (Atlantic Ocean).....	Lost over in a hurricane.
12	Str. W. T. Smoot.....	128	1	Ohio River (New Albany, Ind.)..	Fell overboard while intoxicated.
14	Str. Eugene C. Hart.....	522	1	Lake Michigan (Green Bay, Wis.)..	Fell overboard.
15	Str. F. M. Owens.....	129	1	Mississippi River.....	Do.
18	Str. John W. Callahan.....	202	1	Flint River, Ga.....	Jumped overboard while intoxicated.
19	Sc. George A. Marsh.....	202	1	Lake Huron (Meaford, Ont.)..	Fighting while intoxicated (neck broken in falling).
21	Str. E. M. Peck.....	1,809	1	Lake Erie (Toledo, Ohio).....	Fell into hatchway.
21	Str. Satilla.....	2,667	1	At sea (Atlantic Ocean).....	Lost overboard.
23	Str. Fleetwood.....	1,687	1	Lake Huron.....	Fell overboard.
29	Str. Saranac.....	1,939	1	Lake Michigan (Chicago, Ill.)..	Fell off ladder coming aboard.
29	Str. Robert Fulton.....	4,219	1	Lake Erie (Cleveland, Ohio)...	Lost overboard.
31	Str. Joe S. Morrow.....	4,895	1	Lake Superior (Two Harbors, Mich.)..	Jumped overboard while intoxicated.
Nov. 1	Sc. Josephine DeCosta.....	114	1	At sea (Atlantic Ocean).....	Strayed from vessel in dory.
6	Sc. Virginia Dare.....	13	1	Potomac River.....	Knocked over by boom.
6	Str. City of Mobile.....	209	1	Alabama River.....	Fell between boat and barge.
8	Str. Uncle Dan.....	15	1	Clarence Strait, Alaska.....	Lost overboard.
8	Str. Lynnhaven.....	145	1	Norfolk, Va.....	Fell overboard.
8	Sc. Lucania.....	147	2	At sea (Atlantic Ocean).....	Capsizing of dory.
9	Str. Delaware.....	3,901	1	Lake Erie (Erie, Pa.).....	Fell into hold.
11	Str. Morgan.....	994	1	Biscayne Bay, Fla.....	Scalded by steam.
13	Str. Wm. A. Rogers.....	6,524	1	Lake Erie (Lorain, Ohio).....	Fell into hold.
14	Str. Thetis.....	61	1	St. Johns River, Fla.....	Walked overboard in sleep.
15	Str. Wm. Garig.....	193	1	Mississippi River.....	Fell overboard.
15	Str. Climax.....	56	1	Bayou Rigolets, La.....	Do.
16	Str. F. B. Squire.....	4,582	1	Lake Erie (Toledo, Ohio).....	Fell overboard while intoxicated.
23	Str. Fred Mercur.....	1,224	1	St. Lawrence River.....	Fell overboard.
25	Str. Surprise.....	110	1	Pidgeon Point, Cal.....	Capsizing of vessel's small boat.
25	Str. Thomas L. Wand.....	657	1	Near Point Reyes, Cal.....	Fell from aloft.
28	Sc. Mildred Robinson.....	121	1	Near Nova Scotia.....	Dory capsized while fishing.

## MARINE CASUALTIES, LOSS OF LIFE, 1918—Continued.

TABLE 64.—*Casualties involving loss of life*—Continued.

## OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER)—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1912.					
Nov. 29	Str. Alliance.....	679	1	Willamette River (Portland, Oreg.).	Slipped overboard stepping from ship to wharf.
30	Str. Frank H. Peavey.....	5,002	1	Lake Superior (Superior, Wis.)	Slipped off dock.
30	Gas. str. Gladys.....	6	1	Green River, Ky.....	Capsizing of vessel's small boat.
Dec. 1	Str. William B. Schiller.	7,521	1	Lake Erie (Toledo, Ohio).....	Walked off dock in attempting to go aboard steamer.
4	Str. Bessie.....	89	1	Detroit River (Detroit, Mich.)	Struck by dredging bucket while unloading vessel.
6	Str. Avalon.....	60	1	At sea (Atlantic Ocean).....	Washed overboard by heavy sea.
6	Str. Okaloosa.....	46	1	Pensacola Bay, Fla.....	Fell overboard.
9	Str. Daniel B. Meacham	6,971	1	Lake Superior (Superior, Wis.)	Fell into hold.
10	Str. Albion.....	140	1	Walsh Landing, Cal.....	Vessel's small boat capsized.
23	Str. Helene.....	618	1	Kukaiiau Landing, Hawaiian Islands.	Capsizing of small boat.
24	Str. Bessie H. Dantzer.	105	1	Mississippi Sound.....	Fell overboard.
24	Sc. Ethel B. Penny....	93	1	At sea (Atlantic Ocean).....	Lost in dory while fishing.
26	Str. Nina Paden.....	84	1	Ohio River (Belpre, Ohio).....	Lost overboard.
28	Str. Helen P. Drew....	286	1	Cuffeys Cove, Cal.....	Capsizing of vessel's small boat.
30	Str. Hazel Rice.....	101	1	Mississippi River (Helena, Ark.).	Fell and struck engine pitman.
30	Gas. str. Pilot.....	9	1	Port Townsend, Wash.....	Fell overboard.
31	Sc. Regina.....	147	1	At sea (Atlantic Ocean).....	Capsizing of vessel's small boat.
1913.					
Jan. 2	Sc. Van Allen Boughton.	2,129	1	Boston, Mass.....	Fell into hold.
2	Sc. Aloha.....	138	1	At sea (Atlantic Ocean).....	Washed overboard in a gale.
3	Str. Sarah.....	96	1	Buzzards Bay, Mass.....	Washed overboard by heavy sea.
3	Sc. Vittorio.....	18	1	At sea (Atlantic Ocean).....	Do.
4	Str. P. B. Earle.....	14	1	Long Island Sound.....	Fell overboard.
4	Sc. Cavalier.....	135	2	At sea (Atlantic Ocean).....	Washed overboard by heavy sea.
4	Sc. John R. Bradley...	112	1	Bay St. George, Newfoundland.	Do.
5	Str. Frank C.....	14	1	San Joaquin River, Cal.....	Slipped overboard.
5	Str. Swell.....	252	1	At sea (Atlantic Ocean).....	Jumped overboard while insane.
6	Sc. Bessie Tankersley..	23	1	Baltimore, Md.....	Knocked overboard by boom.
7	Str. J. J. Sullivan.....	7,077	1	Lake Michigan (Chicago, Ill.)..	Fell into hold.
7	Bktn. Charles F. Crocker.	855	1	Santa Rosalia, Mexico.....	Fell overboard from vessel's small boat.
7	Str. John Lee.....	181	1	Mississippi River (Greenville, Miss.).	Fell overboard.
8	Str. Maui.....	631	1	Kukaiiau Landing, Hawaiian Islands.	Vessel's small boat cast upon the rocks.
8	Str. Geo. T.....	42	1	Washington Sound, Wash.....	Lost overboard.
11	Str. W. C. Bradley....	175	1	Chattahoochee River (Hall's Landing, Ga.).	Fell overboard while intoxicated.
12	Sc. Clintonia.....	147	2	At sea (Atlantic Ocean).....	Lost from vessel's dory while fishing.
14	Sc. Allianca.....	5,905	1	do.....	Jumped overboard while demented.
19	Sc. Onato.....	140	1	do.....	Knocked overboard by sail.
21	Sc. Fortuna.....	44	1	At sea (Gulf of Mexico).....	Knocked overboard by boom.
23	Sc. Mary De Costa.....	101	1	At sea (Atlantic Ocean).....	Lost from vessel's dory while fishing.
26	Str. Little Rufus.....	278	1	Yazoo River (Adams Landing, Miss.).	Fell overboard while placing lights on barges.
29	Str. W. B. Duncan....	595	1	Ohio River (Brookport, Ill.)...	Fell overboard.

## MARINE CASUALTIES, LOSS OF LIFE, 1913—Continued.

TABLE 64.—Casualties involving loss of life—Continued.

## OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER)—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1913.					
Feb. 4	Str. S. V. Luckenbach...	3,636	1	San Juan, P. R.	Fell from aloft.
8	Br. Sc. Village Belle...	99	1	Long Island Sound.	Slipped overboard from icy deck.
11	Sc. Ellen and Mary...	145	1	At sea (Atlantic Ocean)	Washed overboard.
17	Str. Commerce...	280	1	Lake Michigan (Chicago, Ill.)	Fell overboard.
20	Sc. Georgia...	102	1	At sea (Atlantic Ocean)	Lost from dory while fishing.
22	Sc. Carrie...	101	1	Rappahannock River, Va.	Capsizing of vessel's small boat.
27	Str. Starr...	371	1	At sea (Pacific Ocean)	Fell overboard while hoisting dory.
Mar. 1	St. Jim Wood...	525	1	Ohio River (Pittsburgh, Pa.)	Fell overboard.
2	Sc. Aloha...	742	1	At sea (Pacific Ocean)	Fell from aloft.
2	Sc. Marguerite...	1,553	1	Near Cape Charles, Va.	Struck on the head by a sail.
5	Sc. F. Mansfield...	214	1	Gardiners Bay, L. I., N. Y.	Fell overboard.
6	Sc. Flora Temple...	35	1	Chesapeake Bay	Do.
9	Bge. Severn...	780	1	Narragansett Bay, R. I.	Do.
12	Str. Virginia...	868	1	Chesapeake Bay	Do.
16	Str. General Hubbard...	2,183	1	Near Oregon coast	Killed by gases and fumes from oil fire.
17	Sc. Marshall O. Wells	88	1	East River, N. Y.	Fell out of vessel's small boat.
21	Str. J. J. White...	72	1	Tennessee River	Fell overboard while wheeling coal to steamer.
22	Str. May Stewart...	62	1	Mississippi River (Hickman, Ky.)	Lost overboard.
24	Str. Earl and Nettie...	24	1	New York Harbor	Fell overboard.
28	Str. Peters Lee...	463	1	Mississippi River (Memphis, Tenn.)	Do.
30	Str. Pokancket...	319	1	Tampa, Fla.	Do.
31	Sc. Ramona...	88	1	At sea (Atlantic Ocean)	Washed over by heavy sea.
Apr. 4	Str. North Harbor...	73	1	Lake Michigan	Fell overboard.
5	Sc. Eleanor A. Percy...	3,401	1	At sea (Atlantic Ocean)	Fell from masthead.
7	Bge. Annie E. Embrey...	431	1	Pamunkey River, Va.	Fell into hold.
9	Str. Rambler...	21	1	Near Santonio, Cuba	Lost overboard.
9	Bge. George E. Hatch...	296	1	Long Island Sound	Fell overboard.
9	Ferryboat Sufren...	985	1	New York Harbor	Do.
10	Str. Progress...	195	1	Ohio River (Coraopolis, Pa.)	Do.
11	Str. Biscayne...	276	1	St. Johns River, Fla.	Do.
14	Ferryboat San Pedro...	1,720	1	San Francisco Bay, Cal.	Do.
20	Str. Malietoa...	5,229	1	Lake Erie (Toledo, Ohio)	Fell into hold.
20	Str. John A. Hooper...	2,244	1	Raymond, Wash.	Knocked overboard by stick of timber while loading.
21	Str. Wm. Garig...	193	1	Mississippi River (Angola, La.)	Fell overboard.
21	Str. Pittsburg...	1,273	1	New York Harbor	Do.
23	Sc. Hercules...	755	1	Norfolk, Va.	Do.
26	Str. B. F. Yoakum...	1,103	1	Mississippi River (Baton Rouge, La.)	Thrown overboard by slipping of pinching bar.
27	Str. Sacramento...	2,350	1	Lake Michigan (Chicago, Ill.)	Fell overboard.
29	Str. Shenango...	8,047	1	Lake Erie (Toledo, Ohio)	Pitched out of vessel's small boat by breaking of sling.
29	Str. Mohawk...	1,414	1	New York Harbor	Thrown from paddle wheel while working on it.
May 30	Bge. Balloon...	327	1	Elizabethport, N. J.	Fell overboard.
3	Str. Howard Ruder...	60	1	Hampton Roads, Va.	Do.
5	Str. The Harvester...	7,188	1	Lake Michigan (Chicago, Ill.)	Fell down hatchway.
9	Sc. Maud S...	25	1	Potomac River	Fell overboard.
10	Str. Viking...	299	1	East River, N. Y.	Fell out of vessel's small boat.
12	Str. Walter F. Luckenbach...	434	1	Brunswick, Ga.	Fell overboard.
12	Str. Dauntless...	123	1	Potomac River	Do.
14	Str. Tonawanda...	31	1	Lake Ontario	Lost overboard.
15	Str. Venezuela...	2,125	1	Lake Michigan (Chicago, Ill.)	Fell off stage while painting.
16	Str. Ruth...	173	1	Ohio River (Uniontown, Ky.)	Fell overboard while intoxicated.



## MARINE CASUALTIES, LOSS OF LIFE, 1913—Continued.

TABLE 64.—*Casualties involving loss of life*—Continued.

OTHER CASUALTIES (VESSELS NOT INVOLVED IN DISASTER)—Continued.

Date of disaster.	Name of vessel.	Tonnage.	Lives lost.	Locality.	Nature of casualty.
1913.					
May 17	Str. G. W. Huff.....	66	1	White River, Ark. (Batesville, Ark.).	Fell overboard from barge in tow.
20	Sc. Fortuna.....	85	1	At sea (Gulf of Mexico).....	Fell overboard.
22	Ferryboat Duval.....	348	1	St. Johns River, Fla.....	Do.
24	Str. Raymond Horner.....	688	1	Ohio River (Pittsburgh, Pa.)..	Do.
25	Ferryboat Wildwood..	809	1	Delaware River.....	Knocked overboard by automobile.
26	Gas str. Lizzie Pettigrove.	12	1	Hampton Roads, Va.....	Fell overboard.
27	Str. El Alba.....	4,614	1	At sea (Atlantic Ocean).....	Lost overboard.
28	Str. Eugene.....	70	1	Neches River (Lynchburg, Tex.).	Fell overboard.
29	Str. Three States.....	124	1	Chattahoochee River (Florida, Ga.).	Fell overboard while fighting.
30	Str. Hilton.....	166	1	Lake Superior (Island Bay) ..	Fell out of vessel small boat.
June 1	Str. Piankatank.....	899	1	Chesapeake Bay.....	Jumped overboard while intoxicated.
5	Str. Douglas.....	230	1	Lake Huron (Port Huron, Mich.).	Fell overboard.
9	Str. Falcon.....	130	1	West Pass, Fla.....	Do.
11	Gas str. Louisa.....	8	1	Norfolk, Va.....	Knocked overboard by boom.
12	Str. Alaskan.....	8,671	1	New York Harbor.....	Thrown overboard by recoil of parted line.
16	Str. William C. Agnew.	6,533	1	Lake Huron.....	Lost overboard.
17	Str. City of Cincinnati.	816	1	Ohio River (Madison, Ind.)....	Fell overboard.
18	Sc. Uranus.....	524	1	Lake Erie (Cleveland, Ohio)...	Fell off dock.
19	Str. Valley Belle.....	79	1	Ohio River.....	Fell overboard.
24	Str. St. Paul.....	832	1	Mississippi River (Rock Island, Ill.).	Do.
25	Gas str. Star.....	6	1	Seattle, Wash.....	Do.
28	Sc. Louise.....	345	1	At sea (Pacific Ocean).....	Knocked overboard by sail.
30	Gas str. Enterprise....	10	1	Lake Salvadore, La.....	Fell overboard.
	Total.....	240,030	216		

TABLE 65.—*Summary of Table 64: Loss of life, 1913.*

	Number of vessels.	Tonnage.	Persons on board.	Lives lost.
Foundering.....	12	4,471	83	44
Strandings.....	6	5,987	73	64
Vessels in collision.....	28	4,322	209	162
Other casualties to vessels.....	31	41,251	1,293	145
Loss of life from vessels not involved in casualty.....	211	240,030	.....	216
Total.....	288	296,061	1,657	531

<sup>1</sup> Of this number 26 were lost from small craft in collision with documented vessels.

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**SUPPLEMENTAL STATISTICS OF MARINE  
CASUALTIES FOR THE FISCAL YEAR ENDED  
JUNE 30, 1912**

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# MARINE CASUALTIES: SUPPLEMENTAL STATISTICS, 1912.

## LOSS OF LIFE.

After the wreck statistics published in the service report for 1912 were tabulated, reports were received of the loss of 1 life from a skiff that collided with a documented vessel and the loss of 9 lives from 9 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 1912 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 of 1912, 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.
1911.						
Sept. 14	Str. Dover.....	244	35	1	Sacramento River, Cal.	Fell overboard, walking while asleep.
Dec. 7	Str. San Joaquin No. 4.	365	20	1	Suisun Bay, Cal.....	Fell overboard from barge in tow.
24	Skiff.....		2	1	Mississippi River (near New Orleans, La.)	Collided with s'r. Morgan.
1912.						
Jan. 7	Str. Geo. W. Elder.	1,709	48	1	San Francisco, Cal....	Fell down hatchway.
Mar. 24	Str. John A. Hughes.	157	9	1	Baltimore, Md.....	Fell overboard while asleep.
Apr. 12	Str. Uncle Dan....	15	12	1	Clarence Strait, Alaska	Fell overboard while intoxicated.
May 16	Str. J. N. Teal....	513	76	1	Columbia River.....	Fell overboard.
17	Str. Calvin Austin.	3,826	115	1	Boston, Mass.....	Working in boiler and scalded by steam.
21	Str. Dover.....	244	35	1	Sacramento River, Cal.	Fell overboard while intoxicated.
June 24	Str. Tornado.....	319	24	1	Ohio River.....	Killed by catching foot in line.
	Total.....	7,392	376	10		

## COMPLETE SUMMARY OF LOSS OF LIFE, 1912.

TABLE 2.—*Supplemental to Table 65 of the report for 1912, now completed by including statistics for that year since collected, relating to loss of life from aboard vessels.*

	Number of vessels.	Tonnage.	Persons on board.	Lives lost. <sup>1</sup>
Foundering.....	13	7,234	93	43
Strandings.....	18	8,324	525	46
Vessels in collision.....	22	7,557	149	48
Other casualties to vessels.....	24	12,577	524	85
Loss of life from vessels not involved in casualty.....	227	174,638	.....	242
Total.....	304	210,330	1,291	464

<sup>1</sup> Including the 194 lives lost (see supplemental Table 3) from documented vessels involved in disaster, the loss of 26 lives from 14 undocumented vessels that collided with documented vessels; the loss of 2 lives from 2 vessels suffering damage or loss amounting to less than \$300, and the loss of 242 lives from 227 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 of 1912 had been completed, reports in cases of 29 vessels suffering casualty but no loss of life, 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 1912, 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 29 additional vessels.

COMPLETE GENERAL SUMMARY OF MARINE CASUALTIES, 1912.

TABLE 3.—*Supplemental to Table 63 of the report for 1912. 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, 1912.*

	Vessels in- volved.	Tonnage.	Value of property involved.		Value of property lost.	
			Vessels.	Cargoes.	Vessels.	Cargoes.
Summary by coasts, etc.:						
Atlantic and Gulf coasts.....	665	484, 685	\$46, 508, 085	\$9, 204, 770	\$3, 223, 390	\$968, 410
Pacific coast.....	144	176, 797	20, 027, 675	1, 669, 060	1, 371, 645	247, 385
Great Lakes.....	281	700, 847	42, 069, 545	6, 677, 650	1, 584, 890	257, 555
United States rivers.....	207	82, 547	6, 355, 800	1, 448, 275	810, 245	91, 570
At sea and in foreign waters.....	179	238, 642	18, 881, 840	8, 156, 765	1, 276, 855	431, 920
Total.....	1, 476	1, 683, 518	133, 842, 945	27, 246, 520	8, 267, 025	1, 996, 840
Aggregate.....			161, 089, 465		10, 263, 865	
Summary by nature of casualties:						
Foundering.....	112	30, 332	1, 025, 850	254, 595	856, 635	227, 170
Strandings.....	352	406, 182	28, 169, 860	6, 488, 435	2, 979, 345	738, 315
Vessels in collision.....	416	565, 600	45, 346, 525	6, 560, 355	1, 669, 215	248, 910
Other casualties.....	596	681, 404	59, 300, 710	13, 943, 135	2, 761, 830	782, 445
Total.....	1, 476	1, 683, 518	133, 842, 945	27, 246, 520	8, 267, 025	1, 996, 840
Aggregate.....			161, 089, 465		10, 263, 865	
Summary by months:						
July.....	111	127, 120	12, 900, 500	1, 923, 450	1, 112, 090	150, 585
August.....	161	164, 219	12, 211, 455	2, 436, 880	795, 010	173, 940
September.....	113	135, 188	9, 499, 930	1, 542, 595	524, 820	93, 055
October.....	139	213, 717	16, 531, 490	3, 890, 335	819, 180	133, 390
November.....	177	201, 460	12, 056, 420	3, 122, 845	918, 910	170, 990
December.....	107	107, 130	8, 905, 515	2, 903, 165	675, 770	153, 485
January.....	153	131, 150	11, 392, 230	2, 003, 525	732, 105	406, 525
February.....	117	106, 896	8, 121, 265	1, 929, 575	567, 635	76, 805
March.....	116	157, 999	15, 973, 195	3, 574, 210	718, 560	216, 290
April.....	89	102, 571	9, 587, 520	1, 936, 505	536, 205	306, 795
May.....	97	130, 356	7, 826, 115	981, 600	325, 465	24, 810
June.....	96	105, 712	8, 837, 310	1, 001, 835	541, 275	96, 170
Total.....	1, 476	1, 683, 518	133, 842, 945	27, 246, 520	8, 267, 025	1, 996, 840
Aggregate.....			161, 089, 465		10, 263, 865	

**TABLE 3.—Supplemental to Table 63 of the report for 1912. 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, 1912—Continued.**

	Insurance carried. <sup>1</sup>		Laden ves- sels. <sup>2</sup>	Vessels in bal- last.	Vessels totally lost.	Per- sons on board. <sup>3</sup>	Lives <sup>4</sup> lost.
	Vessels.	Cargoes.					
Summary by coasts, etc.:							
Atlantic and Gulf coasts.....	\$31,462,280	\$5,747,140	359	306	164	16,565	52
Pacific coast.....	12,311,920	361,505	94	50	26	5,064	23
Great Lakes.....	24,483,975	4,099,540	178	103	26	9,370	9
United States rivers.....	2,583,680	797,600	83	124	67	5,267	35
At sea and in foreign waters.....	12,213,695	3,620,185	145	34	53	4,713	75
Total.....	83,055,550	14,625,970	859	617	336	40,979	194
Aggregate.....	97,681,520						
Summary by nature of casualties:							
Foundering.....	302,600	102,450	58	54	77	539	43
Strandings.....	17,323,470	3,625,295	245	107	119	7,911	46
Vessels in collision.....	29,012,230	4,339,885	216	200	22	12,307	20
Other casualties.....	36,417,250	6,558,340	340	256	118	20,222	85
Total.....	83,055,550	14,625,970	859	617	336	40,979	194
Aggregate.....	97,681,520						
Summary by months:							
July.....	7,783,570	1,256,495	68	43	32	7,638	19
August.....	7,121,200	651,625	84	77	52	5,334	30
September.....	3,201,780	1,002,995	63	50	22	2,535	1
October.....	11,445,930	2,435,380	99	40	26	4,113	13
November.....	7,171,580	1,508,450	110	67	46	3,363	31
December.....	6,725,200	2,285,735	61	46	26	3,167	16
January.....	8,119,785	586,370	71	82	39	3,576	35
February.....	4,994,675	867,155	80	37	24	1,986	10
March.....	9,915,140	1,636,990	75	41	19	3,028	24
April.....	6,831,855	1,034,355	42	47	18	2,313	5
May.....	4,703,835	580,965	51	46	17	1,567	9
June.....	5,041,000	779,455	55	41	15	2,359	1
Total.....	83,055,550	14,625,970	859	617	336	40,979	194
Aggregate.....	97,681,520						

<sup>1</sup> Insurance is on 757 vessels and 347 cargoes.

<sup>2</sup> Value of cargoes carried by 59 of the laden vessels unknown.

<sup>3</sup> Of these, 16,304 were passengers and 24,675 members of crews.

In addition to the loss of 194 lives shown in the above table, the loss of 270 lives was reported in 1912, as follows: 26 from 14 undocumented vessels that were in collision with documented vessels; 2 from 2 vessels suffering damage or loss amounting to less than \$300; and 242 from 227 vessels not involved in any disaster. This makes a grand total of 464 lives lost from 304 vessels during the year. Statistics relating to the loss of the 194 lives are found only in tables 64 and 65 of the annual report for 1912 and in supplementary tables 1 and 2 of this chapter.



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PLACES IN UNITED STATES WATERS WHERE  
VESSELS HAVE STRANDED DURING THE LAST  
TEN YEARS; ALSO, WHERE AMERICAN VES-  
SELS HAVE STRANDED AT SEA AND IN FOR-  
EIGN WATERS DURING THE SAME PERIOD.

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**PLACES IN UNITED STATES WATERS WHERE VESSELS HAVE STRANDED DURING THE LAST TEN YEARS; ALSO, WHERE AMERICAN VESSELS HAVE STRANDED AT SEA AND IN FOREIGN WATERS DURING THE SAME PERIOD.**

**ATLANTIC AND GULF COASTS.<sup>1</sup>**

Name of place.	Fiscal year ending June 30—										Total.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MAINE.											
Blue Hill Bay:											
Bass Harbor.....						1				1	1
Eagle Island.....									1		1
Ellsworth.....											1
Gotts Island.....	2										2
Green Island Ledge.....					1						1
Horseshoe Ledge.....	1										1
Long Island.....						1		1			2
Oak Point.....							1				1
Seal Cove.....										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			2
Little Duck Island.....					1					1	2
Boothbay:											
Boothbay Harbor.....										2	2
Squirrel Island.....				1							1
Cape Elizabeth.....		1									1
Hunts Point.....									1		1
Richmond Island.....			1				1	1	1		4
Trundys Reef.....			1	1							2
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	2
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
Long Island.....	1			1							2
Peaks Island.....	1										1
Ram Island and Ledge.....		1				1					2
Sturdevants Island.....										1	1

<sup>1</sup> 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.*

## ATLANTIC AND GULF COASTS—Continued.

Name of-place.	Fiscal year ending June 30—										Total.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MAINE—continued.											
Casco Bay—Continued.											
Turnip Island.....		1									1
Watch Rock.....										1	1
Yarmouth River.....					1						1
Cobscook Bay.....						1			1		2
Cranberry Island, Great.....			1			1					2
Sperlin Rock.....			1								1
West Bunkers Ledge.....			1	1							2
Cranberry Island, Little.....	1			1				1		3	6
Bakers Island and Bar.....		1			1	1					3
Hardings Ledge.....					1						1
Cutler and approaches.....				1	1					1	3
Damariscotta River and ap- proaches:											
Bantam Rock.....		1		1	1						3
Damiscove Island.....					1	1				1	3
Fishermans Island.....									1		1
Pumpkin Island and Ledges.....			1		1				1		3
Spruce Point Ledges.....						1					1
Thumbeap 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.....	1	3	2	4			1				11
Dansbury Ledge.....							1				1
Lobster Rocks.....										1	1
Wood Island.....										1	1
Fox Island Thoroughfare.....							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.....	1			1					1		3
Hunniwells Point.....	1										1
Sugar Loaves, The.....				2						1	3
Whales Back.....					1						1
Wood Island.....							1			1	2
Kennebec River approaches:											
Jackknife Ledge.....				1							1
Seguin Island.....									1		1
Machias Bay:											
Cross Island.....			1					1	1		3
Fosters Island.....				1							1
Libbey Islands.....				1		3					4
Machias.....				2						1	3
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

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MAINE—continued.											
Moosabec Reach and approaches—Continued.											
Fishermans Island Passage—											
Brownney Island.....	1					1					2
Stevens Island.....				1							1
Freemans Rock.....	1	1									2
Head Harbor Island.....	1										1
Jonesport.....	1										1
Mistake Island.....		1									1
Seal Cove.....					1						1
Stanleys Ledge.....				1							1
Mount Desert Island:											
Bass Harbor Bar and Head.....			2							1	3
Bear Island.....				1							1
Eastern Bunkers Ledge.....					1						1
Great Head.....									1		1
Long Ledge.....		1				1				1	3
Otter Point.....				1							1
Rodicks Island.....						1					1
Sea Harbor.....					1						1
Southwest Harbor.....		1			1					1	3
Muscle Ridge Channel:											
Ash Island.....				1							1
Birch Island.....		1									1
Burnt 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	2
Hay Island Ledge.....			1							1	2
High Island.....		1									1
Lark Ledges.....										1	1
Monroe Island.....						1					1
North West Ledge.....										1	1
Pleasant Island.....							1				1
Seal Harbor.....		2					2			1	5
Sheep Island and Shoals.....		1		1							2
Spruce Head Island.....		1			1						2
Stallion Ledge.....					1						1
Sunken Ledge.....			1								1
Upper Gangway Ledges.....	1										1
White Head Island.....	1		1				1				3
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
Monhegan Island.....		1									1
Narraguagus Bay and approaches:											
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						1	3
Long Cove.....									1		1
Long Island.....	1						1				2
No Mans Land.....								1			1
Seal Island.....			1								1
Vinal Haven Island.....		1	1		1		2		3		8
Wooden Ball Island.....					1						1
Penobscot Bay, East:											
Airys Ledge.....		1									1
Birch Island.....							1				1
Black Ledge.....						1					1
Dogfish Island.....						1					1
Fort Point 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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MAINE—continued.											
Penobscot Bay, East—Contd.											
Sheep Island Ledge.....					1						1
Stonington.....									1		1
Thurlow Island.....	1										1
Two Bush Ledge.....											1
York Island.....									1		
Penobscot Bay, West:											
Bantam Ledge.....	1										1
Hurricane Island.....					1						1
Inner Bay Ledges.....		1		1						1	3
Lincolnville.....										1	1
Matinicus Ledge.....			1								1
Medric Rock.....											1
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
Two-Bush Island and Reef.....				1	1						2
White Islands.....						1					1
Pigeon Hill Bay:											
Petit Manan Island and Point.....		1							1		2
Portland Harbor.....								1		1	2
Cushings Island.....										1	1
Simontons Cove.....		1						1			2
Portsmouth Harbor (Maine side):											
Clarks Island.....										1	1
Fishing Islands.....	3	1	2		1						7
Gerrish Island.....		1				1		2			4
Hicks Rocks.....					1						1
Kittery Point.....			1	1	1		4		1		8
Logeys Ledge.....		3			1			1	1		6
West Sister.....	1									1	2
Wood Island.....					1	1			1		3
Quoddy Roads.....		3		1	1	1			1	1	8
Crowells Ledge.....										1	1
Lubec.....				1						1	2
Wallace Cove.....				1							1
West Quoddy Head.....				3	1		1	1	1		7
Woodwards Point.....										1	1
Saco Bay:											
Ferry Beach.....				1							1
Negro Island Ledge.....		2				2					5
Sharps Rocks.....				1							1
Stage Island.....					2						2
Wood Island.....				1							1
St. Georges River and approaches:											
Allens Island.....		1									1
Black Rocks.....									1		1
Burnt Island.....								1			1
Davis Island.....		1									1
Fort Point.....						1					1
Gunning Rocks.....									1		1
Harts Island Bar and Ledges.....	1	2	1				3			1	8
Hay Ledge.....	1										1
Hoopers Island.....		1									1
Little Seavey Island.....			1	1							2
Marshalls Point.....		1				2	1				4
Mosquito Island.....			1				1			2	4
Old Man Ledge.....		1									1
Port Clyde.....						1				1	2
Thompsons Island and Ledges.....			1								1
Sheepscot Bay and River:											
Barthers 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

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MAINE—continued.											
York River and approaches:											
Stones Rock.....						1	1				2
York Ledges.....									1		1
NEW HAMPSHIRE.											
Foss Ledges.....					1						1
Isles of Shoals:											
Duck Island.....		1						1	1		3
Lunging Island.....									1		1
White Island Ledge.....								1			1
Portsmouth Harbor (New Hampshire side).....				1							1
Fort Point.....								1			1
Frost Point.....				1							1
Great Island.....				1							1
Jaffrey Point.....	2									1	3
Odiorne Point.....		1			1		1				3
Salamanders Point.....										1	1
Rye Beach and Ledge.....	1						1				2
Stielmans Rocks.....		1					1				2
Wallis Sands.....		1									1
MASSACHUSETTS.											
Boston Bay and Harbor.....			1		1					1	3
Bird Island Flats.....					1			1		1	3
Black Rock and Channel.....		1	1								2
Brewsters, The.....		1	2	3	2	1				1	10
Bumkin Island.....			1								1
Cape Cod Canal.....										1	1
Castle Island.....	2									2	4
Deer Island.....	1							1	1		3
Devils Back.....		2	1	2						1	6
Dorchester Bay.....		1	1		2		1				5
Gallups Island.....	3	1	1							1	6
Georges Island.....	1		1	7	2	6	5	8	7	10	47
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	4	3		3				2	1	14
Lower Middle.....	1			1							2
Middle Ground.....		1									1
Nixs Mate.....		3	1		1				1	1	7
Peddocks Island.....			1								1
Pleasure Bay.....				1					5		6
Point Allerton.....	2			1	1	1		1			6
Quincy Beach.....				1							1
Ram Head.....		1	3	3	1		2	1		2	13
Sunken Island.....								1			1
Thompsons Island.....		1									1
Toddy Rocks.....						1					1
Winthrop.....					1						1
Buzzards Bay:											
Bents Ledge.....									1		1
Cuttyhunk Harbor.....	1			1							2
Dumpling Rock.....		2									2
Gull Island.....				1		1					2
Hen and Chickens Reef.....						1					1
Missham Ledge.....			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
Averys Ledge.....										1	1
Bay View.....			1								1
Braces Cove.....	1								1		2
Dog Bar.....	1	1									2
Dollivers Neck.....			1	1							2
Eastern Point.....	2	1					2		1	1	7

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MASSACHUSETTS—continued.											
Cape Ann—Continued.											
Gap Head.....	1										1
Gloucester.....			1		2	1		2	1	5	12
Halibut Point.....						1					1
Kettle Island.....	1										1
Lanesville.....				1							1
Londoner, The.....	1		2			1					4
Milk Island.....				1		1				1	3
Muscle Point.....	1										1
Pigeon Cove.....		1				1					2
Rockport.....		2	1		1	1	1				6
Salvage, The.....				2							2
Straitsmouth Island.....			1						1		2
Thatchers Island.....					1						1
Cape Cod:											
Bearses Shoal.....					2						2
Chatham.....		1					1				2
Chatham Bar.....		3	1	1	1				1	1	8
Highland Light.....				2	1						3
Little Round Shoal.....						1	1				2
Monomoy Point.....	1	1					1			1	4
Nauset Beach.....			1	2	1	1			1	2	9
Orleans Beach.....	1								1		2
Pamet River.....				2					1		3
Peaked Hill Bar.....		3	1	2	1			8	1		17
Pollock Rip.....		3	1	2	1	2	4		1	2	16
Race Point.....	3	2		6	6	3	1		2	1	24
Shovelful Shoal.....	3	3	2	1	2	1		2	1	1	16
Stone Horse Shoal.....	2			1		2	1		1		7
Cape Cod Bay:											
Barnstable.....		2									2
Long Point.....						1		1		1	3
Provincetown.....	2		1			1		1		1	6
Sandwich.....		1					1				2
Truro.....	1				1	1			1		4
Wood End.....	7	3		1	9	5	3		1	1	30
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		1	20
Lynn Harbor.....	1					2				1	4
Marblehead and approaches.....			1		1					1	2
Marthas Vineyard:											
Cape Poge.....			2	1							3
Cedar Tree Neck.....						2	1				3
Chappaquiddick Point.....			1								1
Cottage City.....			1								1
East Chop.....		1						1			2
Edgartown.....									1		2
Gay Head.....				3	1			1			5
Menemsha Bight.....		4	1	2	1		1				9
No Mans Land.....	1			1		1		1			4
Squibnocket Point.....										1	1
Vineyard Haven.....		1	2				3	2			8
Wasque Shoal.....							1				1
West Chop.....	1						1				2
Nahant Bay:											
Nahant.....			1		1					1	3
Nantucket:											
Bar and Bay.....	2	2			1		2	1			8
Coskata.....	1	1			1		1			1	5
Great Point and Great Rip.....		1			3	1	1	1	3	1	11
Maddaket.....		2					1			1	4
Nantucket Shoals.....				1			1	2		1	5
Nantucket Sound:											
Bishop and Clerks Shoal.....		1					1		1		3
Common Flats.....		1									1
Cross Rip Shoal.....									1	1	2
Dennisport Beach.....			1		2						3
Dog Fish Bar.....			1		1						2
Handkerchief Shoal.....	3	4		3	1	2	4		4		21
Hardings Beach.....				1							1
Hawes Shoal.....		1		1					1		3
Horseshoe Shoal.....		1	1				1				3
Hyannis.....					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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
Kill Pond Bar.....			1		1						2
Long Shoal.....		1									1
Muskeget Island.....					2	3					5
Skiff Island Shoal.....				1				1			2
Squash Meadow Shoal.....										1	1
Tuckernuck Shoal.....							2				2
Newburyport approaches:											
Newburyport Bar.....	5	4	4		3		2	2		3	23
Salisbury Point.....		1									1
Plum Island.....			1			1	2				4
Plymouth Bay:											
Browns Bank and Shoal.....	2		2	2	2	5	1	2	1	1	18
Cow Yard, The.....						1					1
Dicks Flat.....	1	1									2
Plymouth.....							3	1			4
Saquis Head.....							1				1
Salem Harbor and approaches:											
Bakers Island and Shoals.....								1			1
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	2
Fourth Cliff.....			2	1		1					4
North Scituate.....					1		1				2
Vineyard Sound:											
Cuttyhunk Island.....	2	1				2		2	1		8
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
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
Quicks Hole.....										1	1
Sow and Pigs.....			1		1		1		1		4
Tarpaulin Cove.....		1								1	2
Woods Hole.....			1								1
RHODE ISLAND.											
Block Island:											
Block Island Breakwater.....		2									2
Grove Point.....						1		1			2
New Harbor.....	2		1						1	2	6
New Shoreham.....	1	3	3	1	2		1	1	1	1	14
Sandy Point.....							4		1		6
South Shore.....	1	3		1	1	2	2	1	1		13
West side of.....	2							1			3
Charlestown Beach.....					1					1	2
Green Hill.....										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
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.....	2				1		1				4
Goat Island.....			1				1				2
Hog Island.....									1	1	2
James Ledge.....		1									1
Nayat Point.....								1			1
Newport.....	2	1	1								4
Pine Tree Beach.....				1							1
Popasquash Point.....								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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Portsmouth.....					1						1
Providence River.....			1		1					1	3
Prudence Island.....					1	2				1	4
Rocky Point.....								1			1
Rose Island.....					1				1	1	3
Sakonnet Point.....			1								1
Sakonnet River.....					1						1
Warwick Neck.....		2									2
Point Judith.....	1	2	1	3	3	2	1			2	15
Watch Hill.....			1	1	3			2			7
Catumb Reef.....				1							1
Napatree Point.....				3							3
Pleasant View Beach.....					5						5
Spindle Reef.....	1										1
Sugar Reef.....		1				1	1				3
CONNECTICUT.											
Black Rock Harbor.....										1	1
Branford Harbor.....	1		1	1							3
Bridgeport.....					1	2	3	1		1	8
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
Long Island Sound (near coast of Connecticut):											
Bartletts Reef.....										4	4
Captain Islands.....	1		1								2
Cranes Reef.....								3			3
Duck Island.....		2		1	1			1		1	6
Faulkners Island.....			1			3	2			1	7
Flat Island.....			1								1
Goose Island.....							1		1		2
Greens Ledge.....			1								1
Hen and Chickens Shoal.....							1				1
Long Sand Shoal.....			1					1		1	3
Norwalk Islands.....		1			3						4
Penfields Reef.....		1				1			2		4
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	1	9
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		4
Stamford Harbor.....					1	1	1				3
Stonington Harbor.....			1		1			1			3
NEW YORK.											
Block Island Sound:											
Fort Pound Bay.....		2									2
Gardiners Island.....		1							1		2
Napeague Bay.....			1								1
East River:											
Astoria.....						2					2
Blackwells Island.....								1	1	2	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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
NEW YORK—continued.											
East River—Continued.											
Bowery Bay.....		1									1
College Point.....							1			2	3
Hell Gate.....	3	1	1		2	2	4	3			16
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.....			2		1						3
Randalls Island.....							1				1
Rikers Island.....						1	1				2
Sunken Meadows, The.....				1		1			2		4
Wards Island.....	1	1		1	1	1	1			1	7
Gardiners Bay:											
Gardiner Island (see Block Island Sound).											
Sag Harbor.....		1									1
Long Island (outside):											
Amagansett.....			1								1
Coney Island.....	1			1							2
Fire Island Beach.....	3	3	1	1	3	2	3	4	1		21
Fire Island Inlet.....	6	6	1	2	3	1	7	9	15	10	50
Gilgo Inlet.....			2								2
Great South Bay.....	6	11	21	10	11	4	6		1	3	73
Jamaica Bay.....				1							1
Jones Beach.....					2			1			3
Jones or New Inlet.....	1	2	1			4	6	5	6	7	32
Long Beach.....		2	1				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.....	2		1			1			1	1	6
Rockaway Inlet and Shoals.....	3	1		1			1			1	7
Shagwong Point and Reef.....	1						1				2
Shinnecock Beach.....		1		1	1						3
Short Beach.....					1	2	1			1	5
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			1
Eatons Neck.....	2		1	1		1				3	7
Execution Rocks.....	2	1	1	1	1	2	1	1	1		11
Fishers Island.....		5	1	2	2	1	2	3	2	2	20
Glen Cove.....					1						1
Great Gull Island.....		1	1				1				3
Harts Island.....				1	1				3		6
Hempstead Harbor.....							1	1			2
Hortons Point.....		1		1							2
Huntington Bay.....						1			2	1	4
Little Gull Island.....			1		1					1	3
Manursing Island.....				1							1
Matinecock Point.....							1		2		3
Mulford's Point.....									1		1
New Rochelle Harbor.....	1		1								2
Oak Neck Point.....		1									1
Old Silas Rock.....						1					1
Peacock Point.....		1									1
Peconic Bay.....				1							1
Plum Island.....			1		1		2				4
Port Washington.....		1									1
Race Rock.....		1	3	1				1	2		8
Rocky Point.....					1					1	2
Rodmans Neck.....			1								1
Rye Point.....					1				1		2
Sands Point.....						1					1
Stepping Stones.....				1							1
Sugar Loaf.....										1	1
Throggs Point.....					1			1			2
Wicopessett Island.....			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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
NEW YORK—continued.											
New York Bay and Harbor		1	1			1			4	2	9
Bay Ridge				1							1
Bedloes Island		1							1		2
East Bank								1			1
Governors Island	1					1	2			1	5
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	2	1		1		1	1		3		9
Swash Channel				1							1
West Bank		1				1				1	3
NEW JERSEY.											
Absecon Inlet	3	1	2	6	1	3	4	6	2	1	29
Atlantic City		1		1	1	2	1		1		7
Barneget Bay										2	2
Barneget Inlet	1	3	4	4	6	4	3	4	1	1	31
Brigantine Beach and Shoals	4	1	2			2	2	5	1		17
Cape May				1	1	1				3	6
Cold Spring Inlet					1	3	3		1	1	9
Delaware Bay (see also Delaware):											
Cross Ledge							1			1	2
Egg Island Point				3	1						4
Joe Flogger Shoal									1		1
Maurice River Cove			1								1
Overfalls or South Shoals			1							1	2
Five Mile Beach	1										1
Great Egg Harbor and Inlet	1	2		1					2		6
Hereford Inlet	4	6		3	14	7	18	5	2	13	72
Highlands	2										2
Island Beach	1		1	2	1		3				8
Little Egg Harbor	2	2	1			1			4		10
Little Egg Harbor Inlet or New Inlet	1	2	5		4		4	2	4	4	26
Long Beach	1	1		2	1		2	1			8
Long Branch		1		1							2
Ludlam Beach			1								1
Monmouth Beach											1
Newark Bay, Shooters Island								1			1
Raritan Bay, Point Comfort									1		1
Sandy Hook	6	3				5		3	2	4	23
Flynn's Knoll		1									1
Horse Shoe	7		3	1							11
Spermaceti Cove							1	1		1	3
Seabright			1					1	1		3
Shrewsbury River (mouth of)	1	1	2		1				1		6
Squan Beach		1	1		2						5
Tatham's										1	1
Townsend's Inlet			1	2	2	1					6
Tuckers Beach	1							1			2
DELAWARE.											
Cape Henlopen		1					2	1	1		5
Hen and Chickens Shoal						1	1				2
Delaware Bay (see also New Jersey):											
Brandywine Shoal			1		1		1		1		4
Bombay Hook		1									1
Brown Shoal	1								2		3
Dead Mans Shoal					1						1
Mispillion River	3										3
Old Bear Shoal	2										2
Ship John Shoal		1		1							2
Delaware Breakwater	1	1		1		2		1		1	7
Indian River Inlet	1		1			1					3
Lewes	1	5	1	3	3	1	1	1	1		17
Rehoboth Beach	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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MARYLAND.											
Chesapeake Bay:											
Black Walnut Point.....									1		1
Bloody Point.....									1		1
Bush River.....		1									1
Cedar Point.....			1								1
Chester River (mouth of)....									1		1
Cove Point.....						1		2			3
Dorchester Beach.....		1									1
Eastern Bay.....	1									1	2
Franklin Point.....						1					1
Havre de Grace.....										1	1
James Island and Point.....					1			1		1	3
Long Point.....						1					1
Love Point.....									1		1
Magothy River (mouth of)...			1								1
Nanticoke River (mouth of)...						1					1
Normans Cove.....										1	1
North Point.....									1		1
Patapsco River (mouth of)....				1	1	1	2		2		7
Patuxent River (mouth of)....						1					1
Point Lookout.....				1							1
Point No Point.....							1		1		2
Pooles Island.....							1	1			2
Poplar Island.....		1									1
Plum Point.....			1				1				2
Sandy Point.....	1		1		1						4
Seven Foot Knoll.....										1	1
Tangier Beach.....			1								1
Tangier Island.....		2					1				3
Thomas Point Shoal.....	1	1					1				3
Fenwick Island.....								1			1
Fenwick Island Shoals.....								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.....	3	3	1	2	2			1		2	14
Turners Shoals.....				1		1					2
Assawoman Inlet.....		1									1
Cape Charles.....				1					1		2
Cape Henry.....			2	3				1	1	1	8
Cedar Island.....										1	1
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	2
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	2
Tail of the Horseshoe.....									2		2
Thimble Shoal.....			1		1			1			3
Windmill Point.....				1							1
York River Spit.....				1	1	1					3
Chincoteague Inlet.....	3		3	1	1	3			3		14
Chincoteague Shoals (off Fishing Point).....			1								1
Cobb Island.....					1	1			2		4
Carters Shoals.....	2	1	1			1	1				6
Dam Neck Mills.....	1										1
False Cape.....		1	2	1		2	1				7
Pebble Shoals.....	1		1				1		1	1	5
Fishermans Island.....	1		1								2
Gargathy Inlet.....		2	1								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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
VIRGINIA—continued.											
Great Machipongo Island and Inlet.....	3	3	2	2	4	1	3	2	4	1	25
Hampton Roads:											
Bush Bluff Shoal.....		1									1
Hampton Bar.....									1		1
Middle Ground.....									1		1
Newport News.....			1								1
Rip Raps.....			1								1
Sewalls Point.....						1			3	1	5
Hog Island.....	1	1			1		1				4
Little Island.....			4			1					6
Metomkin Island and Inlet.....	1	2			1	3	1				8
Norfolk.....									1		1
Parramore Beach.....	1										1
Sand Shoal Inlet.....	1	1								1	3
Ship Shoal Inlet.....	1	2					1	1	1		6
Smiths Island.....	3		3	1			1				8
Isaac Shoals.....	2			1		1		1	1		6
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	2	14
Big Kinnakeet (also see Pamlico Sound).....									1		1
Bodie Island (also see Pamlico Sound).....		1	1			1			1		4
Bogue Island and Inlet.....		3	2	1	1			1	1	1	10
Cape Fear and Frying Pan Shoals.....	1	2	1	5	1	1	2	1	1	1	16
Cape Fear River Bar.....	3	3	2	1	2		5		2	2	29
Cape Hatteras.....		1	2		1		2				6
Diamond Shoals (inner and outer).....		3		1			1	2	1		8
Cape Lookout.....	4	2	2	2	2	3	1	2		2	20
Cape Lookout Shoals.....	3	2			1	1		1	2	1	11
Chicamacomico.....		1	1								2
Core Beach.....		1	1		2		2		1		7
Core Sound.....		3	7	1	1						12
Currituck Beach.....	3					2	1	1		1	8
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
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	1	4	2	1				12
Ocracoke Island.....			2				1				3
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			4
Durants.....	1		1	2	3						7
Gull Island and Shoal.....	2				3						5
Harbor Island Bar.....			1	1			1				3
Hatteras Inlet.....				2			2	1		1	6
Hog Island Reef.....				1							1
Howard Reef.....	1					1					2
Little Kinnakeet.....							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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
NORTH CAROLINA—continued.											
Pamlico Sound—Continued.											
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		1			1	5
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
Cape Romain.....									1		1
Charleston.....	2							1	5		8
Charleston Bar:											
Drunken Dick Shoal.....									1		1
Edisto Island.....					1						1
Georgetown Breakers.....		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		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
St. Simons Island and Bar.....					1	1				1	3
Sapelo Island.....									1		1
Savannah River (mouth of).....				1							1
Tybee Island.....							1				1
Wolf Island, Spit, and Shoals.....	3										3
FLORIDA.											
Apalachee Bay.....						1					1
Apalachicola Bay.....				1							1
Bethel Creek.....						3					6
Big Clearwater Pass.....							1		2	1	4
Biscayne Bay.....		2									2
Cape Florida.....				1					1		2
Cape Romano.....								1			1
Cape Sable.....								2			2
Cape San Blas.....								1		1	2
Charlotte Harbor Bar.....	1									1	2
Choctawhatchie Bay.....					1						1
Crooked Island.....									1		1
Dog Island.....	2										2
Dumfounding Bay.....										1	1
East Pass, Carrabelle.....								1			1
Fernandina Bar and Harbor.....			1								1
Florida Reefs:											
Alligator Reef.....	1								1		2
Bahia Honda Key.....							2				2
Cape Florida Shoal.....										1	1
Carysfoot Reef.....					1	1	1				3
Coal Bin Shoal.....	1								1		2
Coffins Patches.....			1								1
Cosgrove Shoal.....				1				1			2
Dog Island and Reef.....			1					1			2
Elbow Reef.....			1					1			2
Elliotts Key.....				2							2
French Reef.....						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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
FLORIDA—continued.											
Florida Reefs—Continued.											
Fowey Rocks.....			1		1	1					3
Isaac Shoals.....									1		1
Key West.....	1						9	2			12
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		1	3
New Ground Shoal.....					1	1		2			4
Northwest Channel.....									1		1
Pacific Reef.....		1									1
Pickles Reef.....						1	1		1		3
Planer Key.....									1		1
Pulaski Shoal.....			1	1							2
Rebecca Shoal.....	1	1		1	2				1	1	6
Sombrero Key.....								1	1		2
Southwest Key.....	1	4	1	1	1	1				1	10
Tennessee Reef.....						2	1	1	1	1	6
Tortugas.....		2		1	1	1	1	2	1	1	9
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	2	4
Lake Worth Beach.....	1	1						1			3
Marco.....		1						1	1		3
Matacumbia.....				1							1
Miami River Bar.....									1	1	2
Mosquito Inlet.....									1		1
Mosquito Lagoon.....		1	1		1						3
Nassau Bar.....				1	1		1				3
Pablo Beach.....					1						1
Pensacola Bar.....							1	2		1	4
Pensacola Bay.....	2	1	1	33	2	2	1	4	2	2	50
Perdido River (mouth of).....				1	1					1	3
St. Andrews Bay.....						1					1
St. Augustine Bar.....			1							1	2
St. Johns River Bar.....				1			2			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			4
Snake River Bar.....									1		1
Tampa Bay.....				1	1	1		1	1	1	6
Egmont Key.....			1	1		1	1				4
Pass-a-grille.....				1							1
Thousand Islands.....								1			1
ALABAMA.											
Mobile Bay and approaches:											
Dauphin Island.....										1	1
Dixie Island.....					2					1	3
Fort Morgan.....				1				1			2
Grants Pass.....						1					1
Huron Bay.....				1							1
Little Dauphin Island.....				5							5
Mobile Bar and Bay.....				32		2	1	1	1		37
Mobile Point.....		1								1	2
Mon Louis Island.....				1							1
Navy Cove.....	1										1
Petit Bois Island.....					1						1
Sand Island.....										2	2
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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
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.....	3	2	1	1	1	1					9
Grand Island.....									1		1
Lake Pontchartrain.....						1					1
Le Petit Pass.....					1						1
Mississippi River (mouth of).....				1	1	1			3	2	8
Ship Shoal.....										1	1
Trinity Shoal.....					1						1
TEXAS.											
Aransas Bay.....	1										1
Aransas Pass.....	3				2	2			1		8
Bolivar Peninsula.....				3						1	4
Brazos Santiago.....	5	4	1		1						11
Corpus Christi Bay.....								2			2
Galveston Bar.....	2	2	1	1	2	2			3	2	15
Galveston Bay and Harbor.....					2	4	3	2			11
Galveston Bay and Harbor.....					1	1				1	3
Galveston Island.....	1	1					1				3
Matagorda Bay.....							1				1
Matagorda Island.....							1			2	3
Mustang Island.....							1				1
Pass Cavallo.....				1	3	1					5
Port Arthur.....		1			1				1	1	4
Sabine Pass.....			1	1	3	2		1	1		9
San Louis Pass.....		1				3	1				5
Santa Rosa Island.....										1	1
Velasco.....					1				1		2
PORTO RICO.											
Arecibo.....				1							1
Arroyo.....		1				1					2
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				1	4

PACIFIC COAST.<sup>1</sup>

<b>ALASKA.</b>											
Admiralty Island.....				1							1
Akun Island.....								1			1
Akutan Pass.....	1										1
Annette Island.....										1	1
Bristol Bay.....			1		1	1				2	5
Cape Douglas.....							1				1
Cape Hinchbrook.....				1				1			2

<sup>1</sup> 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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
ALASKA—continued.											
Cape Nome.....	1		3	2	7	2	22	6	3	7	53
Cape Prince of Wales.....		1	1						1		3
Cape Rodgnof.....				1							1
Cape Rodney.....						1					1
Cape Suckling.....							1				1
Cape York.....		1								1	2
Chatham Strait.....			1		1	1					3
Chignik Bay.....			1					2			3
Chirikoff Island.....			1								1
Chowiet Island.....					1						1
Christian Sound.....									1		1
Clarence Strait:											
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	2
Frederick Sound.....					1		1				2
Geese Island, Kodiak Island.....	1										1
Icy Strait.....						1		1		1	3
Juneau.....							1				1
Karta Bay.....							1				1
Katalla Bay.....					1			1		1	3
Kayak Island.....	1	2		1							4
Klag Harbor.....										1	1
Kodiak Island.....			2		1		1				4
Kotzebue Sound.....			1					1			2
Cape Blossom.....			1		1						2
Cape Espenberg.....						1					1
Deering.....					1						1
Kupraenof Island.....										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 Clarence Harbor.....										1	1
Port Nuchek.....						1					1
Portlock Harbor.....								1			1
Prince of Wales Island.....		1								2	3
Prince William Sound.....				1	3	1		1			6
St. Lawrence Island.....						1					1
St. Michael.....			3		1	1	2	1			8
San Christoval Channel.....										1	1
Sannak Islands.....			1			1	1			1	4
Sergius Narrows.....							1				1
Seward.....										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
Tlevak Narrows.....										1	1
Tongass Narrows.....	1		1			1			1	2	6
Unalaska Island.....					1						1
Unga Island.....	1		1								2
Unimak Island.....					2	1					3

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
ALASKA—continued.											
Vadez.....				1							1
Vank Island.....							1				1
Wrangell Island.....		1									1
Wrangell Strait.....			1		2					1	4
Yukon River (mouth of).....						1					1
HAWAII.											
Hawaii Island.....									1	1	2
Kahoolawe Island.....			1								1
Kauai Island.....					1						1
Mani Island.....			2				2			1	5
Molokai Island.....							1				1
Oahu Island (Honolulu).....	1	1	2	3	2	3	2	1		1	15
WASHINGTON.											
Cape Flattery.....				1	2			1			4
Copalis Rocks.....						1					1
Davidsons Rock.....								1			1
Grays Harbor.....	3	5	1	2	4	1	3	5	1	3	28
Hoh River (mouth of).....	1										1
Iiwaco 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		2	7
Point Defiance.....	1										1
Point Jefferson.....				1							1
Point Nodule.....								1			1
Point No Point.....	1	1									2
Point Wilson.....		1		1				1			3
Port Gamble.....		1			1						2
Port Orchard.....				1			1				2
Port Townsend.....			1								1
Presidents Point.....									1		1
Restoration Point.....				1							1
Richmond Beach.....	1										1
Seattle.....						1			1	1	3
Tacoma.....									1		1
Useless Bay.....							1				1
West Point.....				1						1	2
Whidbey Island.....		1							2	1	4
Queets River (mouth of).....				1							1
Strait of Fuca:											
Angeles Point.....	1					1				1	3
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
Protection Island.....										1	1
Sekon Point.....	1										1
Waaddah Island.....							1	2			3
Washington Sound:											
Bellingham Bay.....		2		1				1		3	7
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					2
Smiths Island.....										1	1
Stuart Island.....								1			1
Willapa Bay or Shoalwater Bay.....		2		2	1	2	2	3		1	13

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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit.....		1	2	4		1		2	3		13
Columbia River Bar.....				1	1	1	2	3	4	7	19
Desdemona Sands.....	1	2		3	2	1			1		10
Peacock Spit.....	1										1
OREGON.											
Alseya Bay.....			1								1
Cape Arago.....			1								1
Cape Blanco.....	1								2		3
Cape Foulweather.....			1								1
Cape Sebastian.....								1			1
Coos Bay and Bar.....		2	4	2	3	4	4		2	4	25
Coquille River (mouth of).....	3	6	3		1		4	2	1	1	21
Double Headed Rock.....	1										1
Fox Rock.....										1	1
Gold Beach.....										1	1
Nehalem River (mouth of).....					2				1	3	6
Nestuggah Bay and Bar.....	2										2
Point Adams.....		1			1	1				1	4
Port Orford.....	1										1
Rogue River Bar.....		1					1			2	4
Salmon River Bar.....									1		1
Siuslaw River (mouth of).....	2	1	1		2	1				4	11
Tillamook Bar and Bay.....	1			1	1	1	2	1	1		8
Umpqua Bar.....		1	1	1	1		1	2		1	8
Yaquina Bar.....	1						1			3	5
Yaquina Head.....		1									1
CALIFORNIA.											
Albion River (mouth of).....						1					1
Bihlers Point.....	1	1									2
Bodega Head.....			1								1
Bolinas Beach.....			1								1
Bolinas Point.....				1							1
Cape Mendocino.....			1							1	2
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
Fort Bragg.....			2			2	1	1	2		8
Fort Ross.....						1					1
Gaviota Landing.....									1		1
Golden Gate.....						1				1	2
Fort Point.....		1	1				1	1	1	1	6
Golden Gate Park.....		1		1							2
Lime Point.....	1						1				2
Mile Rock.....									1		1
Point Diablo.....									1	2	3
Point Lobos.....							1	1			2
South Side.....	1	2									3
Half Moon Bay.....		1				1					2
Hueneme.....			1	1							2
Humboldt Bar and Bay.....	3	1	3	5	3	3	2		8	6	34
Klamath River Bar.....					1						1
Long Beach.....		1				1			1		3
Monterey.....			1		2			1		1	5
Naples.....						1					1
Needle Rock.....				1							1
Pebbly Beach.....						1					1
Piedras Blancas.....											1
Pigeon Point.....				1					1		2
Point Arena.....	1			1		1	1	2			6
Point Arguello.....						1			1	1	3
Point Bonito.....	1										1
Point Conception.....				1		1					2
Point Esteros.....		1									1
Point Fermin.....					1						1
Point Gordo.....	1			1							2
Point Loma.....				1	1		1		1		4

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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
CALIFORNIA—continued.											
Point Pinos.....		1		1		1					3
Point Reyes.....	1				1		1	2	1	1	7
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
Port Los Angeles.....						1					1
Redondo Beach.....	1		1	1		1					4
Russian River Bar.....					1				1		2
Salinas, Monterey Bay.....							1				1
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
Castro Rocks.....			1								1
Goat Island.....								1		1	2
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			1		3
Santa Cruz Island.....										1	1
Santa Rosa Island.....					1		1				2
San Pedro.....			2		1	2	2	2		1	10
Shelter Cove.....				1							1
Suisun Bay.....								1			1
Surf Beach.....		1									1
Tomaes Point.....	1										1
Trinidad Head.....					1						1
Union Landing.....					1			1			2
Ventura.....								1			1

GREAT LAKES.<sup>1</sup>

<b>LAKE ONTARIO.</b>											
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
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
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.....	1			2		2					5
Port Dalhousie, Ontario.....								1			1
Pultneyville, N. Y.....				1							1
Sacketts Harbor, N. Y.....						1					1
Salmon Point, Canada.....										1	1
South Bay Point, Ontario.....		1						1			2
<b>LAKE ERIE.</b>											
Ashtabula, Ohio.....		2	1		3	6	1	1	1	2	17
Avon Point, Ohio.....				1							1
Bar Point, Canada.....		2		2	16	4	5	3			32
Buffalo, N. Y.....	1	1	2	9	10	9	16	6	10	5	69

<sup>1</sup> 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.

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
LAKE ERIE—continued.											
Cadillac Shoal, Ohio.....				1	1						2
Cedar Point Sandusky Bay, Ohio.....				1	1						2
Cleveland, Ohio.....	1	1	9	2	1	4	3	2	2	4	29
Colchester Reef, Canada.....			1			2	1		1		5
Conneaut, Ohio.....				2	1	1					4
Dunkirk, N. Y.....				1					1		1
Erie, Pa.....		1	1	1		2	1	3	1	2	12
Euclid Beach, Ohio.....				2		1					3
Fairport, Ohio.....		1			2						3
Green Island, Ohio.....		1							1		2
Grecian Shoal, Ontario.....	1	1									2
Grubb Reef, Canada.....							1				1
Gull Island and Reef, Ohio.....									1		1
Horse Shoe Reef, N. Y.....		2		1	1	1	1				6
Huron, Ohio.....	1		1	1	1			2			6
Kelleys Island and Shoal, Ohio.....	2			1	1				1		5
Leamington, Ontario.....				1							1
Long Point, Canada.....				2			2		4		8
Lorain, Ohio.....			3	1		2	1	1			8
Marblehead, Ohio.....	1			1		1					4
Middle Ground, Ontario.....							1				1
Middle Island, Ohio.....			1								1
Morgan Point, Canada.....		1								1	2
Mouse Island Reef, Ohio.....				2	1						3
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					1	3
Point au Pelee, Canada.....				1		2		2			5
Port Burwell, Ontario.....				1			1				2
Port Colborne, Canada.....	1								1		2
Port Stanley, Ontario.....	1		1								2
Rattlesnake Island, Ohio.....				1							1
Redbird, Ohio.....				1	1						2
Sandusky Bay, Ohio.....		1		3	2	5	2	1	1	1	16
Seneca Shoal, N. Y.....							1				1
South Bass Island, Ohio.....	1										1
Southeast Shoal, Ontario.....					1		1	1			3
Starve Island Reef, Ohio.....										1	1
Sturgeon Point, N. Y.....				1							1
Toledo, Ohio.....				1			1		5		7
Waverly Shoal, N. Y.....		1	1	2			1				5
Westfield, N. Y.....			1				1				2
Windmill Point, Canada.....		2		2		1					5
DETROIT RIVER.											
Amherstburg, Canada.....			1	2		1	2	1			7
Ballards Reef.....			1	4	1		2	2	1	5	16
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	10	28
Fighting Island.....				2	1		1	1	1		6
Grassy Island.....								1			1
Grosse Isle and Shoals.....				1	4						5
Limekiln Crossing.....	4	1	3	11	3	2		4	2	1	31
Livingstone Channel.....										2	2
Mud Island.....										1	1
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	2				1		1	5
Russell Island.....							1				1
St. Clair Lake.....	1	1	3			2	3	2		1	13
St. Clair River.....	1	1	2	2	2	1	4	6		1	20
Stag Island.....	1	3		2	2	3		2			13
Walpole Island.....									1		1
Windmill Point, Mich.....					1			1			2

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913.	
LAKE HURON.											
Alabaster, Mich.						1					1
Algoma Mills, North Passage, Ontario.	1										1
Alpena, Mich.			1			1		1			3
Aral, Mich.								1			1
Ausable and Point Ausable, Mich.				2	1	1					4
Black River Island and Reef, Mich.	1	2				1				1	5
Boot Jack Island, Mich.			1								1
Burnt Cabin Point Reef, Mich.				1							1
Corsica Shoal, Mich.	2							2			4
Detour Passage, Mich.	1		2	2	2	4		3	2	4	20
Drummond Island, Mich.	3			1		3					7
Duck Islands, Mich.	1			2			1				4
Elm Creek, Mich.			1	2					1		4
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
Byng Inlet.										1	1
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
Hammonds Bay, Mich.	1	1			1		1	1			5
Harbor of Sand Beach, Mich.	1	1		1	2	2	4	1	3	2	17
Hardwood Point, Mich.											1
Harrisville, Mich.	1										1
Kettle Point, Ontario.						1		1			2
Lake View Beach, Mich.	1	1		1							3
Martin Reef, Mich.	1	1	1	1				1			5
Middle Island, Mich.	1	1	2	1		1					7
Nine Mile Point, Mich.		1	1	1		2	1	1		1	5
North Channel, Ontario.			1	2		1	2			1	7
North Point, Mich.		3	1			2					6
Oscoda, Mich.										1	1
Pointe aux Barques, Mich.	1		1	3			1		1		7
Port Austin, Mich.							1				1
Port Crescent, Mich.		2					1				3
Port Hope, Mich.			3				1				4
Presque Isle, Mich.			1			1			1		3
Richmondville, Mich.					1				1		2
Rogers, Mich.								1			1
Saginaw Bay, Mich.				1		4					5
St. Vital Point, Mich.						1					1
Sanilac, Mich.				1							1
Scare Crow Island, Mich.						1					1
Sturgeon Point, Mich.						1				2	3
Surveyors Reef.									1		1
Tawas, Mich.	1	1	1		1	1				1	6
Thunder Bay, Mich.				1				1			2
Island and Reef.	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



*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
ST. MARYS RIVER—continued.											
Middle Ground.....						1		1		1	3
Mud Lake.....				1		3	1	3	1	1	10
Pipe Island.....		1						2		1	4
Pointe aux Pins, Canada.....					1						1
Round Island.....			2	2	1	1	1		1		8
Sailors Encampment.....			1	3	1			1			10
St. Marys River.....	3	6	8	8	10	10	4	5	3	7	64
Vidal Shoal.....				1		1	1				3
LAKE SUPERIOR.											
Apostle Islands, Wis.....							1				1
Gull Island Shoal.....			3	1			1				5
Madaline Island.....		2		1		1					4
Outer Island.....				1			1				2
Sand Island.....		1	1								2
Ashland, Wis.....			1								1
Bad River, Wis.....							1				1
Beaver Bay, Minn.....		2									2
Big Bay Point, Mich.....						1		1			3
Brule River (mouth of), Wis.....							1		1		2
Caribou Island, Canada.....				1							1
Carvers Bay, Mich.....				2							2
Chaquamegon Bay and Point, Wis.....				2	2						4
Crisps, Mich.....	2	1			2	1				2	8
Deer Park, Mich.....							1				1
Duluth, Minn.....			4			1	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
Grand Island, Mich.....	1		1								2
Grand Marais, Mich.....	1	1	1	1			1				5
Grand Portage Island, Mich.....	1										1
Gratiot River (mouth of), Mich.....	1					1		1			3
Gros Cap Reef, Ontario.....					1						1
Gull Island, Mich.....										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			1	5
Isle Royale, Mich.....			2	2			3				7
Keweenaw Bay, Mich.....				1							1
Bete Grise Bay.....							1				1
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
Manitou Island, Mich.....		2				1			2		5
Marquette, Mich.....					1				2		3
Michicopiten Island, Ontario.....										1	1
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					1	4
Port Arthur, Ontario.....							1				1
Portage Entry, Mich.....						2				1	3
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	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

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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
LAKE SUPERIOR—continued.											
Two Harbors, Minn.				1		2	3		2	1	9
Two Hearted River, Mich.									1		1
Two Islands, Minn.			1								1
Vermilion Point, Mich.	1	2			1	2					6
White Fish Point, Mich.	2	1	1	2	1	3	1			2	13
STRAITS OF MACKINAC.											
Bois Blanc Island, Mich.		2	2	3	1	7	4	1			20
Cheboygan, Mich.			3	1	1	1	1		1		8
East Moran Bay, Mich.			1				1				2
Goose Island Shoal, Mich.							1				1
Graham Shoal, Mich.			2				1	2			4
McGulpins Point, Mich.						1					1
Mackinac Island, Mich.		1	1	1	1	1	1		1	2	9
Major Shoal, Mich.			1			1					2
Old Point Mackinac, Mich.			2	1	2					1	6
Poe Reef, Mich.			1			3				1	5
Point au Sable, Mich.			2								2
Round Island, Mich.	4				1	2				2	9
St. Helena Island and Shoal, Mich.		1									1
St. Martins Point, Mich.		1									1
LAKE MICHIGAN.											
Ahnapee, Mich.							1				1
Algoma, Wis.					1		1				2
Arcadia, Mich.										1	1
Baileys Harbor, Wis.	1		1		1		1	1			5
Bayview, Mich.									1		1
Beaver Island, Mich.		2	1	1	3		1	1		1	10
Berrville, Wis.						1	1				2
Big Summer Island, Mich.				1		1					2
Calumet, Ill.		2	1								3
Cana Island, Wis.										1	1
Cat Head Point, Mich.						1					1
Centerville, Wis.							1				1
Charlevoix, Mich.	1	1		3			1		1		8
Chicago Harbor, Ill.	2		1		1	4	1	2	2		13
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		1	8
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	1		2			1	1	3	11
Frankfort, Mich.			1			1					2
Garden Island, Mich.								1	1		2
Glen Arbor, Mich.					1						1
Glencoe, Ill.			1						3		4
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
Cedar River, Mich.		1			1		1	1			4
Chambers Island, Wis.					1						1
Escanaba, Mich.		1				1	3			1	6
Fish Creek Bay, Wis.								1			1
Green Bay Harbor, Wis.								1			2
Hat Island, Mich.							1			1	2
Little Sturgeon Bay, Wis.			1								1
Nine-foot Shoal, Wis.			1			1			1		3
Oconto Reef, Wis.			1								1
Peninsula Point, Mich.		1									1
Peshigo, River (mouth of), Wis.				1	1						2
Point Rochereau, Mich.			1								1
Red River (mouth of), Wis.		1					1				2



## 270 ANNUAL REPORT UNITED STATES LIFE-SAVING SERVICE.

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
LAKE MICHIGAN—continued.											
Green Bay—Continued.											
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
Gull Island and Reef, Mich.			2	1			1	1			5
Harbor Springs, Mich.						1					1
Holland, Mich.	2		2		3	1			1		9
Indiana Harbor, Ind.					2		1	3			6
Jacksonport, Wis.			1								1
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	1	5
Manistee, Mich.			1			1	1				3
Manistiquie Mich.	1				1			2	1		5
Manitowoc, Wis.				1	2	1	2		2		8
Michigan City, Ind.			1		1			1			3
Middle Shoal, Mich.					1				1		1
Middle Village, Mich.	1										1
Milwaukee, Wis.	2	3	4	2	1	3		2	1	1	19
Muskegon, Mich.						2					2
Naubinway, Mich.				1			1				2
New Buffalo, Ind.										1	1
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
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
Point Detour, Mich.										1	1
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.			2								2
Racine Reef, Wis.	1	1									2
Rowleys Bay, Wis.			1	1							2
St. Joseph, Mich.						2			1		3
St. Martin Island, Mich.			1								1
Saugatuck, Mich.		1									1
Seul Choix Point, Mich.			1								1
Sheboygan, Wis.					1	2	2				5
Simmons Reef, Mich.	4	2	1								7
Skulligalee, Mich.			1	1							2
Sleeping Bear Point, Mich.		1	1							2	4
South Chicago, Ill.		1		1			1				3
South Fox Island, Mich.	1		2	1			1				5
South Haven, Mich.		1	1				1				3
South Manitou Island, Mich.	3	1		2	2	6	1	2	3	1	21
Squaw Island, Mich.				1							1
Sturgeon Bay Canal, Wis.	2		2	3				2	1	1	11
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	1	4
Waugoshance Island and Shoal, Mich.				1	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	2
Zion City, Ill.							2				2

*Places where American vessels have stranded during the last 10 years at sea and in foreign waters.*

Name of place.	Fiscal year ending June 30—										Total.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
<b>Africa:</b>											
Allwal Shoal, south coast.....		1									1
Axim, Gold Coast.....	1										1
Salum River.....								1			1
Sierra Leone.....						1					1
West Coast.....	1										1
<b>Argentine Republic:</b>											
Staten Island.....				1							1
<b>Australia:</b>											
Bass Straits.....	1										1
Botany Bay.....									1		1
Newcastle, New South Wales.....							1				1
<b>Azores.....</b>	1			1							2
<b>Bahamas.....</b>				1							1
Abaco Island.....		1		1							2
Caicos Reef.....				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
Moselle Shoal.....						1					1
Rum Cay.....	1										1
Salt Key Bank.....							1	1			2
Stirrup Key.....			1								1
Turks Island.....				1	1						2
<b>Bermudas.....</b>				1				1			2
<b>Brazil:</b>											
Bahia.....									1		1
Pernambuco.....	1										1
<b>British Columbia:</b>											
Active Pass.....					1						1
Arthur Passage.....									1		1
Barclay Sound.....		1									1
Bonilla Point.....	1										1
Calvert Island.....									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	2
Johnson Straits.....									1		1
Lima Passage.....							1				1
Mayne Island.....				2							2
Milbanks Sound.....								1			1
Oyster River.....					1						1
Pander Island.....						2					2
Seaforth Channel.....	1	1				1					3
Seymour Narrows.....								1			1
Swanson Bay.....		1					1				2
Trial Island.....				1							1
Trincomali Channel.....										1	1
Vancouver.....	1										1
Vancouver Island.....		1				2		2		1	6
<b>Cape Breton Island:</b>											
Arischat.....		1									1
Fouchu Harbor.....						1			1		2
Glace Bay.....	1										1
Indian Head.....		1									1
Louisburg.....		1				1				1	3
Port Hawkesbury.....								1			1
Scatari Island.....					1						1
<b>Cape La Hague, France.....</b>	1										1
<b>Cape Parry, Arctic Ocean.....</b>				1							1
<b>Cape Verde Islands.....</b>	2						1	1	1		5

<sup>1</sup> 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.

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
<b>Central America:</b>											
Acajutla El Salvador.....	1										1
Bluefields, Nicaragua.....		1								1	2
Corinto, Nicaragua.....				1							1
Corker Key.....	1										1
Courtown Bank.....			1								1
Old Providence Island.....										1	1
Point Filibuster, Costa Rica.....								1			1
Truxillo Bay, Honduras.....						1					1
Two Kay Reef.....				1							1
<b>China:</b>											
Hongkong.....		1		1							2
Macao.....	1										1
Shanghai.....	1										1
<b>Cocos Island, Pacific Ocean.....</b>					1						1
<b>Cuba, West Indies:</b>											
Batabaria.....				1							1
Cape Corienta.....			1								1
Cayo Romano.....										1	1
Cienfuegos.....			1								1
Colorado Reef.....		1						1	1		3
Cruz Del Padre Key.....						1			1		1
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
<b>England:</b>											
Dover.....					1						1
Scilly Islands.....					1						1
<b>Greenland.....</b>									1		1
<b>Gulf of St. Lawrence:</b>											
Anticosti Island.....								1			1
Bonaventure Island.....									1		1
Magdalen Islands.....			1				1		1		3
<b>Haiti:</b>											
Cape Haitien.....										1	1
Jacmel.....				1							1
<b>Jamaica, West Indies:</b>											
Ochos Rios.....		1									1
Port Antonio, Fort Point.....		1									1
Rocky Point.....										1	1
St. Anns.....				1							1
<b>Japan:</b>											
Nagasaki.....										1	1
Najina Saki.....				1							1
Suruga Bay.....								1			1
Shimonaseki.....				1							1
Tokushima.....				1							1
Yokohama.....				1				1			2
<b>Malaysia:</b>											
Princess Channel, Java.....			1								1
<b>Mexico:</b>											
Alacran Reef.....	1							1	1		3
Altata Harbor.....							1				1
Alvarado Bar.....		1									1
Campeche Bay.....			1								1
Triangles, The.....	1										1
Cape Falso.....									1		1
Cape San Lazaro.....										1	1
Chamelia Bay.....				1							1
Chiltepec.....				1							1
Cluna Point.....						1					1
Coatzacoalcos River Bar.....				1							1
Frontera.....		1									1
Geronimo Island.....							1				1
Mazatlan.....				1			1				2
Natividad Island.....							1				1
Navidad Bay.....	1		1								2
Patos Island.....							1				1
Punta Maria.....									1		1
Salina Cruz.....				2	1	1					4
San Margarita Island.....						1					1
San Miguel Point.....									1		1
Santa Maria.....								1			1
Tampico.....					1						1
Tiopa.....		1									1
Tonala Bar.....							1				1
Topolobampo.....	1				1						2

*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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
New Brunswick:											
Bay of Fundy.....							1				1
Beaver Harbor.....			1								1
Bliss Island.....				1							1
Campobello Island.....	1		1	1						2	5
Cape Spencer.....						1					1
Chignecto Channel.....					1						1
Deer Island.....						1					1
Grand Manan Island.....			1	1				1			3
Letite Harbor.....						1					1
Maces Bay.....										1	1
Murr Ledges.....					1						1
Quaco.....				1							1
St. George.....							1				1
St. John.....							1	1			2
St. Martins Head.....										1	1
St. Marys Bay.....										1	1
St. Stephen.....						1					1
Salmon River.....					1						1
Shediac.....				1							1
Spruce Island.....								1			1
Newfoundland:											
Bay of Islands.....		1		3		1	2	1			8
Blanc Sablong.....					1						1
Bonne Bay.....										1	1
Burgio.....								1			1
Cordoy.....										1	1
Cow Head Harbor.....						1					1
Grand Bay.....	1										1
Middle Island.....		1									1
Miquelon Islands.....				1						1	2
Point Breen.....				1							1
Port aux Basques.....	1										1
Port au Port.....	1			2						1	4
St. George Bay.....				1				1	1		3
Table Point.....									1		1
Trout River (mouth of).....										2	2
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			4
Cape Negro.....					1		1	1	1		4
Cape Sable.....		1				1		1			2
Cape Sambro.....			1								1
Cheverie.....				1							1
Cranberry Isle.....							1				1
Digby.....	1			1							2
Great Island.....									1		1
Green Island.....									1		1
Gut of Canso.....			1			1	1		1		4
Guyon Island.....										1	1
Jordans Bay.....									1		1
La Have Island.....						1				1	2
Liscomb Ledges.....			1								1
Liverpool.....									1		1
Locke Port.....						1					1
Long Island.....								1			1
Lunenburg.....		1				1					2
Maitland.....										1	1
Moreton Island.....					1						1
Piscatiqui Island.....							1				1
Sable Island.....	1										1
Shag Harbor.....	1								1		2
Seal Island.....	1							1	1		3
Shelburne.....		1							1		2
Spencer Island.....							1				1
Weymouth.....								1			1
Whitehead.....		1									1
White Point.....									1		1
Yarmouth.....	1									2	3
Oceania:											
Fanning Islands.....									1		1
Fiji Islands.....										1	1
Friendly Islands.....								1			2
Midway Islands.....	1	1		2						1	4
Society Islands.....									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.
	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	
Palliser Bay, New Zealand.....		1									1
Philippine Islands:											
Cavite.....			1								1
Maricaban.....			1								1
Mindoro Island.....										2	2
Prince Edward Island:											
East Point.....			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
Tigel Bar, Kamtchatka.....		1									1
United States of Colombia:											
Colon.....						1					1
Uruguay, Martin Gracia.....									1		1
Venezuela:											
La Guayra.....				1							1
Maricaoibo.....		1									1
West Indies:											
Buen Ayre.....				1							1
Gaudeloupe Island.....										1	1
Virgin Islands.....					1						1

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# APPENDIX.

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**REPORT OF FLOOD SERVICE PERFORMED BY SEVERAL CREWS  
OF THE LIFE-SAVING ESTABLISHMENT IN THE MIDDLE WEST  
IN MARCH AND APRIL, 1913.**

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The following report, by the General Superintendent of the Life-Saving Service, of rescue and salvage work performed by several crews of the service in March and April, 1913, upon the occasion of great floods in the Middle Western States, was originally printed in the form of a House document. (House Doc. No. 94, 63d Cong., 1st sess.)

As the report is of undoubted historical value, it is reproduced here in order that it may be incorporated in the permanent record of the operations of the Life-Saving Establishment.

TREASURY DEPARTMENT,  
LIFE-SAVING SERVICE,  
*Washington, June 6, 1913.*

THE SECRETARY OF THE TREASURY.

SIR: I have the honor to submit the following report of the services performed by the crews of the Life-Saving Establishment in rescuing and succoring the victims of floods in the Middle Western States in March and April last.

The ravages of the flood, which extended generally over Ohio and Indiana, were also seriously felt in portions of West Virginia, Kentucky, Illinois, Missouri, Tennessee, and other States farther south bordering upon the Mississippi River.

In accordance with your personal instructions, given me when the news first reached Washington that life was seriously endangered in certain sections of the inundated territory, steps were promptly taken to send crews of the service, with boats and equipment, to those points where assistance was urgently needed.

In all, seven crews were ordered away from their stations for flood duty, namely, the Louisville (Ky.) crew, to Dayton, Ohio, and Covington, Ky.; the Cleveland (Ohio) crew, to Dayton, Ohio; the Lorain (Ohio) crew, to Delaware, Ohio, and Covington, Ky.; the Old Chicago (Ill.) crew, to Fort Wayne and Terre Haute, Ind., and Cairo, Ill.; the Michigan City (Ind.) crew, to Peru, Ind.; and the Evanston and Jackson Park (Ill.) crews, to Cairo, Ill.

The life-saving crews at Ocean City, Md.; Virginia Beach, Va.; Erie, Pa.; Ashtabula, Fairport Harbor, and Marblehead, Ohio; Kenosha, Wis.; and South Chicago, Ill., were held in readiness to respond to calls from the flooded districts. Their services were not requisitioned, however.

Extracts from the reports made by the station keepers who, with their crews, performed flood service accompany this statement. It will be observed from a perusal of two of these that the crews of the Cleveland and Lorain stations rendered valuable assistance to flood victims at home before they received orders calling them elsewhere.



## FLOOD CONDITIONS IN OHIO.

Ohio was the most disastrously affected of the several States visited by high water, both as regards loss of life and destruction of property. According to figures given out by the American Red Cross Society, which was early in the inundated territory with an effective relief organization, the entire number of lives lost within the State was 454. Estimates from the same source placed the number of persons rendered homeless at 100,000 and the amount of the property loss at approximately \$250,000,000. Dayton furnished the greatest number of fatalities that occurred at any one place in the State, namely, 150.

## LOUISVILLE CREW AT DAYTON, OHIO.

Of the three life-saving crews that performed flood duty in Ohio and Kentucky, that stationed at Louisville, Ky., was earliest in action. This crew, under command of Keeper John F. Gillooly, left their station for Dayton, Ohio, at 3 a. m. March 27, under telegraphic orders, dated March 26, from the department, as follows:

Proceed to Cincinnati, taking four men, and use best endeavors to reach Dayton. If necessary, employ temporary assistants Dayton to make up crew. Use your judgment.

The keeper reports the work done by himself and crew under the foregoing instructions as follows:

We reached Dayton at 7.45 p. m. of the 27th, having been more than 16 hours on our way. As the mayor of the city could not be found, I reported to Mr. John H. Patterson, in charge of relief work. We wanted to go to work at once, but Mr. Patterson said that nothing could be done before morning, as those who were still alive would be alive then and nothing could be done for the dead. We slept at the National Cash Register plant in order to be in close touch with the relief committees. I made arrangements to have 500 rations ready to place in our boat at 5 a. m. of the following morning (the 28th). At the hour named, with rations on board and a guide to direct us about the city, we set out to explore the section in which a great many lives were believed to have been lost. We finally worked into that section and found men, women, and children crying for food and water. They had had nothing since Tuesday morning, the 25th. We supplied them provisions and water in half-gallon bottles. A great many begged to be taken out, but I explained to them that the water was falling very fast and would be out of the streets by the next morning, and assured them that they were all as well off as were the people who had already left their homes. Some were found, however, who were sick and crippled. These we took out, in order that they might receive treatment. After much hard work we returned to our headquarters and reported to Mr. Patterson the condition we found in the territory gone over. Then we left for North Dayton, where the loss of life was supposed to have been very great. Those in control of the situation thought it would be almost sure death for us to attempt to make the trip. We plied the Erie and Miami Canal about 9 miles, dragged our boat overland across to Mad River, then proceeded down the Great Miami River.

We explored the city's entire wrecked sections, and found the loss of life away below the figure estimated. In the course of our trip we stopped at relief stations at different points and procured supplies for those in the submerged houses. We had great difficulty in reaching some of the sections of the flooded territory, as many of the streets were gorged with wreckage, over which we had to drag our boat. We made almost a complete circuit of the city by water. On our return I informed Mr. Patterson that I did not think over 200 persons had perished (the number had been estimated at 1,500). He looked at me as if he thought I had lost my mind, then exclaimed: "I hope to God you are right, Captain."

I made an inspection of the wrecked districts again on the morning of the 29th, and found the water so well out of the streets that the people could walk out of their homes. There being no more work for our boat, I so reported to Mr. Patterson and was relieved. We put our boat on a car, to be shipped to Cincinnati, and started for home at 2.30 p. m. We reached Cincinnati between 6 and 7 o'clock the same afternoon, but had to wait there until the morning of the 30th for our boat to arrive.

Keeper Gillooly submits with his report an incomplete list of those given relief, carried to safety, or otherwise succored. He explains that in the great rush to render assistance to as many persons as possible he failed to secure the names of fully as many more persons assisted. As the number of names appearing in the record furnished by him is slightly in excess of 400, it may be assumed that he and his crew assisted at least 800 persons.

#### LOUISVILLE CREW AT COVINGTON AND DAYTON, KY.

While Keeper Gillooly was waiting at Cincinnati for his boat to overtake him from Dayton, Ohio, he received a telephone request from Hon. George E. Philipps, mayor of Covington, Ky., stating that the assistance of himself and crew was greatly needed in the city last named. When his boat arrived, he accordingly took it across the Ohio River and reported to Mr. Philipps. The mayor showed him a telegram to the effect that the department had requested Gov. Cox, of Ohio, to relieve him of duty at Dayton for duty in Covington. This action, it appears, had been taken upon the representations of Hon. A. B. Rouse, Member of Congress from Kentucky, that the flood situation at Covington had become serious. The keeper's report of his work in this section is in substance as follows:

Under the mayor's instructions we made a tour through the flooded section of the city and distributed food to about 50 families.

On March 31 the mayor received a message from the mayor of Dayton, Ky., 6 miles up the river, saying that the city was surrounded by water, and that there was great distress in the place. We were dispatched to the town with 250 rations and a supply of clothing. On our arrival there the mayor informed me that the houses in the submerged district stood on sandy soil. I therefore expressed the opinion that, as the wind was blowing a gale, it would be dangerous for them to remain in their homes. We went through the flooded district, but found no one willing to leave until we explained to them their peril. We thereupon carried to safety about 75 women and children, three of whom were ill of measles; also a sick man and woman and a man crippled by rheumatism. These sick and crippled ones we landed at an infirmary, where they were taken in and cared for. We found several houses turned over by the wind, but no one was in them at the time. On our return to Covington at 6 p. m., Mayor Philipps handed me two telegrams received from the department, one directing us to return to Louisville, where the flood had become worse, the other informing Mr. Philipps that Keeper W. W. Griesser, of the Lorain (Ohio) station, had been ordered to Covington to take my place. We therefore put our boat on a car ready for shipment home, and left for Louisville at 8 a. m. April 1.

Mr. Philipps also submits a report to the department, reciting the services of the Louisville crew while under his direction, and expressing on behalf of the citizens of Covington appreciation of their work.

#### LOUISVILLE CREW AT LOUISVILLE, KY.

While Keeper Gillooly and three of his crew were at work in Dayton (Ohio and Kentucky, respectively) and Covington, Ky., Acting Keeper Edward Farrell and the other members of the station crew who had been left behind at Louisville to meet any emergency there due to flood were not idle. Boatman Farrell's report of occurrences while he continued in charge of the station is in part as follows:

Responding to a call at 7.15 p. m. of the 28th, we proceeded to a house on North Fourth Street and removed the occupants' furniture to a place of safety. We returned to this house two hours later and removed two women; also two women from other houses in the neighborhood. On the morning of the 29th I sent a boat and crew to North Fourth Street to assist a woman in moving her household goods out of reach of the water. While engaged at this work the crew similarly assisted another family

in the same building, and on leaving the scene took with them two persons who desired to seek a place of greater safety. On the afternoon of the same day we assisted a man on Bulitt Street in his efforts to get his household effects out of reach of the flood. At 8.45 p. m. of the 29th we received a call from the Louisville & Nashville Railway station, saying that three persons were marooned at First and Water Streets. We landed them safely. March 30, received a call at 12.40 a. m., stating that a dam had given way at Parkland, 5 miles southwest of the station, and that many people were in danger of drowning. A large fire-department wagon carried us to the place named. We arrived at 2 a. m., went through the flooded district, and found that the high water was caused by the bursting of a sewer cap in the great outfall sewer. Parkland is populated almost entirely by negroes. We moved two women from two houses to dry land, also some hogs and chickens, valued by the owners at about \$50. We got back to the station at 8.50 a. m. At 9 a. m., responding to a telephone call, we went in the power boat to the Rugby Distillery, on Water Street between Thirty-sixth and Thirty-seventh Streets, about 4 miles from the station, and succeeded in towing 100 head of cattle ashore. The animals were valued at \$5,000. We also assisted in saving 400 head of cattle, valued at \$20,000, owned by persons doing business at the stockyards.

During the day household goods as follows were moved to upper stories or taken elsewhere out of danger of the flood: At Fifth and Water Streets, furniture and a pianola, valued at \$675; furniture (belonging to one of the station crew absent in Dayton), valued at \$65; at 142 Bulitt Street, furniture valued at \$20; at 142 North Fourth Street, furniture valued at \$300; at 144 North Fourth Street, furniture valued at \$20.

At 3.35 p. m. the lookout discovered the gasoline boat *Two States* disabled and being rapidly carried by wind and current toward the Pennsylvania Railroad bridge. We put off in our river life skiff, made fast to the vessel, and towed her clear of the bridge. But for our promptness she would have struck the bridge pier and been wrecked.

March 31 the wind blew a gale from 7.50 a. m. to 5.45 p. m., damaging many houses and tearing away outhouses and fences. Removed from 147 North Fourth Street two women whom the gale had frightened. At 10.15 a. m. ran a stern line from the steamer *Indiana*, making it fast to a telegraph pole; also ran a line from the Cincinnati wharf boat to the Evansville wharf boat, and a line from the latter to an electric tower at the foot of Fourth Avenue. Received a telephone message, saying that a negro family at a place called "Little Africa," 6 miles southwest of the station, was surrounded by water and in danger of being drowned. Boat and crew, in a fire-department wagon, reached the place named at 12.15 p. m. and landed nine persons, with their household goods to the value of \$120.

The foregoing concludes Acting Keeper Farrell's report. Under date of April 3, Keeper Gillooly, on duty at his station after his trip to Dayton and Covington, reports services at Louisville as follows:

April 3, at 8.45 a. m., 48 to 65 mile gale blowing, with heavy rain. Manned two boats and went to "cut-off" east of station to render assistance to a few families living on Fulton Street. One of the boats found an old man and woman in a frame dwelling that was rocking with the wind; carried them to No. 10 engine house. The other persons in this locality thought to be in need of assistance were reassured by the boatmen, and remained in their houses. Boatman Owen Curley was disabled and off duty at his home in the submerged district on this date. When the storm broke, the wall of an old building in the rear of his dwelling fell with a crash, badly frightening a number of women and children near by. Curley, with the aid of his 16-year-old son, took the terrified persons, 14 in all, from their homes to land. While getting some of them down a ladder into his boat he fell with a child in his arms. In trying to save the child from injury he himself was injured so badly as to require the services of a physician.

#### CLEVELAND CREW AT CLEVELAND, OHIO.

At the same time that the department ordered the Louisville crew to Dayton, Ohio, instructions were also telegraphed to Keeper H. J. Hansen, of the Cleveland (Ohio) station, to proceed with a crew to the same place.

It appears that a few days previous to the receipt by Keeper Hansen of the orders mentioned, the Cuyahoga River had overflowed and covered a portion of Cleveland, damaging much property

and endangering a number of lives. The inundation furnished the life-saving crew a 30-hour stretch of exceptionally arduous and difficult rescue work. They saved fully 100 persons, and when their labors were concluded had the satisfaction of knowing that not a single life had been lost within the flooded territory. The manner in which they carried their endeavors to such a gratifying conclusion may be seen from the summary of Keeper Hansen's services given below:

On the morning of March 25 we received a telephone call from the police department, saying there were a number of people above and below the Harward Dennison Bridge in danger of being swept away by the heavy river current.

We launched our 36-foot power lifeboat, and went up river to a point about 500 feet south of the Superior Street Bridge, where we found the current so swift that we could not make headway, though we were running at full speed. We therefore returned to our station, loaded our surfboat on its wagon, and telephoned to the city street-cleaning department to send us a team.

By this time lumber piles were coming down the river. When the team came we made every possible haste to get to our destination. We had a difficult time of it, however. When we got to Detroit and West Twenty-fifth Streets one of the rear wheels of our boat wagon went to pieces. Fortunately a wagon happened to be standing across the street from where we broke down. We appropriated one of its wheels and were soon on our way again. At a distance of five city blocks farther along the other rear wheel buckled. We went into a near-by yard, found an iron wheel, and set off again. Arriving at the bridge named we launched into the swift current. Several hundred persons standing on a bridge watching us shouted encouragement as we shoved off.

We made our way to a number of houses and factories, and by 3 p. m. had rescued 61 men, women, and children; in fact, all that were in the flood in that locality. We then went a mile up the river to the assistance of three men reported to be marooned in two factories. A policeman who had at one time been a sailor volunteered to go with us to show where the men were to be found. He was given the No. 8 oar.

The current was so strong that at times we could make only an inch at a stroke with the oars. After a two-hour pull we got within 500 feet of our destination, when we found we could no longer make headway. We now passed our towline ashore, and about 50 men took hold of it and hauled us alongside one of the buildings where two of the men were. We took them from a window-sill and landed them on the bank. We then cast off the line and made our way to the building where the other man was. After getting him on board we started downstream. While speeding along with the current we had to go through a number of tree tops. As we rushed through this obstruction a limb caught the port side of our boat and swept it clean of oars and oarlocks. We got the thole pins out and were soon on our way again.

A quarter of a mile farther down the river we got tangled up in some telephone wires. The wires were on 20-foot poles, and the water was so high that we could not go under them. The tow post of the boat caught on them and swung us around and against a pole with such force as to break four of the boat's ribs and some of her planks. We finally got clear of the tangle and made our way to where our boat wagon was standing. We now set out by team for West Third Street and Literary Road, where it was reported a number of people were marooned on locomotives and in a roundhouse. On our way another wheel of our wagon broke down, and we had to purchase a new one at a blacksmith shop.

On our arrival at the place mentioned we received a greeting from all the locomotives whose fire boxes were still above water, and shouts of welcome from several hundred persons standing on the banks. Although it was only an hour before darkness, we put our boat into the river and went down with the current and attempted to get near the locomotives, on top of which 15 men were standing. We failed to get in near the engines on the first attempt, so we pulled into the shelter of a projection of the land, from which place we shot across the current and made our goal. We made two trips for the party, navigating over flat cars, sometimes striking and stranding on the brakes, and damaging our boat so that she started to leak badly.

When darkness came on we found it impossible to continue our work. As those known to be marooned in the roundhouse were in a brick structure, with a warm stove and plenty of food, I decided that they were safe for the time being. We therefore made our boat fast at a landing and returned to our station. We had been continuously at work for 12 hours, and every one of us was wet, hungry, and tired. I instructed the crew to rest for an hour.

About 10 p. m. the director of public safety came to the station and asked us to rescue a family of 13 persons marooned in the middle of the stream. I told him I would not be able to comply with his request until morning because there were still a number of people up the river where our boat was who had the first claim upon us. He went away with the intention of seeking the assistance of the fire and police departments. When the men had had some sleep we all set out on foot through the rain for our boat. We launched about midnight and made an effort to reach the roundhouse, but struck so many obstructions that we were compelled to tie up until morning. We lay down in the bottom of the boat and went to sleep with the rain pouring down upon us.

At 4.30 a. m., March 26, we got started again, reached the roundhouse, took 9 of the occupants into our boat and landed them. The 6 others in the building preferred to remain where they were. Next we went down the river through drifting lumber and logs until we came to the place where the family was that the director of public safety had asked us to rescue. After some trouble we managed to reach the house. We took them all (13 men, women, and children) out through a second-story window and landed them in two trips. This last rescue completed, I inquired of the chief of police whether he knew of anybody else who needed assistance. He replied that he thought we had cleaned up everything. We then tied up our boat and went back to the station for a meal. At 1 p. m. we went after our boat. When we returned to the station, at 5 p. m., I told the men to go to bed after supper. I sat at my desk making reports until 9 p. m. I then went upstairs to take a little rest, but could not get to sleep, as people kept calling me up over the telephone, asking me about the safety of a number of persons we had rescued. At 10 p. m. we had to get ready to go to Dayton.

There was not one life lost in the Cuyahoga River flood, but there would have been only for us. There were a number of people living within 50 feet of the river banks whom the firemen and police removed, but those living out in the swift current had to be brought in by us. During our operations up the river an urgent long-distance call was received at the station asking us to come by special train to Delaware, Ohio. My wife, being at the station, replied that we could not come at once. We afterwards learned that the Lorain life-savers went to Delaware.

Unless the city sends a bill for teaming, the only expense incurred by us in rendering the services mentioned in this report was for street car fare, amounting to \$1.08.

#### CLEVELAND CREW AT DAYTON, OHIO.

As indicated above, Keeper Hansen received telegraphic orders on March 26 to proceed with his crew to Dayton, Ohio. His report of the trip made in response to this call is a story of vexatious delays and annoying obstacles overcome in a dogged determination to carry out orders. That he accomplished his journey under the circumstances—when railroad tracks were flooded, when bridges were washed out, and when train schedules were utterly disorganized—is a fine testimonial of his ability to handle a difficult situation. A summary of his report follows:

At 10 p. m., March 26, I received a telegram from Gov. Cox, of Ohio, asking me if I could come to Dayton on orders from Washington. I replied that we were ready to go anywhere at a moment's notice. Half an hour later the governor wired us that the necessary authority had been obtained, and my crew immediately transferred our surfboat and dirghy to the railway. Meanwhile I employed my time making arrangements for the Lake Shore Railroad to give us a special train to Dayton. While thus engaged I received a long-distance call from an officer of the Ohio National Guard, at Columbus, stating that the only way to reach Dayton was via Toledo. He informed me that there were two special trains at the Union Station in Cleveland ready to start for Dayton which we might by quick action be able to catch.

The local train master of the Lake Shore road telephoned me that they could not get a special train for us before morning, but stated that he had two flat cars at our disposal, which would be able to make connection with special No. 2 out of Cleveland, carrying company K of the National Guard. After an hour's wait the cars arrived at the place where we had our boats, and we loaded them on. When we arrived at the Union Station with our boats and equipment we found the two specials waiting. The first special had on board a company of engineers of the National Guard, and the crew of the United States Naval Reserve ship *Dorothea*, with two of the ship's boats. I wanted to get our boats aboard that train, but the railroad company objected, so we

had to take the second train. When we boarded the cars we found that some one had procured seats for us. We were very tired, having been practically without sleep for two days and nights.

We pulled out of the station at 5.30 a. m., March 27, three hours after the first special had gone. Our train made very slow time, because the wires were all down between Cleveland and Toledo. We reached Toledo about noon. After we had had some hot coffee we left for Dayton over the Toledo & Ohio Central Railroad, arriving at West Liberty, Ohio, 100 miles south of Toledo, at 7 p. m. There we found a railroad bridge washed away, and were informed that we could not continue our journey until the following morning, as we would have to transfer our boats by wagon a distance of 3 miles to the Panhandle Railway. When we arrived at the town named the work of transferring those on the first special had just been concluded. The teamsters who had performed the transfer had been working for 30 hours without rest, and they would not agree to transfer us until the next morning. I thereupon went to a small store near the railroad and asked the owner to procure us two teams and a wagon at once, promising to see that the services of the teams would be well paid for. When it became known that the work of transferring us would be paid for (the teamsters had been working without pay), the necessary teams soon appeared. Company K helped us to get our gear off the train. The commanding officer asked me what we intended to do. I replied that we had orders to get to Dayton, and that we were determined to make connection with special No. 1.

We left West Liberty at 8 p. m., traveling over some of the worst roads I ever saw, but finally arrived at our destination. We found teams still at work loading on the train the men and equipment that had preceded us out of Toledo. There was no station near by, but I found one of the train crew who had just tapped a telephone wire to Springfield. The train conductor informed me that it would be impossible to get two cars for us to accompany his train, which was to leave in half an hour. I then went to the man who had tapped the telephone wire and found him talking to a railroad official in Springfield. I asked him to let me on the wire. The official at the other end of the line said he could do nothing for us until morning. I told him I had made arrangements with the Lake Shore & Michigan Southern Railroad in Cleveland to have cars waiting for us wherever we might have to change, and that if we were not furnished them and taken along with the train then about to start there would be something doing when we got back home. He thereupon instructed the conductor to get us the necessary cars and see that we went with the train.

The cars arrived at midnight, and at 2.30 a. m. of the 28th we were on our way again with our boats and equipment. We arrived at Dayton about 7 a. m. Trucks which we found waiting for us hauled us to Third Street, where they left us, being unable to go farther on account of water and mud. We now pulled our wagon with the surfboat, through water up to our waists, until we arrived at the Third Street Bridge. There we left our wagon and launched over the levee into the swift current of the Miami River. A number of people informed us that we could do nothing after getting into the river, but we paid no attention to their warnings.

After going downstream a short distance, we decided to test the current, and therefore swung around and started upstream. We found that we could more than hold our own. We then struck out for the Main Street Bridge in North Dayton, half a mile distant. We had to go against the current, but I observed that the water was not so strong where the bridge abutments obstructed the stream. With the protection of the abutments we managed to get to the bridge. We then shot across to the Riverdale side of the river, where we tied up our boat and went up on the bridge to take observations. There we met a number of people who had been watching us fight our way up the river. They said it was the first time they had ever seen a rowboat go against the current.

We found that we would have to drag our boat over the levee before we could get to the submerged houses in North Dayton, where the water was still about 10 feet deep. I saw six small rowboats lying on the bridge. We carried these over the bridge and sent them all into the flooded district with a man in each, with instructions to go to every house and remove everybody who wanted to be taken out. The first boat sent out returned shortly with the information that water and provisions were wanted.

I sent to headquarters, asking that supplies be furnished us, as the people were starving. In less than two hours two truck loads of provisions were delivered to us. We saw that all who were in need were cared for. We visited nearly 400 half-submerged houses and distributed food to nearly 50 families; transferred supplies to 2 relief stations in North Dayton, where there were a large number of men, women, and children in need of succor; removed 35 men, 9 women, and 26 children from wrecked buildings to relief stations; transferred a physician to a relief station; sent for and transferred 2 policemen to look after looters; and caught 2 men robbing a store and gave

them up to the authorities. I directed our work from the top of the levee. We worked until 4 p. m. and found that we could do nothing more, as the people did not want to leave their houses. We then got into our boat and went down the river along the Riverdale side, but saw nobody in need of assistance.

I next hunted up Gen. Wood, but he was so busy I could not see him. I then tried to send a message to Washington, but the telegraph wires were down. We now went back to our wagon and dinghy and hauled them to the place where we had left our surfboat.

By this time it was dark and we went to the Y. M. C. A. Building, where we found a place to sleep. We had nine cots, with one thin blanket each for covering. There was no heat in the building owing to the danger of escaping gas. We lay down in our wet clothes to sleep for the first time since March 25. We had had no warm meals, not even a cup of hot coffee or tea. All we could get was a slice of bread. At 3 a. m. of the 29th I awoke, cold and shivering, and went out to see if I could get some hot coffee, but there was nothing to be had. I aroused our men and we went to our boat where we found a good fire on the levee built by the relief committee. We got something warm there.

As the river was nearly normal again, we loaded our boat on its wagon and two teams from the city fire department hauled our equipment to the cars for transportation back to Cleveland. After they were loaded on the cars we found that they could not be sent home until some bridges had been repaired. We therefore left them and started for Cleveland at 10.20 a. m. Six miles out of Columbus we found that the railway tracks ahead of us had been washed away. We therefore left the train and walked into the State capital, arriving there at 2 p. m. Twenty minutes later we secured transportation and were again on our way. We reached home at 11.45 p. m. on the 29th, hungry and tired. We had been in harness five days and nights, with only about five hours' sleep. The only expense incurred by us was \$25 for a team at West Liberty and \$10.65 for food going and coming. This is all, unless the railroad sends in a bill for transportation.

It is my personal opinion that about 200 people were lost at Dayton, and not 12,000 as reported in some of the papers, but the property loss was enormous. We saw frame dwellings upside down, some of them halfway over the levee; railroad tracks bent and twisted as though they had been paper; locomotives turned over; and horses standing in the street, dead, hitched to wagons.

#### LORAIN CREW AT LORAIN, OHIO.

The Lorain (Ohio) crew (W. W. Griesser, keeper) visited two towns while away from their station on flood duty, the first, Delaware, Ohio, on March 28 to 30; the second, Covington, Ky., on March 30 to April 5. The trip to the city last named was made to relieve the Louisville crew, who had been directed to return from Covington to their home station, where flood conditions had become serious.

On the afternoon of March 25 Keeper Griesser received a telephone call from the Cleveland station, asking if he could go with his crew to Delaware. It appears that the authorities at that place had asked the Cleveland crew to come to their aid, and that the wife of the keeper had replied that the Cleveland crew were at that time assisting flood sufferers at home and could not leave. The keeper's wife called up the Lorain station, however, thinking that Capt. Griesser might be able to respond to the appeal. But it so happened that Capt. Griesser also was busy looking after the safety of persons in danger of flood at his home town. About noon of the 26th he received a call from Delaware, but he was unable to make an immediate response. Why, may be learned by reading the following entry made in his station journal under date of March 25:

At 6 a. m. the chief of police informed me that there were several persons about 6 miles up the Black River who were in danger of being drowned. The fire chief came to the station with an auto truck, which carried us and our dinghy to the place. When we arrived we found a very strong current running by the house in which the persons were supposed to be marooned, which stood 150 feet back from the river bank. Two-

of the crew launched the dinghy and started for the house. On getting alongside the building they caught hold of a limb of a tree. The limb broke and the boat swung around and filled, throwing both men into the water. They managed to reach the house, however. We wigwagged them that we would send for the beach apparatus.

I accordingly telephoned to a surfman at the station to have everything ready. We then went back to Lorain in the truck and brought the beach gear. A team followed us with the surfboat. When we returned we found that the men left behind had managed to get a line to the house, so we did not have to use the gun. We immediately sent off the whip line and hawser. The two marooned surfmen cut a hole through the roof, from which place they were able to fasten the lines to a tree. We then sent out the buoy and landed an aged man and a girl, all that were in the house besides the two surfmen, who were also brought ashore.

By this time the team with the boat arrived. We launched it, and with our entire crew of eight went to the barn to feed the stock. I thought for a time that we would not be able to get to the barn. We finally landed alongside, however, and picked up a man there. A number of horses, cows, and pigs were swept out of the barn and drowned.

#### LORAIN CREW AT DELAWARE, OHIO.

On the afternoon of March 26 Keeper Griesser received a telegram from the superintendent of the tenth life-saving district, directing him to proceed to Delaware, if deemed necessary. As no communication had been had with Delaware since the previous day it was not known what the situation might be at that place, and the keeper therefore decided to go. He and his crew, with boats and apparatus, arrived in Delaware at 9 a. m. of the 28th, going by way of Toledo. He found the town out of danger, and the local authorities no longer in need of outside assistance. The crew therefore returned home.

#### LORAIN CREW AT COVINGTON, KY.

On the evening of March 30 Keeper Griesser was ordered by the department to proceed with his crew to Covington, Ky., to relieve the crew of the Louisville station, who had been working in that city under the direction of Mayor George E. Philipps. The crew, with their power surfboat and beach apparatus, reported to the mayor of Covington on the evening of the 31st. They began their relief work on the morning of April 1. What they did is shown by the following extract from Keeper Griesser's report:

We immediately started up the river in the surfboat with a load of provisions to be delivered to the mayor of Newport. On getting back to Covington, about noon, we took the power surfboat and went up the Licking River with a similar load for flood sufferers at Lincoln. A second trip on a similar errand was made to Lincoln on the same afternoon, after which we went down the river into the suburbs of Covington with a load of provisions.

On the 2d the adjutant general of Kentucky, who was in Covington on orders of the governor of the State, asked us to take him on a tour of inspection through the flooded district. He and the mayor and a Mr. Cherrington (the person last named was in charge of the distribution of supplies) accompanied us. We took along clothing and provisions, which we delivered at a small town named Bellevue. We stopped at Newport on the way up, where the adjutant general held a consultation with the mayor of that town. From Bellevue we went down the river again, and through the flooded suburbs of Covington. In the afternoon we took a load of provisions in the power boat 7 miles down the river to a hamlet named Constance, the town being under water. We made the trip down in 33 minutes; it took us 2 hours and 45 minutes to get back.

During April 3 we held ourselves in readiness to answer any calls from down the river. On the afternoon of the 4th we took another load of provisions and clothing to Constance in the power surfboat. Later in the day we carried a relief committee to Newport.

On the morning of April 5, Mr. Philipps informed us that our services would be no longer required. We accordingly left for home on the evening of this date, arriving at Lorain at 10 p. m. of the 6th.



## FLOOD CONDITIONS IN INDIANA AND ILLINOIS.

As previously stated, four crews in the twelfth life-saving district (coast of Lake Michigan) were ordered into the flooded territory, viz, the Old Chicago crew to Fort Wayne and Terre Haute, Ind., and Cairo, Ill.; the Michigan City crew to Peru, Ind.; and the Evanston and Jackson Park crews to Cairo, Ill. The work of these crews was performed under the direction of Capt. A. J. Henderson, Revenue-Cutter Service, assistant inspector of the district above named, in cooperation with Gov. Samuel M. Ralston, of Indiana, and the Association of Commerce of Chicago. The services of the crews began at Fort Wayne March 26 and ended at Cairo April 13. Under date of April 18 Capt. Henderson submits a report to the General Superintendent of the Life-Saving Service as follows, showing the supervisory work performed by him in affording assistance in the inundated regions:

## REPORT OF CAPT. HENDERSON.

Referring to your letter dated March 31, 1913, directing me to forward a report of the part taken by me in cooperation with citizens, State, and municipal officials and others in directing rescue and relief operations incident to the recent floods, I submit the following:

At 4.20 p. m., March 26, Mr. F. M. Graham, division engineer of the Pennsylvania Railroad Co., called me on the telephone and repeated to me the following telegram, which he had just received from Mayor Jesse Grice, of Fort Wayne, Ind.:

"Advise quick if you can secure life-saving crew, with boat; come to Fort Wayne on No. 38 to rescue 75 inmates of orphans' home, cut off by flood. Current too strong for our boats."

I advised Mr. Graham that the Old Chicago crew would be at the Jackson Street freight depot of the Pennsylvania road about 6 o'clock, and instructed the keeper of that station to place his power surfboat on the boat wagon at the old life-saving station and be ready to start for the depot upon receiving a further request from Mr. Graham.

At 5.20 p. m. Mr. Graham again called me on the telephone and repeated the following telegram from Mr. Grice:

"Send life-saving crew and boat on No. 38. Will guarantee all expense."

Keeper Carland was directed to start at once with the power surfboat, Lyle gun, and five men of his crew for the Jackson Street freight depot. The men and boat arrived there at 6.15 p. m., and the boat, boat wagon, and other gear were at once loaded on a gondola car, the crew taking passage in a passenger car provided for them. The men and boat were taken to Fort Wayne on a special train. Keeper Carland's report of the rescue, dated April 4, 1913, has been submitted.

I was advised that an attempt to rescue the inmates of the orphans' home at Fort Wayne had been made before assistance was requested from this office, and that the attempt had resulted in the capsizing of the boat and the loss of four children who had been taken from the home.

In the forenoon of March 27 I was called on the telephone by Representative Martin B. Madden, of Chicago, who asked what steps had been taken by this office to send assistance to the flood sufferers in Ohio. I advised him that most of the stations in this district were closed, and that it would be necessary to get authority to open the others and send crews to distant places. I had previously sent you a telegram recommending that the stations in this vicinity be opened. Subsequently I discussed the flood situation with Representative Madden, and also with Representative Richmond Pearson Hobson, of Alabama, who was with Mr. Madden.

At their request I afterwards met them at the rooms of the Chicago Association of Commerce, when Mr. Hobson addressed the executive committee of the association and recommended that boat relief expeditions be sent to the flooded districts immediately. He suggested that an appropriation be made for that purpose, and that I be authorized to organize and start expeditions at once. The committee immediately appropriated the sum of \$10,000, to be spent as I saw fit in organizing and dispatching boat relief parties to the flooded districts. The committee requested to be advised at intervals of the work of these parties, and stated that additional money would be appropriated should it be required.

In accordance with the authority given me by the Association of Commerce, I immediately proceeded to ascertain where boat expeditions could render assistance

to those in distress, and also to secure the boats and men to man them. The commanding officer of the Illinois Naval Militia called out a division of the militia, who volunteered to man the boats sent away. In a short time after the call was issued more than 100 men reported at the naval militia headquarters ready for service.

Cars for transporting men and boats were ready on the siding of the Illinois Central Railroad, and everything in readiness to start before midnight. Chicago yachtsmen tendered the loan of 20 motor boats, and the naval militia placed its flotilla of boats at my disposal. These, with the boats at the various life-saving stations, would have enabled us to send quite an active expedition into the flooded territory.

The superintendent of the Associated Press kindly kept me advised of all messages received from his correspondents in the flooded districts. As these showed that the waters had started to recede at about all places, I decided that it would not be good policy to start boat expeditions on a wild chase to distant territory, where the waters would have receded before their arrival. I advised the chairman of the executive committee of the Association of Commerce of my actions in the premises and the conclusions I had reached. He stated that he fully approved everything I had done.

I sent telegrams at this time to Gov. Cox, of Ohio, and Gov. Ralston, of Indiana. Gov. Cox replied that he would let me know if assistance was needed. Gov. Ralston made no reply.

On March 27 I sent the following telegram to Keeper Carland, of the Old Chicago station, in care of the mayor of Fort Wayne:

"Following telegram received from Washington for you: 'Hold yourself in readiness to respond to directions of Gov. Ralston, of Indiana, to aid flood sufferers upon his call on you. Take boat and crew and such equipment as necessary to points indicated by him.' Accordingly report by wire to Gov. Ralston, and advise me of your future movements."

Gov. Ralston directed Keeper Carland to proceed to Terre Haute, Ind., to aid sufferers in that vicinity. Upon arriving at Terre Haute Keeper Carland found that no relief work was necessary in that vicinity and returned to Chicago with his crew. His report of the trip to Terre Haute is embodied in his letter of April 4, 1913, to you.

On March 28, 1913, I conferred with Mr. C. L. Derring, of the Chicago Association of Commerce, as directed in your telegram of March 27, relative to cooperating with the association in sending life-saving crews to the flooded districts. It was decided that, owing to the favorable reports from the flooded territory, it was not necessary to send any relief parties out at the present time, but that the crews would be held in readiness to respond to any calls that might be made.

The stations at Kenosha, Evanston, Jackson Park, and South Chicago were opened and the keepers at those places directed to hold themselves in readiness to proceed with men and boats to designated places at short notice.

On the 31st of March I was advised that there was great danger of the Ohio River inundating Cairo, Ill., whereupon I assembled the crews of the Jackson Park and Evanston stations at the Old Chicago station ready for shipment with their power surfboats to Cairo should the necessity arise. These crews were permitted to return to their stations at the end of the day, when it appeared that their services would not be required at that time.

On this date, March 31, about 95 men of the Illinois Naval Militia, with 6 boats, proceeded from Chicago to Cairo on relief work under orders from Gov. Dunne, of Illinois. On April 5, 1913, I sent the following men and boats from the stations named to Cairo on a special train procured from the Illinois Central Railroad Co.: Old Chicago station, keeper, 7 men, power surfboat, Monomoy surfboat, and open Beebe boat; Evanston station, keeper, 6 men, power surfboat, and Monomoy surfboat; Jackson Park station, keeper, 7 men, and power surfboat.

This action was taken upon the request of Mr. C. L. Derring, which was made through the business manager of the Chicago Association of Commerce upon the application of the acting adjutant general of the Illinois State Militia.

These crews arrived at Cairo on the morning of April 6 and performed duty in that vicinity until the 13th instant, when they left for Chicago. Reports of the work performed by them are herewith.

#### OLD CHICAGO CREW AT FORT WAYNE AND TERRE HAUTE, IND.

The work performed by the Old Chicago life-saving crew (Charles Carland, keeper) at Fort Wayne and Terre Haute, Ind., is shown by reports submitted by Keeper Carland, under date of April 4, 1913. Keeper Carland was ordered to Fort Wayne with crew and equipment

by special train March 26, in response to an appeal made by the mayor of that city to Mr. F. M. Graham, division engineer of the Pennsylvania Railroad, Chicago, Ill., asking that a life-saving crew be sent to rescue the inmates of an orphans' home at Fort Wayne, who had been cut off by the flood. The life-saving crew proceeded from Fort Wayne to Terre Haute under orders from the governor of Indiana, issued March 27. Keeper Carland's report follows:

We arrived in Fort Wayne at 12 midnight of the 26th, loaded our boat on the boat wagon, and transported it overland 2½ miles, and launched it 800 feet from the orphanage. We found the water about 3 feet deep on the first floor of the building. After assuring the inmates that they would all be landed in safety, I consulted with the matrons, with the result that we decided not to take anyone out until daylight, as there was a heavy snow falling and a cold, high wind. At 7 a. m. we embarked the first load, taking 1 matron each trip and the little girls first. We made 5 trips, landing 58 children, ranging in age from 8 months to 14 years, 4 matrons, and 5 men, also some provisions and clothing. The water at the building was 8 feet deep and very swift, but we made the rescue without a single mishap. At 1 p. m. word reached us that a man was in danger at another point. Four surfmen responded in two small boats, found the man and carried him to safety. In answer to another alarm we launched our power surfboat and went 7 miles down the St. Marys River, but found no one in danger. On getting back to Fort Wayne we loaded our boat on a car and waited for orders, having received a message from the assistant inspector instructing us to hold ourselves subject to orders from Gov. Ralston.

At 11 p. m. of the 27th we received instructions from the governor to proceed to Terre Haute. To reach the place named we had to go by way of Chicago. A switch engine carried us to West Montezuma, about 40 miles from Terre Haute. There we found the tracks under water and the bridge that spans the Wabash washed away. We therefore unloaded our boat and completed our journey on the river. At 7.30 p. m. of the 28th we landed at a place called Sandford, where we were compelled to remain overnight on account of wreckage in the river. The place was awash and shelter was hard to obtain. While there we picked up a young man who had been marooned for some days. We took him along with us to Terre Haute and restored him to his parents. We arrived at Terre Haute at 6.30 a. m. of the 29th, and immediately reported to the mayor. By this time, however, the flood had subsided, and there was nothing that we could do. We therefore put our boat on a car and returned home.

#### MICHIGAN CITY CREW AT PERU, IND.

On March 27 the keeper of the Michigan City (Ind.) station was instructed by the department to have his crew in readiness to go to the assistance of flood sufferers in Indiana on call of Gov. Ralston. Under this arrangement the crew left their station for Peru on the evening of March 27, at which place they arrived at 3 a. m. of the 28th. The substance of the keeper's report of his trip is as follows:

The tracks were under water for 3 miles from the courthouse at Peru, so we had to push for about a mile the two flat cars carrying our boats. We launched our surfboat when we could go no farther, and arrived at the courthouse at 5 a. m.

We were first ordered to go to South Peru. On our way there we heard a cry for help from the Commercial Hotel. We took off 20 people who had been marooned in the hotel since Monday. After we landed them we started again for South Peru, where the water was about 16 feet deep. There we rescued 23 people from the tops of submerged houses, after which we searched all the houses to make sure we had missed no one. This work completed, we returned to North Peru. We were next directed to transfer guns and men to the south side to prevent looting.

At the request of the mayor we remained in the city until the next morning, the 29th. By that time everything was O. K., so we loaded our boats on the cars. We left Peru at 4.30 p. m. and arrived at Michigan City at 8 p. m.

#### OLD CHICAGO CREW AT CAIRO, ILL.

The Old Chicago crew, one of the three service crews ordered from the coast of Lake Michigan to Cairo, Ill., left Chicago for the place named on the evening of April 5, in company with the Evanston and

Jackson Park crews. The three crews arrived at Mounds, Ill., 9 miles above Cairo, at 4.50 a. m. of the 6th, at which point high water compelled them to detrain and proceed down the Ohio River. On reaching their destination they reported, according to instructions, to the officer in charge of the Illinois Naval Reserves. The following is a summary of the services of the Old Chicago crew in the region about Cairo:

At 10.30 a. m. we started in the power surfboat for Mississippi County, Mo., about 8 miles from Cairo, to investigate conditions there. Two surgeons went with us. We found a number of people on a sawdust pile, some of them in need of medical treatment. As the water was then stationary they thought they were in no danger, and refused to leave.

April 7. Rain and high wind, and the water rising. We left headquarters at 8.30 a. m., with power surfboat and Monomoy boat in tow, bound for Bird Point and the sawdust pile, the latter situated about 4 miles inside the levee. With the Government tug *Salvisi* and our powerful surfboat moored on the levee for a base, the Monomoy boat, manned by five surfmen, with No. 1 in charge, went through a break in the levee for the sawdust pile. They found the pile caving in, took off all the marooned persons—19 men, women, and children—with their household goods and a flock of chickens, and loaded them aboard the *Salvisi*. We next went about 6 miles from our base, and took 21 persons off submerged houses. We landed during the day a total of 40 persons; also assisted in landing some live stock.

April 8. Left headquarters at 11 a. m. for Mississippi County, Mo. While going through a point of woods, about 4 miles from Cairo, our attention was attracted by the report of a gun. Proceeding in the direction of the sound, we discovered a small power launch in a leaky condition, with its engine out of order. On board were three officers of the Illinois National Guard and two citizens of Cairo. They were in danger of swamping. We towed them into the city, and then returned to the county named and went about 7 miles inside the levee over the lowlands. We spoke to 160 people. Many families had left for high land. Those that remained had boats and were able to take care of themselves. The country for miles around was flooded. In some places there was 10 feet of water over the cornfields and railway tracks. On our return we picked up two negroes from a submerged house and landed them on the *Salvisi*, which we met on the river bound to a point 15 miles below to take off some live stock. We were asked to go along to assist in the work. On our way back we had an accident. We were towing with the *Salvisi*. Our line broke and our boat capsized. Myself and Surfmen Preston, Springer, and Wizner were on board. We saved ourselves by clinging to the boat. The boat righted, and the motor was working inside of 20 minutes. We lost one 35-pound anchor, one boat pump, and the tools for the motor, also some clothing and shoes.

April 10. Waiting all day for orders.

April 11. On waiting orders. At 7 p. m. we received orders to go to a place known as the drainage district, about 8 miles north of Cairo, where a passenger train on the Illinois Central Railway had stalled. We took from the train a mother and five children and landed them in the city.

April 12. Received orders to return to Chicago. We left Mounds at 7.30 a. m., April 13, and arrived home at 11.30 p. m. of the same day.

#### EVANSTON CREW AT CAIRO, ILL.

The Evanston (Ill.) crew (Peter Jensen, keeper), under orders from the assistant inspector, reached Cairo, Ill., at 9.45 a. m., April 6, and at once reported to the commander of the Illinois Naval Reserves. Keeper Jensen gives the following account of the operations of his crew:

We started out on the first relief expedition at 11.30 a. m., accompanied by the chairman of the local relief committee. We went first to the Kentucky shore of the Ohio River, where we found 37 people in need of food. On the 7th at about 10 a. m. we went up the Mississippi River, accompanied by an old river pilot. We visited the Drinkwater levee district, Bird Point, and numerous hamlets. We made inquiries concerning the people of a small lumbering town called Wyatt, and found that they had moved to high ground. On this trip we ascertained, directly and indirectly, the condition of more than 200 people.

April 8. Remained at headquarters all day waiting orders.

April 9. Left at 2.30 p. m. on the steamer *Salvati* and proceeded up the Mississippi River to a point 15 miles north of Cairo, where we unloaded our Monomoy surfboat and set out with a load of provisions to Beech Ridge depot, half a mile inland, on the Mobile & Ohio road. Altogether we made six trips in the Monomoy and several flatboats to get our stores to this point. We next loaded two small flat cars and started for Hodges Park, about 5 miles up the Mobile & Ohio line. On our way Lieut. Charles F. McClure, of the Fourth Regiment Illinois National Guard, in charge of provisions, met a riverman who claimed he could take a flatboat along the railroad tracks to a point half a mile from Hodges Park. We therefore unloaded about 1,000 pounds of meat into his boat, and he and the lieutenant started out. We proceeded to shove our cars up the tracks and arrived at Hodges Park at midnight. The greater part of the way we pushed the cars through from 18 inches to 2 feet of water, with a strong cross current. Four of the men now went back on a hand car and picked up Lieut. McClure and the riverman. At 1 a. m. we had the provisions unloaded and stored in the depot. All hands were now too exhausted to do any more work, so we rested.

At 6 a. m. we started back to Beech Ridge. There we loaded some more provisions on the cars and, after much difficulty, delivered them at Hodges Park. We made three trips to this place, handling the supplies five times each trip. In all we transferred 8,000 pounds of provisions for the use of about 250 people. We completed our work and had our boat again aboard the steamer *Salvati* at 4 p. m. We returned to Cairo at 6 p. m., having covered a distance of 60 miles during the day. On our arrival I reported that there were many people at Cache and Beech Ridge in need of food.

April 11. Left Cairo at 9.45 a. m. with 3,000 pounds of provisions for Cache. The rations were loaded into our surfboat, which was taken in tow by the power boat belonging to the Jackson Park station. On our arrival at Cache Lieut. McClure took charge of the work of distribution. Rations for five days were given to 169 people.

April 12. We left Cairo at 10.15 a. m., bound for home, and arrived in Chicago at 11.15 p. m. on the 13th.

It will be seen from the foregoing that we transported 11,000 pounds of stores to several hundred people who were in desperate need of relief. So far as I was able to ascertain, work of this character had not been done previous to our appearance upon the scene. Capt. McMunn, in charge of the Naval Reserves, was heard to remark when we started out on the first relief expedition:

"Now we have the boats and men with which to reach these people, to get our information as to their condition first hand, and to render the necessary relief."

The situation at Cairo may be imagined when it is known that in one day before our arrival 2,700 persons left the city. When we reached the place, the one great anxiety of all was: "Will the levees hold?" Had they broken, Cairo would have been under 18 or 20 feet of water, and it would have required quick work to get the people to safety. This was the work the people looked to the life-saving force to do, and it was the consensus of opinion that we would have been able to do it. Our appearance, therefore, had the effect of quieting the fears of the timid and inspiring the strong with confidence. It was a common thing to hear members of the relief committee and prominent citizens remark: "We are mighty glad you are here. We feel safe now." This confidence in us seemed unbounded.

#### JACKSON PARK CREW, AT CAIRO, ILL.

As indicated in the assistant inspector's report, the Jackson Park, Evanston, and Old Chicago crews arrived in Cairo on the morning of April 6. The Jackson Park life-savers (Henry Sinnigen, keeper) began relief operations at 6 a. m. of the 7th by starting on a tour of inspection to Dog Tooth Bend, Mo., on the Mississippi River, 32 miles above Cairo. The trip was made in their power surfboat, a surgeon and pilot accompanying them. The keeper describes this expedition and his subsequent work in the flooded territory as follows:

As we were going along, our attention was attracted by two dogs on a partly submerged shed. While we were taking them off, a colored woman called to us not to take her dog. Her shouts attracted our attention to the fact that there were human

beings in the neighborhood, and upon investigating we found a family of five, ranging from 14 to 80 years of age, marooned in the hayloft of a barn. They were without food, and had no fodder for their live stock. We left them one day's rations, and promised to return soon with a 10-days' supply.

On our arrival at Dog Tooth Bend we found many families in need of food and forage. Starting from the river we ran our boat  $1\frac{1}{2}$  miles inland, and succored a family whom we found very much in need of provisions and fuel. We then made a circuit of about 25 miles and found two families still occupying their houses. The other residents of this district had abandoned their homes for higher ground. Of those last referred to we found 175 people living in and around a Baptist church at a point called Milliken Lake. They were very short of provisions and forage. We got back to Cairo at 6 p. m., having covered 85 miles on our trip.

April 8. Set out with rations for Dog Tooth Bend, aboard the United States engineer's boat *William R. King*. We took the Monomoy surfboat along. Our party included myself, four surfmen, and a surgeon. We delivered 10 days' rations and two bales of hay to the family found in a hayloft the day before. We took the surgeon into our boat and carried him to treat a man found on our preceding visit, who was suffering from an injured foot. At the entrance to the Dog Tooth Bend country representatives of refugees met us with skiffs in which to carry their supplies. We distributed 10 days' rations for about 180 people, also hay for their cattle.

April 9. Stood by all day waiting orders.

April 10. Carried the president of the board of health of Cairo to inspect health conditions at Mound City, Ill.

April 11. Carried rations to flood sufferers at Beech Ridge, 20 miles up the river. The party on this trip consisted of our crew in the power surfboat, the crew of the Evanston Station in their power surfboat, and a member of the Naval Reserves. We took along a Monomoy boat loaded with provisions. Arriving at the place named, we left the river and took our course inland until we reached the tracks of the Illinois Central Railroad, where we had to unload and haul our boat over the tracks. After reloading we went to a station called Cache, where we met Lieut. McClure, who helped us distribute our rations. We gave out enough for five days to 169 people.

April 12. Left Cairo at 11 a. m. on our way home. We arrived at Chicago at 11.30 p. m. on the 13th.

In the course of our work at Cairo we delivered about 6,000 pounds of provisions and 2,000 pounds of hay to a total of about 375 people. I spoke to a great number of citizens at Cairo and Mound City. They all agreed that the arrival of the life-savers relieved their anxiety, as they were in constant fear that the levee would give way under the increasing pressure of the steadily rising water. The Naval Reserves were greatly handicapped owing to their inability to handle their big cutter under oars in such swift waters.

Each of the seven station keepers endeavored to keep a list of the number of flood victims rescued and succored. It is not surprising, however, that in the excitement and bustle attending their work in the flooded territory they sometimes neglected to make a complete tally of the persons assisted. Where such omissions occurred they had to depend upon memory to supply the desired information in their reports.

Some of the figures contained in the following table are therefore estimates, based upon recollection. But it may be asserted with confidence that the tabulation closely approximates the actual results accomplished by the crews interested.

It appears from the keepers' reports that a total of 3,509 persons were assisted in one way or another by the several life-saving crews. Of these, 472 were rescued (taken from houses and other positions of danger), and 3,037 succored (furnished water, food, clothing, medical attendance, etc.). The greatest number of persons assisted at any one place was at Dayton, Ohio, the number being 1,120. Next comes Covington, Ky., with 1,050 assisted; Cairo, Ill., with 1,005; Cleveland, Ohio, with 101; Dayton, Ky., with 80; Fort Wayne, Ind., with 68; Peru, Ind., with 43; Louisville, Ky., with 38; Lorain, Ohio, with 3; and Terre Haute, Ind., with 1. The number of persons

assisted by each crew was as follows: By the Louisville crew, 1,168; by the Lorain crew, 803; by the Evanston crew, 600; by the Cleveland crew, 421; by the Jackson Park crew, 354; by the Old Chicago crew, 120; and by the Michigan City crew, 43.

*Table showing the cities in the flooded districts in which life-saving crews operated, and the number of persons rescued and succored by said crews.*

Cities in which crews operated.	Number of persons rescued and succored by—							Total number rescued and succored.
	Louisville crew.	Cleveland crew.	Lorain crew.	Michigan City crew.	Jackson Park crew.	Old Chicago crew.	Evanston crew.	
Dayton, Ohio.....	800	320						1,120
Cleveland, Ohio.....		101						101
Lorain, Ohio.....			3					3
Covington, Ky.....	250		800					1,050
Dayton, Ky.....	80							80
Louisville, Ky.....	38							38
Fort Wayne, Ind.....						68		68
Peru, Ind.....				43				43
Terre Haute, Ind.....						1		1
Cairo, Ill.....					354	51	600	1,005
Total.....	1,168	421	803	43	354	120	600	3,509

<sup>1</sup> Rescued at Sandford, Ind.

Property was reported as having been saved by the corps to the amount of \$30,000.

Respectfully,

S. I. KIMBALL,  
*General Superintendent.*

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