

REPORT  
OF THE  
CHIEF OF REVENUE MARINE,  
OF  
STEAMBOAT INSPECTION,  
OF  
MARINE HOSPITALS,  
AND OF  
LIFE-SAVING STATIONS.

TREASURY DEPARTMENT.

WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1869.

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REPORT  
or  
THE CHIEF OF REVENUE MARINE, ETC.

TREASURY DEPARTMENT,  
Washington, November 30, 1869.

SIR: With a premeditated resolution of retiring from the department on the 30th June last, the undersigned, while on a brief leave of absence, found himself called by your preference to take charge of this office. Highly appreciating this marked expression of your regard, and feeling an unwillingness to overlook the opportunity thus presented for effecting what he conceived to be necessary reforms in the administration of its business, the undersigned has waived for a time personal predilections for other duties, and the carrying into effect long-cherished purposes, in order to consummate if possible these reforms.

The departments of revenue marine, commonly called the "cutter" service, (a designation which is recommended to be dropped,) the marine hospitals, steamboat inspection, and the life-saving stations on the coasts of Long Island and New Jersey, being by your direction consolidated under one head, the undersigned, assuming charge of the office on the 1st of July last, proceeded to consider what measures could best promote the interests of each and place these four important services on a proper footing.

Calling together able and experienced officers of the revenue marine, an advisory and examining board was organized, to deliberate upon the wants of this service and provide, as far as practicable, correctives for whatever defects may be found to exist.

One of the most essential preliminaries called to view was the examination of the *personnel* of the service—their physical and professional capabilities, merit, and efficiency as officers. Captains Faunce and Slicer of the service, Captain C. P. Patterson of the Coast Survey, and Dr. E. H. Stein of the navy, detailed as physical examiner, formed the board, with Captain Faunce as president. It being regarded just and proper that the officers summoned for examination should be allowed a reasonable time to prepare, the examination was ordered to commence on the 20th October. Meanwhile the board of officers were directed to proceed to the lakes and examine into the condition of the steamers laid up at various points on those waters.

One of these vessels, the Commodore Perry, at Erie, was made an object of special attention, because of the peculiar character of its

machinery; and it was thought desirable, in connection with this examination of the Perry, to understand the validity of the claim put forth by Mr. Whitaker, the builder, for an invention combining, as he avowed, advantages in speed and economy over all other modes of propulsion.

A board of officers, composed of Captains McGowan, Ottinger, Faunce, and Slicer, Chief Engineers Wheeler, Fitzpatrick, and Brannan, Supervising Inspector Bemis, and Local Inspectors Pease and Knight, composed a commission to examine this vessel and report upon the same, which duty they performed in an able manner, and while approving the model (which it may be proper here to say *was not the model proposed by the contractor*, but one perfected by a distinguished officer of the service appointed to superintend the construction of the vessel) and general character and condition of the *hull* of the Perry, condemned utterly the machinery as being erroneous in its design, highly objectionable in its arrangements and mode of working, and altogether unworthy of any favor at the hands of sagacious and practical men.

This report was signed by every member of the commission.

The undersigned cannot but express his conviction that the result arrived at by the commission of as competent officers as could be brought together in the country is a just one; it is certainly confirmatory in every respect with decisions previously given by other sound men, when called upon to determine as to the character and merits of this invention. It is, however, proper to add here that the Perry is in good condition and capable of doing service, but it is not recommended that the department ever build another vessel with her style of machinery.

With reference to the other vessels, the Dix and Fessenden at Detroit, the Chase at Ogdensburg, the Sherman at Cleveland, and the Johnson at Milwaukee, the undersigned would simply say that the examining officers found them well taken care of and in good condition, requiring but a moderate expenditure, say \$10,000, to fit them for service, and unanimously recommend that they all be commissioned and put in active service the ensuing season.

In this the undersigned concurs, regarding it as a recommendation both politic and wise. There is little reason, still less sagacity or good judgment, in suffering these splendid ships, among the best that ever floated, and acknowledged the most efficient, to rot at their moorings, when they can be made highly serviceable. These ships cost a million dollars, are in every respect fitted for this special work, and a true economy, as well as a just regard to the interests of the government, would seem to demand their employment, not only to keep them from rapid deterioration and decay, always incident to vessels laid up, but to give them activity in a needful work on those great inland waters.

Regarding the "Chase" at Ogdensburg, the undersigned would state

that at the time the officers composing the board of examiners visited the lakes, instructions were given them to carefully inspect this vessel with a view of ascertaining her adaptability for ocean service, and the expediency of transferring the ship to the Atlantic coast to be stationed at Boston.

After a thorough examination, the conclusion arrived at by the officers was, that the expense necessary to removing the "Chase" and putting her in effective condition for service on the coast would be very large, (\$30,000,) and they therefore recommend that the ship be retained on the lakes.

As a first class steamer is needed for service at Boston, the undersigned recommends that provision be made for such a vessel. Should the recommendation for the large steamer at New York be approved, the McCulloch, now stationed at that port, can be transferred to Boston.

Congress at its last session having appropriated \$300,000 for the building four revenue steamers, proposals with detailed specifications were issued in June last, calling for bids. The bids were opened on the 10th of July, as announced. The lowest bid made was that of Reaney, Son & Archbold, of Chester, Pennsylvania, which, however, being \$34,000 above the appropriation, no award could be made. On the 20th September proposals were again issued, but in this instance without specifications, the department adopting this course with a view to invite competition, and requiring bidders to furnish drawings in detail of hull and machinery, with models complete.

Feeling the great importance of obtaining vessels to meet the just requirements of the service, the co-operative aid and counsel of high nautical and engineering talent seemed requisite, and the undersigned, with your concurrence, called a commission of officers consisting of Captain C. P. Patterson of the Coast Survey as president, Captains Faunce, Ottinger, McGowan, and Slicer, Chief Engineers Wheeler and Pulsifer of the revenue marine, Chief Engineer Dungan, and constructors Easby and Davidson of the navy, and Charles W. Copeland, esq., an eminent civil engineer and constructor of New York. This commission of eleven gentlemen of acknowledged ability and experience were charged with the duty of examining and considering the whole matter of plans, specifications, or models, as presented with the bids offered, which were fifteen in number.

After going over the whole ground, carefully scrutinizing the plans, specifications, and models exhibited, at the same time analyzing and equating the bids, and interpreting the law providing for "construction" as referring to what belongs to a vessel's hull and motive power, and nothing beyond this, the commission, by a unanimous report, designated Messrs. Pusey, Jones & Co., of Wilmington, Delaware, as the lowest bidder for three vessels, the large propeller and two small side-



wheel steamers, *all of iron*, and John J. Curtis, of Boston, for the large side-wheel steamer, in amounts as follows, viz:

Pusey, Jones & Co.:	
Propeller .....	\$105,500
Two small side-wheel steamers .....	100,100
	<hr/>
	205,600
John J. Curtis:	
Large side-wheel steamer .....	90,548
Total .....	<hr/>
	296,148

It will be readily seen that the bids for these vessels are extraordinarily low, especially with reference to the three vessels bid for by Pusey, Jones & Co., considering they are to be of *iron*, and there can be no question, from the reputation and professional ability of the gentlemen named as lowest bidders, that they can give to the service vessels of great superiority; but it may be thought a question to consider (perhaps it may be well at this juncture to give it more than ordinary consideration) whether the decision of the commission, a decision entitled to great weight, from the professional knowledge and ability of the gentlemen making it, is one which can be recognized now and for the future as a standard principle, a rule to adhere to as to the true meaning of the term "construction." The undersigned respectfully suggests the desirability of determining the point now. If done now, it will be of great advantage as settling a fixed definition to a term which is yet quite vague and indefinite.

If you shall deem the decision of the commission a correct and valid one, the necessity is involved of an additional appropriation by Congress of \$60,000 to meet the requirements of these vessels in anchors, chains, boats, ordnance, ordnance stores, galleys, and nautical instruments necessary to fit and equip them for sea.

Should you not, however, acquiesce in the decision, then it becomes necessary to reduce the size of the vessels to a point which will enable them to be built and equipped for \$300,000.

In the proposition of a reduction in size of the vessels, questions are involved which the Secretary may deem proper should be met and fully considered by the competent gentlemen of the commission.

The undersigned respectfully recommends, therefore, that in the event of the Secretary dissenting from the decision of the commission as it refers to the award based upon equation of bids to the principle of "construction" as interpreted by them, the whole matter be recommitted to the commission, with instructions to weigh carefully all the considerations involved and give their judgment as to what they regard the best interests of the service.

The service embraces altogether, on the coasts of the Atlantic and Pacific:

Steamers .....	24
Sailing vessels .....	12
	<hr/>
Total .....	36
	<hr/>
Of steamers four are small tugs at New York, Boston and Baltimore..	4
On the lakes .....	6
Others on the Atlantic coast .....	14
	<hr/>
Total steamers .....	24

Of the sailing vessels, one, the *Reliance*, is on the Pacific, at Alaska; the others at various points on the Atlantic, from Maine to Texas. Three sailing vessels considered unfit for service have been sold—schooner *Joseph Lane* on the Pacific, *Toucey* at New Haven, and *Crawford* at Newport. The sale of these vessels realized about \$10,000.

Of the sailing vessels now in the service to the number of twelve, as before stated, there are seven, viz: *Thompson*, *Rescue*, *Relief*, *Petrel*, *Resolute*, *Antietam*, and *Racer*, which the undersigned recommends to be sold soon as their places can be supplied by steam vessels; the remaining five, namely, *Dobbin*, *Campbell*, *Vigilant*, *Reliance*, and *Active*—superior vessels of their class, and in good order—to be retained in the service.

In 1864 six steamers (propellers) were constructed for the service. In some respects they were able vessels, but drawing too much water, and, with too complicated machinery, they proved inefficient. Four were by authority of Congress sold out of the service, and two (considered the best) retained, viz: *Mahoning* and *Wayanda*. The latter vessel, subsequently altered in hull by lengthening, was sent to Alaska, more recently ordered to San Francisco, where she now is. This vessel is found to be not adapted for service, and it is recommended that she be sold and her place supplied by a side-wheel iron vessel (with a direct-acting or beam engine) of about 300 tons capacity and great speed.

The *Mahoning*, unquestionably the best vessel of the six propellers referred to, has, until within the year past, been stationed at Portland. It was recommended to the department that certain changes in the vessel might prove advantageous; they were made, but found on trial not to be an improvement, and in July last the undersigned, with your concurrence, directed that a commission of officers of the service be authorized to examine and test her capabilities at sea.

This duty was performed and report made upon the same.

These officers recommended another change to be made in order to bring the vessel to a point of thorough efficiency. The distinguished firm of *Reaney Son & Archbold* proposed for the work, requiring in return the

old material removed from the vessel. The work has been done, and the change in the Mahoning being a perfect success, this vessel is now one of the finest in the service, and has been ordered to resume duty at Portland.

Referring to the supplementary report accompanying this, the undersigned has mapped out the ground which should be occupied by vessels of the revenue marine in order to make a complete unbroken line in the cruising grounds of the Atlantic and Pacific coasts. In this plan the service would have a perfect command of the two coasts and be effective in maintaining a rigid surveillance over both.

In order that the service may be brought to a point of effectiveness comporting with its importance to the protective interests of the country, the undersigned recommends that all the lake vessels be put in commission at the ports where they have hitherto been stationed, with the exception of the "Chase," the station of which is recommended to be Oswego instead of Ogdensburg. The putting these vessels in commission will require an additional appropriation of \$95,000.

The undersigned further recommends that seven additional steam vessels be added to supply the places of the sailing vessels recommended to be sold.

To meet deficiencies of present fiscal year, caused by expenses incident to largely increased outlays on the Pacific coast, coaling, and fitting vessels for service at Alaska, and cruising of Lincoln, Wayanda, and Reliance in Behring's Sea and about Aleutian Islands to afford protection to the government interests at the islands of St. George and St. Paul, and the placing of two revenue officers on those islands for the purpose of preventing the introduction of fire-arms and disturbing the haunts of the fur-bearing animals, (expenses not contemplated at last session of Congress,) the sum of \$125,000.

The undersigned would in this connection call your attention, and that of Congress, to the report of Captain John A. Henriques of the service, recently in command of the Lincoln, regarding the cruise of that vessel to the Aleutian Islands, and the remarkably interesting narrative, translated from the Russian, of the singular race of people now occupying those islands.

For construction and equipment of one large steamer complete, for service as a relief and inspecting ship for general supervising duty along the Atlantic coast from Passamaquoddy Bay to the Gulf of Mexico, \$300,000.

The following is an exhibit of appropriations required for current expenses of the *present force* of revenue marine vessels for the fiscal year ending June 30, 1871:

Pay of officers and pilots.....	\$408,600
Rations for officers and pilots.....	28,479
Pay of petty officers and crew.....	380,850
Rations for petty officers and crew.....	133,561

Fuel.....	\$150,000
Repairs and outfits.....	150,000
Supplies of ship chandlery.....	75,000
Commutation of quarters.....	5,000
Traveling expenses.....	10,000
	<hr/>
	1,341,490

To provide for lake vessels, if Congress shall authorize them to be put in commission, viz:

For repairs and refitting.....	\$10,000
For current expenses.....	95,000

The appropriation for current expenses for the fiscal year ending June 30, 1871, will need to be increased if the four new steamers are built and go into commission.

#### RECAPITULATED ESTIMATE.

Deficiency.....	\$125,000
For current expenses 1871.....	1,341,490
For lake vessels.....	105,000
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Total.....	1,571,490

Exclusive of appropriations required for the four new steamers, or others, should Congress authorize the same.

When it is considered that, independently of their regular duty, the revenue vessels are always at command to meet any public emergency requiring prompt service, as relief or dispatch vessels, cruising on the coast in winter to succor distressed vessels, being among these requirements—it is indispensable that the revenue marine be placed in the highest possible state of efficiency.

If the efficiency of the service is to be upheld, if it is to act to the full measure of its power for good, it must be by encouragement and liberality on the part of Congress.

If a branch of the public service (whatever branch it may be) is brought into existence by sagacious legislation to form a part of that general system or polity of defenses by or through which a nation is enabled to maintain its honor and preserve its character and life, who shall say such a branch, having this co-operative duty to perform, can be lopped off the trunk of the government tree and the nation go on just as well with this mutilation?

The revenue marine, as a service established to give special aid to the government in the protection of its resources to aid it in upholding laws and saving its treasury from spoliation, has and does perform large service to that end.

Were its history written from the day of its origin of two vessels to

its present status of thirty-six, a record could be presented that would doubtless satisfy any reasonable mind that, as an arm of the government, it deserves to be sustained and preserved by liberal legislation. It is a short-sighted policy that would circumscribe its work and hamper its action.

The undersigned, so long associated with the interests of the revenue marine, understanding its character and measuring its usefulness, cannot but express a hope that Congress will give it that enlarged consideration to which it is entitled as one of the most important and valuable branches of the government service.

The regulations of the service, now being revised and corrected with a view to permanency, will very shortly be placed before you with a recommendation that they be brought before Congress for its adoption.

In bringing to your attention the subject of the marine hospital establishment, the undersigned feels that there are questions associated with this important service which require very thoughtful consideration as to the means best adapted to promote its usefulness as an institution of the republic founded for a great and beneficent end.

A very large class of our countrymen are deeply concerned in it, and in devising ways and means for its maintenance it is all-important to consider it in the light of philanthropy, and seek the best appliances in order to elevate the establishment to that full measure of usefulness and efficiency attained by the best institutions now existing in the world.

With a conviction of the necessity of ascertaining the actual condition of the marine hospital establishment as at present conducted, it was deemed proper to institute a rigorous inspection of all the hospitals. Previous to January, 1868, no regular or systematic plan of inspection had been entered upon by any medical officer from this department.

About the time referred to, Dr. William D. Stewart, a gentleman who had served with credit as a volunteer officer in the medical corps of the army during the war, was first appointed as special agent for the duty of inspecting marine hospitals. Dr. Stewart has continued, with the exception of a brief interval, up to the present time, and has visited the principal hospitals, (some twenty or more,) and made reports upon all those visited.

These reports contain much of fact and data, with important suggestions proper to consider with reference to bringing about a wholesome and healthy condition of the establishment.

Considering the service as one which, to be rendered effective, demanded no small amount of thoroughly digested and well-arranged and matured plans by a medical mind of skill and experience, if it was to be reformed and made useful to the important class of people for whose benefit it was established, Dr. John S. Billings, an accomplished officer of the medical staff of the army, possessing large experience and a thorough knowledge of hospital wants and requirements, was, by request made to the Secretary of War, detached from the Surgeon General's office (not to

interfere, however, with his regular duties) for the purpose of giving such counsel and co-operation as may be required of him to aid in the reorganization of the marine hospital service.

In company with Dr. Stewart, Dr. Billings, in September last, made an inspection tour of the hospitals, and on his return presented a report of his observations jointly with Dr. Stewart, and an individual report, in which many valuable and interesting facts and suggestions are presented pertaining to the service, which the undersigned commends to your special attention as involving some of those questions it may be proper to consider in relation to the improvement and elevation of the marine hospital system to a proper standard of usefulness.

One is the increase of the hospital tax from twenty cents per month to two cents per day.

This increase the undersigned would advocate as a highly important measure, to make the hospital establishment self-sustaining.

The opinions of commercial men of the principal ports have been called for, and replies have been made from a number of the most prominent at New York, Boston, Philadelphia, Chicago, Cincinnati, New Orleans, Portland, and St. Louis, expressing cordial acquiescence in an increase of the tax.

Another suggestion of Dr. Billings is to provide for the disposal of such hospitals as are not wanted in certain ports, and establishing others that are needed in the great ports of New York, Philadelphia, Charleston, New Orleans, and San Francisco, of the description called pavilion, a form of structure susceptible of better arrangements than the costly edifices usually erected, and immeasurably superior to them in sanitary respects.

The New Orleans half-finished hospital, on account of the highly objectionable character of its site, is recommended to be sold, and the Sedgwick Hospital, formerly in use as an army pavilion hospital, purchased for use as a marine hospital.

The following tables show the classes of the hospitals, &c.:

#### MARINE HOSPITALS.

Class No. 1.—Where the government owns hospitals which are carried on by the government.....	8
Class No. 2.—Where government hospitals are in use by others and government pays a certain sum per man.....	3
Class No. 3.—Ports where hospital relief is given by the United States under contracts with medical or other incorporated bodies or individuals.....	27
Class No. 4.—Where patients are not in condition to be sent to the nearest hospital under Classes 1, 2, and 3, and provided for in a suitable family or otherwise.....	40
Total.....	78

The number of patients admitted during the year ending June 30, 1869, was:

CLASS No. 1.			
Portland .....	112	Evansville, Indiana .....	204
Boston .....	765	Cairo, Illinois .....	247
Pittsburg .....	117	Memphis, Tennessee .....	133
Key West .....	134	San Francisco, California .....	980
Detroit .....	257	Port Townsend, Washington Terri- tory .....	203
Cleveland .....	167	Jacksonville, Florida .....	3
Chicago .....	608		
St. Louis .....	549		
		Twenty-seven ports .....	7,669

Eight ports .....

#### CLASS No. 2.

Wilmington, North Carolina .....	144
Mobile .....	576
Louisville .....	103

Three ports .....

#### CLASS No. 3.

Edgartown, Massachusetts .....	71
Middletown, Connecticut .....	16
New Haven, Connecticut .....	51
Buffalo, New York .....	219
Oswego, New York .....	30
New York, New York .....	2,217
Philadelphia, Pennsylvania .....	266
Baltimore, Maryland .....	413
Georgetown, D. C. ....	45
Richmond, Virginia .....	16
Norfolk, Virginia .....	211
Newbern, North Carolina .....	50
Charleston, South Carolina .....	130
Savannah, Georgia .....	197
Pensacola, Florida .....	3
Galveston, Texas .....	236
Indianola, Texas .....	55
New Orleans, Louisiana .....	946
Milwaukee, Wisconsin .....	125
Pembina, Minnesota .....	51
Cincinnati, Ohio .....	461

#### RECAPITULATION.

Class No.	Patients.	Ports.
Class No. 1 .....	2,769	8
Class No. 2 .....	823	3
Class No. 3 .....	7,669	27
Class No. 4 .....	278	30
Total .....	11,539	68

No patients admitted at following ports during year ending June, 30, 1869, viz:  
 Class No. 4.—Ellsworth, Maine; Kennebunk, Maine; Machias, Maine; Barnstable, Missouri; Plattsburg, New York; Ogdensburg, New York; Rochester, New York; Darien, Georgia; Natchez, Mississippi; Paducah, Kentucky; St. Mark's, Florida .....

Total .....

If Congress shall deem proper to increase the hospital tax to the maximum point recommended, viz., two cents per day, the expenditures for 1871 will, without doubt, be fully met by the revenue accruing therefrom. If this be not done, an appropriation of \$150,000 will be required to meet deficiency. A similar amount will be required to meet deficiency of current year.

The steamboat inspection—another branch of duty committed to this office—is one uniting so many interests, as well as being associated with such a multitude of issues pertaining to the safety and preservation of life and property, that the undersigned feels he cannot, in the limits of this report, properly present all the suggestions which occur to his mind as bearing upon the subject and essential to the framing of proper enactments regarding it. The whole matter of steamboat inspection and the laws connected with it need a radical revision. The spirit of the laws with reference to it is to protect the lives and property of our people by interposing legal enactments as checks and restraints to the too common lawlessness, carelessness, and wanton neglect of steamboat men, and the recklessness which is so frequently causing frightful disasters on our waters.

If the steamboat inspection is worth anything at all as an instrumentality for congressional interposition in behalf of humanity, assuredly it is of the first importance that those who are delegated to execute its laws, should perform their duties without fear, and inexorably exact the Penalties for every violation of those laws. In this way only can we be led to expect more care and attention in the management of steamboats, and to hope that men will in due time learn that one of the best safeguards is *good management*.

The meeting of the supervising inspectors will take place in January next, and the undersigned will call their attention to Mr. Crawford's bill for revision and modification of the laws, so that before the end of the session the whole matter will be placed before you with such recommendations and suggestions as may seem consonant with the very great importance of the subject.

The life-saving stations on the coast of Long Island have recently been inspected by First Lieutenant Frank Barr, (a capable officer of the revenue marine service, detailed for this duty,) and found to be in a proper state of effectiveness. A small outlay for a few of the stations will probably meet all the requirements at this time.

The superintendents of both coasts are intelligent and faithful officers,



and neglect nothing calculated to further the purposes meditated by Congress in the organization of those beneficent establishments.

In bringing this report to a conclusion the undersigned cannot omit commendation of the gentlemen attached to his division for their ready and faithful co-operation at all times in the performance of the extended and responsible duties of this office.

Very respectfully submitted.

N. BROUGHTON DEVEREUX,  
*Chief of Office.*

Hon. GEORGE S. BOUTWELL,  
*Secretary of the Treasury.*

## SUPPLEMENTARY REPORT

OF THE

CHIEF OF REVENUE MARINE SERVICE DIVISION.

TREASURY DEPARTMENT,  
OFFICE OF REVENUE MARINE SERVICE,  
Washington, December 1, 1869.

SIR: I have the honor to respectfully submit for consideration the following supplementary report on the different stations, cruising grounds, and class of vessels suitable to render efficient service in completely protecting the revenue of the government, and the performance of such other duties as may be assigned them by the department.

The undersigned deems it absolutely necessary for the better protection of the revenue and commerce of the country that the herein-mentioned cruising grounds should be supplied with the vessels recommended.

One first-class steamer on the coast of Maine, draught of water not to exceed twelve feet; cruising ground to extend from Eastport westward to Seguin Island. Headquarters at Eastport.

One third-class steamer for Penobscot Bay and vicinity, draught of water not to exceed six feet. Headquarters at Castine.

One second-class steamer on the coast of Maine, draught of water not to exceed nine feet; cruising ground to extend from Seguin Island westward to Cape Ann. Headquarters at Portland.

One third-class steamer on the coast of New Hampshire, draught of water not to exceed six feet; cruising ground and headquarters at the collection district of Portsmouth, New Hampshire.

One first-class steamer on the coast of Massachusetts, draught of water not to exceed twelve feet; cruising ground to extend from Cape Ann to Holmes's Hole. Headquarters at Boston.

One third-class steamer for Buzzard's Bay, west part of Vineyard Sound, &c.; draught of water not to exceed six feet. Headquarters at New Bedford.

One third-class steamer suitable for the Long Island Sound and inland cruising. Headquarters at Newport, Rhode Island.

One second-class steamer on the coast of Connecticut, draught of water not to exceed nine feet; cruising ground to extend eastward to Montauk Point and Holmes's Hole, and westward to Falkner Island, including Gardner's Bay and Greenport. Headquarters at New London, Connecticut.



One third-class steamer, draught of water not to exceed seven feet, with headquarters at New Haven, Connecticut; cruising ground to extend to Falkner Island, and westward to Sand's Point.

One first-class steamer on the coast of New York, draught of water not to exceed twelve feet; cruising ground to extend from Sandy Hook eastward to Montauk Point, including Greenport, Long Island, and southward to Little Egg Harbor. Headquarters at New York.

One third-class steamer for the inland waters of New York Bay and Harbor, draught of water not to exceed six feet; cruising ground to extend from Sand's Point to Sandy Hook. Headquarters at New York.

One second-class steamer on the coasts of New Jersey and Delaware, draught of water not to exceed eight feet; cruising ground to extend from Little Egg Harbor to Chincoteague. Headquarters at Wilmington, Delaware.

One third-class steamer for the Delaware Bay and River, draught of water not to exceed six feet. Headquarters at Philadelphia.

One second-class steamer on the east coast of Virginia and north coast of North Carolina, draught of water not to exceed seven feet; cruising ground northward to New Point Comfort and Chincoteague, and southward to Cape Hatteras. Headquarters at Norfolk, Virginia.

One third-class steamer for eastern and western shore of Virginia, (Chesapeake Bay,) draught of water not to exceed six feet. Headquarters at Cherrystone, Virginia.

One third-class steamer for eastern and western shore of Maryland, (Chesapeake Bay;) draught of water not to exceed four feet six inches. Headquarters at Baltimore, Maryland.

One third-class steamer for Pamlico Sound, North Carolina, draught of water not to exceed six feet. Headquarters at Newbern, North Carolina.

One second-class steamer on the coast of North Carolina, draught of water not to exceed seven feet; cruising ground to extend eastward to Cape Hatteras, and southward to Frying Pan Shoals. Headquarters at Beaufort, North Carolina.

One second-class steamer on the coast of South Carolina, draught of water not to exceed seven feet; cruising ground to extend eastward to Frying Pan Shoals, and southward to Tybee light. Headquarters at Charleston.

One second-class steamer on the coast of Georgia, draught of water not to exceed seven feet; cruising ground to extend eastward to Hilton Head and southward to Cape Carnival. Headquarters at Savannah.

One third-class steamer on the south coast of Florida, draught of water not to exceed six feet; cruising ground to extend eastward to Cape Florida, inland, and westward to Tortugas Islands, and northward to Cape Sable. Headquarters at Key West.

One third-class steamer on the west coast of Florida, draught of water not to exceed six feet; cruising ground to extend from Key West to Pensacola. Headquarters at Cedar Keys.

One second-class steamer on the coast of Alabama, &c., draught of water not to exceed seven feet; cruising ground to extend from Pensacola, Florida, to the Northeast Pass of the Mississippi, including Mississippi Sound and the Chandeleur Islands. Headquarters at Mobile.

One second-class steamer on the coast of Louisiana, draught of water not to exceed seven feet; cruising ground to extend from the passes of the Mississippi westward to the mouth of the Sabine River. Headquarters at New Orleans.

One third-class steamer for the Mississippi River and the passes, draught of water not to exceed six feet. Headquarters at New Orleans.

One second-class steamer on the coast of Texas, draught of water not to exceed seven feet; cruising ground to extend from Sabine River westward to the Rio Grande. Headquarters at Galveston.

One first-class steamer on the west coast of California, draught of water not to exceed twelve feet; cruising ground to extend from Point Reyes south to San Diego. Headquarters at San Francisco.

One second-class steamer on the west coast of Oregon, draught of water not to exceed nine feet; cruising ground to extend to Point Reyes southward, and northward to Cape Flattery. Headquarters at Astoria.

One second-class steamer on the west coast of Washington Territory, draught of water not to exceed nine feet; cruising ground westward to Cape Flattery, including all the waters of Puget Sound. Headquarters at the port of entry.

One first-class and one second-class steamer to be stationed on the coast of Alaska Territory, draught of water first-class not to exceed twelve feet, second-class not to exceed nine feet; cruising ground to be governed by circumstances. Headquarters at Sitka until otherwise directed.

One second-class steamer to cruise from Black Rock, head of Niagara River, to Cleveland. Headquarters at Erie.

One second-class steamer to cruise from Cleveland to Detroit. Headquarters at Cleveland.

One second-class steamer to cruise from Detroit to Island of Mackinaw, in Lake Huron. Headquarters at Detroit.

One second-class steamer to cruise from Island of Mackinaw to Milwaukee. Headquarters at Milwaukee.

One second-class steamer to cruise from Island of Mackinaw to Superior City, on Lake Superior. Headquarters at Marquette.

All steamers on the lakes should be of very light draught, not exceeding seven feet.

One fourth-class steamer to cruise on the St. Lawrence River. Headquarters at Oswego.

The vessels classed in this report are as follows:

First-class from 400 to 450 tons and upwards, draught of water 12 feet.

Second-class from 250 to 350 tons and upwards, draught of water 7 to 9 feet.

Third-class from 150 to 250 tons and upwards, draught of water 6 feet.

Fourth-class from 75 to 100 tons and upwards, draught of water 4 feet.

New York being the great center of commerce, where contraband trade is more or less carried on at all times, should be supplied with a powerful side-wheel sea steamer, very fast, of not less than seven hundred (700) tons, with a draught of water not to exceed thirteen (13) feet—able to go to sea at any time, regardless of weather, for the assistance of vessels in distress and for protection against foreign as well as domestic enemies.

Supplying the stations on the Atlantic and Pacific coasts with the number and class of vessels recommended will not only be of great assistance in protecting the commerce and revenue of the country, but also constitute an effective home squadron of twenty or more able steamers, ready for service, that can be concentrated at any one point in cases of emergency in a very few days, as auxiliary to the naval service.

All steamers for the revenue-marine service, to render them efficient for the duties required, should be constructed with an eye to speed and large capacity for carrying fuel and provisions.

Respectfully submitted.

N. BROUGHTON DEVEREUX,  
Chief of Office.

Hon. GEO. S. BOUTWELL,  
Secretary of the Treasury.

#### FIRST CLASS.

	Per month.		Per month.
1 boatswain.....	\$50 00	6 boys, { 1st class .....	\$15 00
1 gunner .....	50 00	{ 2d class .....	12 00
1 carpenter.....	50 00	1 ship's cook.....	40 00
1 boatswain's mate.....	35 00	1 officer's cook.....	30 00
4 quartermasters.....	35 00	1 cabin steward.....	45 00
1 master-at-arms.....	35 00	1 cabin boy.....	40 00
2 quarter gunners.....	32 00	1 ward-room steward.....	40 00
1 captain fore-castle.....	35 00	2 ward-room boys.....	40 00
2 captains of tops.....	32 00	3 first-class firemen.....	45 00
1 captain after-guard.....	32 00	6 second-class firemen.....	40 00
1 captain hold.....	32 00	3 coal passers.....	30 00
2 cockswains of boats.....	35 00	—	—
20 able seamen.....	30 00	73 total.....	—
10 ordinary seamen.....	20 00	—	—

#### Books for first-class vessel.

1 letter book.	1 requisition book and blanks, rations.
1 order book.	1 muster and pay book and blanks.
1 inventory book and blanks.	2 Bowditch's Navigator.
1 log book.	1 Blunt's Coast Pilot.
1 shipping articles and blanks.	1 general log book, engineer's department.
3 division books.	Quarterly books, engineer's department.
1 muster and detail book.	1 requisition book and blanks, (engineer's department.)
1 receipt and expenditure book for boat-swain.	1 case mathematical instruments.
1 receipt and expenditure book for gunner.	1 small case surgical instruments.
1 receipt and expenditure book for carpenter.	1 Bible.
1 receipt and expenditure book for master.	1 Webster's quarto dictionary.
1 Digest of Revenue Laws.	1 book on gunnery.
1 medical work.	1 book on engineering, (Haswell.)
1 requisition book and blanks, ship chandlery.	

#### SECOND CLASS.

	Per month.		Per month.
1 boatswain.....	\$50 00	4 ordinary seamen.....	\$20 00
1 gunner .....	50 00	4 boys, { 1st class.....	15 00
1 carpenter.....	50 00	{ 2d class.....	12 00
1 boatswain's mate.....	35 00	1 ship's cook.....	35 00
3 quartermasters.....	35 00	1 cabin steward.....	40 00
1 master-at-arms.....	35 00	1 cabin boy.....	35 00
2 quarter gunners.....	32 00	1 ward-room steward.....	40 00
1 captain of fore-castle.....	34 00	2 ward-room boys.....	40 00
1 captain of tops.....	32 00	3 first-class firemen.....	40 00
1 captain of after-guard.....	32 00	3 second-class firemen.....	35 00
1 captain of hold.....	32 00	3 coal passers.....	30 00
2 cockswains of boats.....	35 00	—	—
16 able seamen.....	30 00	55 total.....	—
		—	—

#### Books for second-class vessel.

1 letter book.	1 requisition book and blanks, rations.
1 order book.	1 muster and pay book and blanks.
1 inventory book and blanks.	2 Bowditch's Navigator.
1 log book.	1 Blunt's Coast Pilot.
1 shipping articles and blanks.	1 general log book, engineer's department.
2 division books.	1 requisition book and blanks, engineer's department.
1 muster and detail book.	1 receipt and expenditure book, engineer's department.
1 receipt and expenditure book for carpenter.	Quarterly books, engineer's department.
1 receipt and expenditure book for gunner.	1 Bible.
1 receipt and expenditure book for boat-swain.	1 Webster's quarto dictionary.
1 Digest Revenue Laws.	1 book on gunnery.
1 medical work.	1 book on engineering, (Haswell.)
1 requisition book and blanks, ship's chandlery.	1 case mathematical instruments.
	1 case surgical instruments.

#### THIRD CLASS.

	Per month.		Per month.
1 boatswain.....	\$45 00	1 ship's cook.....	\$35 00
1 gunner .....	45 00	1 cabin steward.....	40 00
1 carpenter.....	45 00	1 ward-room steward.....	35 00
2 quartermasters.....	34 00	1 ward-room boy.....	40 00
1 master-at-arms.....	35 00	1 cabin boy.....	40 00
1 cockswain of boats.....	34 00	2 first-class firemen.....	40 00
10 seaman.....	30 00	2 second-class firemen.....	35 00
2 ordinary seamen.....	20 00	2 coal passers.....	30 00
2 boys, { 1st class.....	15 00	—	—
{ 2d class.....	12 00	32 total.....	—
		—	—

#### Books for third-class vessel.

1 letter book.	1 requisition book and blanks, rations.
1 order book.	1 muster and pay book and blanks.
1 inventory book and blanks.	2 Bowditch's Navigator.
1 log book.	1 Blunt's Coast Pilot.
1 shipping articles and blanks.	1 general log book, engineer's department.
1 division book.	1 requisition book and blanks, engineer's department.
1 muster and detail book.	1 receipt and expenditure book, engineer's department.
1 receipt and expenditure book for carpenter.	Quarterly books, engineer's department.
1 receipt and expenditure book for gunner.	1 Bible.
1 receipt and expenditure book for boat-swain.	1 Webster's quarto dictionary.
1 Digest Revenue Laws.	1 book on gunnery.
1 medical work.	1 book on engineering, (Haswell.)
1 requisition book and blanks, ship chandlery.	1 case mathematical instruments.



## FOURTH CLASS.

	Per month.		Per month.
1 boatswain, (will act as gunner) ..	\$45 00	1 ship's cook .....	\$34 00
1 carpenter .....	45 00	1 steward .....	35 00
2 quartermasters .....	34 00	1 first-class fireman .....	40 00
1 master-at-arms .....	34 00	2 second-class firemen .....	35 00
1 cockswain of boats .....	34 00	1 coal passer .....	30 00
4 seamen .....	30 00	—	—
2 ordinary seamen .....	20 00	20 total.	—
2 boys, { 1st class .....	15 00		
{ 2d class .....	12 00		

*Books for fourth-class vessel.*

1 letter book.	1 general log book, engineer's department.
1 order book.	1 requisition book and blanks, engineer's department.
1 inventory book and blanks.	1 receipt and expenditure book, engineer's department.
1 log book.	Quarterly books, engineer's department.
1 shipping articles and blanks.	1 Bible.
1 Digest Revenue Laws.	1 Webster's quarto dictionary.
1 medical work.	1 book on gunnery.
1 requisition book and blanks, shipchandlery.	1 book on engineering, (Haswell.)
1 requisition book and blanks, rations.	1 case mathematical instruments.
1 muster and pay book and blanks.	
1 Bowditch's Navigator.	