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# ANNUAL REPORT

OF THE

# UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1902.



WASHINGTON:  
GOVERNMENT<sup>o</sup> PRINTING OFFICE.


1903.

TREASURY DEPARTMENT,  
Document No. 2312.  
*Office of Life-Saving Service.*

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# ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

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

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

## ASSISTANT INSPECTORS.

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

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

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

DISTRICT SUPERINTENDENTS.

- First District* ..... SILAS H. HARDING, Portsmouth, New Hampshire.  
*Second District* ..... BENJAMIN C. SPARROW, East Orleans, Massachusetts.  
*Third District* ..... HERBERT M. KNOWLES, Wakefield, Rhode Island.  
*Fourth District* ..... ARTHUR DOMINY, Bayshore, New York.  
*Fifth District* ..... JOHN G. W. HAVENS, Point Pleasant, New Jersey.  
*Sixth District* ..... NEWELL B. RICH, Onancock, Virginia.  
*Seventh District* ..... PATRICK H. MORGAN, Shawboro, North Carolina.  
*Eighth District* ..... HIRAM B. SHAW, Ormond, Florida.  
*Ninth District* ..... WILLIAM A. HUTCHINGS, Galveston, Texas.  
*Tenth District* ..... EDWIN E. CHAPMAN, Buffalo, New York.  
*Eleventh District* ..... JEROME G. KIAH, Harbor Beach, Michigan.  
*Twelfth District* ..... CHARLES MORTON, Grand Haven, Michigan.  
*Thirteenth District* ... THOMAS J. BLAKENEY, Room 35, New Appraisers' Stores, San Francisco, California.

BOARD ON LIFE-SAVING APPLIANCES.

- Professor CECIL H. PEABODY, Massachusetts Institute of Technology, Boston, Massachusetts, *President*.  
 Major DAVID A. LYLE, Ordnance Department, United States Army, Augusta Arsenal, Augusta, Georgia.  
 Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 17 State street, New York City.  
 Lieutenant ANDREW J. HENDERSON, United States Revenue-Cutter Service, Washington, D. C., *Recorder*.  
 BENJAMIN C. SPARROW, Superintendent Second Life-Saving District, East Orleans, Massachusetts.  
 JEROME G. KIAH, Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.  
 HERBERT M. KNOWLES, Superintendent Third Life-Saving District, Wakefield, Rhode Island.

## LETTER OF TRANSMITTAL.

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TREASURY DEPARTMENT,  
OFFICE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, D. C., November 19, 1902.*

SIR: I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1902, and of the expenditures of moneys appropriated for the maintenance of the Service for that period, in accordance with the requirements of section 7 of the act of June 18, 1878.

Respectfully,

SUMNER I. KIMBALL,  
*General Superintendent.*

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





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OPERATIONS  
OF THE  
UNITED STATES LIFE-SAVING SERVICE.

—  
1902.



# REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1902.

## OPERATIONS.

There were 272 stations embraced in the Life-Saving Establishment at the close of the fiscal year. Of this number, 195 were situated on the Atlantic and Gulf coasts, 60 on the coasts of the Great Lakes, 16 on the Pacific coast, and 1 at the Falls of the Ohio, Louisville, Kentucky.

The number located in each of the several districts was as follows:

First District (coasts of Maine and New Hampshire) .....	14
Second District (coast of Massachusetts) .....	31
Third District (coasts of Rhode Island and Fishers Island) .....	8
Fourth District (coast of Long Island) .....	33
Fifth District (coast of New Jersey) .....	42
Sixth District (coast from Cape Henlopen to Cape Charles) .....	18
Seventh District (coast from Cape Henry to Cape Fear River) .....	31
Eighth District (coasts of South Carolina, Georgia, and eastern Florida) .....	10
Ninth District (Gulf coast) .....	8
Tenth District (Lakes Erie and Ontario, including Louisville Station) .....	12
Eleventh District (Lakes Huron and Superior) .....	18
Twelfth District (Lake Michigan) .....	31
Thirteenth District (Pacific coast) .....	16
Total .....	272

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

### *Employment of surfmen, season of 1901-1902.*

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Burnt Island, Damariscove Island, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, Rye Beach, and Great Boars Head.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
2	Salisbury Beach, Plum Island, Knobbs Beach, Gap Cove, Gloucester, Nahant, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Wood End, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Caboons Hollow, Nauset, Orleans, Old Harbor, Chatham, Coskata, Surfside, Great Neck, Muskeget, Gay Head, and Cuttyhunk.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	Monomoy .....	7 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	City Point .....	9 surfmen from July 1 to Nov. 15, 1901, and from May 1 to June 30, 1902.

*Employment of surfmen, season of 1901-1902—Continued.*

District.	Stations.	Periods of employment (all dates inclusive.)
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
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, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
5	Spermaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tahams, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
6	Sandy Hook.....	8 surfmen from Aug. 1, 1901, to May 31, 1902.
	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Assateague Beach, Wallops Beach, Metomkin Inlet, Wachapreague, and Parramore Beach.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	Lewes, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1901, to May 31, 1902.
7	Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Caffees Inlet, Paul Gamels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Portsmouth, and Core Bank.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	New Inlet and Ocracoke.....	7 surfmen from Aug. 1, 1901, to May 31, 1902.
	Cape Lookout and Oak Island.....	7 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	Cape Henry, Cape Hatteras, Creeds Hill, and Cape Fear.	8 surfmen from Aug. 1, 1901, to May 31, 1902.
8	Sullivans Island.....	6 surfmen from Aug. 1, 1901, to May 31, 1902.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1901, to May 31, 1902.
	San Luis.....	7 surfmen from Aug. 1, 1901, to May 31, 1902.
10	Big Sandy and Fort Niagara.....	7 surfmen from July 1 to Dec. 8, 1901, and from Apr. 5 to June 30, 1902.
	Oswego and Charlotte.....	8 surfmen from July 1 to Dec. 8, 1901, and from Apr. 5 to June 30, 1902.
	Buffalo, Erie, Fairport, and Cleveland.....	8 surfmen from July 1 to Dec. 14, 1901, and from Apr. 5 to June 30, 1902.
	Ashtabula and Point Marblehead.....	7 surfmen from July 1 to Dec. 14, 1901, and from Apr. 5 to June 30, 1902.
	Louisville.....	6 surfmen from July 1, 1901, to June 30, 1902.
11	Lake View Beach.....	7 surfmen from July 1 to Dec. 10, 1901, and from Apr. 5 to June 30, 1902.
	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, Thunder Bay Island, and Middle Island	8 surfmen from July 1 to Dec. 10, 1901, and from Apr. 5 to June 30, 1902.
	Hammonds Bay and Bois Blanc.....	8 surfmen from July 1 to Dec. 10, 1901, and from Apr. 5 to June 30, 1902.
	Vermilion Point, Crisps, Two Heart River, and Muskallonge Lake.	7 surfmen from July 1 to Dec. 12, 1901, and from Apr. 7 to June 30, 1902.
	Marquette.....	8 surfmen from July 1 to Dec. 9, 1901, and from Apr. 8 to June 30, 1902.
	Ship Canal.....	8 surfmen from July 1 to Dec. 8, 1901, and from Apr. 8 to June 30, 1902.
11	Duluth.....	8 surfmen from July 1 to Dec. 12, 1901, and from Apr. 7 to June 30, 1902.
	Grand Marais.....	6 surfmen from July 1 to Dec. 12, 1901, and from Apr. 7 to June 30, 1902.

*Employment of surfmen, season of 1901-1902—Continued.*

District.	Stations.	Periods of employment (all dates inclusive).
12	Charlevoix, North Manitou Island, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1901, and from Apr. 5 to June 30, 1902.
	Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Pentwater, White River, Holland, South Haven, Michigan City, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, and Sturgeon Bay Canal.	7 surfmen from July 1 to Nov. 30, 1901, and from Apr. 1 to June 30, 1902.
	Ludington, Muskegon, and Saint Joseph.....	7 surfmen from July 1 to Dec. 5, 1901, and from Apr. 1 to June 30, 1902.
	Chicago and Sheboygan.....	8 surfmen from July 1 to Nov. 30, 1901, and from Apr. 1 to June 30, 1902.
13	Grand Haven, South Chicago, Old Chicago, and Milwaukee.	8 surfmen from July 1 to Dec. 5, 1901, and from Apr. 1 to June 30, 1902.
	Petersons Point, Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1901, to June 30, 1902.
	Shoalwater Bay, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, Golden Gate Park, and Southside.	8 surfmen from July 1, 1901, to June 30, 1902.
	Cape Disappointment.....	8 surfmen from July 1, 1901, to June 30, 1902, and 1 additional surfman from July 1 to Aug. 10, 1901, and from Apr. 11 to June 30, 1902.
	Point Adams.....	8 surfmen from July 1, 1901, to June 30, 1902, and 1 additional surfman from July 1 to Aug. 10, 1901, and from May 1 to June 30, 1902.

The foregoing tabular statement includes but one of the ten stations in the Eighth District, the others being maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed. Keepers are on duty at all stations throughout the year.

## LOSS OF LIFE.

The number of disasters to vessels within the scope of the operations of the Service during the last year was greater than ever before, with the exception of the years 1898 and 1901, yet the loss of life was very small. The number of lives lost from documented vessels—those of 5 tons burden or over—was only 19, while 6 were lost from smaller craft—sailboats, rowboats, etc.—making a total of 25, a number far below the average. All but 5 of those lost from documented vessels, and more than half of the whole number lost from craft of all descriptions, perished in two disasters—5 on the coast of Cape Cod under deplorable circumstances, which involved also the lives of 7 members of the Monomoy life-saving crew, and 9 one mile outside the entrance to Duluth Harbor, Minnesota, and 1½ miles from the life-saving station, where two large steamers collided, one of which sank within three minutes, before even the other vessel could render any aid. Of the remaining 5 who were lost from documented vessels, 3 were capsized while attempting to land in their own boats, 1 was scalded to death in the fire room of a stranded steamer by the bursting of a steam pipe when she struck, and 1 was swept overboard and carried out to sea by the first wave that mounted the vessel when she brought up on the bar. Most of the casualties to the smaller craft occurred at long distances from the stations, and all of them culminated almost instantly. In no case was life lost through any fault of the life-saving crews.

The most notable event of the year was the tragic loss of the keeper and 6 of the Monomoy life-saving crew on the 17th of March, while engaged in a heroic attempt to rescue 5 men from the coal barge

*Wadena*, stranded on the coast of Cape Cod. These surfmen perished on an errand to which they were summoned by the men on the barge, who were safely taken into the surfboat, but became panic-stricken when a wave broke over her, and were so carried away with abject fear and excitement that, in disobedience to the keeper's command to remain quiet in their places, they rose up, clung to the necks of the surfmen, and so interfered with their use of the oars that control of the boat was lost, which, taking the sea broadside on, was capsized. Thus were 12 lives needlessly sacrificed. Great sorrow and sympathy were aroused throughout the whole country, and a popular subscription of over \$45,000 was raised, mostly in Massachusetts, for the support of the widows and the care and education of the orphan children. Widespread interest also developed among the maritime organizations of the principal commercial cities of the country, who gave expression to the general feeling by numerous petitions for the passage by Congress of a pension act to cover similar cases. A bill for the purpose was introduced in the House of Representatives and favorably reported from the Committee on Interstate and Foreign Commerce. Its further consideration, however, was not reached during the last session of Congress.

Two days after the Monomoy disaster, March 19, the Service suffered another serious loss in the death of Captain Joshua James, the keeper of the Point Allerton station, at Hull, Massachusetts, who fell dead at his post of duty just as he stepped from the boat in which he and his crew had been engaged in surfboat drill.

Captain James was probably the most celebrated life-saver in the world, having spent all the years of his manhood in the service of the Humane Society of Massachusetts and the United States Life-Saving Service. He is credited with having saved hundreds of lives, and has been honored for his bravery and skill on numerous occasions by the award of tokens of distinction from the United States Government, the State of Massachusetts, marine and commercial organizations, and various societies. He was a man of the highest moral character, and of frugal habits, yet at the time of his death he was practically without means. He left an invalid widow and several children, whose unhappy pecuniary situation so profoundly appealed to the sympathy and sense of justice of the public that a popular contribution of \$3,733 was immediately collected for their assistance.

#### SALVAGE AND LOSS OF PROPERTY.

The amount of property imperiled was greatly in excess of that of any previous year in the history of the Service, owing to the unusual number of large vessels involved. No less than 54 vessels of over 1,000 tons burden—of which number 33 were steamers—suffered disaster. Twenty-six of these vessels were of over 2,000 tons burden, and the average tonnage of the whole number was 2,653 tons. The loss of property, however, was comparatively light.

#### STATISTICAL STATEMENT.

The number of disasters to documented vessels was 385. On board these vessels were 3,424 persons, of whom 19 were lost. The estimated value of the vessels was \$9,253,630, and that of their cargoes \$5,139,-

380, making the total value of property involved \$14,393,010. Of this amount \$12,125,220 was saved and \$2,267,790 lost. The number of vessels totally lost was 51. In addition to the foregoing there were 361 casualties to undocumented craft—sailboats, rowboats, etc.—carrying 796 persons, 6 of whom perished. The value of property involved in these instances is estimated at \$174,120, of which \$167,575 was saved and \$6,545 lost. The aggregate of disasters to vessels of all descriptions, with their value, including that of their cargoes, and also the number of persons involved, is, therefore, as follows:

Total number of disasters .....	746
Total value of property involved .....	\$14, 567, 130
Total value of property saved .....	<sup>a</sup> \$12, 292, 795
Total value of property lost .....	\$2, 274, 335
Total number of persons involved .....	4, 220
Total number of persons lost .....	25
Total number of shipwrecked persons succored at stations.....	<sup>b</sup> 712
Total number of days' succor afforded .....	<sup>b</sup> 1, 272
Number of vessels totally lost .....	51

The above table does not include the 7 men lost from the Monomoy life-saving crew, nor 70 persons rescued from various positions of danger who would otherwise have perished.

VESSELS ASSISTED.

The life-saving crews saved and assisted in saving 434 imperiled vessels, valued with their cargoes at \$3,567,220. Of this number 334, valued with their cargoes at \$977,500, were saved without other assistance. In the remaining instances, 100 in number, the life-saving crews cooperated with wrecking vessels, tugs, and other agencies in saving property estimated at \$2,494,665, out of a total of \$2,589,720 imperiled. Besides this the crews afforded assistance of greater or less importance to 661 other vessels, rendering aid, therefore, altogether to 1,095 vessels of all kinds, including small craft. This number is exclusive of 237 instances in which vessels running into danger were warned off by station patrolmen. Two hundred and ten of these warnings were given at night by Coston lights.

<sup>a</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 escape would have been lost but for the aid of the life-savers; yet the number of persons taken ashore by the lifeboats and other appliances by no means indicates the sum total saved by the Service. In many instances where vessels are released from stranding or other perilous predicaments by the life-saving crews, both the vessels and those on board are saved, although the people are not actually taken ashore, and frequently the vessels and crews, escaping disaster entirely, are undoubtedly saved by the warning signals of the patrolmen, while in numerous cases, either where vessels suffer actual disaster or where they are only warned from danger, no loss of life would have ensued if no aid had been rendered. The number of disasters, the property involved, the amounts saved and lost, the number of persons on board, and the number lost are known, and these facts are all that can be expressed statistically with reasonable accuracy. The narratives which follow under the caption "Loss of life" and the brief statements under the captions "Services of crews" and "Vessels warned from danger" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

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

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

	Atlantic and Gulf coasts.	Lake coasts. <sup>a</sup>	Pacific coast.	Total.
Total number disasters.....	462	252	32	746
Total value of vessels.....dollars..	4,896,135	4,231,415	297,780	9,425,330
Total value of cargoes.....do.....	4,481,820	631,280	29,200	5,141,800
Total amount of property involved.....do.....	9,377,455	4,862,695	326,980	14,567,130
Total amount of property saved.....do.....	7,657,040	4,348,345	287,410	12,292,795
Total amount of property lost.....do.....	1,720,415	514,350	39,570	2,274,335
Total number of persons on board.....	2,644	1,374	202	4,220
Total number of persons lost.....	10	13	2	25
Number of shipwrecked persons succored at stations...	597	105	10	712
Total number of days' succor afforded.....	b 1,046	b 206	b 20	b 1,272
Number of disasters, involving total loss of vessels.....	38	10	3	51

<sup>a</sup>Including the river station at Louisville, Kentucky.

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

The apportionment to the several districts is as follows:

*First District.*

Number of disasters.....	75
Value of vessels.....	\$285,055
Value of cargoes.....	\$50,765
Total value of property.....	\$335,820
Number of persons on board vessels.....	602
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	14
Number of days' succor afforded.....	39
Value of property saved.....	\$326,865
Value of property lost.....	\$8,955
Number of disasters involving total loss of vessels.....	1

*Second District.*

Number of disasters.....	187
Value of vessels.....	\$943,375
Value of cargoes.....	\$380,430
Total value of property.....	\$1,323,805
Number of persons on board vessels.....	759
Number of persons lost.....	7
Number of shipwrecked persons succored at stations.....	158
Number of days' succor afforded.....	283
Value of property saved.....	\$1,057,265
Value of property lost.....	\$266,540
Number of disasters involving total loss of vessels.....	12

*Third District.*

Number of disasters.....	8
Value of vessels.....	\$211,300
Value of cargoes.....	\$82,200
Total value of property.....	\$293,500
Number of persons on board vessels.....	49
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	13
Number of days' succor afforded.....	30
Value of property saved.....	\$289,650
Value of property lost.....	\$3,850
Number of disasters involving total loss of vessels.....	1

*Fourth District.*

Number of disasters.....	31
Value of vessels.....	\$518,050
Value of cargoes.....	\$1,558,815
Total value of property.....	\$2,076,865



Number of persons on board vessels .....	216
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations .....	30
Number of days' succor afforded .....	43
Value of property saved .....	\$1, 431, 905
Value of property lost .....	\$644, 960
Number of disasters involving total loss of vessels .....	4

*Fifth District.*

Number of disasters .....	66
Value of vessels .....	\$608, 070
Value of cargoes .....	\$705, 525
Total value of property .....	\$1, 313, 595
Number of persons on board vessels .....	363
Number of persons lost .....	2
Number of shipwrecked persons succored at stations .....	109
Number of days' succor afforded .....	198
Value of property saved .....	\$872, 535
Value of property lost .....	\$441, 060
Number of disasters involving total loss of vessels .....	7

*Sixth District.*

Number of disasters .....	31
Value of vessels .....	\$359, 600
Value of cargoes .....	\$35, 420
Total value of property .....	\$395, 020
Number of persons on board vessels .....	186
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations .....	96
Number of days' succor afforded .....	125
Value of property saved .....	\$261, 660
Value of property lost .....	\$133, 360
Number of disasters involving total loss of vessels .....	6

*Seventh District.*

Number of disasters .....	28
Value of vessels .....	\$1, 635, 550
Value of cargoes .....	\$1, 603, 435
Total value of property .....	\$3, 238, 985
Number of persons on board vessels .....	290
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations .....	96
Number of days' succor afforded .....	186
Value of property saved .....	\$3, 087, 195
Value of property lost .....	\$151, 790
Number of disasters involving total loss of vessels .....	2

*Eighth District.*

Number of disasters .....	8
Value of vessels .....	\$3, 440
Value of cargoes .....	\$1, 300
Total value of property .....	\$4, 740
Number of persons on board vessels .....	22
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations .....	12
Number of days' succor afforded .....	12
Value of property saved .....	\$4, 665
Value of property lost .....	\$75
Number of disasters involving total loss of vessels .....	None.

*Ninth District.*

Number of disasters .....	28
Value of vessels .....	\$331, 695
Value of cargoes .....	\$63, 430
Total value of property .....	\$395, 125
Number of persons on board vessels .....	157

Number of persons lost .....	None.
Number of shipwrecked persons succored at stations .....	69
Number of days' succor afforded .....	130
Value of property saved .....	\$325, 300
Value of property lost .....	\$69, 825
Number of disasters involving total loss of vessels .....	5

*Tenth District.*

Number of disasters .....	60
Value of vessels .....	\$219, 685
Value of cargoes .....	\$19, 100
Total value of property .....	\$238, 785
Number of persons on board vessels .....	205
Number of persons lost .....	1
Number of shipwrecked persons succored at stations .....	5
Number of days' succor afforded .....	5
Value of property saved .....	\$216, 180
Value of property lost .....	\$22, 605
Number of disasters involving total loss of vessels .....	None.

*Eleventh District.*

Number of disasters .....	84
Value of vessels .....	\$2, 688, 885
Value of cargoes .....	\$474, 760
Total value of property .....	\$3, 163, 645
Number of persons on board vessels .....	563
Number of persons lost .....	10
Number of shipwrecked persons succored at stations .....	39
Number of days' succor afforded .....	112
Value of property saved .....	\$2, 848, 315
Value of property lost .....	\$315, 330
Number of disasters involving total loss of vessels .....	5

*Twelfth District.*

Number of disasters .....	108
Value of vessels .....	\$1, 322, 845
Value of cargoes .....	\$137, 420
Total value of property .....	\$1, 460, 265
Number of persons on board vessels .....	606
Number of persons lost .....	2
Number of shipwrecked persons succored at stations .....	61
Number of days' succor afforded .....	89
Value of property saved .....	\$1, 283, 850
Value of property lost .....	\$176, 415
Number of disasters involving total loss of vessels .....	5

*Thirteenth District.*

Number of disasters .....	32
Value of vessels .....	\$297, 780
Value of cargoes .....	\$29, 200
Total value of property .....	\$326, 980
Number of persons on board vessels .....	202
Number of persons lost .....	2
Number of shipwrecked persons succored at stations .....	10
Number of days' succor afforded .....	20
Value of property saved .....	\$287, 410
Value of property lost .....	\$39, 570
Number of disasters involving total loss of vessels .....	3

There were rescued from positions of danger, otherwise than from vessels, 70 persons, who would probably have perished but for the aid of the life-saving men. Of these, 17 had fallen from wharfs, piers, landings, and the like; 13 were bathers who were in imminent danger of drowning; 6 were on cribs, rocks, or points cut off from the land by water; 3 were aeronauts whose parachutes had fallen into the sea; 4

were adrift on rafts, railroad ties, and the like, and in danger of being washed off; 1 contemplated suicide by jumping into the water while laboring under mental excitement; 3 were taken from a burning crib; 4 had broken through or been lost on the ice; 2 had become exhausted from cold and fatigue while wandering in the woods after having been wrecked on the coast; 1 was sleeping between the rails of a railroad track; 1 was asleep on the edge of a pier and in danger of rolling off into the water; 1 severely injured his leg while on piling 1,000 feet from the shore; 1 was lying helpless on the ice; 1 was clinging to a pile in the heavy surf; 2 were boys who had been rendered insensible by blows; 1 had sustained a paralytic shock, and 1 had fallen from high rocks on the shore and been severely injured.

In 615 instances vessels were worked off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the station crews. Besides the foregoing, assistance of minor importance was rendered to 480 vessels and small craft. Two hundred and thirty-seven vessels running into danger were warned off by station patrolmen, 210 by night signals and 27 by day signals.

The surfboat was used 929 times, making 1,300 trips. The self-righting and self-bailing lifeboat was used 80 times, making 109 trips. The gasoline launches at the City Point Station (Second District) were used 112 times, making 117 trips. Smaller boats were used 473 times, making 572 trips. The river life skiffs at the Louisville Station (Tenth District) were used 39 times, making 47 trips. The breeches buoy was used 15 times, making 249 trips. The wreck gun was employed 22 times, firing 42 shots. The heaving stick was used 30 times. There were landed by the surfboat 782 persons; by the lifeboat, 65; by the gasoline launches, 266; by the river life skiffs, 34; by other station boats, 218, and by the breeches buoy, 213.

In addition to the foregoing there were miscellaneous rescues from vessels as follows: Thirty-three persons by wading into the surf; 20 persons by means of a line thrown to a wrecked steamer by a surfman; 3 men in a yawl boat caught in the ice and hauled to the shore by means of a line fired across the boat; 8 persons who had fallen overboard from vessels.

GENERAL SUMMARY

*Of disasters which have occurred within the scope of life-saving operations from November 1, 1871 (date of introduction of present system), to close of fiscal year ending June 30, 1902.<sup>a</sup>*

Total number of disasters .....	13, 379
Total value of vessels .....	\$140, 797, 080
Total value of cargoes .....	\$60, 503, 449
Total value of property involved.....	\$201, 300, 529
Total value of property saved.....	\$158, 370, 977
Total value of property lost .....	\$42, 929, 552
Total number of persons involved.....	<sup>b</sup> 98, 081
Total number of lives lost .....	<sup>c</sup> 1, 003
Total number of persons succored at stations.....	<sup>d</sup> 16, 661
Total number of days' succor afforded.....	40, 592

<sup>a</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>b</sup>Including persons rescued not on board vessels.

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

<sup>d</sup>Including castaways not on board vessels embraced in Tables of Casualties.

## DISASTERS INVOLVING LOSS OF LIFE.

The following is an extract from section 9 of the act of June 18, 1878:

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 compliance therewith all disasters attended with loss of life have been duly investigated by officers authorized to administer oaths, and the circumstances elicited by the testimony are set forth in the following narrations.

*Sinking of a naphtha launch.*

About 6 o'clock in the afternoon of July 11, 1901, a collision between a tug and a naphtha launch in Cleveland Harbor resulted in the loss of one life. The launch belonged to Elmer S. Beers, who sells meat supplies to the shipping in and about the harbor, and who used the boat for the purpose of making his deliveries.

On the day of the disaster Beers was returning from a trip to the outer harbor, having on board as a companion Charles Neaubeur, and when some 300 yards above the life-saving station he discovered that his fuel was almost exhausted, and therefore ran alongside the east pier, abreast the dock office of the custom-house, and tied up. In so doing he put out only the stern line, one end of which was made fast on the launch, while the bight was cast over a post on the dock and the other end was held on board the boat by young Neaubeur, who sat in the stern. The bow swung free and pointed up the river.

With the launch secured only as above described, Mr. Beers proceeded to refill the tank, and then made preparations to start the engine, when he noticed the tug *T. C. Lutz* coming down stream towing the *City of Cleveland*, with the intention of docking her just below the point where the launch lay. The tug was keeping the pier close aboard, and Mr. Beers shouted for her to sheer off, lest she crush his boat between herself and the dock. Apparently his warning was not heard, and as his engine was not working he seized a boat hook, with which he swung the bow of the launch away from the pier, and then pushed her with all his might into the stream, hoping in that way to go clear of the approaching tug. He was too late, however, and just as he got halfway past her bow the tug struck the launch squarely amidships on the port side, crushing and rolling it under, and at the same time throwing both occupants into the water. As the launch went down Beers grasped an empty gasoline can, which enabled him to keep afloat until he was hauled on board the tug, but Neaubeur sank immediately and did not reappear. The supposition is that the current from the wheels of the tug and the *City of Cleveland*, which were turning, drew him down. Persons who were standing on the dock testify that the whole occurrence was so soon over, scarcely fifteen seconds having elapsed, that there was no time even for them to render any assistance.

When the disaster occurred it was observed by two surfmen standing near the life-saving station, and upon their outcry the surfboat was launched and pulled to the scene, which was reached within five minutes of the collision. No circumstances could afford better evi-

dence than this of the efficiency of the life-saving crew. As the investigating officer very well says in his report, "It is not possible for a crew to launch a boat from a station and pull 300 yards in time to save a man who goes down in fifteen seconds"—and never comes to the surface.

*Capsize of a rowboat.*

Gustave A. Paulson, a lad of 12 years, was drowned by the capsize of a small rowboat near the old lumber dock at Marquette, Michigan, on the 20th of July, 1901, under the following circumstances: In the forenoon Mr. August Paulson, with his three sons, pulled down to Chocoday, and there engaged in berrying and fishing until the afternoon was nearly gone, when they turned their boat homeward. The day was one of intense heat, such a one as is often followed by a sudden and terrific storm, and when the little party was near the harbor, about 6 o'clock p. m., one of these gathering tempests darkened the western sky with unmistakable signs that it would soon burst upon them. Mr. Paulson therefore made every effort to reach the land ahead of the crash, and so far succeeded that his boat was near the end of the Burtis lumber dock before the wind which preceded the rain had attained very dangerous force. A line was quickly placed around one of the piles, and Mr. Paulson was trying to put the boys on the dock when the storm struck, with a wind velocity of 60 miles an hour, and the little boat was tossed furiously up and down upon the waves, while the air was filled with dust and rain and flying débris. In one of its lurches the boat struck a pile from which a heavy iron spike or bolt protruded, which penetrated the side, and as the craft fell with the waves, tipped it over and tumbled all four of its occupants into the water. All, however, were able to clamber onto it, but in another moment it rolled over again. The father and two younger boys succeeded in mounting the bottom of the boat a second time, and were driven before the gale to the breakwater, where they found precarious refuge, but Gustave sank out of sight and his kinsmen could do nothing for him.

Just as the storm seemed about to burst, the watchman in the lookout of the Marquette Life-Saving Station observed a tug outside the breakwater apparently in trouble, and sounded the alarm for the crew to man the surfboat. With the rest of the surfmen he started in all haste for the boathouse, which is situated some little distance from the station, where all hands quickly arrived, although the wind was so fierce that some of them were compelled now and then to crawl upon their hands and knees. Hardly had they reached the boathouse and got the doors open when they heard a call for help, and on looking about discovered Mr. Paulson and the two boys crouching on a ledge of the breakwater just below the top. The surfboat was quickly manned and pulled to the place, where the surviving castaways were taken on board, and the life-savers were informed that Gustave Paulson had been drowned. They promptly began dragging for the body, and continued the search for about four hours that night, but without avail. The next morning operations were resumed, and the body was soon brought to the surface.

When the capsize occurred, the boat, owing to its position with relation to the dock, was not visible at the life-saving station, and only because of the danger apprehended to the tug did it so happen that the life-savers were at the boathouse and able to rescue the three persons

almost instantly. The testimony of eyewitnesses shows that the life-saving crew reached the boathouse within less than five minutes after the gale struck.

The investigating officer, Captain D. B. Hodgson, of the Revenue-Cutter Service, concludes his report with the words, "I feel justified in stating that the life-saving crew did all that was possible under the circumstances of the case;" and the father of the boy who perished agrees in his testimony that the surfmen did their full duty, and were in no way chargeable with responsibility for the loss of his son's life.

### *Capsize of a sailboat.*

William Liebermann, a young business man of Sheboygan, Wisconsin, was drowned early in the afternoon of September 2, 1901, in Lake Michigan, by the capsize of his own boat, of which he was in charge, sailing for pleasure in company with Ingomar Clarenbach, a school-boy, who was rescued by the crew of the Sheboygan Life-Saving Station.

It appears that the boat was a dangerous little craft about 16 feet long, 4 feet beam, sharp at both ends, and rigged with two sails. Mr. Liebermann was not skilled in handling boats, and Clarenbach was an entire novice, but the breeze was light and the water smooth, while the weather was fair, all combining to make precisely such conditions as give confidence to persons not thoroughly aware by experience of the ever-present dangers of boating.

When about 2 miles south of the life-saving station, Mr. Liebermann, who was sitting aft handling the sheets and rudder, let go the fore-sheet and tiller while he could get down into the bottom of the boat to light his pipe. In attempting to regain his seat he tipped the little craft to one side, causing it to swerve inshore and jibe the foresail, which instantly resulted in a capsize. The boat lay on its side, and the conditions were still so favorable that young Clarenbach clung to it and did not get wet above the waist. Liebermann, however, went under water, but soon came up and also secured a place on the boat.

Both men were safe enough, and could easily have paddled ashore, a distance of half a mile, but seeing no help at hand they decided to swim. This was a hard feat, for even the good swimmers they were, to attempt. However, throwing off their coats and shoes, they struck out, Clarenbach partly supported by the stern seat, which came adrift, and Liebermann by one of the oars. Before they had proceeded far Clarenbach saw a tug approaching, and wisely turned back to find security on the capsized boat, but Liebermann still kept on, and shouted that he was all right. A moment later he also turned back, but in another moment disappeared. The tug was the *Satisfaction*, and she had in tow the surfboat and crew of the life-saving station.

When the capsize took place, the station lookout had his eye on another boat, but the engineer of the *Satisfaction* was watching the one which capsized, and saw it go over, whereupon he instantly hallooed to the lookout, who rang the station alarm bell. In less than two minutes the surfboat was launched and away, the *Satisfaction*, which had already shoved off from her dock, taking it in tow. Within ten minutes the life-savers swept alongside the capsized sailboat and the two men in the bow seized Clarenbach as they passed and drew him into the surfboat safe and unharmed except that he was severely chilled.

About 300 yards ahead an oar stood up in the water and a moment later fell flat. The keeper discovered it and, at once concluding that it marked the place where Liebermann sank, directed the boat there and marked the locality by anchoring a life buoy. Meantime two of the surfmen stripped themselves and dived for the man. The water was 16 feet deep and not clear, so that, although they reached the bottom several times, they could not find the body. Clarenbach was now growing sleepy and his lips were blue with cold, therefore Keeper Nequette deemed it necessary that he should be taken ashore without delay. Quickly pulling over to the tug, which lay near by, the life savers delivered the boy on board with a request that the master take him ashore with the utmost dispatch, which was done. By this time one of the surfmen who had been left at the station came up with a skiff containing hooks used for recovering bodies of the drowned, and dragging was at once begun in the vicinity of the buoy which the keeper had placed where he believed Liebermann sank. While this was going on, the keeper towed the capsized boat to the beach and procured additional grappling gear, which he took back to the scene of the capsize, and in about half an hour the body was brought to the surface. Life was clearly extinct, and the body was conveyed to the station, where it was committed to the charge of an undertaker.

#### *Capsize of fishing boats.*

In the forenoon of November 6, 1901, several fishing boats were capsized in the surf on Monmouth and North Longbranch beaches, New Jersey, imperiling the lives of many men, two of whom perished.

The wind was blowing moderately from the north-northwest, and about 8 o'clock the tide changed from ebb to flood, bringing with it a dangerous surf, which was so high that no boats would have ventured out in anticipation of it, and those which were afloat made haste to return. A little past 8 o'clock a fishing boat capsized almost directly in front of the Monmouth Beach station and its crew of eight men were rescued or assisted by the men of the life-saving station. Three of them were almost totally exhausted, and plainly owed their lives to the skill and daring of the life-savers, who dragged them from the clutch of the deadly undertow.

Scarcely was this rescue effected when a message over the public telephone informed the keeper that a boat had just upset at Hennessey's pound, North Longbranch, a mile and a half away, and that eight fishermen were in the surf engaged in a desperate struggle to save themselves. The circumstances were too urgent to admit of the delay necessarily incident to the transportation of a boat or appliances, and therefore No. 1 surfman, George W. Hennessey, and four others of the crew, instantly mounted their bicycles and started for the scene. The keeper was delayed about five minutes in getting a wheel, and by the time he was ready he received information that the men had been saved, and therefore remained at his post.

When the five surfmen arrived at North Longbranch, they found that the capsized fishermen were safe on the beach, but observing two more boats behind the bar about to land, Surfman Hennessey deemed it wise that he and his comrades should remain until they could be sure whether their services would be required, and lest there should be

work to do he had his men put in readiness for launching a 17-foot bank skiff which lay at hand.

One of the incoming boats, handled with superior skill, waited very close on the back of the breaker, and when a slatch came rode safely in, landing its entire company without the slightest mishap. The other, however, containing seven men, held so far back from the break that it could not take advantage of the smoother interval, and, therefore, encountering the sea at the very worst moment, capsized. Fortunately it righted, and although full of water sustained four of the fishermen who laid hold of it and drifted ashore. The three others were unable to reach it, and at once became involved in a terrible battle with the undertow.

As soon as the surfmen on the beach saw that the boat was going to capsize they launched the skiff, steered by Surfman Hennessey and pulled by two surfmen and a fisherman, with another of the surfmen in the bow holding a life line ready to throw to the struggling men. As the waves receded the water on the outer bar was about waist deep, and the men were just outside the bar, being now washed in so that they could barely touch their feet on the bottom, and now swept backward, which caused them to remain for a time at practically one point. The undertow back of the bar was so strong that it was wholly unsafe to let the skiff get within its power, which would have thrown it under the breakers and sacrificed the lives of its crew, and therefore great skill and strength were required to handle it and at the same time reach the drowning men. At one of the most critical moments one of them was fortunately thrown toward the life-savers just within reach of the life line, which he grasped with all his strength and was pulled into the skiff. By the time his rescue was accomplished his mates were swept seaward and seen no more. The difficulties and merits of this rescue are well established by the fact that a 30-foot boat, manned by eight good men, which put out to the aid of the skiff, was unable to render any assistance whatever.

The rescued man was quickly landed and then, some of the spectators claiming to have seen the bodies of the drowned men under the surface of the water inside the breakers, the surfmen again put out and made careful search, but without finding any trace of those who were lost, who were unquestionably borne out to sea by the undertow.

The commendable forethought of Surfman Hennessey in making the little skiff ready for action, and the brave and excellent work of the life-saving men throughout, commanded high compliment.

Three days after the disaster the bodies of the drowned men, John Wilson and Lewis Larsden, Scandinavians, were recovered some 200 yards down the beach. Both of these men were powerful swimmers, while Daniel Murdock, who was saved, could not swim at all, and was kept from sinking only by an oar voluntarily given up to him by one of those who lost their lives.

#### *Wreck of the schooner J. G. Fell.*

On November 24, 1901, Captain Lewis R. Mackey, of the schooner *J. G. Fell*, lost his life at Point Judith, Rhode Island, in an attempt to land his yawl boat through a heavy surf.

The *Fell* was a two-masted schooner of 165 tons burden, built in 1871, at Dennisville, New Jersey, and hailing from New London, Con-



necticut. She was owned by Daniel Crowley of that place, and at the time of her loss was in charge of Captain Mackey, with James Connors as mate, Thomas Stanley, seaman, and an Italian boy, Frank Leonardo, as cook.

The schooner left Tiverton, Rhode Island, shortly after 5 o'clock, Saturday afternoon, November 23, 1901, bound for Jersey City, laden with 100 tons of scrap iron, and shortly after sailing sprung a leak which required the constant attention of one man at the pumps. As the vessel passed Beavertail Light she encountered a heavy southeast sea and the full force of a northeast gale. According to the report of the Weather Bureau observer at Block Island, storm-warning signals were hoisted at 11.50 a. m. At 8.40 p. m. the wind was blowing 40 miles an hour, and at 11.33 p. m. had increased to 47 miles.

Why Captain Mackey did not turn back when he met the heavy sea at Beavertail, and must have recognized the familiar signs of a bad storm, which was in fact at hand, is difficult to comprehend; particularly as his vessel was old, laden with a trying cargo, and already leaking. However, he held on under jib and reefed foresail until just before midnight, when the foresail was blown from the boltropes in an attempt to jibe. The old craft rounded Point Judith under jib alone, narrowly escaping the rocks, and put into the harbor of refuge to westward of the Point, where she "came to" with both anchors under the lee of the breakwater about  $1\frac{1}{4}$  miles west by north from the life-saving station. The two surfmen going off patrol at midnight saw her round the Point and watched her to an anchorage, while at 12.30 a. m. the two then on patrol saw her lying at anchor in apparent security.

After midnight the wind blew a gale, steadily increasing until 11.40 a. m., when it attained a maximum velocity of 81 miles an hour. The rain poured at intervals in heavy squalls, and a terrific sea, asserted to have been the heaviest in twelve years, came in from the southeast. At daylight the *Fell* was in plain view from the life-saving station, still riding safely in company with the schooner *Mary J. Lynch*. No signal of any kind was displayed on board. Keeper Church observed that her fore gaff was standing, with a narrow fringe of the lost foresail fluttering from the boltropes, and that she had a slight list to starboard; otherwise there was nothing in her appearance to attract his attention. At 1 p. m. the wind dropped to a rate of about 12 miles an hour, increasing again during the afternoon to a rate of 35 or 40 miles at 4 o'clock.

A close watch on the schooner was kept from the station throughout the day, and between 8 and 9 a. m. the keeper observed two men moving about the deck, but could not tell what they were doing. No other signs of life were noticed until about 3.30 p. m., when the yawl boat was suddenly lowered and four men got into it and started for the shore, two of them at the oars, and the boat, heading northward and westward, was driven rapidly by wind and sea toward Sand Hill Cove. This movement was instantly reported to the lookout, and the keeper therefore ordered surfmen Nos. 3 and 4, provided with heaving stick and line, to endeavor to meet the boat when it should land and render all possible aid. The lookout kept the boat constantly in sight until it was lost to view upon entering the line of rapid breakers rolling in upon the beach. Shortly afterwards he observed men upon the shore, and thinking that a successful landing had been effected so

reported to the keeper, who immediately dispatched surfman No. 1 to bring the men to the station.

Meantime the surfmen already on the way ran rapidly along the shore, and saw the boat on the beach in Sand Hill Cove  $2\frac{1}{2}$  miles from the station. Further on they met the mate, seaman, and cook on their way to the station, to which they had been directed by some fishermen living near their landing place. They were hatless and wet, their clothing was torn, and they were much excited. They reported that their boat had capsized in the surf, and that the captain was drowned. Directing them to continue on to the station, the surfmen pressed ahead, still hoping to rescue the captain, but their search for him was unrewarded, and surfman No. 2 finally returned to make report, while his companion, having the first patrol, proceeded on his beat, keeping up a vigilant search.

The shipwrecked men reached the station at 4.40 p. m., and were provided with food and shelter, and also clothing from the stores of the Women's National Relief Association. They stated that they had pumped constantly up to the time they left the schooner, but that the water gained fast, and fearing the vessel would sink under them the captain decided to abandon her.

A double patrol from the life-saving station was maintained that night, and a special patrol the next day, but no trace of the lost man could be obtained. The body was not recovered until the 11th of December following, when it was found by a fisherman, and, through the office of the district superintendent, delivered to relatives, who buried it at Wakefield, Rhode Island, in the Catholic cemetery.

After a thorough investigation of this case, Lieutenant F. H. Newcomb, assistant inspector of the district, states that the sole blame for the disaster appears to rest upon the master himself. As he made no signal for assistance, or demonstration of any kind from his vessel, the life-saving crew had no reason to suppose he was in trouble.

Though an old and experienced seaman, Captain Mackey seems to have shown a regrettable lack of judgment on this his last voyage, as manifested, first, in putting to sea in a poorly found and unseaworthy craft in the face of a dangerous storm, and again in jeopardizing the lives of himself and crew by an attempt to land in a worn-out and unseaworthy boat through the heavy seas breaking along the shores. It was simply impossible for the life savers to travel  $2\frac{1}{2}$  miles to meet the boat in time after it was discovered, and it is doubtful if they could have saved the captain had they been there, as it is probable from all accounts that he was rendered helpless, and possibly killed, when the boat capsized. The master of the schooner *Mary J. Lynch*, anchored only about 350 yards from the wrecked vessel, informed Keeper Church that he could have rescued the crew of the *Fell* had she made any signal of distress, and that he could have done so in safety. Besides this, the *Lynch*, riding securely at anchor close by, should have occurred to the mind of a thoughtful mariner as a safe refuge, especially as landing through a heavy surf is a peril of the seas to be hazarded only as a last resort.

#### *Wreck of the schooner barge C. H. Wheeler.*

On the 27th of November, 1901, the schooner-rigged barge *C. H. Wheeler*, which was being towed from Nehalem River, Oregon, to San

Francisco, California, by the tug *C. B. Vosburg*, parted her towline and went adrift a few miles off Cape Blanco. The *Wheeler* was a flat-bottomed scow of 371 tons net burden, carrying a crew of four men, and was laden below and on deck with a cargo of lumber measuring 353,000 feet, valued at \$4,000. The value of the barge was \$10,000.

When the towline parted the tug abandoned the *Wheeler* to her own feeble resources and steamed away to Astoria, a distance of 235 miles to leeward, where the captain reported the loss of his tow, but whence he did not return in search of her. After drifting about and making what little progress she could seeking a port of refuge until the 4th of December, 1901, the barge was on that day wrecked and one of her crew was drowned about 1 mile north of the Yaquina Bay Life-Saving Station, Oregon.

As soon as the master and crew of the barge realized that the tug had abandoned them they set all their sails and headed up the coast before a favorable wind with the intention of making a harbor, if possible, before bad weather should set in, and, failing in that, with the hope that they might be picked up by some passing steamer. After making in seven days something over 100 miles, they found themselves on the morning of December 4 fairly well off the coast near Yaquina Bay and making comfortable weather of it, although the sea was high.

About 7 o'clock in the morning the keeper of the life-saving station observed a two-masted schooner off the station, and from what he had read in the newspapers readily made up his mind that it was the abandoned barge *Wheeler*. A few minutes later the south patrol, Surfman Collner, returned to the station and reported the barge, which was then well beyond the surf line, reaching along under easy sail and in no apparent danger, notwithstanding the sea was so heavy that when she fell into the trough the hull and deck load disappeared from view, and only her stumpy masts could be seen. Close observation was kept upon her, and before long the discovery was made that she had set a piece of dark-colored cloth at her fore peak, which was subsequently ascertained to be a blanket, as a signal of distress.

It was soon noticed that she kept sagging shoreward, and the keeper became exceedingly apprehensive lest she should fail to clear the bar. The beach apparatus cart was therefore taken out of the station, and the life-saving crew, dragging it along, began to follow the *Wheeler* up the beach. Every moment made it more and more certain that she would strand, and when she reached the vicinity of the No. 1 buoy at the entrance to the channel a huge comber was seen to strike her with such terrible force that her mainmast was carried away and a large portion of her deck load swept into the sea. Now totally unmanageable, she began to drift toward the beach, a few minutes later bringing up suddenly, as if her anchors had gone overboard and momentarily stopped her progress. Soon afterwards—about 9 o'clock—a towering sea struck her with irresistible force, parting the cables, carrying away her foremast, stripping her of the rest of the lumber carried on deck, and sweeping overboard two of her crew. The unfortunate remaining men were plainly visible springing from one portion of the drifting lumber to another, making the most daring and heroic efforts to save their lives. They gradually approached the shore, and the life-savers, with life lines in hand and ropes tied about their waists from one man to another, stood ready to rush into the surf at the appropriate moment and drag them to the beach. As soon as they came near

enough the surfman farthest in the water threw the life line with such unerring skill that both of them were able to catch it, and were then drawn quickly and safely to the shore.

While this was going on, Surfman Stitt, who was returning along the beach from Newport, where he had been sent early in the day to notify by telegraph the Astoria Board of Trade that the *Wheeler* was off Yaquina Bay in need of a tug, discovered a man in the surf clinging to a piece of lumber and plainly almost exhausted. Stitt at once threw off his heavy sea boots and waded into the surf to rescue the drowning man, at the same time shouting to his comrades, who ran to the scene and materially assisted him. This man was found to be severely bruised and nearly helpless from the indescribable experience of the few minutes he had passed in the smothering surf among the wreckage and lumber tossed to and fro about him with destructive violence. That any of the shipwrecked escaped death from contact with the lumber was little less than miraculous.

As quickly as possible all were taken to the station, where they were furnished with dry garments and food. From them it was learned that the fourth member of the crew, J. W. Coles, of San Francisco, was swept overboard when the mainmast was carried away, and when last seen by them was drifting seaward with the undertow. Thirteen days later (December 17) his body was found on the beach 17 miles south of the station, and was properly buried by direction of the coroner.

Captain W. H. Roberts, assistant inspector of the district, who made the inquiry into the circumstances of this wreck, closes his report upon the disaster with the following comment:

The abandonment of the barge by the master of the tug *Vosburg* is to be condemned. Had the tug been short of coal, which I believe was the reason given for running to the Columbia River, a plentiful supply could have been obtained by running to Coos Bay, some 25 or 30 miles distant. He could then have searched for and picked up the barge, which would probably have prevented the loss of property as well as the loss of life.

#### *Stranding of the car ferry steamer Pere Marquette 16.*

The severe cold wave which overspread the region of the Great Lakes about the middle of December, 1901, packed the shores of Lake Michigan with masses of ice that extended in many instances nearly to the ends of the harbor piers, and closed the harbors to all vessels except the few very powerful steamers which run on certain regular routes, and are designed to make their trips all the year round, regardless of weather. One of these vessels, a car ferry, known as the *Pere Marquette 16*, plying between Milwaukee, Wisconsin, and Ludington, Michigan, in connection with the Pere Marquette Railroad, met with a disaster on the night of December 21, 1901, which resulted in the loss of the life of Michael Taffa, a coal heaver, and caused severe injuries to two other members of the crew.

The steamer was of 1,938 tons gross burden, especially constructed to plow her way through the ice, and carried a complement of 36 men all told. She was in charge of Captain G. L. Thompson, a veteran commander, and was making one of her regular trips from Milwaukee to Ludington, having sailed from the former port in the afternoon with 26 loaded cars on deck, and about 11 o'clock at night was close off Ludington. The wind was blowing a gale from the south-

ward with a very high sea, and the weather was cloudy, but the master had often made port under more adverse conditions and did not hesitate to run for the harbor. Mr. Edwin R. Slyfield, keeper of the light-house on the outer end of the south pier, testifies that he discovered the steamer about a mile due west of the harbor heading east-south-east, and that she held that course until about one-fourth of a mile southwest of the piers, when she steered for the entrance. The wind was so heavy that she made much leeway, going too far to the north, and when about 100 feet from the north pier struck on the bar "with an awful crash," which extinguished every light on board and caused Mr. Slyfield to suppose that the heavy load of cars had tipped over. It appears that the force of the shock broke the main steam pipe and the scalding steam instantly filled the lower part of the vessel, causing the death of Coal Heaver Taffa and allowing two other men to escape a like fate by only a very narrow margin.

After the vessel stranded she slowly drifted over the bar and struck the end of the north pier, to which a Jacob's ladder was lowered, enabling two men to get ashore and make fast a line. This quickly parted, however, and a larger one was got out, when she gradually swung around to the northward so that her bow lay just inside the end of the pier with her stern to leeward. The vessel finally broke away from the pier, and to prevent further injury from pounding on the bottom the sea cocks were opened and she was allowed to sink in 16 feet of water about 50 yards north of the pier and 375 yards from shore. Several local officers of the line who were on the dock awaiting the steamer when the disaster occurred communicated with the captain, who concluded that nothing further need be done until daylight.

About 7 o'clock in the morning, Sunday, December 22, Mr. J. M. Mazmer, of the Marquette Railroad Company, went to the house of Surfman No. 1, Berndt Carlson, of the Ludington Life-Saving Station, and requested him to collect his crew and land the persons still on board the steamer. The station had been closed for the winter season, when general navigation is suspended, but four of the regular surfmen, besides Carlson, who were in the immediate neighborhood, were quickly assembled, and with their apparatus were soon on the beach abreast of the wreck, where they were promptly joined by two others.

The harbor was so completely filled with ice, which tossed and pounded all around the disabled vessel, that boats could not be used, and therefore the Lyle gun was placed in position on the beach, and as the wind was blowing a gale across the line of fire and the distance was great a No. 4 shot line (the lightest) was attached to the projectile. It parted, however, when the gun was fired, and therefore a No. 7 was bent to the second shot, which proved successful, falling fairly across the deck just forward of the pilot house.

The shipwrecked men at once began hauling out the shot line, to which the whip line was attached, but the latter fouled with the drift ice, so that it could not be cleared, and therefore two of the surfmen took the inshore end to the pier, which was so much higher than the beach that they easily cleared the line, which was then quickly drawn out to the steamer and made fast to one of the forward davits. Little time was thereafter consumed in getting the rest of the gear in working order. The operation of landing the men from the steamer began between 7.30 and 8 a. m., and was completed at 10 o'clock, considerable difficulty having been experienced from time to time by reason of

the fact that the shipwrecked men did not properly adjust the lines on board and some changes had to be made.

The entire ship's crew of 36 persons, including the dead coal heaver, were landed one by one. The body of the dead man was lashed to a narrow cot sent out from the station, which was fastened between the slings of the breeches buoy, and when received on the pier was taken to the station. The injured men were conveyed to the marine hospital.

According to the testimony of eyewitnesses unconnected with the service, the life-savers worked with excellent judgment and efficiency on this occasion, and the precision and lack of confusion which marked their movements called forth unstinted praise. Captain Thompson, in a letter to the assistant inspector in charge of the district, says:

The life-saving crew deserve the highest praise for the manner in which they performed their work, it being of the highest order.

#### *Wreck of the schooner Elsie M. Smith.*

The fishing schooner *Elsie M. Smith*, of 112 tons burden, hailing from Gloucester, Massachusetts, and carrying 18 men, all told, sailed on February 10, 1902, for the fishing grounds some 20 miles off the elbow of Cape Cod, and at about 9.30 o'clock in the night of the 13th stranded on Orleans Beach and became a total wreck, involving the loss of two lives, needlessly sacrificed in the attempt made by three of the crew to reach land in one of the dories.

The schooner arrived on the fishing ground the day after leaving Gloucester, and during the following forty-eight hours succeeded in taking on board a catch of 10,000 pounds; but on the 13th the sea was so rough that fishing became impracticable, and she was compelled to stand off and on, and at times to heave to. After darkness shut down the wind came on heavy from the northeast, with frequent snow squalls and almost continuous thick weather. The captain, who was among the rescued, stated that he had given instructions to tack ship by 9 o'clock, but that the land not being visible he had no idea of his proximity to it, and at five minutes past 9 the vessel struck the outer bar. He at once attempted to swing her off by easing the main sheet, but she would not mind the helm, and a few moments later fetched up on the inner bar, where she soon pounded her seams open and filled.

Most of the crew took to the rigging for temporary safety, but a portion of them seemed to become panic-stricken, and apparently thought of nothing but an effort to reach the shore at once in their dories, although the sea was very rough and the surf running far too high for such a venture. Nevertheless, with headlong haste, in total disregard of the instructions of the master, a dory was pushed overboard and got away, fortunately without anybody in it. A second one was then launched and smashed to pieces alongside; but, still unheeding, the desperate men shoved a third one overboard and two of them clambered in. Scarcely had it passed 20 feet from the vessel when it capsized and threw the men into the water. Happily, both of them were swept to the beach by the rushing seas, and thus their lives were saved in spite of their folly.

The remainder of those who had resolved to quit the schooner at all hazards still took no warning, and, without waiting to find out what had become of those who had already left, plunged another dory over the rail and three of them jumped into it. Hardly had they got their

oars into the rowlocks when a great comber caught up the craft and hurled it end over end, pitching the occupants into the sea. They could not return to the vessel, and simply had to do their best to keep afloat and gain the shore—a desperate chance, which only one succeeded in making good. The other two, Dean and Silvina Daucett, brothers, hailing from Yarmouth, Nova Scotia, were not able to contend successfully with the terrible odds, and in a few moments disappeared.

The place on the beach where the vessel stranded is about 3 miles north-northeast of the Old Harbor Life-Saving station and about 2 miles south half-east of the Orleans Station, and when she struck, Patrolman D. N. Eldridge, of the former, and M. K. Young, of the latter, were at the halfway house. While they were traveling their beats the schooner was so far offshore, burning no signal, and the snow was falling so thick that neither of them saw any sign of her, but as soon as she struck the inner bar Surfman Eldridge caught a glimpse of her port light. Young had carefully scanned the sea only a moment or two earlier, so that it is probable Eldridge discovered her the very instant she stranded—about 9.20 p. m. He promptly burned a red Coston light, and while it was still flaming Young ran into the halfway house and called the Orleans station over the telephone. Then, leaving Eldridge to call up the Old Harbor station, he ran down to the beach opposite the wreck, which was about a third of a mile to the northward, meeting on his way the two men who first left the schooner and were cast ashore, whom he directed to the halfway house for shelter. As soon as he arrived abreast of the wreck he went close down to the surf as the waves receded and shouted to those on board that assistance would soon be at hand, and they should by all means make no effort to land by themselves. The vessel was at this time about 150 yards distant.

Eldridge stated to each keeper, by telephone, the nature and position of the wreck, and then proceeded to join Young, who remained on the beach with his lantern doing what he could to encourage the men on the wreck. On his way Eldridge conversed with the two fishermen already referred to, who told him that three others had left the schooner in another dory, but were probably lost. Nevertheless, he turned to the southward and patrolled the beach for half a mile with the hope of finding them, but seeing nothing returned and joined Surfman Young.

Both men now remained where they were until the arrival of their comrades. Keeper Doane with the Old Harbor crew appeared at about 10 o'clock, and Keeper Charles with the Orleans crew a few minutes later. Two men were promptly sent off to patrol the shore, while the rest got to work to set up the beach apparatus and put it in operation. It was then the first of the flood tide with a very strong undertow running to the south, and the seas were breaking all over the wreck, which was rolling and pounding savagely, with her foresail and headsails still set, and her mainsail only halfway down.

Haste was necessary. The Lyle gun was swiftly placed in position, and the first shot carried the line fairly across the jib stay. The fishermen reached it without great difficulty, and quickly hauled it in with the whip line attached, but when they got the hawser which was bent to the whip line they were slow—more than half an hour—in making it fast, a fact which they afterwards explained was due to their

benumbed condition and to the necessity for clearing several turns in the whip line. It appears also that they spent some time in trying to attach the hawser to the foremast, which was desirable, but proved impossible, and therefore it was bent to the foreshrouds. The sand anchor had already been planted, but the rush of the incoming tide and current drove the wreck southward, and the anchor had to be moved also in that direction. Probably these operations consumed something like an hour, which was very good time, and while they were going on the third man cast ashore from the wreck appeared, and was sent to the halfway house.

When the hawser was finally made fast on board and the shore end set up, the breeches buoy was put in place upon it and sent out. There were 13 to come ashore, and they came one by one, the life-savers running far into the surf to hold them up and aid them. The last man was landed at 12.20. There were in all 16 of them, and they were equally divided between the two stations, where they were taken as soon as possible and supplied dry clothing from the store furnished by the Women's National Relief Association, given a good warm meal, and otherwise made comfortable. The next day all except the captain were sent to Boston, free transportation having been furnished them. It was 2.10 o'clock in the morning when the Old Harbor crew returned to their station, and 2.40 when the Orleans crew reached theirs. The bodies of the two men who drowned were subsequently found in the vicinity and reverently buried in the cemetery at Chatham.

Had the entire crew patiently remained on board the schooner until the arrival of the life-savers none would have been lost, and on the other hand had there been no life-saving stations in the vicinity, all as they themselves testify, must have frozen to death in the rigging, or, if they had drifted ashore, miserably perished on the bleak, mid-winter sands.

*Wreck of the coal barge Wadena—Capsize of surfboat, Monomoy Life-Saving Station.*

By far the most distressing calamity to the Life-Saving Service during many years, and one unequaled by more than two or three in its history, was that which occurred on the 17th of March, 1902, near the eastern end of Shovelful Shoal, coast of Massachusetts, and resulted in the drowning of 12 persons, 5 from the stranded coal barge *Wadena* and 7 from the crew of the Monomoy Life-Saving Station. The circumstances of this lamentable loss of the shipwrecked and sacrifice of the life-saving men appear from the testimony of all the witnesses to have been substantially as follows:

In the night of Tuesday, March 11, during a northeast gale, and while a heavy sea was running, the schooner barges *Wadena* and *John C. Fitzpatrick*, bound from Newport News, Virginia, to Boston, Massachusetts, laden with coal and in tow of the tug *Sweepstakes*, while seeking an anchorage struck on Shovelful Shoal, off the southern end of Monomoy Island, Cape Cod, and remained there for several days. A few hours after stranding, the crew of the Monomoy Life-Saving Station boarded the barges and tried for a long time to float them, but finding the undertaking impracticable, and in view of the condition of the weather, which made it imprudent for anyone to remain longer on board, took both crews of five men each to the life-saving station, where they arrived at 3 o'clock in the afternoon.



The *Sweepstakes* remained by her consorts for a couple of days, when she was compelled to make a port for repairs, and wreckers were engaged to lighten the cargoes and float the barges. Off and on, as conditions permitted, the wreckers continued their labors until the night of March 16, when the weather became so threatening that the tug *Peter Smith*, which had replaced the *Sweepstakes*, took all the men off the *Wadena* except five, and put into the harbor of Hyannis. Those who remained on the barge were the owner, W. S. Mack, of Cleveland, Ohio, Captain C. D. Olsen, of Boston, and three Portuguese wreckers, Manoel Ignacio, Vasco Izevedo, and another whose name could not be ascertained.

About 8 o'clock the next morning the south patrol of the Monomoy station reported the barges as being in no immediate danger as far as he could make out, but in a few minutes Keeper Eldridge received by telephone an inquiry from the captain of the tug *Peter Smith*, then at Hyannis, asking whether everything was all right with the men on board the *Wadena*. This was the first intimation the keeper had that anybody had remained on the barge over night, and the suggestive message caused him so much uneasiness that he started for the end of the Point, about 3 miles to southwest, in order to ascertain for himself the situation there. Rain was falling and the weather was thick, while a fresh southeast wind was blowing, and across the direction of it the ebbing tide was setting strongly, making a very ugly sea.

The *Wadena* lay about half a mile south of the point, and although, after scanning the situation, Keeper Eldridge saw no signs of especial danger, a signal of distress was flying on board—and that was a summons he could not disregard. He therefore telephoned from the south watch-house to No. 1 surfman, Seth L. Ellis, informing him of the facts, and directing him to launch the surfboat and come down in it with the crew by the inside route. Promptly obeying, the men put on their storm-clothes, and after a hard pull reached a point on the beach some  $2\frac{1}{2}$  miles from the station, where they took in the keeper, who had walked up to meet them.

The keeper now assumed control, and, advising the crew of his purpose, took his course around the point straight away for the *Wadena*. In many places on the shoals the sea was very heavy—a peculiarly difficult and treacherous sea in which to handle a boat—and perhaps a barrel of water was shipped. It was nearly or quite 12 o'clock noon when the boat rounded to under the lee of the barge just abaft the fore-rigging, with her head pointed toward the stern, which was the only place where the waves permitted going alongside with the slightest degree of safety. A line was instantly thrown to the surfmen from the barge, but the boat's painter was afterwards passed on board and used to make fast.

Having ascertained the number of persons on board, the keeper directed them to get into the boat. The main rail of the vessel was 12 or 13 feet above the water, and the men lowered themselves one by one over the side by means of a rope. Most unfortunately Captain Olsen, a heavy man, lost his grasp when part way down and dropped with such force on the second thwart as to break it, which fact put the rowers on that seat to great disadvantage.

In order to get quickly away from his dangerous proximity to the barge, Keeper Eldridge commanded Surfman Chase to cut the painter, whereupon the boat shoved off. There was little room of comparative

safety in which to maneuver, and a swift and able attempt was made to clear the line of breakers rolling around the stern of the vessel and head for the shore. While the surfmen holding the port oars were backing hard and those on the starboard side were pulling, a sea struck the boat and poured a considerable quantity of water into it. The men from the barge instantly flew into a panic, which neither injunction nor command could quell. They stood up, clung to the surfmen, crowded them out of their places on the thwarts, obstructing the use of the oars, and practically made anything like effective work impossible. The keeper and his crew were cool and resolute, straining every muscle as best they could to turn the boat, and doing their utmost to restore reason and order, when another heavier wave rose up, fell broadside upon them, and the boat went over. Everyone who could do so clung to it while it drifted fast into the heaviest of the breakers. Twice the life-savers righted it, but each time the seas upset it again. There was no longer any opportunity for concerted action, the water was bitter cold, and the foam of the breakers nearly suffocating. Only the strongest, if any, could long survive, and as the boat tumbled and rolled about, and the waves every few moments completely submerged it, one by one the men lost their hold and disappeared. With seven of them all was soon over. Keeper Eldridge and Surfmen Ellis, Kendrick, Foye, and Rogers still held on. Kendrick had sufficient strength to climb to the bottom of the boat, but the next sea swept him away, and Foye soon followed. The keeper was fast losing his vitality, and now besought Ellis, who had succeeded in gaining the bottom of the boat, to help him to a place there, which he did, but in a moment or two a strong wave washed both of them off, and Eldridge, after regaining and losing his grasp several times, gave out, and was seen no more. Only Rogers and Ellis now remained, and the former despairingly threw his arms around the latter's neck. Unless Ellis could release himself, both would drown together. It was a terrible emergency, but with the strength of desperation Ellis broke away, and even hauled himself once more onto the boat, while Rogers was still able to clutch the submerged rail. Ellis could scarcely breathe, and was so nearly worn out that all he could do was to keep his place and extend to his comrade, who was beyond his reach, a few feeble words of encouragement. Rogers, however, was now exhausted, and after faintly moaning, "I have got to go," fell away out of sight. The awful tragedy was almost complete and poor Ellis nearly hopeless, but the boat now drifted into less boisterous water, and the centerboard slipped part way out of the trunk so that he could clutch it and hold his place far more securely, and, as was needful in his debilitated condition, with much less exertion. Nevertheless he must have perished had not assistance soon reached him.

The barge *Fitzpatrick*, already mentioned as having stranded at the same time as the *Wadena*, was still intact on the shoal, and had on board Captain Andrew Welsh, master, Captain Benjamin Mallows, marine underwriter, and Captain Elmer F. Mayo, of Chatham, in charge of wrecking operations. The *Fitzpatrick* lay some considerable distance from the *Wadena*, and it would seem that those on board did not see the life-saving boat when it went out. They were busy batten down hatches, and had just started their steam pump, when Captain Mayo glanced over the port rail and beheld a capsized boat, with four men clinging to it. At first he thought it was one of his

own wrecking boats, but instantly recollecting that two or three hours earlier, before the weather shut in thick, he had observed a signal of distress flying on the *Wadena*, the conviction flashed upon his mind that the capsized boat belonged to the life-saving station. It was drifting toward the *Fitzpatrick*, and Mayo quickly threw overboard a large wooden fender, thinking that it might find its way to the shipwrecked men. It did not do so, however, and meantime three of them had dropped off the boat.

Mayo now astonished his shipmates with the declaration that he would go to the rescue with the barge's dory, which was totally unfit for so perilous an enterprise, being only 12 feet long, and devoid of equipments, having capsized a day or two before, and lost them. It lay on deck without thole pins or oars belonging to it. Two pieces of pine wood, a serving stick, and an old rasp were quickly driven in for thole pins, and two old sawed-off oars were got together. In such crippled condition as this the little dory was thrust over the rail and fortunately took the water right side up. Mayo threw off his boots and oil jacket, strapped a life-preserver about him, and leaping into the dory, oars in hand, shoved away. Watching his chance, with consummate skill and judgment he swept across the heaviest line of breakers, and then locating his man as well as possible through the mist and spray which half concealed him, pulled ahead with all his might. Ellis states that he waved his hand toward the barge after Rogers drowned and saw a dory thrown over the side, but after that, on account of the high waves and mist, he saw nothing "until all at once the dory hove in sight" near him. Captain Mayo ran close alongside the capsized boat, and as he did so Ellis reached out and dragged himself into the dory.

Mayo's work was so far well and bravely done, but the most dangerous part of it was still to be accomplished. He could not pull back to the barge, nor to the shore on the inside of the point, but had to make his landing on the outside where the surf was most dangerous. He knew that the attempt would immeasurably jeopardize his own life, and he carefully picked out his way, holding back a few moments until a person whom he saw coming down the beach could reach the edge of the water and render aid in case of need. This man proved to be Francisco Bloomer, a skillful surfer, and as soon as he was abreast of the boat Mayo drove it forward with great power, while Bloomer ran into the surf, and assisted both men safely to land.

When Captain Mayo left the *Fitzpatrick* on this self-imposed perilous mission of humanity he was warned that he would never live to accomplish it, and when it was done, and tidings of it spread abroad it was proclaimed throughout the whole land as from beginning to end a most noble and brilliant achievement. In recognition of his extraordinary merits the Secretary of the Treasury, therefore, bestowed upon him the gold life-saving medal, which may be awarded only to those who display the most extreme and heroic daring in saving life from the perils of the sea. Surfer Ellis, for his devotion to duty, his faultless courage, and self-sacrificing fidelity to his comrades, was likewise honored, and promoted to the keepership of his station.

The loss of the 7 life-saving men who so nobly perished created everywhere a sense of profound sorrow. There was no more skillful or fearless crew on the whole coast, and since it appeared that the *Wadena* remained safe for days after the disaster, there was a general convic-

tion that the men were practically a sacrifice—on the one hand to the needless apprehensions and senseless panic of the men from the barge, and on the other to their own high sense of duty, which would not permit them to turn their backs upon a signal of distress. “We must go,” said the keeper; “there is a distress flag in the rigging.”

*Capsize of a fish boat.*

About 12.45 o'clock p. m., May 27, 1902, Surfman No. 1, on watch at the lookout tower of the Cape Disappointment station, mouth of the Columbia River, telephoned to the keeper that several fish boats were dangerously near the broken water on Peacock Spit, and the keeper thereupon caused the Monomoy surfboat to be manned and pulled toward the spit, some 2 miles distant, in order to be close at hand in case disaster should occur.

The wind was blowing at the rate of about 30 miles an hour, but just before the boat reached the spit a squall arose with a velocity of something like 45 miles an hour, accompanied by a blinding rainfall, which for the time being seriously obscured the vision. While the storm was still on, the station signal gun was fired, the lookout believing that he could make out the shape of a capsized boat on the spit at a point about a mile and a half from the station and about half a mile from the position of the surfboat. The wind was from the south, and therefore the life-savers did not hear the gun, but as soon as the air cleared a little they thought they could see a signal flag on the lookout tower.

Under the circumstances it was impossible to be sure what the signal meant, but it was supposed to indicate that a disaster had occurred within view of the station, and the crew therefore pulled over in that direction, and soon discovered a fish boat bottom up in the breakers at the edge of the spit. No one was in it, and as these boats always carry 2 men it was supposed that both had been drowned, but information was gathered from other boats in the vicinity that 1 was saved by fishermen lying near when the capsizing occurred. The man who was lost perished instantly, and was never seen after the capsizing.

Accidents of this nature are frequent among the hundreds of boats engaged in salmon fishing near the mouth of the Columbia River.

*Wreck of the whaleback steamer Thomas Wilson.*

About 10.40 o'clock in the forenoon of June 7, 1902, a collision occurred on Lake Superior, 1 mile outside the entrance to the harbor of Duluth, Minnesota, between the steamers *George C. Hadley*, of Chicago, and *Thomas Wilson*, of Duluth, which resulted in the loss of 9 lives from the latter. The *Wilson* was a whaleback iron vessel of 1,713 tons burden, bound for Chicago, deeply laden with iron ore, while the *Hadley*, which was built of wood, was of 2,073 tons burden, bound for Duluth, carrying a full cargo of coal.

When the *Wilson* passed out between the pier heads of Duluth Harbor, about half past 10 o'clock, the *Hadley* was plainly visible 2 miles distant, heading inward. The day was perfectly clear and the weather calm. The vessels were steaming at ordinary speed on courses which would make them pass to the starboard of each other, when the *Hadley* suddenly changed direction and swung to port, heading for

the Superior entrance of the harbor, under orders to that effect communicated to her by the tug *Annie L. Smith*, which went out to meet her.

Had the *Wilson* still held her course this movement of the *Hadley* possibly might have resulted in collision, as the vessels were near together, but had she swung to port at once they might have gone clear of each other. As it was, however, the *Wilson* turned to starboard, and although endeavoring to sheer away was practically in the act of crossing the bows of the *Hadley* when the latter crashed into her with terrific force on the port broadside, just abaft the beam, and, although a wooden vessel, crushed in the iron side of the whaleback, heeled her heavily over to starboard, and then herself recoiled from the impact. As she fell away the whaleback, recovering from the shock, rolled to port and then slowly righted herself, but even as she did so began to settle by the head.

The crew of the *Hadley* at once set to work throwing overboard to the crew of the *Wilson* life-preservers, hatch covers, spars, etc., while the men on board the sinking vessel endeavored to launch their boats and life raft. While still fruitlessly so engaged, the stern of the *Wilson* rose high in the air, and the next instant, within not more than three minutes from the time of the collision, she plunged head first to the bottom, throwing up to a height of 30 or 40 feet a great volume of steam, smoke, and foam. When she rested on the bottom she was in water nearly 12 fathoms deep, and no part of her was visible except the tip of the tall spar or flagstaff, which ran from the top of the pilot house, and to which one of the shipwrecked men was clinging when rescued.

As soon as the collision occurred all hands below on the *Wilson* were called to the deck, and the whole crew, 20 in number, instantly perceiving that the vessel was sure to sink, began to act each for himself, as might seem best for his own safety. While some tried to launch the boats, others quickly jumped overboard, and others, gathering on the uplifted stern, unwisely waited longer. A few of the latter escaped, but 9 were drawn down by the suction of the vessel and were never seen again. Those who were afloat either swam to the *Hadley* or supported themselves upon articles thrown to them until they were picked up by the tug *Annie L. Smith*, which turned back from her return to the harbor the instant she became aware of the disaster.

When it was certain that all who escaped from the wreck had been picked up Captain Fitzgerald headed the *Hadley* for the shore with all possible speed, but because of the injury to her bow she was fast taking in water and there was little or no hope that she could make port. The captain accordingly beached her in about twenty-two feet of water just south of the harbor piers. All on board, including those belonging to the *Wilson*, were taken ashore by the tug *Smith*.

At the moment of the collision Surfman Emerson, of the Duluth Life-Saving Station; who was in the lookout tower of the Bayside boat-house, first telephoned to the keeper at the station, then sounded the alarm for instant action and ran to the station, about 250 yards distant, where he found the surfboat already launched, manned, and under way, so that he had to wade out in the water to take his place in her. To the scene of the disaster was a distance of  $1\frac{1}{2}$  miles, but the boat was launched and pulled with such swiftness that she was alongside

the spar of the *Wilson*, the only part of her visible, in twelve minutes. But the craft had foundered almost as soon as the alarm was sounded, and there was nothing for the life-saving men to do but to ascertain whether any of the shipwrecked were still in the water and to make such efforts as were feasible for the recovery of the drowned. Having quickly but surely satisfied himself that all who escaped from the wreck had been saved, the keeper pursued the *Hadley*, overhauling her just before she took the bottom. Receiving assurance that no lives on board of her were in danger, he turned back to the *Wilson* where a second search was made without finding any persons, living or dead, and then returned to the *Hadley*, where he rendered such assistance as was needed. When all was over the surfboat returned to the station, which was reached at 12.30 p. m.

After dinner the surfboat, with the necessary number of men, went back to the scene of the disaster, taking grappling irons, and dragged for the bodies during three hours, but without success, the wreckage about the place and the depth of the water (fully 70 feet) making it impossible even to be sure whether the grapnel was on the bottom or not. Divers who subsequently went down found no bodies, and reported that the hull was nearly broken in two.

That no responsibility for the loss of life on this occasion can be imputed to the Life-Saving Service is so clear that the question was never raised. This fact could not be better stated than it was by one of the leading local newspapers, which said:

The life-savers made a quick start and gave a splendid exhibition of their skill and endurance in rowing out. They went the entire distance at break-neck speed, and had the circumstances been anything ordinary would have been in ample time to have done much good. As it was, a dozen tugs and a fleet of life-saving crews would have been of little assistance to most of those who were drowned. Almost without exception they were drawn down by the suction and went so deep that they failed to come to the surface.

Captain Fitzgerald commended the services of the life-saving crew in the following terms:

When the *Hadley* started for the beach in a sinking condition the life-saving crew were with us. From that time until she was brought into port, any time that the wreckers could work, which was fifteen days, we had the life-savers with us. I wish to say that as life-savers, gentlemen, and workers they can not be surpassed on the Great Lakes. I shall always hold Captain McLennan in grateful remembrance.

The names of the lost were James McDougall, James McGraw, William Roebuck, John Carry, James M. Frazer, Aaron Tripp, Guy Fink, John Campbell, and Thomas Jones.

#### AWARD OF MEDALS.

In view of the circumstances narrated below, in each instance life-saving medals of honor were awarded during the year to the persons named in recognition of their gallant conduct in saving life from the perils of the sea.

#### *Captain William Packer.*

Captain William Packer, of Cleveland, Ohio, received a gold medal in recognition of heroic conduct on October 20, 1887, when the schooner *James F. Joy* was wrecked off Ashtabula, Ohio, and sunk in 30 feet of water.

The disaster occurred during a dangerous northwest gale, with sea running high, and unusually cold weather. When the vessel foundered,

all hands—nine men and one woman—sought refuge in the rigging, and, as there was no life-saving station at the port, their rescue devolved upon such courageous persons as might volunteer for the hazardous enterprise.

Captain Packer, at that time mate of the schooner *M. R. Warner*, anchored in the harbor, mustered a volunteer crew, who launched and manned a boat, and with Packer in charge put out to the wreck. After a difficult and dangerous passage they reached the schooner, and, while some held the boat in position under her lee, others went aboard and took off the shipwrecked men.

The woman had been placed high up in the weather mizzen rigging and could be reached only by a person passing up the lee rigging and over the crosstrees to her position. This undertaking, fraught with so much peril that any brave man might have contemplated it with hesitation, was accomplished by Captain Packer alone. Without a sign of fear he mounted the lee shrouds, although the mast was palpably insecure, passed over to windward, carried the helpless woman back by the way he came, and placed her in the boat with the other rescued persons, all of whom were landed in safety. The mast fell soon after the rescue was effected.

The great force of the gale, the violent swaying of the spars, the extreme cold, and the fact that Captain Packer performed the feat unaided, show this act to be one of such heroic daring as to clearly entitle him to the honor of a gold medal.

*Rosser M. Denison.*

A gold medal was awarded Private Rosser M. Denison, Company C, Twenty-third United States Infantry, in recognition of heroism in saving a comrade from drowning on October 28, 1900.

The incident occurred just after dark, while the transport steamer *Aeolus* was passing through Basilan Strait, between the islands of Mindanao and Santa Cruz, Philippine Islands.

Denison and Private Russell Henning were on the port side of the upper deck, forward, leaning against a railing, which suddenly gave away and precipitated Henning into the sea. Denison saved himself by grasping an iron rod, and then, shouting to his imperiled friend that he would come to him, threw off his blouse and shoes and sprung overboard. The ship was steaming at the rate of 9 knots an hour against a 5-knot current, and a considerable sea was running, but Denison succeeded in laying hold of a life buoy that was thrown from the ship, and then struck out for the drowning man, whose cries for help served as a guide in the darkness of the night. With the aid of the buoy and by his own strong swimming powers he finally reached his struggling comrade and supported him until the arrival of a boat, which took rescuer and rescued back to the ship.

General Kobbe, Captain Pershing, Captain Randolph, and Lieutenant Kobbe, U. S. Army, all witnessed the bravery of Private Denison in this act, which is well characterized as "a deed of self-sacrificing heroism most becoming to a true and gallant soldier."

*Charles Ross White.*

A silver medal was bestowed upon Mr. Charles Ross White, of Naples, Maine, who saved Mr. M. R. Nash from drowning, near the entrance of Portland Harbor, in the summer of 1881.

These two men were canoeing off Portland Head, while a considerable sea rendered the pastime dangerous, and an unfortunate stroke of a paddle finally threw their frail craft into such a position that a heavy swell capsized it, pitching them both into the water. Nash cried out that he could not swim, whereupon White, unmindful of his own peril, instantly seized the sinking man, and by swimming and clinging to the capsized canoe supported him for upward of an hour. His repeated signals for help were at last seen from the steamer *Mary J. Libby*, which then went to the rescue. A line was thrown from the steamer, and both men were taken aboard almost exhausted.

The circumstances show that Mr. White displayed excellent judgment, great courage and tenacity of purpose, and saved a life under extremely trying conditions.

*John E. Goode.*

A silver life-saving medal was granted to Mr. John E. Goode, of Perryville, Maryland, for heroism displayed in saving nine persons from drowning, under circumstances as follows:

On July 4, 1900, Mr. Goode and two friends were cruising in Delaware River in a small naphtha launch, when a violent squall compelled them to seek a refuge on an unfinished jetty near the mouth of Christina Creek.

While waiting for the storm to abate a small boat under all sail, with a large party of boys on board, was observed apparently making for the jetty. The boys were evidently incompetent to manage a sailboat, and in attempting to tack their craft upset and turned completely over. Mr. Goode, accompanied by one of his companions, L. R. Crawford, immediately ran to his launch and made all haste to the rescue. The gale was at its height, a heavy sea was running, and the launch was built for only 4 persons, while 11 were imperiled. That disaster to the launch would have resulted in Goode's losing his own life is almost absolutely certain, he being unable to swim, but regardless of personal risk he pushed on without faltering and reached the capsized craft. Nine persons were clinging to it, 2 having already perished. Admonishing the survivors to heed his orders, he took 3 into the launch and placed 3 on each side, instructing them to hold fast to the gunwale, and under this admirable arrangement all hands were taken close to the jetty, where, with the aid of a rowboat, they were safely landed.

*John R. O'Neal.*

Surfman John R. O'Neal, of the Dam Neck Mills Life-Saving Station, at Virginia Beach, Virginia, was awarded a gold medal for heroic services in saving life at the wreck of the schooner *Jennie Hall*, December 21, 1900.

The schooner carried eight men all told. At midnight of December 20, while off the Virginia coast, she encountered strong winds, and by 4 o'clock the following morning the air was thick with sleet and rain, driven by a 50-mile gale from the northeast. At 4.30 a. m. she struck with great force about 10 miles south of Cape Henry, and the breakers instantly swept her fore and aft, dashing the captain overboard before he could take to the rigging. Two more men afterwards fell from



aloft into the sea, leaving five still in the mizzen shrouds, four of whom were safely landed in the breeches buoy by the life-saving crew. One man, however, remained on board, and the circumstances of his rescue are best set forth in the following extract from the letter of the Secretary of the Treasury of April 1, 1902, transmitting the medal:

The last of the rescued men informed Keeper Barco that there was still another on board, and therefore the buoy was quickly sent off again. No attention whatever was paid to it, and the keeper, at once concluding that the man, if alive, was helpless, called for a volunteer to go to the vessel in the breeches buoy. This was a proposition demanding a disdain of danger and a spirit of self-sacrifice calculated to test the most courageous of men, for whoever should go out alone to that apparently disintegrating wreck must take his life in his hands; practically he would become one of the shipwrecked. Though it would appear that all were willing to accept the hazard, you were first to step forth and enter the breeches buoy, in which you passed quickly to the vessel, where you found the steward, Percival, unconscious and firmly wedged in between the crosstrees. You were drenched to the skin in ice-cold water, and not only were the masts swaying many feet from side to side, but with every shock as the heavy hull pounded on the bottom they shook and trembled so violently that you had all you could do with one hand to prevent being thrown headlong into the sea, while with the other you vainly tried to move the helpless steward. For a quarter of an hour you devoted every energy to your purpose, and only when you had exhausted all of your expedients to accomplish the unequal task and began to be numb with cold did you give up and signal to be hauled ashore.

Having reported the facts to the keeper, you unhesitatingly offered to go out again with some one to aid you. Volunteers were not wanting, but the vessel had meantime swung around sufficiently to make something of a lee, and therefore the keeper decided to try the surfboat. It was a bold resolve, for the gale was still at its height, while the longshore current was running like a mill race, and the surf was full of dangerous wreckage. Nevertheless, by indomitable efforts the boat was rushed into the breakers and, through the faultless handling of the veteran keeper, Barco, and his crew, was soon laid under the lee of the schooner, you and Horatio Drinkwater crouching in the bow ready to spring to the deck the instant you should be near enough. The heavy booms all adrift were thrashing spitefully around, and there was a possibility that the masts might give way at any moment, but, nothing daunted, you and Drinkwater leaped on board at the first opportunity and ran up the shrouds.

The keeper's purpose was to stand by while you should lower the steward into the boat, but the strong current and heavy sea dashing the wreckage fiercely to and fro on every hand soon admonished him that he could not do so without incurring almost a certainty of losing his boat and crew, and therefore he decided to return to the beach. Scarcely had he headed shoreward when a giant sea struck the boat, hurling overboard Surfman Sparrow, who drifted fully 50 feet away, and might have lost his life but that he fortunately seized a long line which was trailing astern, and by which he was hauled into the boat. Once more watching his chance, the keeper deftly swung the boat around, and, under his skillful guidance, the crew soon landed her safe on the beach amid the cheers of the people gathered there, all of whom were competent to estimate the skillfulness and courage of the splendid performance.

When you and Drinkwater reached the crosstrees you found that the sailor was bent nearly double between them, and so firmly fixed that your combined strength from above was not sufficient to move him. Therefore, passing a line around him and making it fast to the block of the breeches buoy, you descended a little, placed your head and shoulders beneath him, and lifted with all your might while Drinkwater assisted from above. In this way, after a half hour of patient toil, the man, now apparently dead, was swung clear, whereupon your comrades on the beach quickly hauled him ashore. There he gained semiconsciousness in about an hour, and in a few days seemed to be nearly as well as ever. After your brave work was done the buoy was again sent to the wreck, and you and Drinkwater getting in were safely landed, wet and well worn out, but conscious of having performed a noble part, and rewarded with the bountiful congratulations of all who witnessed it.

Words can hardly convey to the minds of those unacquainted with the perils you so gallantly encountered an adequate conception of the extraordinary merits of your conduct, but the gold medal of the Life-Saving Service is authorized to be conferred only upon persons performing rescues involving the most extreme and heroic daring at the peril of their own lives, and therefore the one transmitted herewith bears testimony that your heroism was of the highest order. I have great pleasure in acting as a medium of its award to so brave a man.

*Horatio Drinkwater.*

A gold medal of honor was bestowed upon Horatio Drinkwater, of Virginia Beach, Virginia, for heroic services in saving life at the wreck of the schooner *Jennie Hall*, December 21, 1900.

Drinkwater, now a member of the Service, was at the time an ex-surfman, a man of tried courage and large experience, and participated with Surfman O'Neal in the perils incident to saving the life of Steward Percival, of the *Hall*, the circumstances of which are recited in the preceding case.

*George W. Whitehurst, W. H. Partridge, John H. Carroll, Bennett M. Simmons, J. W. Sparrow.*

Surfmen Whitehurst, Partridge, and Carroll, of the Seatack Life-Saving Station, and surfmen Simmons and Sparrow, of the Dam Neck Mills Station, each received a silver medal for heroic services in saving life from the perils of the sea at the wreck of the schooner *Jennie Hall*.

These surfmen manned the boat used at the scene of the wreck, and the official report of the investigating officer says, "Every member of the boat's crew endangered his life in endeavoring to save another."

The circumstances of the case are fully shown in the extract from the letter of the Secretary of the Treasury quoted in the case of John O'Neal.

*Captain Elmer F. Mayo.*

A gold medal was awarded to Captain Mayo, of Chatham, Massachusetts, in recognition of his great gallantry in rescuing Surfman Seth L. Ellis, of the Monomoy life-saving crew, on the 17th of March, 1902, the only survivor of 13 men who were capsized on the Shovelful Shoal. The details of the remarkable achievement of Captain Mayo are printed under the caption "Loss of life—Wreck of the *Wadena*—Capsizing of surfboat of the Monomoy Life-Saving Station."

*Seth L. Ellis.*

Surfman Ellis, the only survivor of the disaster to the surfboat of the Monomoy Life-Saving Station on March 17, 1902, was awarded a gold medal for the heroic part performed by him on that occasion, the details of which also appear under the caption "Loss of life—Wreck of the *Wadena*—Capsizing of surfboat of the Monomoy Life-Saving Station."

*Robert E. Mills.*

Robert E. Mills, roundsman, Metropolitan police, New York City, received a gold life-saving medal in token of his gallant conduct in saving two men from drowning August 25, 1901.

Harry A. Macy and Jacob Simon were rowing down Hudson River in a small boat about 3 o'clock p. m. of the date named, and when off One hundred and seventy-fifth street capsized the boat while attempting to change places, and both were precipitated overboard where the water was deep and the current strong. Mills was patrolling his post, and witnessing the accident ran rapidly down the dock, a distance of

100 yards or more, crying "Man overboard," "Help the drowning man," etc. A single glance satisfied him that the men were in imminent danger, and hastily throwing off his coat and helmet, but no other part of his apparel, he plunged into the water and swam to the rescue. Macy had already sunk, but Mills instantly dived, brought him to the surface and swam with him to the shore.

The strength of the intrepid roundsman was much impaired, but realizing that another life was still in jeopardy, he rushed into the river again and made his way to Mr. Simon, who had sunk two or three times, and whose hands alone were now visible above water. He grasped the drowning man, who in turn clutched him by the throat in his frantic efforts for life, but Mills broke away after a desperate struggle, and although nearly tired out, started for the shore, carrying Simon with him. After covering 20 or 30 yards his strength was almost gone, and he began to despair of accomplishing the desperate task, when a rowboat arrived and took both men safely to the dock. The rescued men and their preserver were at once conveyed to a hospital, and all recovered from the terrible experience, but Mills was so weak and exhausted that he required several hours of treatment before he was able to be taken to his home.

It appears from the evidence that this is by no means the first time that this officer has distinguished himself by jeopardizing his life on behalf of others, and his conduct on this occasion is referred to in the letter of the Secretary of the Treasury, when forwarding the medal, as "in the highest degree prompt, intelligent, self-sacrificing, and brave."

*Morgan L. Steele.*

A silver life-saving medal was awarded Morgan L. Steele, of Washington, District of Columbia, in recognition of his heroic conduct in saving life on February 9, 1895.

In the night of the day above named, John C. Page, who was a ship's writer in the U. S. Navy, attached to the fleet of monitors stationed in the James River, near Richmond, Virginia, was returning from the city to the fleet over the ice, when he came upon a thin place which broke through, letting him into the water. The river was from 12 to 14 feet deep at that point and narrow, so that the current of the ebb tide which was then running was rapid. The scene of the accident was about one-fourth mile from the fleet, and the man being entirely unable to extricate himself, shouted as loud as he could for aid while he clung shivering and almost breathless to the edge of the ice.

Fortunately assistance was near, for Steele, who had left the fleet about an hour before the accident for the purpose of skating on the river, heard the outcries. Soon he recognized that they came from some one in distress, and recollected that there was an airhole not far above the fleet, which fact at once suggested to him that some one passing over the ice might have met with mishap. The night was very dark and he at once skated toward the place whence the shouting seemed to proceed, until nearing the airhole he perceived that some one was struggling in the water, and soon recognized the voice as that of Mr. Page.

As the ice was thin all around him, he fully appreciated the necessity of exercising great care in approaching the place, and removing

his coat at what he considered a safe distance laid down, and edging slowly forward pushed it out until Page was able to grasp it. When he arrived Page was fast becoming numb with cold and had about lost all hope. As soon as Page seized the coat the ice gave way beneath Steele and he found himself in the water beside him. Fortunately one of his skates stuck in firm ice, and by this means, and by resting one arm on a cake of ice, he was able to keep his own head and Page's also above water.

Almost exhausted and frozen, as was his companion in distress, he put forth his utmost efforts in his behalf, meantime shouting for aid as often as he could. Surgeon Kite, of the fleet, soon heard the alarm and promptly proceeded to the rescue. Taking care not to venture beyond firm ice, he pushed his long coat toward Steele so that he was able to seize it with one hand, while with the other he clung to his own coat, to which Page now held only by his teeth, his hands being cramped with cold and useless. In this way both men were kept from drowning until some of the crew, who had become aware of the accident, ran up with ropes and succeeded in getting them onto solid ice.

*Charles A. Blank.*

Mr. Charles A. Blank, of San Francisco, California, received a gold medal for rescuing a woman from drowning on the 17th of April, 1901.

On the morning of the date mentioned Mr. Blank was a passenger on board the steamer *Oakland*, which plies between Oakland and San Francisco, and was standing on the upper deck forward when a woman suddenly leaped into the water from the lower deck beneath him, and an outcry of "Woman overboard" was raised.

The pilot of the *Oakland* promptly rang the signal bell to stop the steamer, but before the clang of the gong had ceased Mr. Blank threw off his coat, plunged overboard, and struck out for the imperiled woman, who was already a considerable distance astern. Fortunately, owing to the buoyancy of her clothing, she floated until he was able to reach her. It appears that she had thrown herself into the water with suicidal intent, and she struggled fiercely to release herself from the grasp of her rescuer. Notwithstanding her desperate resistance and the fact that her now saturated clothing greatly increased the weight of his burden, Mr. Blank held on persistently and kept her head above the waves, meantime making all possible exertion to swim toward the steamer.

A boat from the *Oakland* was dispatched to the rescue as soon as possible, but about ten minutes expired before it reached the endangered people, and all of the witnesses agree that only for the skill and unflinching courage of Mr. Blank the woman must have perished. She was unconscious when picked up, and he was so nearly exhausted that he could not much longer have held out. The water was rough and extremely cold, and the weather foggy—facts which much added to Mr. Blank's personal danger as well as to the merits of his conduct, and according to the statements of all the numerous witnesses his life was clearly jeopardized in performance of this heroic deed.

*Captain Henry Thorn.*

In recognition of his humane conduct as master of the harbor tug *J. R. Sprankle*, when he rescued 18 people from drowning on the

night of August 14, 1901, a silver medal was bestowed upon Captain Henry Thorn, of Cleveland, Ohio.

Work was being prosecuted on a tunnel designed to increase the water supply of the city of Cleveland, and more than 30 men were stationed on a crib at the outer end of the tunnel some 4 miles offshore, when a fire broke out between 2 and 3 o'clock in the night, and instantly placed every life there in deadly peril. The most of the men had retired for the night, and so rapid was the progress of the flames that 5 of them were utterly precluded from getting out of their quarters and were burned to death where they were. The remainder, 26 in number, threw themselves into the water, which was rough, and sustained themselves as best they could, some on boards, timbers, and small pieces of wood, while others clung to a rope attached to the stonework of the crib. When the crib superstructure was discovered to be on fire, Captain Thorn was just outside the breakwater with the tug *Sprinkle*, looking for a tow which was due about 2.30 a. m., and perceived a light or flash of fire in the direction of the crib, which at first he thought might be a vessel making a signal, but in a moment flames broke out with fury, and he knew at once that a great calamity was imminent. Dismissing all thought of his tow, he immediately headed his tug, under full speed, for the crib. When nearly there he noticed a yawl going from a passing vessel—the steamer *Wilhelm*—to the windward side of the crib where there were several men in the water, but observed that the rest were on the lee side with the flames sweeping out above them. He promptly gave the order to his crew to throw to each man, if possible, a life-preserver, and also to heave out the life lines, which had already been prepared, and as soon as he was close to the men began to haul them on board the tug. Seven were found clinging to the rope already mentioned, and in order to save these he found it necessary to lay the tug close to the crib. This he unhesitatingly did, backing her under the flames, and succeeded in getting all of them on board. Afterwards it was found that all but four had been saved.

*Captain Alfred Sorensen.*

A gold "second-service bar" was bestowed upon Captain Alfred Sorensen, as a testimonial to his great heroism in rescuing D. J. Lawler from drowning on the 29th day of July, 1900. It appears from the records of the Department that Captain Sorensen received a gold medal for signal heroism in saving life some years ago, and this second token of honor was conferred under the provision of law which reads as follows:

Any person who has received or may hereafter receive either of said medals under the provisions of said section, or the twelfth section of the act of June eighteen, eighteen hundred and seventy-eight, and who shall again perform an act which would entitle him to a medal of the same class under said provisions, shall receive, and the Secretary of the Treasury is hereby authorized to award, in lieu of a second medal, a bar suitably inscribed, of the same metal as the medal to which said person would be entitled.

On the date referred to, the tug *Elsie*, of Boston, took a fishing party of some 80 people down the bay, and about 1 o'clock p. m., when off Boston light-ship, Mr. D. J. Lawler, while standing on top of the pilot house, was thrown overboard by a heavy lurch of the vessel and quickly passed astern, in imminent danger of drowning.

The tug stopped and backed, but did not reach the man, and nobody on board was sufficiently venturesome to jump over to his rescue. Several moments of general confusion elapsed, and meantime Lawler seemed likely to drown without any effort whatever being made to save him.

Captain Sorensen was on board the steamer *Philadelphia*, of which he was master, at anchor in the vicinity, and suddenly became aware of the situation. While the endangered man did not belong to his ship, and no obligation to go to the rescue devolved more upon him than upon any other of the numerous spectators, Sorensen quickly threw off his coat, waistcoat, and shoes, plunged overboard and struck out for the drowning man. The distance was about 150 yards, and the sea was rough, while a strong tide was running. Lawler had sunk twice and was going down for the third time when Sorensen arrived, laid hold of him, and, swimming for the tug, put him on board in an unconscious condition.

The master of the steamer *Charles L. Mather*, lying near by, testified that the rescue was the most daring he ever witnessed in his twenty-five years at sea. The spectators, some 250 in number, greeted the achievement with loud cheers, and would have bountifully bestowed money upon Captain Sorensen had he not flatly refused it. "A brave man," says one witness, "fearless of danger, without thought of recompense, no words can express my admiration of Captain Alfred Sorensen."

*Captain Fred. Johnson.*

Captain Fred. Johnson, of Chicago, Illinois, received a silver life-saving medal in consideration of his gallant services rendered to two vessels in distress.

It appears from the evidence of eyewitnesses that the circumstances of the rescue effected by him were as follows:

On the 12th of November, 1900, when he was master of the steamer *S. M. Fischer*, which was engaged on Lake Erie in towing barges *No. 3* and *No. 4* of the Lake Michigan Car Ferry Line, a fierce storm overtook the vessels and raised a heavy sea which swept all three fore and aft and caused the deeply laden barges to leak freely. The gale soon reached a velocity of more than 70 miles an hour and by 3 o'clock both barges were in a dangerous condition. About this time barge *No. 4* hoisted her ensign at half-mast and simultaneously signaled to the tug that her pumps could not keep her free and that she could not long remain afloat. Captain Johnson thereupon resolved to save the tow, if possible, by taking it to shelter under Long Point, Ontario—an excellent place of refuge in the storm then prevailing—and shaped his course for that place, but within half an hour the heavy steel-towing hawser, 1½ inches in diameter, gave way and both barges quickly fell off into the trough of the sea, rolling with great violence. The part of their cargoes which was carried on deck was washed overboard, and there was every reason to believe that the barges would soon become water-logged and go down with the fourteen men on board. Without hesitation he quickly threw his wheel over and guided the steamer under full power back to the rescue. He first directed his attention to barge *No. 4*, which was most in distress. The danger of losing his own vessel by collision was so great that in the beginning he sought to take off the men by means of lines which

should be thrown from a reasonably safe distance. Several ineffectual attempts, however, demonstrated that he could not succeed in that way, so he decided to hazard everything by running so close alongside that they could leap from one vessel to the other. With great courage and skill he repeatedly ran the *Fischer* down to barge *No. 4* and sheered so close as to almost graze her side, while the seven men composing the crew, two or three at a time, leaped for the steamer, and without the loss of a single life were quickly assisted on board. He then turned to barge *No. 3* in the midst of a blinding snow squall and repeated the same hazardous maneuvers with the same happy result.

The skill and courage he displayed on this occasion are set forth and highly commended by many witnesses, including the masters of the barges and the mate of the *Fischer*, all of whom, being accustomed to handle vessels, were especially competent to judge.

*John J. O'Connor.*

Patrolman John J. O'Connor of the thirty-second police precinct, New York City, received a gold medal in testimony of his self-sacrificing heroism in rescuing a woman from drowning in the Harlem River on the 22d of June, 1901.

At about 8.45 a. m. of the day above named the steamer *Thomas A. Brennan*, of the charities department of New York City, was in mid-stream on the Harlem River opposite One hundred and twenty-second street on her way to Randall Island, when an insane woman, named Kate Crampton, attempted suicide by jumping into the river from one of the cabin windows. O'Connor, who was at his post of duty on the steamer at the time, saw the woman plunge into the water and without an instant's hesitation followed her, not even divesting himself of any portion of his clothing, except that he hastily threw off his helmet. The stream at the place where the accident occurred is extremely dangerous, owing to the very swift and uncertain currents, of which O'Connor was well aware, but which fact caused not the slightest trepidation on his part. Being an expert swimmer he soon reached the woman and, despite her frantic struggles to release herself and accomplish her purpose, succeeded in conquering her and keeping her above water until persons on the boat discovered his great peril and threw several articles of furniture toward him, among which was a ring life-buoy, which happily he was able to reach, and by means of which, after passing it over his right arm, he was temporarily relieved. Heaving lines were then quickly thrown to him, and seizing one of them he was drawn to the side of the steamer where a ladder was lowered and held in position. Still retaining possession of the woman with his left arm, he managed to hold himself to the ladder by his right arm and legs, and passed the woman up to the men on board the steamer.

The circumstances of the rescue show, as all the witnesses testify, that O'Connor's conduct was prompt, fearless, and extremely heroic, involving great peril to his own life.

#### WOMEN'S NATIONAL RELIEF ASSOCIATION.

The benevolent office of furnishing to the life-saving stations supplies of clothing for the comfort of the shipwrecked assumed in 1880 by the Women's National Relief Association has continued during the

past year with unabated liberality. The unfortunate men and women who are annually rescued from the perils of the sea nearly always reach the land bereft of much of their clothing, not infrequently almost wholly so, and often seriously wounded. These pitiful conditions would be beyond relief, except such as the surfmen are neither prepared nor pecuniarily able to afford, were it not for the beneficence of the noble women who have undertaken to provide for them, and to whom the Service desires to acknowledge a sense of profound gratitude.

Within the period covered by this report 77 instances occurred in which articles supplied by the association were furnished to 294 persons, as follows:

*Beneficiaries, Women's National Relief Association.*

Date.	Station and locality.	Beneficiaries.
1901.		
July 3	Saint Joseph, Michigan . . . .	A man who had fallen into the river from a pier.
6	Plum Island, Massachusetts	An intoxicated man who had been rescued from drowning.
10	Cape Disappointment, Washington.	Two men from a capsized fish boat.
22	Old Chicago, Illinois . . . . .	A man rescued from drowning.
23	Manistee, Michigan . . . . .	Two men, crew of capsized schooner Ida Jane.
23	Golden Gate Park, California.	A man who had fallen into the water near the Cliff House.
26	Assateague Beach, Virginia.	Three men, crew of wrecked schooner Monhegan.
Aug. 7	Gurnet, Massachusetts . . . . .	Three men from stranded launch Elsa.
10	do . . . . .	Two men from sailboat Gypsy Girl.
14	Plum Island, Massachusetts	Three men from a capsized boat.
18	City Point, Massachusetts . . . .	Two men from a capsized small boat.
23	Evanston, Illinois . . . . .	Two women from a capsized sloop.
24	City Point, Massachusetts . . . . .	A man and a woman who had fallen overboard.
25	Racine, Wisconsin . . . . .	A seaman who had fallen overboard from a steamer's rail.
30	Point Betsie, Michigan . . . . .	Five men from a wrecked schooner.
30	Frankfort, Michigan . . . . .	Three men from a sunken schooner.
Sept. 3	City Point, Massachusetts . . . . .	A man from a capsized boat.
6	Plum Island, Massachusetts	An elderly woman who had been wet by the surf.
7	Sand Beach, Michigan . . . . .	Two women and eight men from wrecked schooner John Wesley.
8	do . . . . .	A woman from the British schooner Vienna.
10	Humboldt Bay, California . . . . .	A man from a small boat.
15	Gurnet, Massachusetts . . . . .	Two men from a small sailboat.
15	Sturgeon Bay, Michigan . . . . .	A man injured by falling spars during a gale.
17	Quoddy Head, Maine . . . . .	Two men from a small boat.
17	Santa Rosa, Florida . . . . .	Two men from a capsized fish boat.
18	Jerrys Point, New Hampshire.	A man who fell into the water while landing through the surf.
Oct. 19	Crisps, Michigan . . . . .	The master of the water-logged and stranded schooner Montgomery.
21	Saint Joseph, Michigan . . . . .	A man who fell overboard from the steamer Soo City.
23	Buffalo, New York . . . . .	A man from the wrecked schooner Paisley.
23	Milwaukee, Wisconsin . . . . .	A man from a capsized fish boat, who was clinging to a pile in the surf.
Nov. 7	Orleans, Massachusetts . . . . .	Six men of crew of wrecked British schooner John S. Parker, who had been landed in the breeches buoy.
10	Baileys Harbor, Wisconsin.	Six men, crew of wrecked schooner Peoria.
12	Nahant, Massachusetts . . . . .	Three men from a capsized dory.
12	Sand Beach, Michigan . . . . .	A man from an overturned boat.
13	Point aux Barques, Michigan.	A woman from steamer Emerald.
20	Cleveland, Ohio . . . . .	A man who had been resuscitated from drowning.
23	Portsmouth, North Carolina . . . . .	Four men, crew of schooner Leading Breeze.
23	Long Branch, New Jersey . . . . .	Seven men from wrecked steamer Robert Haddon.
24	Point Judith, Rhode Island.	Three men of crew of schooner J. G. Fell.
24	Monmouth Beach, New Jersey.	Two of crew of German ship Flottbek.
24	Chadwick and Toms River, New Jersey.	Two men from wrecked barge Wilmore.
27	Gap Cove, Massachusetts . . . . .	A man from the wrecked schooner Lucy Belle.
1	Holland, Michigan . . . . .	A man who fell into the water from the pier.
4	Yaquina Bay, Oregon . . . . .	Three men rescued from the wrecked schooner C. H. Wheeler.
16	Spermaceti Cove, New Jersey.	A man who had fallen into the icy waters of Horseshoe Creek.
Jan. 17	Ludington, Michigan . . . . .	Thirty-five people, passengers and crew, who had landed in the breeches buoy from the wrecked steamer Pere Marquette No. 3.
24	Aransas, Texas . . . . .	Three men, crew of wrecked schooner Mary Lynch.
Feb. 11	Peaked Hill Bars, Massachusetts.	Crew of five men from wrecked schooner Henry.



*Beneficiaries, Women's National Relief Association—Continued.*

Date.	Station and locality.	Beneficiaries.
1902.		
Feb. 13	Orleans and Old Harbor, Massachusetts.	Crew of sixteen men who were rescued from wrecked schooner Elsie M. Smith.
28	Gap Cove, Massachusetts...	Three men of crew of British steamer Wilster.
28	Cape Henlopen, Delaware...	Ten men, crew of wrecked British bark N. B. Morris.
Mar. 1	Short Beach, New York....	Sixty-one survivors of wrecked British steamer Acara.
11	Ottawa Point, Michigan....	Two men who broke through the ice and were rescued.
13	Golden Gate Park, California.	Eight survivors from wrecked schooner Reporter.
16	Long Beach, New York....	Five men of the crew of the wrecked British barkentine Persia.
20	Surfside, Massachusetts....	Five survivors of the wrecked schooner Fly Away.
29	Long Branch, New Jersey...	Crew of six men of British barkentine Antilla.
Apr. 5	Saint Joseph, Michigan....	A man taken from the water cold and wet.
6	Old Chicago, Illinois.....	Two men who were brought to the station chilled and wet.
19	.....do.....	A fisherman who had been rescued from drowning.
23	Racine, Wisconsin.....	A man who had accidentally ridden overboard on a bicycle.
26	Rockaway Point, New York..	Six survivors of the wrecked schooner Cornelia Soule.
29	Cape Arago, Oregon.....	Two of the crew of schooner John F. Miller, who were drenched by the sea and unable to get to their vessel on account of the high wind.
30	Eatons Neck, New York....	A man who had fallen overboard from a wharf.
May 4	Biscayne Bay, Florida.....	A man from a sailboat.
8	Charlevoix, Michigan.....	One of the crew of stranded schooner Volunteer.
18	Grand Haven, Michigan....	A woman who had been drenched with rain while fishing on the pier.
22	Buffalo, New York.....	A man and a woman from a capsized gasoline launch.
26	Ludington, Michigan.....	One of the crew of schooner Jennie Weaver, who fell overboard and was rescued.
30	Highland, Massachusetts...	Two men from yacht Firefly, who capsized in the surf.
30	Nauset, Massachusetts.....	Two men from catboat Varina, who were benumbed and wet.
30	Sand Beach, Michigan....	A seaman who was injured on the schooner Eugenia Vesta.
June 7	City Point, Massachusetts..	A man from a capsized small boat.
12	Charlevoix, Michigan.....	A boy rescued from drowning.
22	City Point, Massachusetts..	Three men from a capsized boat.
26	.....do.....	Two men from capsized rowboat.
26	Cleveland, Ohio.....	A man from capsized sailboat Mogul.

NEW STATIONS.

During the year new stations were completed at South Manitou and Sleeping Bear Point, Michigan. Plans and specifications are being prepared for a new station to be erected on Fishers Island, New York, and a new station at Arena Cove, California, is nearly completed.

REBUILDING, IMPROVEMENT, AND REPAIR OF STATIONS.

New stations mentioned in the last annual report as under construction, to replace old and unsuitable ones at Amagansett, Long Island, and Harvey Cedars, New Jersey, have been completed. Under contracts entered into during the year, old stations which have become unsuitable for occupancy at Long Beach and Squan Beach, New Jersey, Seatack (Virginia Beach), Virginia, and Whales Head (Currituck Beach), North Carolina, are being replaced by new structures.

The construction of a new jetty at Sabine Pass, Texas, has resulted in making the location of the old station there too far inland for practical service, and a wharf for the erection of a new one in a proper location is now in an advanced state of construction.

The opening reported last year as being cut through the south pier of Buffalo River at Buffalo, New York, to provide for the construction of a launchway for the proposed new station there, has been completed, together with the foundations and retaining walls, and plans and specifications have been made and proposals invited for the construction of a new station.

A wharf upon which it is designed to erect a new station at Chicago is nearly completed, as are also a new floating station at Louisville, Kentucky (the falls of the Ohio River), and one at Ship Canal (Portage), Michigan, to replace old and unserviceable ones.

The station building which is to be replaced at Chicago was originally a boathouse only, which was afterwards converted into a temporary life-saving station, to be used until a proper location could be secured and a building erected. Plans and specifications for the new building have been completed, and proposals are about to be invited.

The widening of the channel at Racine, Wisconsin, made it necessary to move the station there back from the river nearly into one of the city streets, for temporary use. A new site has been obtained, and preparations for the construction of a suitable building upon it are now under way.

Several stations on the ocean and lake coasts have been repaired to a greater or less extent, as required.

#### BOATS AND APPARATUS FOR PORT DAY, NEW YORK, AND CAPE NOME, ALASKA.

Under authority of an act making appropriations for the sundry civil expenses of the Government for the fiscal year ending June 30, 1902, a Lyle gun and the necessary apparatus used in connection with it, together with a suitable boat, have been placed at Port Day, on the Niagara River. A bond conditioned for the care and preservation of the equipment and its application to the saving of life and property was given by Mr. John C. Level and Mr. Samuel M. Brooks, of Niagara Falls, in accordance with the requirements of the law. Mr. Level is in personal charge of the property, and it is stated that he has enrolled a volunteer crew for service when necessary.

Under provision made in the same act, a similar equipment, including two surfboats, has been placed at Cape Nome, Alaska. The requirements of the statute having been complied with in delivering the boats and apparatus at Nome, it is doubtful whether it is the province of any officer of the Government to control and manage their use. At any rate, it is evident that the Life-Saving Service is without jurisdiction, there being no person in Alaska subject to the orders of the Bureau. It is recommended that some provision be made looking to the proper care of the property and for its effective use. Quite an amount of shipping arrives at and leaves the place during the major portion of the year, and there being no harbor, the landing and taking on board of passengers and freight have to be effected through the surf, which is always more or less dangerous and sometimes extremely so. Several fatalities have already occurred there, and the conditions would probably justify the establishment of a regular life-saving station.

#### PENSIONS.

The desirability and justice of providing pensions for surfmen and keepers permanently disabled in the line of duty, and for the widows and orphans of those who lose their lives, have been discussed at length in many of the annual reports, and the enactment of such legislation has also been urged in special reports to both Houses of Congress. The subject was first treated in the annual report of the

Service for the year 1876, and arguments have been repeatedly renewed since that time. They are believed to fully and convincingly set forth the merits of the proposition and may be found in reports (subsequent to that of 1876) for the years 1879, 1880, 1881, and 1888. Reference is again made to the subject in view of the pendency in the present Congress of bill H. R. 163, "Granting pensions to certain officers and enlisted men of the Life-Saving Service and to their widows and minor children." A similar bill was unanimously reported from the Committee on Pensions, House of Representatives, in the Fiftieth Congress, with an earnest recommendation for its passage, and during the first session of the present Congress the Committee on Interstate and Foreign Commerce formally reported to the House the above bill. The hope is earnestly expressed that it may receive early consideration in the approaching session and become a law.

It is not deemed necessary to reproduce here the arguments that have heretofore so often been stated. The numerous petitions from marine and commercial organizations which have been sent to Congress urging this legislation, and the apparently unanimous approval of the measure by the press of the country, as expressed in the vast number of editorial pleas in its behalf, without, it is believed, a single dissenting note, unmistakably reflect the universally popular wish. It is also believed that when a vote can be reached a large majority in both Houses of Congress stand ready to make effective the prevalent sentiment. It is hoped that in the great pressure constantly being made upon Congress for action upon a multitude of matters some opportunity may be found to secure a brief space for the consideration of this bill. The annals of the service show that each year furnishes proof of the importance of the subject. This year the fate of the *Monomoy* crew, the death of Captain James (recounted upon pages 13 and 32 of this report), and the condition in which their families were left, accentuate the propriety, justice, and immediate necessity of relief legislation in behalf of the dependents left behind by life-savers who perish in the line of duty.

If in all cases such substantial expressions of sympathy as the large sums of money contributed in these instances might be expected, there would be less reason for the desired legislation, but unfortunately there have been heretofore several instances of the loss of life-saving crews in regions remote from populous centers where no such action in behalf of the widows and orphans has followed, and they have been left in penury. If ever the dependents upon a soldier who died in the line of duty were morally entitled to financial assistance from the Government, so for kindred reasons was the family of Joshua James, who died while in the actual performance of duty as clearly rendered in the public behalf as that of the soldier or sailor. He, however, lived in a thickly settled community and near a large city, where his gallant deeds and his merits were well known, and his great reputation and worth induced therefrom instant and munificent relief for his family. But many a brave keeper and many a heroic surfman has fallen singly at his post in some desolate locality where no fund could be raised for the relief of his destitute widow and orphan children.



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SERVICES OF LIFE-SAVING CREWS.

1901-1902.

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## SERVICES OF LIFE-SAVING CREWS.

The services of the crews set forth under this caption relate to all shipwrecks and disasters to vessels within the scope of station operations.

A large number of instances involved long and perilous devotion to duty, and some of them a fertility of resources which makes them of sufficient importance to be related in full detail for the information and assistance they might furnish in like cases to keepers and surfmen, as well as to mariners, and it is a matter of regret that the limited force of the office will not permit this to be done.

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

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 1	Sc. Swan.....	Beaver Island, Michigan, Lake Michigan.	At 2 a. m. this small schooner stranded near the station. Surfmen boarded her without delay and carried out her kedge anchor, which proved to be of no service. They returned to station and obtained a heavier anchor and a longer line, by means of which they succeeded in releasing her undamaged.
July 2	Am. slp. Goldsmith Maid.	Burnt Island, Maine.....	Capsized and sunk by a heavy squall at a point near Benner Island and out of view from station. The two occupants reached the shore safely, and requested the keeper to assist them to locate and raise the sunken vessel. He procured the services of a volunteer crew (inactive season) and a schooner, found the sloop in 16 fathoms of water, and made several ineffectual attempts to raise it. He saved sails and rigging to the value of \$40, but had to abandon work on the hull, which, however, a wrecking crew, assisted by the keeper, raised on the 31st instant.
July 2	Slp. yt. Mystic.....	City Point, Massachusetts.	Capsized at anchorage in Dorchester Bay by a severe squall. Surfmen rescued the crew of two men from the bottom of the capsized craft and took them to station, where the cook succored them, while the surfmen righted the yacht and towed it to the beach.
July 2	Catboat Bubble.....	.....do.....	Sunk at anchorage in Dorchester Bay during a strong squall. Surfmen towed it to the shore with the station launch and hauled it up on the beach, where the owner could take care of it.
July 2	Catboat Nereid.....	.....do.....	Sunk at anchorage in Dorchester Bay by the severe squall. Surfmen partially raised it, and then with station steam launch towed it to the beach, where the tide would leave it dry and the owner could take charge of it.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 2	Slp. yt. Perhaps ....	City Point, Massachusetts.	Capized by the squall and mast broken off at the deck. Surfmen righted the sloop, bailed it out, put the broken mast on board, and then safely secured it at its moorings.
July 2	Slp. yt. Verma.....	do .....	Blown over and sunk at moorings in Dorchester Bay. Surfmen righted it and towed it to the beach at the owner's request.
July 2	Gas. lch. Helene.....	do .....	Parted moorings during the squall and drifted afloat of another yacht. Station launch towed it clear and surfmen made it well fast to the float of the South Boston Yacht Club.
July 2	Yacht Caprice.....	Erie, Pennsylvania, Lake Erie.	This yacht with 11 persons on board ran aground in Erie Bay about $\frac{1}{2}$ of a mile SSW. of station. Surfmen went to the yacht and lowered the sails, then they got overboard, shoved it afloat, and assisted the crew to sail to the dock at Erie.
July 2	Am. sc. C. T. Hill ..	Fort Point, California....	Anchored dangerously near the beach. Surfmen boarded her and assisted the master to raise the anchor, make sail and work offshore.
July 3	Catboat Widgeon...	City Point, Massachusetts	Disasted during a yacht race in Dorchester Bay, having a party of five people on board. Station launch picked it up and towed it to the wharf at Savin Hill.
July 3	Gas. lch. Alice A ...	Duluth, Minnesota, Lake Superior.	This launch, having been abandoned during the night by its occupants, who were intoxicated, drifted ashore on Minnesota Point and lay pounding among the driftwood. Surfmen found it full of water and sand, and after hard work succeeded in hauling it up on the beach above the surf.
July 3	Am. sc. Black Hawk	Sheboygan, Wisconsin, Lake Michigan.	Arrived in port leaking badly. The master requested the life-saving crew to assist him, as his men were worn-out with work at the pumps. Surfmen went aboard and pumped until morning, when they succeeded in stopping the leak with sawdust.
July 4	Am. str. Alert .....	Barnegat, New Jersey....	This small fishing steamer stranded during thick weather on Barnegat Shoals, 2 miles E. of station. Hearing her signal of distress, the keepers of Barnegat and Forked River stations and a volunteer surfman (inactive season) pulled out to her in a sea skiff and ascertained that she was full of water and that another small fishing steamer had taken off her crew before their arrival. She became a total loss.
July 4	Nph. lch. Lakeside.	Point Marblehead, Ohio, Lake Erie.	Rudder broken, engine disabled, and launch drifting helplessly toward the shore during a NW. gale. Surfmen pulled out in lifeboat and towed the crippled craft to a pier 3 miles distant.
July 4	Gas lch., no name ..	Marquette, Michigan, Lake Superior.	Parted anchor chain during a fresh breeze about midnight and stranded on Garlic Island, 16 miles NW. of station. At the request of the man in charge the life-saving crew launched their surfboat and, in tow of a tug, proceeded to the stranded craft, to which they ran a towline. The tug pulled the launch off the beach and, as it was leaking badly, the surfmen kept it clear of water while the tug towed it to Marquette.
July 5	Sailboat Eaglet.....	City Point, Massachusetts.	Stranded near Castle Island, about $1\frac{1}{2}$ miles NE. of station. Surfmen ran a line to it from the station launch and succeeded in releasing it from its perilous position among the rocks.
July 5	Am. str. Venus and Waverly.	Middle Island, Michigan, Lake Huron.	The steamer Venus stranded in a fog on False Presque Isle Point, and the passing steamer Waverly went to her assistance. After the towline had been run between the two vessels, it fouled the propeller



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 5	Am. str. Venus and Waverly.	Middle Island, Michigan, Lake Huron.	of the Waverly, and before her crew could clear it she drifted ashore. Two tugs and a schooner arrived from Alpena, bringing a large crew of laborers, who at once began to throw overboard the cargo of coal on each steamer. The life-saving crew assisted to run lines, transport men, and jettison cargo until the tugs succeeded in releasing both vessels on the 7th. They were able to proceed on their way under their own steam, although they were considerably damaged.
July 5	Scow, no name.....	Racine, Wisconsin, Lake Michigan.	While two men in this small scow were pulling toward the breakwater on a fishing expedition, they lost one of their oars and began to drift seaward, the wind being fresh and offshore. Surfmen pulled out and towed them to the station.
July 6	Am. sc. William Marshall.	Gay Head, Massachusetts.	Stranded on Dog Bar during light weather and a thick fog. Keeper employed a volunteer crew (inactive season) and boarded her. He carried out an anchor, hauled her afloat, and sailed her to a safe berth.
July 6	Slp. yt., no name....	Charlotte, New York, Lake Ontario.	Capsized in the harbor, endangering the lives of five persons. Surfmen hastily pulled out, rescued them, and towed the overturned boat to station.
July 6	Rowboat, no name..	Fort Niagara, New York, Lake Ontario.	This boat, containing two women and a man, was fast drifting out into the lake in spite of the efforts of the occupants to gain the shore, the wind being fresh and from the SW. Surfmen went out and took the imperiled people into the lifeboat and landed them at their destination on the Canadian shore. They also made a line fast to the rowboat and towed it to the beach.
July 6	Skiff, no name.....	Racine, Wisconsin, Lake Michigan.	Two boys who had paddled out into the lake in this skiff, using boards for paddles, were unable to return to shore on account of the fresh offshore wind that had sprung up. Surfmen pulled out, took the boys into the surfboat, and then towed the skiff back into the harbor.
July 7	Catboat, no name..	Sabine Pass, Texas.....	This catboat, containing one man, capsized about $\frac{1}{2}$ mile NW. from station during a heavy NE. squall. Keeper and a volunteer surfman (inactive season) launched a skiff which, however, filled with water and had to be taken to the shore and bailed out. On their second attempt they succeeded in rescuing the man who was clinging to the bottom of the capsized boat. After the squall had passed they towed the boat to shore, righted it, and bailed it out.
July 7	Sloop, no name.....	Charlotte, New York, Lake Ontario.	Capsized off Ontario Beach by a puff of wind. Two of the occupants were picked up by another boat which was near at hand; the third was rescued and the capsized boat towed to the shore by the life-saving crew.
July 7	Slp. yt. Tomahawk..	Buffalo, New York, Lake Erie.	During a high SW. wind and rough sea, the steering gear of this yacht became disabled and she anchored in a dangerous position off Windmill Point. Surfmen assisted to raise her anchors and ran a line to a tug, which towed both yacht and surfboat into Buffalo Harbor.
July 7	Catboat, no name...	Holland, Michigan, Lake Michigan.	Capsized about a mile E. of station during squally weather. Surfmen pulled out and picked up the two occupants who were clinging to the capsized boat. Then they righted the boat, towed it to the shore, and bailed it out.
July	Am. sc. John Stoddard.	Sullivan's Island, South Carolina.	Stranded during the night on Drunken Dick Shoal, $1\frac{1}{2}$ miles SW. of station. Early on the next morning the keeper assembled his crew (inactive season) and

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 8	Am. sc. John Stoddard.	Sullivans Island, South Carolina.	pulled out to her in response to a signal of distress. She was leaking seriously, and her crew had gone ashore, leaving the master alone on board. Surfmen manned the pumps, ran out an anchor, hove her afloat after the tide began to flood, and then worked her into the island cove, where they beached her in a safe berth.
July 9	Slp. Caroline .....	Galveston, Texas.....	Cable parted during a fresh NE. gale, and sloop drifted afloat of the piling of an old railroad bridge about 6 miles SW. of Galveston Life-Saving Station, which was not manned at the time. The sloop filled and sank, but the two men on board succeeded in climbing upon the piles, where they awaited succor. Upon being informed of the casualty by the police authorities at 6 a. m., the Superintendent of the Ninth Life-Saving District hired a naphtha launch and went to the rescue of the distressed men, whom he took to Galveston and provided with proper stimulants and food, as they were much exhausted. The sloop was afterwards raised and refitted. (See letter of acknowledgment.)
July 9	Slp. Can't Tell.....	Sand Beach, Michigan, Lake Huron.	Capsized in a squall, $\frac{1}{2}$ mile NE. of station. Three surfmen hastily pulled out in station small boat and rescued the two occupants, while the rest of the life-saving crew manned the surfboat and towed the upset craft to the boat livery, where it was beached.
July 9	Am. str. Sport.....	Ludington, Michigan, Lake Michigan.	Towline fouled propeller at 2.30 a. m., while the tug was towing a boom of logs into Ludington Harbor. Surfmen responded to her signal of distress, and at the master's request notified the tug Geo. D. Sanford, jr., of the casualty. Then they carried out and planted for the disabled tug an anchor, which kept her from drifting ashore, while they assisted to clear the line from the wheel. When this was accomplished they informed the master of the Sanford that the Sport was short of fuel and assisted him to take some out to her.
July 9	Am. sc. Wing and Wing.	Umpqua River, Oregon..	This schooner drifted into shallow water while trying to sail across the bar during light weather and anchored in a dangerous position. Keeper and two surfmen pulled to Gardiner in order to get the assistance of a tug. The remainder of the station crew succeeded in kedging the schooner into the channel, where the tug from Gardiner picked her up and then towed her inside.
July 10	Fish boat, no name.	Cape Disappointment, Washington.	This boat swamped in the breakers on the edge of Peacock Spit, while its crew of two fishermen were picking up their net. Station lookout saw the casualty and surfmen hastily pulled out and rescued the men, picking up their gear and towing their boat to station. Keeper furnished the men with dry clothing from the stores of the Women's National Relief Association, and the surfmen assisted them to repair their boat and fishing gear.
July 11	Catboat Lotta.....	City Point, Massachusetts.	Parted moorings during a fresh NE. wind and drifted ashore in Pleasure Bay. Surfmen ran a line to the catboat from the station steam launch Relief, hauled it afloat, and towed it to a secure berth.
July 11	Nph. lch., no name.	Cleveland, Ohio, Lake Erie.	Run down by a tug and sunk in the Cuyahoga River about 300 yards SE. of station. One of the two occupants of the launch was picked up by the tug; the other was drowned. (For detailed account see caption "Loss of life.")

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 11	Small boats (2), no names.	Point Marblehead, Ohio, Lake Erie.	Surfmen pulled out into the lake and towed to the shore two small boats which were adrift. The owners came to station later in the day and claimed them.
July 11	St. scow Katzenjamer.	Two Rivers, Wisconsin, Lake Michigan.	Sprung a leak and filled with water while lying alongside of a dock. At the request of the owner surfmen took their force pump to the scow and succeeded in pumping it dry.
July 12	Am. sc. Experiment.	Ludington, Michigan, Lake Michigan.	Towed into harbor in a leaking condition, the crew being exhausted by work at the pumps. Surfmen kept her clear of water until the next morning, when the master required no further assistance.
July 13	Catboat Iris.....	Cleveland, Ohio, Lake Erie.	The three men in this boat were unable to manage it, and were drifting toward the high bluffs, 3 miles W. of station, where their lives would be endangered. Surfmen went out to the rescue, taking two of the men into the surfboat, bailing out the catboat, which was half full of water, towing it clear of the breakers, and then sailing it into the harbor.
July 14	Am. sc. Vesta .....	Nahant, Massachusetts...	This schooner struck on Shag Rocks at 2.30 a. m., and sank about 40 yards offshore while the crew of six men were trying to beach her on the NE. side of East Point. Upon being notified of the casualty at 7 a. m., keeper (inactive season) hastened to the scene, and with the aid of a volunteer named Herbert F. Otis assisted the shipwrecked crew who had reached shore much exhausted. He took two of the crew to station and succeeded them until they were able to go to Boston. With the aid of a surfman the keeper worked the sunken craft inshore, where he was able to make temporary repairs at low water. On the next day he sailed her to a safe anchorage, where the owner took charge of her.
July 14	Am. str. Madeline..	City Point, Massachusetts.	Propeller disabled and steamer drifted afoul of the City Point Pier at 9.15 p. m. Station patrol launch towed her clear and stood by until the steamer was in working condition; then the launch landed several of her passengers who were frightened.
July 14	Gas. lch. Triad .....	.....do.....	Machinery broke down in Dorchester Bay at 6.30 p. m., the launch having a party of nine people on board. Station steam launch Relief towed the disabled craft to the float of the Boston Yacht Club.
July 14	Am. sc. Malden.....	False Cape, Virginia.....	Stranded about 400 yards SE. of station, at 9.30 p. m., during thick weather. Keeper employed a volunteer crew (inactive season) and boarded her in surfboat. She was lying easy, and her crew desired to remain on board for the night. At the master's request, the keeper returned to shore and sent a telegram for a tug, which arrived on the following morning and succeeded in releasing the schooner.
July 16	Catboat Undine ....	City Point, Massachusetts.	While two men were out sailing in this catboat during a fresh SW. wind, its mast was carried away close to the deck, leaving the boat helpless at a point about 1½ miles NE. of station. Surfmen went in station launch to the assistance of the men, towing their boat to the public landing at City Point.
July 16	Am. str. Richard Martini.	Sand Beach, Michigan, Lake Huron.	Stranded about 5 miles N. by W. from station at 9.30 p. m. She made no signal of distress, but station lookout discovered that she was ashore at 3.30 a. m., and thereupon the life-savers pulled out to her. They assisted to throw overboard about one-third of the steamer's cargo of timber, and she was then able to release herself and proceed on her way. Surfmen returned to station at 7 a. m.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 16	Gas. lch., no name .	Duluth, Minnesota, Lake Superior.	Engine became disabled about $\frac{1}{2}$ of a mile SW. of station. Surfmen pulled out to the assistance of the two occupants, towing the launch to a repair shop for them.
July 16	Scow, no name .....	Muskegon, Michigan, Lake Michigan.	This scow, valued at \$100, broke adrift from its moorings alongside the pier and was being carried out of the harbor by the current. Surfmen boarded it, ran a line to the N. pier, and made it well fast.
July 17	Rowboat, no name .	Old Chicago, Illinois, Lake Michigan.	Surfmen pulled out and picked up this boat, which had broken adrift from a yacht during a squall. They towed it to the station and soon afterwards turned it over to the owner.
July 18	Am. slp. Anna.....	Brant Rock, Massachusetts.	Mast carried away close to deck during a severe squall at 7.30 p. m., and the crew of two men let go a small anchor in a dangerous position near Brant Rock. Keeper and a crew of volunteersurfmen (inactive season) went on board and planted station kedge anchor, which held the sloop safe until morning. At 5 a. m. surfmen returned to the disabled sloop, got her mast and rigging on board, and towed her into Green Harbor.
July 18	Catboat, no name...	Duluth, Minnesota, Lake Superior.	Capsized in the bay about $\frac{1}{2}$ of a mile SSE. from station. Surfmen rescued the sole occupant and then righted and bailed out the boat for him.
July 19	Small boat, no name	Jerrys Point, New Hampshire.	This boat, containing two boys, capsized in Portsmouth Harbor, 2 miles NNW. from station. One of the station crew saw the accident and immediately pulled out to the rescue in his dory, taking the boys from the bottom of the upset boat and putting it to rights for them.
July 19	Scow, no name .....	Racine, Wisconsin, Lake Michigan.	The swell from a passing steamer caused the mooring lines of this stone-laden scow to part and it drifted across the channel. Surfmen hauled it alongside the dock and made it well fast.
July 20	Am. sc. Aunt Ruth..	Hammonds Bay, Michigan, Lake Huron.	Sprung a leak while loading lumber during heavy weather. Her crew hauled her out to an anchorage and then the master requested the surfmen to help at the pumps. Surfmen cleared her of water and then assisted to get her under way.
July 20	Rowboat, no name..	Marquette, Michigan, Lake Superior.	Capsized alongside of an old dock near the station boathouse during a severe squall of wind and rain. The four occupants, a father and his three sons, were thrown into the water and one of the boys was drowned. (For detailed account see caption "Loss of life.")
July 21	Gas. lch., no name..	Sandy Hook, New Jersey.	Engine became disabled about 2 miles SW. of station. The crew of four men tried to anchor the launch, but their cable barely reached to the bottom and they were drifting rapidly seaward. Keeper went out in his steam launch and towed the crippled craft to the pier at Atlantic Highlands, where he assisted to put the engine in working condition.
July 21	Slp. Slider .....	Charlotte, New York, Lake Ontario.	Capsized by a puff of wind in the harbor about 200 yards N. of station. Surfmen rescued the sole occupant, and towed the sloop to shore and bailed it out.
July 21	Nph. lch. Cenore....	Point Betsie, Michigan, Lake Michigan.	Engine became disabled about $1\frac{1}{2}$ miles S. of station. Surfmen pulled out to the launch, took six passengers into the surfboat and landed them, and then, at the owner's request, sent out a tug to tow the disabled craft into the harbor.
July 21	Small boat, no name	Milwaukee, Wisconsin, Lake Michigan.	Surfmen pulled out and recovered this small boat which was drifting out into the lake. On the following day the owner came to station and claimed it.
July 22	Shell, no name .....	Duluth, Minnesota, Lake Superior.	This shell, containing one oarsman, capsized about $\frac{1}{2}$ mile SW. of station. Station lookout saw the accident and at once

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 22	Shell, no name .....	Duluth, Minnesota, Lake Superior.	sounded the alarm. Surfmen quickly pulled out, picked up the man, and bailed out the shell for him.
July 23	Am. sc. <i>Ida Jane</i> .....	Manistee, Michigan, Lake Michigan.	The station lookout lost sight of this schooner during a heavy squall, and keeper, fearing that she had capsized, at once engaged a tug to tow out the lifeboat. After steaming out some distance, the surfmen discovered the schooner lying bottom up with the crew of two men clinging to her. Casting off from the tug they picked up the men, who were much exhausted by the heavy sea washing over them continually. After properly caring for the rescued men, they made a line fast to the wreck and the tug towed it to Manistee, where the surfmen made it fast for the night alongside of a schooner in the harbor. Keeper took the men to station, furnished them with dry clothing from the stores of the Women's National Relief Association, and, as they were in destitute circumstances, succored them until the 27th instant. Surfmen righted and pumped out the schooner, putting her in sailing trim. (See letter of acknowledgment.)
July 24	Gas. lch. <i>Newsboy</i> .....	Duluth, Minnesota, Lake Superior.	Engine disabled and launch in danger of foundering in the NE. gale which was blowing at the time. Surfmen picked it up about 2 miles S. of station, and at the request of the occupant towed it into smooth water above the Duluth-Superior bridge.
July 24	Fish boat, no name.	Point Adams, Oregon .....	While this boat, containing two men and having a skiff in tow, was trying to sail down to a net rack against a strong NW. wind, it fouled a fish trap, became unmanageable, and the skiff swamped. Surfmen pulled out and threw a line to the men, and after a hard pull succeeded in towing the boats to their destination.
July 25	Am. sc. <i>A. Hooper</i> .....	White Head, Maine .....	Sprung a leak while anchored in Seal Harbor and filled with water in spite of the efforts of her crew to pump her out. Keeper mustered a crew of five men (inactive season) and went on board to render assistance. As she was lumber laden and in no danger of sinking, the crew did not wish to leave her. Keeper took ashore a telegram for the owner, and at the master's request telephoned for a tug, which came and towed the water-logged craft to Rockland for repairs.
July 25	Am. str. <i>Ella</i> .....	City Point, Massachusetts.	The machinery of this steamer having broken down off Squantum at 8 p. m., she sounded a signal of distress, which caused the surfmen to go to her assistance at once in their launch. They towed her to the station, and there turned her over to the steamer <i>Madeline</i> , which took her to the public landing at City Point.
July 25	Slp. yt. <i>Swawa</i> .....	Watch Hill, Rhode Island.	Stranded on Napatree Point during a heavy NE. squall about 4 a. m. Keeper (inactive season) went to the point, and with the assistance of some soldiers from Fort Mansfield planted two anchors offshore. By using rollers and levers, they succeeded in launching the yacht off the beach, and the keeper sailed her into Stonington Harbor, she having apparently sustained no damage.
July 25	Gas. lch. <i>Greta</i> .....	Sand Beach, Michigan, Lake Huron.	While returning from a fishing trip with two men on board this launch ran out of fuel, and station lookout observed that she was in a helpless condition, about 1½ miles NW. of station, at 7.10 p. m. After toilsome work the surfmen towed the launch into the harbor, reaching safe moorings just in time to avoid a sharp increase in wind and sea.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 26	Am. sc. Monhegan.	Assateague Beach, Virginia.	Stranded 2 miles SSE. of station during foggy weather, the crew of three men safely reaching shore in their own boat. Keeper furnished them with dry clothing from the stores of the Women's National Relief Association, and succored them at station until the 29th instant. He summoned a volunteer crew of surfmen (inactive season) and assisted the wreckers in their efforts to save the schooner, but the sea became rough and she was a total loss.
July 26	Sailboat Jennie Orr.	Buffalo, New York, Lake Erie.	Capsized about 2 miles SW. of station, throwing into the water three men, who were soon picked up by some fishing boats that were near by. Upon being informed of the casualty, which was not visible from station, surfmen pulled to the scene, took the ballast out of the upset boat, righted it, towed it to a dock on the Canadian shore, and put it in sailing trim.
July 26	Yawl Marvel .....	Erie, Pennsylvania, Lake Erie.	This yawl, having five men on board, capsized while sailing in Erie Bay, its centerboard having struck bottom. Surfmen rescued two of the occupants, picked up the floating gear, righted the boat, and towed it into shallow water, where they bailed it out. The other three occupants were rescued by shore boats which were close at hand.
July 26	Am. sc. Lizzie A. Law.	Cleveland, Ohio, Lake Erie.	In danger of drifting ashore about 3 miles ENE. of station. Surfmen ran a hawser from the schooner to a tug, which towed her into the river.
July 26	Am. sc. Kate and Anna.	Petersons Point, Washington.	While two small boats of this schooner were trying to tow her clear of North Spit, one of them swamped in the breakers, and its crew of four men drowned. The other boat pulled seaward for safety. The schooner sailed in across the bar and made a signal of distress, in response to which the station crew towed out behind the tug Traveler. They picked up the boat which had pulled seaward, but could find no trace of the swamped boat or of its crew. Afterwards this boat was found on the beach 6 miles S. of station.
July 27	Catboat Bessie.....	Great Egg, New Jersey...	Capsized on the bar while trying to enter the inlet. The six persons on board were safely picked up by two yachts which were close at hand. Keeper assisted some boatmen to tow the capsized craft into smooth and shoal water, where they bailed it out and secured the sail and spars on board.
July 27	Slp. Peeps the Second.	Chicago, Illinois, Lake Michigan.	Capsized $\frac{1}{2}$ miles due E. of station. Surfmen quickly pulled to the scene, picked up the three occupants who were clinging to the bottom of the upset boat, and then with the assistance of two gasoline launches towed the craft into Fifty-fifth street harbor, where they righted it and bailed it out.
July 27	Gas. lch. Terror ....	Racine, Wisconsin, Lake Michigan.	Machinery broke down about 2 miles SE. of harbor, and the launch began to drift out into the lake in spite of the efforts of the crew of three men to reach shore. Surfmen rowed out to the disabled craft and towed it into the harbor.
July 27	Rowboat, no name.	.....do .....	Surfmen pulled out and picked up this rowboat, valued at \$20, which was drifting out of the harbor. They returned it to its owner.
July 28	Slp. Dorothy D .....	City Point, Massachusetts.	Anchor line cut by the propeller of a small steamer which crossed the sloop's bow while it was anchored off City Point. The sloop drifted ashore $\frac{1}{2}$ mile N. of station. Surfmen hauled it aloft with station steam launch Relief and towed it to safe moorings.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 28	Slp. yt. Camilla ....	Point Allerton, Massachusetts.	Stranded on Toddy Rocks, $\frac{1}{4}$ of a mile NW. of station. Keeper (inactive season) transported the 22 passengers to the shore in his dory, and then stood by the yacht until she floated on the next flood tide.
July 28	Slp. yt. Naomi.....	Brigantine, New Jersey ..	While beating down the coast against a fresh south wind, this sloop carried away her mast, drifted inshore and anchored, and then hoisted a signal of distress. Keeper gathered a volunteer crew (inactive season) and safely landed her crew of three men in the surfboat; then he sent out a tug which towed the disabled craft to Atlantic City after he had put her crew back on board.
July 28	Sailboat, no name ..	South Haven, Michigan, Lake Michigan.	This small sailboat, containing a man and a woman, was out on the lake at 7 p. m. and was unable to beat into the harbor. As the weather was getting dark and squally, surfmen pulled out and towed the boat to its destination.
July 28	Slp. Le Chat Noir...	Chicago, Illinois, Lake Michigan.	Capsized in a sudden squall $\frac{3}{4}$ miles SE. of station. Surfmen rescued the crew of 4 men, who were clinging to the bottom of the sloop; then they righted it and towed it to the shore.
July 28	Slp. yt., no name....	Old Chicago, Illinois, Lake Michigan.	About noon this yacht capsized in the entrance to the harbor, throwing the 6 people on board into the water. Surfmen hastily pulled out and rescued one man, a passing rowboat having already picked up the others. They righted the capsized craft, towed it to N. pier, and bailed it out.
July 29	Slp. Echota .....	Buffalo, New York, Lake Erie.	Stranded outside the breakwater of Erie basin. Surfmen hauled it afloat and towed it to its anchorage off the Buffalo Yacht Club.
July 30	Flat, no name .....	Louisville, Kentucky.	This flat upset about 200 feet off station, throwing into the river one man who clung to its bottom until rescued by the station crew. The flat was towed to the shore and righted by the life-savers.
July 30	Skiff, no name.....	Racine, Wisconsin, Lake Michigan.	Surfmen picked up a skiff, valued at \$10, which had gone adrift, towed it to the shore, and turned it over to its owner.
July 31	Am. str. Ella.....	City Point, Massachusetts.	While this steamer was returning from Squantum with a pleasure party of 56 people on board, her machinery became disabled about $2\frac{1}{2}$ miles SE. of station. Both station launches went to her assistance, safely towing her to the public landing at City Point.
July 31	Gas. lch. Lenore ....	Frankfort, Michigan, Lake Michigan.	Defective steering gear caused this launch to run against the N. pier while trying to turn around in the harbor entrance, and its machinery became disabled. Surfmen threw a line to the two men on board and towed the launch with the surfboat to its boathouse within the harbor.
July 31	Slp. Brittomarte ....	Holland, Michigan, Lake Michigan.	While this sloop was trying to beat out of the harbor, the strong current caused it to foul the S. pier, carrying away bowsprit and head gear. Surfmen tracked it along the pier to the station, where they cleared up the wreckage, and then anchored it in Black Lake.
July 31	Am. str. Mandalay..	Coquille River, Oregon ...	Stranded on a ledge of rocks just inside of the Coquille River bar, $\frac{1}{2}$ mile SW. of station. Surfmen ran two 8-inch lines from the steamer to the S. jetty and made them fast; then, by heaving in on the lines and working her propeller at the same time, she managed to release herself and proceeded to Bandon without apparent injury.
Aug. 1	Skiff, no name.....	Shark River, New Jersey.	At 12.30 p. m. the lookout saw a skiff capsize about 1 mile N. of station and at once notified the keeper. The life-savers launched the surfboat and pulled to the

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 1	Skiff, no name.....	Shark River, New Jersey.	scene, where they rescued the crew of two men from the water and righted and bailed out their boat.
Aug. 3	Slp. yt. Winona ....	City Point, Massachusetts.	Was dragging ashore when discovered by the day watch, who at once went to her in the small launch, made fast a line, and towed her out into deep water, where he moored her safe.
Aug. 3	St. lch. Ida .....	.....do .....	Sustained an accident to her machinery 1½ miles NE. of station. Keeper went to her aid in the launch Relief and towed her to City Point.
Aug. 3	Catboat May B .....	Orleans, Massachusetts....	Stranded while crossing Nauset River Bar at low water, and was in danger of being wrecked in the breakers. Surfmen immediately pulled out to her, and, by running out anchors, succeeded in keeping her in the channel until the tide had flooded sufficiently to float her, when they took her to sea and turned her over to her master.
Aug. 3	Am. sc. J. Duvall...	Hammonds Bay, Michigan, Lake Huron.	In attempting to leave her dock, the wind being onshore at the time, she became unmanageable, drifted into shoal water, and stranded. She was sighted by the patrol at 5.30 a. m., about 3 miles E. of station, with distress signals flying, and the station crew immediately proceeded to her in the surfboat. Finding that she had no appliances on board suitable for heaving her afloat, they pulled back to the station, procured lines and a kedge anchor, and, after returning to her, ran a warp and planted the kedge. They finally succeeded in hauling her afloat and into deep water just as the wind was freshening and the sea increasing.
Aug. 3	Gas. lch. Santa Maria.	Manistee, Michigan, Lake Michigan.	Keeper was informed by telephone, at 10.45 p. m., that this boat had sustained damage to her machinery and was in a disabled condition 3 miles N. of station. Surfmen went to her aid in the surfboat and found that she was drifting helplessly about and in danger of stranding on the rocky shore. They ran a line to her and towed her to a place where her machinery could be repaired.
Aug. 4	Am. str. Mary E. Harty.	Race Point, Massachusetts	Stranded on Cape Cod to the eastward of the station, and was sighted by the patrolman through a rift in the fog which was prevailing. Station crew pulled out to her and found that the tide was too low for her to work afloat. They stood by until high water and then assisted her crew to haul her head offshore, when she was able to work her engines and steam into deep water.
Aug. 4	Catboat Ben Hur; sailboat, no name.	Point of Woods, New York.	These boats went ashore ¼ mile NE. of station during a heavy squall. After working for two hours the surfmen succeeded in hauling them afloat and anchored them in safe berths.
Aug. 4	Slp., no name .....	Sandy Hook, New Jersey.	Was on the edge of the breakers and in danger of stranding, when the station crew towed her clear of danger and directed her crew of two men to a harbor.
Aug. 4	Catboat Buster .....	.....do .....	Stranded on Point of Hook, the two occupants landing safely on the beach. Later in the day the surfmen launched the boat, took it into the harbor, and made necessary repairs. They restored it to the owners on the following day.
Aug. 4	Gas. lch., no name..	Great Egg, New Jersey...	Was found aground in the beach thoroughfare by the patrolman at 1.45 p. m. The station crew succeeded in floating her into deep water, uninjured.
Aug. 5	Am. str. Ella .....	City Point, Massachusetts.	Had 16 passengers on board when her machinery became disabled near the station. Keeper sent out one of the station launches, which towed her to the landing at City Point, where her passengers were disembarked.



## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 5	Slp., no name .....	Fourth Cliff, Massachusetts.	Was becalmed while attempting to beat up the channel into North River. Her master anchored to avoid drifting to sea, but the anchor dragged until the boat was in the heavy tide rips. The life-savers observed her dangerous position, pulled out to her, took off the master, and then carried him to the station, where he was given food and shelter. At slack water the master was put aboard and proceeded on his way.
Aug. 5	Lighter, no name ..	Michigan City, Indiana, Lake Michigan.	Dragged ashore about 3 miles W. of station during a heavy blow. Owing to the rough sea, a tugboat which went to her assistance was unable to get near enough to run a line. The surfmen found her pounding heavily and leaking badly. They ran a hawser to her from the tugboat, which pulled her afloat, after working three hours, and towed her to a safe harbor.
Aug. 6	Slp., no name .....	Brant Rock, Massachusetts.	Stranded on Duxbury Reef, 3 miles S. of station. Surfmen ran out a kedge anchor, removed her ballast, and at high water hove her afloat without injury.
Aug. 6	Catboat, no name ..	Forge River, New York ..	This boat, which contained a man and two women, stranded 1 mile NE. of station during a strong breeze and thick, squally weather. The women became frightened and attempted to wade ashore. Surfmen took them into the station skiff and transported them to the station, where they were afforded every comfort until they left for home in the care of friends. The catboat floated uninjured at high water.
Aug. 6	Catboat Edna .....	Eatons Neck, New York ..	Surfmen ran out a kedge to windward for a catboat which had dragged her anchors until she was in a dangerous position. They then warped her into deep water, when she made sail and continued her cruise.
Aug. 6	Am. sc. Charlotte ..	Atlantic City, New Jersey.	Became unmanageable while crossing the bar during a heavy squall and anchored in a dangerous position to prevent going ashore. Surfmen assisted in getting her underway and piloted her into the harbor, where she anchored in security.
Aug. 6	Slp. yt. Taquita .....	Hereford Inlet, New Jersey.	Stranded while working into the inlet. Surfmen helped to float her and piloted her to a safe anchorage.
Aug. 6	St. lch. Lula M. ....	Grand Haven, Michigan, Lake Michigan.	Disabled her machinery when about 4½ miles S. of station. Surfmen pulled out and, after taking two women from her into the surfboat, passed her a towline and kept her head up to the sea until the damage was repaired, when she proceeded on her way.
Aug. 7	Slps. (2), Hesper, Leora.	City Point, Massachusetts.	Parted moorings and stranded on the beach. Surfmen warped them afloat, took them out into deep water, and moored them securely.
Aug. 7	Slp. Dorothy .....	North Scituate, Massachusetts.	Surfmen pulled seaward 3 miles and picked up this sloop, which was adrift, towed her to the shore and hauled her out on the station ways. The next day she was delivered to her owner, who called at the station and proved his property.
Aug. 7	Small boat, no name	Fourth Cliff, Massachusetts.	This boat, containing three women, was unable to make any headway against the strong wind. Keeper sent a surfman to their assistance, who rowed them safely home.
Aug. 7	Nph. lch. Elsa .....	Gurnet, Massachusetts....	Dragged anchor and stranded in the breakers near the station. The surfmen making a breach completely over her, and she was pounding heavily. Life-savers rescued her crew of three men and took them to the station, where they were sheltered, and provided with dry cloth-

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 7	Nph. lch. Elsa .....	Gurnet, Massachusetts ...	ing from the supply donated by the Women's National Relief Association. Surfmen floated the launch and found that she had not sustained material injury.
Aug. 7	Fish boat, no name.	Ship Canal, Michigan, Lake Superior.	Collided with a scow and sank. She was raised by the station crew, who bailed her out and returned her to her owner.
Aug. 8	Slp. Chandler R....	Damariscove Island, Maine.	Stranded while entering the harbor. Station crew went to her and found that she was in danger of bilging on account of the rapidly receding tide. They procured shores and placed them beneath her bilges so as to keep her upright, and at high water she was floated without difficulty.
Aug. 8	Lch. Naiad .....	Townsend Inlet, New Jersey.	Stranded on the inside beach near the Inlet. In attempting to work off her machinery became disabled. Life-savers in the surfboat towed her to a secure anchorage, and the keeper telephoned for steamer to tow her to Cape May, whither she was bound.
Aug. 8	Slp. yt. Nereid.....	Charlotte, New York, Lake Ontario.	Dismasted while engaged in a race on the lake. Surfmen towed her to the station, where her owner assumed charge of her and took her to her moorings.
Aug. 9	Catboat Truant.....	Plum Island, Massachusetts.	Sustained damage to her rigging and was rendered helpless. Station crew repaired the injury, whereupon she continued her cruise.
Aug. 9	Am. sc. Dawson City.	Gap Cove, Massachusetts.	Stranded on the NE. point of Straitsmouth Island, $\frac{1}{4}$ of a mile ENE. of station. Station crew went to her and assisted to haul her off the bottom and into deep water.
Aug. 9	Small boat, no name.	City Point, Massachusetts.	Station lookout observed four boys in a small boat drifting out of Dorchester Bay with the ebb tide and in danger of being carried to sea. Surfmen went to them in the station launch and towed them to the shore.
Aug. 9	Nph. lch. Thelma...	Gilberts Bar, Florida.....	Engine became disabled when she was 5 miles from the station. Keeper took his own launch and towed her to the station, where he made the necessary repairs. As the weather was threatening, her owner was succored at the station over night. The next morning he continued his cruise.
Aug. 10	Small boat, no name.	City Point, Massachusetts.	Capsized during a yacht race. Surfmen went to her in the launch Relief, took her crew aboard and towed her to the float of the Savin Hill Yacht Club, where they were landed.
Aug. 10	Catboat Trump.....	.....do .....	Broke her main boom and became unmanageable. Her owner anchored her and requested the keeper to aid him. She was towed to her moorings at Savin Hill by station launch.
Aug. 10	Sailboat Gypsy Girl.	Gurnet, Massachusetts....	Stranded on the rocks near the station at 9.15 p. m. The two occupants, one of whom was exhausted, were met by the surfmen who were on the way to the scene and who took the men to the station, and gave them shelter, also dry clothing from the supply of the Women's National Relief Association. Station crew warped the boat into deep water and secured her for the night.
Aug. 10	Sailboat, no name..	Manomet Point, Massachusetts.	Two men in a small boat were caught in a gale while out fishing and were unable to return to the shore. Their sail was carried away, and their cable was not sufficiently long to enable them to anchor. Surfmen sighted them 3 miles NW. of station, drifting rapidly to sea, went to their assistance in the surfboat, and towed them to White Horse Beach, $1\frac{1}{4}$ miles N. of station.
Aug. 10	Catboat Millie.....	Muskeget, Massachusetts.	Stranded during a thick fog, 1 mile ENE. of station. Station crew took off a por-

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 10	Catboat Millie.....	Muskeget, Massachusetts.	tion of her passengers to lighten her and, after working for an hour, succeeded in getting her afloat.
Aug. 10	Sailboat, no name..	Point of Woods, New York.	Capsized during a boat race. Two surfmen went to her assistance in a sailboat, recovered her sail and spar, and towed her into shoal water, where she was righted and bailed out. She was then towed to Point of Woods and moored to a wharf.
Aug. 10	Am. str. Waverly...	Ottawa Point, Michigan, Lake Huron.	Stranded on An Sable Reef, 13 miles NE. of station, with the schooner Thomas P. Sheldon in tow. The keeper was notified of the disaster by telegram and immediately started for the scene of the casualty with the station crew in the surfboat. He found that the schooner had collided with the steamer after the latter had struck, and that both vessels were seriously damaged. The schooner was towed inshore by a small tugboat and sank. The life-saving crew remained by the steamer all night at the request of her master. The next day they ran lines from the steamer to a wrecking tug, which had arrived. Subsequently she was floated and towed to Tawas Bay by the tugboat.
Aug. 10	Sc. yt. Starlight.....	Old Chicago, Illinois, Lake Michigan.	Missed stays and stranded 2 miles S. of station. Surfmen promptly went to render assistance and found her pounding on the rocks, and the occupants panic-stricken. They calmed the passengers, hove up her anchor, and ran a line to a tugboat which had arrived. She was pulled afloat and towed into the basin, where she was anchored.
Aug. 11	Am. sc. Edith and and May.	Crumple Island, Maine...	Anchored in a dangerous place during a dense fog, close to the breakers 5 miles NNW. of station. Life-saving crew pulled to her aid, at the request of her master, who was unacquainted with the vicinity, piloted her safely to Jonesport.
Aug. 11	Am. bkn. Jessie MacGregor.	Cape Elizabeth, Maine....	Was carried on to Aldens Rock while working into Portland Harbor in a light breeze and set signals of distress. The surfmen pulled out to her and found a tugboat alongside. They went on board, manned the pumps and, by constant pumping, kept her afloat until she was safely berthed at her dock.
Aug. 11	Lch. Venus .....	City Point, Massachusetts	Machinery became disabled $\frac{1}{2}$ mile from station. Station crew went to her in launch Relief and towed her to her moorings off the Boston Yacht Club House.
Aug. 11	Sharpie C. H. Ball ..	Ocean City, Maryland ....	Capsized near the station during a heavy NW. squall. Surfmen went to her assistance in two small boats and rescued the two occupants. The next day they righted, bailed out, and returned the boat to its owner.
Aug. 12	Slp. yt. Maud S.....	Knobbs Beach, Massachusetts.	Was in a dangerous position near the station and came to anchor at 7.50 p. m. upon seeing the warning signal which was flashed to her by the patrolman. Life-savers went off to her and towed her to a safe anchorage, where she was secured for the night. At the request of her owner her passengers were taken to the station, given supper, and succored for the night. The next morning the surfmen took them off to the yacht, which they assisted to get underway.
Aug. 12	Lch., no name.....	City Point, Massachusetts.	Disabled her machinery when near the station. Keeper sent station launch to her aid, which towed her to the float of the Boston Yacht Club.
Aug. 12	St. yt. Uno .....	Point Betsie, Michigan, Lake Michigan.	Machinery became disabled when near the beach, 1 mile N. of station. A surfman waded out, took her towline and towed her to the station, where she was placed on

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 12	St. yt. Uno .....	Point Betsie, Michigan, Lake Michigan.	skids and hauled out on the beach. The owner, his wife, and son were succored at the station for forty hours while repairs were being made.
Aug. 13	Lch. Saturnette ....	Sandy Hook, New Jersey.	Was rendered helpless by disabled machinery, and was found by the keeper, who was out cruising in his own launch. The weather was threatening and therefore he towed her to a marine railway, 4 miles distant, where repairs could be effected.
Aug. 13	Slp. Flying Scud....	Great Egg, New Jersey...	Stranded while working through the beach thoroughfare, about $\frac{1}{2}$ mile W. of station. Surfmen ran out her anchor and assisted to float her.
Aug. 14	Yt. Eloise .....	Barnegat, New Jersey....	Anchored near the station and made a signal of distress. Life-saving crew went on board and found her master ill and in need of medical attendance. They piloted her to a safer anchorage, and took the master to the station, where he was attended for two days by a physician who came in answer to the keeper's summons. When he had recovered sufficiently, he returned on board the yacht.
Aug. 14	Dory, no name .....	Sullivan's Island, South Carolina.	The S. patrol recovered a dory that was drifting out to sea and hauled it up on the beach out of the reach of the surf.
Aug. 14	Am. sc. Tortugas....	Santa Rosa, Florida .....	Anchored in a dangerous position off the entrance to the harbor, $\frac{3}{4}$ miles WNW. of station, during a high wind with heavy sea, and set her colors, union down, in token of distress. Station crew at once went to her assistance, being towed a portion of the distance by the tugboat Britannia, which was hastening to her relief. They ran a line from the tug to the schooner and assisted to slip her port cable, her position being such that it was deemed inadvisable to weigh her anchors. While the cables were being slipped, her starboard forward chock carried away and the hawser, being released, swept along her rail and carried two of her crew overboard, severely injuring them. Both were rescued by the life-savers, who gave them such medical attention as was possible. The keeper and crew remained by the schooner and rendered help until she was moored to her dock at Pensacola. (See letter of acknowledgment.)
Aug. 14	Am. sc. M. I. Wilcox.	Big Sandy, New York, Lake Ontario.	Stranded on the bar at the entrance to Big Sandy Creek, and was released by the efforts of the surfmen, who ran out a kedge and hauled her into the channel.
Aug. 14	Skiff, no name.....	Louisville, Kentucky.....	A man in this boat was unable to stem the strong current and was in danger of going over the falls until rescued by life-savers, who pulled out in the station skiff and towed the man and boat into smooth water.
Aug. 15	St. yt. Chetolah ....	Wallis Sands, New Hamp- shire.	This yacht, having 16 people on board, stranded, during thick weather, 1 mile S. of station, and blew signals of distress on her steam whistle. She was sighted by the S. patrol, who at once notified the keeper. Surfmen went to her aid and assisted to float her. The weather being very thick, the keeper piloted her to a safe anchorage in Portsmouth Harbor. (See letter of acknowledgment.)
Aug. 15	Am. str. Evelyu ....	Santa Rosa, Florida .....	Stranded $15\frac{1}{2}$ miles W. of station, during a hurricane. On the 17th instant surfmen were towed to the locality by the tugboat E. E. Simpson and took the agent and board of survey through the surf to the steamer and afterwards returned them to the tugboat. They were again towed to the wrecked steamer on the 19th instant and, at the request of her agent, transferred 17 of her crew, together with their personal effects, to a tug.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 15	Fish boat, no name.	White River, Michigan, Lake Michigan.	Carried away her mast and was observed by the station lookout drifting seaward in a crippled condition. Surfmen pulled to her aid, after towing her to a snug harbor, assisted the crew to repair damages.
Aug. 15	Am. str. Aloha .....	Fort Point, California ....	Was laid up for the season off Sausalito with no crew on board, when a fire broke out in her hold and rapidly extended to all parts of the ship. Station crew hastened out and endeavored to check the flames. Failing in that, they cut holes in her sides and attempted to scuttle her, but their efforts were ineffectual, as they were driven back by the scorching heat. The fire boat Reliance arrived and extinguished the fire, but not until the hull and engine had been ruined. Subsequently the hull was towed upon the flats and sold.
Aug. 16	Lch. Marion .....	City Point, Massachusetts.	Engine broke down while she was cruising in the bay. Station launch towed her to moorings off the Boston Yacht Club and made her fast.
Aug. 17	Br. sc. John T. Cullinan.	Monomoy, Massachusetts.	While beating over Nantucket Shoals during a thick fog she stranded on Shovel-ful Shoal, filled, and sank. Surfmen pulled out to her through a rough sea and made an effort to float her, which proved unavailing, and she was filling so rapidly that they took off her crew and rowed them to the station, where they were given food and shelter until their departure for Boston. The vessel was a total loss.
Aug. 17	Slp. yt. Rascal .....	Mantoloking, New Jersey.	Capsized and filled during a yacht race on account of her main sheet becoming jammed. Surfmen pulled out to her through a choppy sea, assisted to right and bail her out, and took one of her crew to the shore.
Aug. 17	Small boat, no name	South Haven, Michigan, Lake Michigan.	The patrol secured a boat which he found pounding in the surf and afterwards turned it over to its owner.
Aug. 17	Slp., no name .....	Old Chicago, Illinois, Lake Michigan.	The keeper received information that a sloop had capsized 3 miles N. from station, and at once procured a tug which towed the surfboat to the scene. Upon arrival, the sloop was found bottom up in the breakers. Casting off from the tug the surfmen anchored their boat to windward, outside the breakers, veered to a favorable position, righted and bailed out sloop, and the tug then towed both boats to station. It was ascertained that the occupants of the sloop were rescued by another boat at the time of the casualty.
Aug. 17	Slp., no name .....	Milwaukee, Wisconsin, Lake Michigan.	This sloop had capsized and gone adrift. Station crew righted and bailed her out; then towed here to the Milwaukee Yacht Club anchorage and moored her securely.
Aug. 18	Am. sc. Glenesk ....	Fletchers Neck, Maine. ...	Struck on a sunken wreck and stranded near Stage Island, 1 mile N. of station. Surfmen went to schooner's aid and helped to float her, after which they towed her with surfboat to a safe anchorage in inner harbor.
Aug. 18	Sailboat, no name..	Jerrys Point, New Hamp- shire.	Stranded on the bar near Horn Island, 1½ miles E. ¼ N. from station. Station crew pulled to her aid in dory, landed three passengers, and returned at high water and helped master to get vessel afloat.
Aug. 18	Small boat, no name.	City Point, Massachusetts.	The surfman on mid watch heard cries for help a short distance from station and went to the locality in steam launch, where he found that a small boat had capsized with six people, but that a sloop close at hand had picked them up. Two were in bad condition and he took them to the station, where they were given

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 18	Small boat, no name.	City Point, Massachusetts.	shelter and supplied with dry clothing from the stores of the Women's National Relief Association.
Aug. 18	Am. str. Ella .....	.....do .....	Disabled between Castle Island and public landing with 50 passengers on board. Station crew went alongside in steam launch, transferred the passengers to another vessel and towed the Ella to public landing.
Aug. 18	Am. sc. Kate B. Ogden.	Muskeget, Massachusetts.	Took bottom on N. end of Tuckernuck Shoal while beating to the eastward in Vineyard Sound. After a hard pull of 5 miles surfmen boarded vessel, ran an anchor, and assisted in making preparations for hauling her afloat. On the rising tide sail was set, and at high water the vessel was worked off without apparent damage and securely anchored in deep water, the life-savers returning to station.
Aug. 18	Am. slp. Beatrice...	Blue Point, New York....	This sloop grounded near station and surfmen assisted to get her afloat.
Aug. 19	Am. sc. Henry Whitney.	Burnt Island, Maine.....	Missed stays while working out of Port Clyde Harbor and stranded on rocks. The life-savers boarded and assisted crew to get their vessel afloat.
Aug. 19	Slp. scow, no name.	Cape May, New Jersey....	Carried away mast in a fresh breeze when abreast of station. Crew at once boarded in surfboat and assisted in clearing up the wreckage, and then beached her in a safe place. On the flood tide she was floated and taken into harbor at Hughes' jetties for repairs.
Aug. 20	Am. str. Ocean View.	Hunniwells Beach, Maine.	During a thick fog this steamer lost her bearings and stranded on the south end of Small Point, about 50 yards from the beach. The west patrol heard her signals of distress and aroused keeper at once. Manning the surfboat, station crew pulled in the direction indicated, and, after considerable difficulty owing to fog, located the stranded ship. They found her in a precarious position, and at master's request the keeper landed and wired for a tug. The surfmen then returned to the steamer and planted two anchors astern; then, there being no steam winch aboard, they clapped heavy tackles on the warps and hove them taut. After several hours of hard work, aided by the rising tide, the vessel was worked afloat without a tug and proceeded to Portland, Maine, under her own steam. (See letter of acknowledgment.)
Aug. 20	Am. slp. Guida .....	.....do .....	The master of this sloop lost his reckoning in a thick fog and anchored in a dangerous position on Wood Island Bar. The surfmen discovered her on the way to the relief of the steamer Ocean View, and towed her into deep water, where she anchored temporarily. On their return from the Ocean View the life-savers got the sloop under way, sailed her into the river, and anchored her securely.
Aug. 20	Small boat, no name.	Knobbs Beach, Massachusetts.	At 5 p. m. station lookout discovered a small boat adrift near station. Surfmen pulled to the boat and towed it to a secure place.
Aug. 20	Launch, no name...	Sandy Hook, New Jersey.	While going home in his launch the keeper found this launch (a motor boat) disabled. She had a man and boy on board, and, at their request and owing to unfavorable appearance of weather, the keeper towed them to a place of safety.
Aug. 20	Launch, no name...	Manistee, Michigan, Lake Michigan.	This launch, containing three men, was run down by a steamer, and about to sink when surfmen pulled out, rescued the men, towed the launch ashore, and hauled her on the beach for temporary repairs.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 22	Skiff, no name.....	Fairport, Ohio, Lake Erie.	Swamped with a load of wood on board, about 150 feet from shore. Two surfmen waded out and assisted the man in charge to beach his boat and free her of water.
Aug. 22	Shanty boat, and skiff, no names.	Louisville, Kentucky.....	These boats were in charge of one man, and were discovered by the lookout in a dangerous position near the falls. Station crew promptly pulled out and towed them out of danger.
Aug. 22	Am. sc. L. B. For- ester.	White River, Michigan, Lake Michigan.	At noon the lookout reported a schooner off shore at anchor and making signal for a tug. After notifying tug, the life-savers pulled to the vessel in surfboat and found her crew unable to heave up anchor on account of a broken windlass. Reenforced by the surfmen, the crew hove up anchor with a tackle. The life-saving crew then ran a line to a tug that arrived and towed the schooner safely into harbor.
Aug. 23	Sc. yt. Sunshine....	Fire Island, New York ...	Ran aground abreast of station while beating up the channel. Surfmen immediately launched surfboat and pulled to schooner's aid. They carried out an anchor, planted it astern, and then all hands manned the warp and, with the help of the sails, got vessel afloat uninjured. The keeper then piloted her up the channel to an anchorage.
Aug. 23	Sailboat, no name..	Charlotte, New York, Lake Ontario.	Capsized $\frac{1}{2}$ mile NE. from station, throwing man in charge into the water. Surfmen rescued the man in dingy, then towed his boat on the beach and put it in order.
Aug. 23	Am. slp. Delroe.....	Holland, Michigan, Lake Michigan.	Mast carried away in a strong wind and vessel rendered helpless. Station crew went out in surfboat and towed sloop to landing at Ottawa Beach Docks.
Aug. 23	Catboat, no name....	.....do .....	Two inexperienced men went sailing in this boat and capsized $\frac{1}{2}$ mile E. from station. The life-saving crew promptly pulled out and rescued the men and towed their boat to the landing.
Aug. 23	Slp., no name.....	Evanston, Illinois, Lake Michigan.	In attempting to make a landing this boat capsized and threw the occupants—five persons—overboard. The water being shoal, the life-savers waded out and helped all hands ashore. Two women in the party were provided with clothing from the stores of the Women's National Relief Association.
Aug. 23	Am. str. G. F. Curtis.	Kewaunee, Michigan, Lake Michigan.	This steamer arrived off the port with a valuable tow, and at the master's request the keeper piloted her into the harbor.
Aug. 24	Lch. Cosette .....	Watch Hill, Rhode Island.	Stranded near station in a dense fog. Station crew observed the accident and at once proceeded to the sloop in dory. They ran anchors and, aided by the rising tide, hove vessel afloat and she continued on her voyage uninjured.
Aug. 24	Catboat America ...	Fire Island, New York ...	This boat was capsized by a sudden squall and the occupants were immediately picked up by a passing boat. The accident occurred at a point not visible from the station, but hearing of the incident the life-savers went to the boat, hauled her on the beach, bailed her out, and put her in order.
Aug. 24	Am. slp. Jennie.....	.....do .....	Receiving information that a sloop had capsized some distance up the beach, surfmen sailed to the place in keeper's catboat, righted the capsized vessel, and secured it in a good anchorage.
Aug. 24	Am. slp. Una.....	Great Egg, New Jersey ...	Stranded on the beach near the station. Surfmen went to her aid and ran a keedge, but in heaving the cable parted and the keedge was lost. By skillful handling of the sails, however, the sloop was worked afloat uninjured.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 25	Catboat Flirt .....	Plum Island, Massachusetts.	Sunk at her anchors on edge of channel. Surfmen went to her assistance, hove her into shoal water, and moored her securely.
Aug. 25	Small boat, no name	City Point, Massachusetts.	Accidentally capsized near station in the night, precipitating crew of three men overboard. The keeper heard cries of distress, and put out in steam launch and rescued the imperiled men. He then aided them to right their boat, towed her to moorings, and landed the men on the beach.
Aug. 25	Am. sc. Eliza A. Scribner.	Oak Island and Fire Island, New York.	This schooner struck a submerged wreck offshore and sprung a leak. Finding it impossible to keep her afloat the master determined to beach her, but in entering Fire Island Inlet she struck the outer bar and stranded. The life-savers from Fire Island and Oak Island stations boarded her and found vessel with 8 feet of water in the hold and her crew worn-out by incessant labor at the pumps. Upon request of master the surfboat went ashore with a telegram for wrecking tugs, which soon arrived, and, after placing steam pumps aboard, hauled schooner afloat and towed her to New York for repairs. During operations the life-savers rendered service in running lines, heaving on windlass, manning pumps, and doing other necessary work.
Aug. 25	St. lch. Cape Henry.	Cape Henry, Virginia ....	This launch, while lying on the beach at night, pounded in the surf and injured her planking. Station crew helped owner to haul her above high-water mark for repairs.
Aug. 25	Am. sc. Josephine D.	Velasco, Texas .....	Stranded while attempting the bar at the mouth of San Bernard River, 15 miles SW. from station. The keeper received the news by telegraph, and at once launched and manned surfboat and proceeded to the place of casualty. On boarding schooner the surfmen found it necessary to discharge cargo to float her. This accomplished, preparations were made for heaving her off, and she was hauled afloat at high water the following morning. The station crew then assisted ship's company to restow the cargo, and the keeper piloted vessel safely into the river.
Aug. 25	Am. yt. Caribbean..	Thunder Bay Island, Michigan, Lake Huron.	This boat stranded just after midnight, and was discovered by the patrol. He gave the alarm, and surfmen went promptly to her aid and assistance in releasing her from her perilous position.
Aug. 25	Fishboat, no name..	Fort Point, California....	Station patrol found this boat on the beach full of sand and water, and the crew, assisted by crew of Golden Gate Park Station, cleared her out and prepared her for launching at high water.
Aug. 26	Slp. yt. Elizabeth...	Grand Haven, Michigan, Lake Michigan.	At 3 a. m. the patrol sighted this vessel 1 mile SSW. from station, and, being unable to account for her peculiar maneuvers, called the keeper. Station crew pulled to her in surfboat and found that the man in charge of the yacht had lost his bearings, and the members of a party on board were much alarmed. An approaching squall made the situation still more grave, and, taking a line from the yacht, the life-savers towed her to a safe anchorage near station.
Aug. 26	Canoe, no name....	South Haven, Michigan, Lake Michigan.	Capsized with two men, 400 yards W. from station. Surfmen pulled to the rescue, took the men out of the water, towed the boat to station, bailed it out, and returned it to owners.
Aug. 27	Lch. Rita .....	Duluth, Minnesota, Lake Superior.	Fuel exhausted and vessel unable to make port. She was discovered by the patrol, and station crew went to her relief and towed her to a boathouse, where she procured fuel.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 27	Am. slp. Annie May.	Hunnwells Beach, Maine.	While returning from a fishing trip, this boat was caught in a strong tide and grounded on Sugar Loaf. Surfmen pulled to her aid in surfboat and taking a tow line from her bow, with the help of the tide, hauled vessel off the rocks and towed her into deep water.
Aug. 28	Skiff, no name.....	Louisville, Kentucky.....	This skiff contained three boys, and was discovered by the lookout to be in danger of going over the falls. The life-savers immediately pulled to the rescue and towed the imperiled craft with its occupants out of danger and to station.
Aug. 28	Br. bk. Baroda .....	Coquille River, Oregon...	Stranded 9 miles S. from station in a thick fog. Keeper received news of the casualty at 3.30 p. m. by telegraph and immediately manned lifeboat and proceeded to the place, on arrival finding that the bark's crew had landed safely in their own boats. Being of 1,353 tons burden, she could not be released without the aid of tugs, and the station crew could only remain on the ground and perform such duty as might be necessary. The master went to Bandon to telegraph owners and underwriters, and the surfmen landed some valuable stores. On the 31st wrecking tugs arrived and commenced work on the stranded ship, which continued until Sept. 5, when the attempt to release her was temporarily abandoned. While the crew were on board dismantling the vessel on Sept. 3 a heavy sea swept the decks and caused a panic among the men. By means of apparatus already rigged by the life-savers from the ship's gear the whole number, 23 men, were landed, returning to their work at low tide. The surfmen also rendered such other service as lay in their power until the work was suspended, when they returned to their station. The Baroda was finally floated on June 5, 1902, and the following day was towed to Coos Bay, Oregon.
Aug. 29	Sailboat, no name..	Old Harbor, Massachusetts.	Accidentally stranded. The man in charge came to station for help, and surfmen assisted him to get his boat afloat and make sail, when he proceeded on his way.
Aug. 29	Catboat Samoset ...	Muskeget, Massachusetts.	The lookout observed this boat apparently drifting to sea unattended, she being about 3 miles from station. Surfmen pulled to her in surfboat and found her occupied by an intoxicated man, who had fallen asleep and then gone adrift in a helpless state. The keeper took charge of the boat and sailed her into Nantucket.
Aug. 29	Small boat, no name	Monmouth Beach, New Jersey.	Stranded on the beach near station. Surfmen went to the aid of the man in charge and helped him get his boat afloat.
Aug. 29	Am. yt. Marie.....	Turtle Gut and Cold Spring, New Jersey.	Stranded on middle ground of Cold Spring Inlet. A party of five people on board were taken on another yacht, and then the crews of Turtle Gut and Cold Spring stations got vessel afloat, she having sustained no injury.
Aug. 29	Launch, no name, and slp. yt. Sapho.	Cold Spring, New Jersey..	Grounded on shoal near station with parties on board. The life-savers assisted to haul both vessels afloat, neither having sustained injury.
Aug. 29	House boat, no name	Two Rivers, Wisconsin, Lake Michigan.	In danger of breaking from moorings during a gale. Surfmen boarded in surfboat and doubled up moorings, making vessel secure, then notified owners.
Aug. 30	Slp. yt. May R .....	City Point, Massachusetts.	This boat had been stolen by three boys who were not able to handle her properly and she collided with Castle Island Bridge. The station patrol saw the accident and went to render aid when the boys ran away. The patrol got the sloop

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Aug. 30	Slp. yt. May R.....	City Point, Massachusetts.	clear of the bridge, then worked her to some spare moorings near at hand and secured her.
Aug. 30	Am. sc. Boscobel....	Ottawa Point, Michigan, Lake Huron.	This schooner, while in tow of the steamer D. F. Rose in bad weather, had sprung a leak and become water-logged. The Rose took off the crew and cast the schooner adrift until the weather should be more favorable. The wind and sea having moderated, the master of the steamer stopped off the station and requested help in getting a hawser to the abandoned schooner, and the life-savers manned the surfboat and went out in tow of steamer. Arriving at the distressed craft, the surfmen succeeded, after considerable difficulty, owing to the rough water, in running the hawser, and the steamer took her tow into port without further trouble. On reaching smooth water in the harbor the surfmen furled the schooner's sails, made her fast alongside another vessel, and then returned to station.
Aug. 30	Lighter, no name ..	Marquette, Michigan, Lake Superior.	Dragged ashore in a gale of wind at night. The life-savers went to her in a surfboat. They succeeded in running a hawser to a tug which arrived on the scene, but, after several hours of hard and perilous work, the lighter had to be abandoned, and the tug sought shelter in the harbor and the surfmen returned to the station.
Aug. 30	Am. sc. E. M. Stanton.	Frankfort, Michigan, Lake Michigan.	Sought refuge in harbor in a heavy gale. Surfmen boarded and found the schooner leaking badly and her crew exhausted from thirty-six hours of incessant pumping. The station crew relieved the wearied men, and succeeded in freeing vessel from water.
Aug. 30	Sailboat Spy.....	Ludington, Michigan, Lake Michigan.	During a strong wind with high seas this boat capsized about 2 miles N. from station, throwing three men into the water. The men were rescued before the life-savers could reach the scene of casualty. As it was not possible to get the capsized craft into the harbor, in the heavy sea, the surfmen beached her on the lee side of the pier in the safest spot attainable.
Aug. 30	Yt., no name .....	Saint Joseph, Michigan, Lake Michigan.	Adrift and in danger of colliding with railroad bridge. Surfmen went to vessel in surfboat and towed her to deep water, where they anchored her securely, notifying owner.
Aug. 31	Am. sc. Pinta.....	Damariscove Island, Maine.	Stranded on Pumpkin Island Reef, 3 miles E. from station, the master having lost his bearings in a thick fog. When the fog lifted the patrol sighted the vessel and gave the alarm. Station crew pulled to the distressed craft in surfboat and assisted the crew at pumping, handling lines, manning windlass, etc., and the schooner was finally floated on the rising tide and proceeded to Boothbay Harbor.
Aug. 31	Slp. yt. Violet .....	City Point, Massachusetts.	Damaged in a collision with tug Gladiator and beached to avoid sinking. On hearing of the accident the life-savers immediately started for the locality in steam launch and found the yacht on the beach at Winthrop Head, her port quarter stove in and her side cut down to the water line. Upon request of the master, the surfmen made temporary repairs with material found on the beach and then carried the passengers of the vessel to the public landing in steam launch. In the evening at high water the station crew returned to the Violet, got her afloat, and towed her to moorings off the Boston Yacht Club floats.
Aug. 31	Catboat Marie. Elsie	Great Egg, New Jersey...	Grounded on a sand bar in the beach thoroughfare. Surfmen pulled to her aid and ran a kedge, by which they hauled vessel afloat.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 1	Am. slp. Shiloh . . . .	Damaris Cove Island, Maine.	While sailing with a pleasure party on board the steering gear was disabled. The sloop became unmanageable and was drifting rapidly upon a reef, when the life-savers reached her in their own boat and by skillfully using the sails and oars extricated her from her dangerous position and took her to Squirrel Island, where the party were landed safe.
Sept. 1	Catboat Bess . . . . .	Hunniwells Beach, Maine.	Dragged anchors and stranded in a dangerous place on Stage Island. Surfmen went out and after getting her afloat took her to a safe mooring.
Sept. 1	Small boats (2), no names.	Sandy Hook, New Jersey.	Surfmen found two small boats ashore, one on the Point of Hook and the other on False Hook. They floated and piloted them to a safe place.
Sept. 1	Small boat, no name	Fort Niagara, New York, Lake Ontario.	Two men in a small boat lost one of their oars and were drifting out of the Niagara River into the lake. Surfmen launched a boat, pulled out to them, recovered the lost oar, and towed the boat and its occupants to the shore.
Sept. 1	Catboat, no name . .	Buffalo, New York, Lake Erie.	Three boys who were out sailing were thrown into the water when the boat capsized, 1 mile NW. of station. The lookout on the end of pier witnessed the accident and immediately gave the alarm. Life-savers launched surfboat, pulled out, righted the boat, and turned it over to the lads, who had already been rescued by the occupants of a skiff which was near at the time of the mishap.
Sept. 1	Lch. Nanon . . . . .	Muskegon, Michigan, Lake Michigan.	This launch, with 13 people on board, became disabled by a rope fouling the propeller, and set signals for assistance. Surfmen promptly responded and succeeded in clearing the wheel, whereupon the boat proceeded to her destination.
Sept. 1	Am. sc. E. M. Stanton	Saint Joseph, Michigan, Lake Michigan.	The master of this vessel reported to the keeper that she was leaking badly and requested assistance, as his crew were worn-out. Surfmen boarded her and worked at the pumps for four hours. On the following day they again boarded her, and assisted by help hired by the master pumped her free of water.
Sept. 2	Dory, no name . . . . .	Salisbury Beach, Massa- chusetts.	Two men in a dory who were about to land through the surf showed by their actions that they were inexperienced in such work. Two of the station crew pulled out to them in a boat and piloted them safe to the beach.
Sept. 2	Lch. Venus . . . . .	City Point, Massachusetts	Disabled her machinery and, being unable to proceed, the master set distress signals. The life-savers went to her assistance in the station launch Relief and towed her to an anchorage off the Columbia Yacht Club House, where her passengers, eight in number, were landed.
Sept. 2	Catboat Scylla . . . . .	do . . . . .	Stranded at entrance to Shirley Gut, while endeavoring to avoid a collision with another boat, and sustained considerable damage to her sternpost, rudder, and centerboard. Upon receiving information of the mishap the station crew proceeded to the scene in the station launch and towed her to her moorings, where the six occupants were landed safely.
Sept. 2	Sailboat, no name . .	Sheboygan, Wisconsin, Lake Michigan.	Capsized 2 miles S. of the station and the occupants, a man and a boy, were thrown into the water. The man sank before the arrival of the life-savers. The keeper procured dragging apparatus, recovered the body and, as life was extinct, turned it over to the coroner. (For detailed account see caption "Loss of life.")

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 3	Sailboat, no name . .	City Point, Massachusetts	A small boat containing Antonio Frontiero, a fisherman, capsized in the harbor during a fresh blow from ENE., with a choppy sea. Surfmen saw the mishap and at once proceeded to the aid of the imperiled man in the station launch Relief, and took him and the boat to the station, where he was supplied with dry clothing from the stores of the Women's National Relief Association. Later in the evening he left the station in his own boat.
Sept. 3	Br. sc. Slassa.....	Monomoy, Massachusetts.	Stranded on Shovelful Shoal owing to the master making a mistake in the buoys. The station crew immediately went to her in the surfboat and rendered valuable aid in floating her. The deck load was thrown overboard, anchors were carried out and planted, and at the next high tide she was hauled afloat and warped into deep water without apparent injury.
Sept. 3	Rowboat, no name .	Tiana, New York.....	Patrolman picked up a flat-bottomed rowboat and took it to the station to await a claimant.
Sept. 5	Am. sc. Mary F. Chisholm.	City Poi. <sup>l</sup> Massachusetts.	While entering Boston Harbor the master mistook the channel buoys and the vessel stranded on the middle ground. Surfmen went to her aid and assisted to get her head toward the channel, and to warp her into deep water.
Sept. 5	Lch. Francis B.....	Atlantic City, New Jersey.	This launch, with a fishing party aboard, was struck while crossing the bar by a heavy sea, which demolished the windows, did other damage, and filled her with water, rendering her helpless. Life-savers pulled out to her in the surfboat and towed her up the channel to a safe berth.
Sept. 5	Fish boat, M. B.....	.....do.....	Swamped outside the bar in a heavy sea, and its occupant was in danger of drowning when he was rescued by the station crew, who hastened to his relief in the surfboat. The boat was anchored by the surfmen and was recovered by its owner on the following day.
Sept. 5	Fish boat, Sea Bird.	Frankfort, Michigan, Lake Michigan.	Capsized about 500 yards from the station during a heavy squall. Surfmen pulled out, rescued the single occupant, took him into their boat and returned to the shore with the fish boat in tow.
Sept. 6	Am. sc. Mentor.....	Hunniwells Beach, Maine.	While towing out of the Kennebec River the hawser parted and she drifted on Whites Ledge. Surfmen at once pulled out in the surfboat, but she was boarded by a sea and carried clear of the ledge before they could reach her. The tugboat which had her in tow was attempting to pick up another schooner and could not render any aid. The life-savers ran a line to her and by hard pulling kept her from drifting on Seguin Ledges, where the sea was breaking heavily, until she made sail and stood out clear of danger.
Sept. 6	Slp. yt., Dorothy....	North Scituate, Massachu- setts.	The mid-watch patrol discovered a small sloop in the breakers, dismasted, and in danger of going to pieces. The station crew went to her, hauled her to a safe anchorage, recovered her mast and sails, and made everything secure.
Sept. 6	Dories (2), no names	.....do.....	These dories, each containing two men, were attending a man who was engaged in swimming, and attempted to land on the beach through a heavy surf. The first one was caught by a big sea and upset. The occupants were thrown out with great force and one, who was seriously injured, would have drowned had it not been for the prompt assistance of the life-savers, who rushed into the water and brought him safe ashore. The sec-

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 6	Dories (2), nonames	North Scituate, Massachusetts.	ond boat was saved through their efforts and its occupants brought to the beach. The swimmer landed after a hard struggle, being assisted through the surf by the station crew. The rescued men were taken to the station and cared for. (See letter of acknowledgment.)
Sept. 6	Dory, no name.....	Gurnet, Massachusetts....	A small dory was picked up by the crew, 1½ miles outside of Gurnet Head, and taken to the station to await a claimant.
Sept. 7	Sc. yt. Ibis.....	Barnegat, New Jersey....	Stranded on the middle ground while working up the channel. Keeper and one of the crew went to her and found her fast on the bottom. The owner authorized the keeper to procure assistance and to engage a lighter for the purpose of removing the ballast from the yacht. On the next morning the keeper, having obtained the necessary help and appliances, again went off to her, and after discharging the ballast succeeded in floating her at high water.
Sept. 7	Am. str. Wawatam..	Lake View Beach, Michigan, Lake Huron.	Stranded during a strong NE. breeze and thick weather about 2 miles from the station. Surfmen pulled out to her and rendered assistance in transporting the master and a passenger ashore, and later in affording the owners an opportunity to visit the vessel. She discharged her water ballast by the use of her steam pumps and floated at 2 p. m. on the following day.
Sept. 7	Am. bge. 202.....	.....do.....	In tow of the str. Wawatam and stranded when that vessel went ashore. Surfmen ran a line from the barge to wrecking tug, but she could not move her. The barge was floated by a wrecking company on the 19th instant.
Sept. 7	Br. str. Sarnia.....	.....do.....	Went ashore during a strong NE. breeze and thick weather. The life-savers pulled out to her and took off her crew of eight men in the surfboat and landed them safely. She was afterwards floated by the wreckers.
Sept. 7	Am. str. John H. Pauly.	.....do.....	While making for St. Clair River during a strong NE. breeze and thick smoke, occasioned by forest fires, the master lost his reckoning, and the steamer and her consort stranded 3 miles S. by E. from the station. Upon being notified of the mishap the keeper procured a team to transport the surfboat and immediately went to the scene. The surfmen made several trips to her, and successfully landed her crew of 12 people.
Sept. 7	Am. sc. Amaranth.....	.....do.....	Stranded alongside of the steamer Pauly, when she went ashore, and immediately commenced to break up. Her crew of 7 men succeeded in reaching the Pauly and were afterwards taken ashore by the life-savers. She became a total loss.
Sept. 7	Am. sc. Marion W. Page.	.....do.....	The master of the towing steamer mistook the lights of other vessels which were aground, and both vessels took the bottom. The Page swung broadside to the sea and the waves swept completely over her, forcing the crew to take shelter in the forerigging. Her position formed a lee for the surfmen who proceeded to the relief of the distressed mariners, and after much labor succeeded in rescuing them, 11 in number. The steamer Quito, which was towing the Page, floated herself unaided after pumping out her water ballast.
Sept. 7	Am. sc. John Wesley.	Sand Beach, Michigan, Lake Huron.	Became unmanageable during a northerly gale, owing to the loss of her headsails, and was forced to anchor in a dangerous position in close proximity to Patrol Point Reef. Her anchors failed to hold and she dragged onto the reef. The

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 7	Am. sc. John Wesley.	Sand Beach, Michigan, Lake Huron.	station crew went to her aid in the surfboat, took off 2 women passengers and the crew of 8 men and transported them to the station, where they were given shelter and dry clothing from the supplies of the Women's National Relief Association.
Sept. 7	Am. sc. Andrew Jackson.	Pointe aux Barques, Michigan, Lake Huron.	Stranded at 8 p. m. on Long Point Reef during a NE. gale and thick weather. Surfmen boarded her, took off the crew of 7 men and conveyed them ashore to the station, where they were given food and shelter. At various times between the 7th and 26th instants the station crew rendered valuable aid in transporting the owners, master, and crew back and forth between the wreck and shore. They also assisted to dismantle her and to save the cargo. She became a total loss. (See letter of acknowledgment.)
Sept. 7	Am. lch. Lydia May.	Vermilion Point, Michigan, Lake Superior.	Parted her cable during a fresh WNW. blow and drifted ashore at 3.50 a. m. She was discovered by the patrol and the station crew floated her and took her to a safe berth, where she was anchored secure.
Sept. 7	Am. sc. Mary L.....	Manistee, Michigan, Lake Michigan.	Sprung leak after leaving port and set signals for assistance. Surfmen pulled out a distance of 4 miles through a rough sea, and after much difficulty, succeeded in boarding her. They immediately manned the pumps and helped to keep her afloat until a tugboat, which had come to her assistance, placed her in a safe berth at Ludington. The weather having become too stormy for the tug to return to Manistee and tow the surfboat, the keeper left one of the station crew in charge of the boat and proceeded overland to the station with the remainder.
Sept. 7	St. lch. Dewey.....	Racine, Wisconsin, Lake Michigan.	Became disabled in rough water and was completely unmanageable. When sighted by the life-savers she was pounding hard against the pier and in danger of swamping. Surfmen towed her to the station, whence she was taken up the river by another launch.
Sept. 7	Am. sc. Monitor....	Milwaukee, Wisconsin, Lake Michigan.	Became water-logged and anchored outside the pier heads. On account of the extreme darkness prevailing the master refused an offer to tow his vessel into the harbor. Surfmen boarded her and, after six hours' labor at the pumps, freed her of water. The next morning she was taken inside by a tug.
Sept. 7	Yt., no name.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Upon being notified that a yacht was ashore 9 miles W. from the station, life-savers went to her aid in the surfboat, towed by the tugboat Geo. Nelson. She was found pounding upon the rocks and in imminent danger. The passengers and crew had left her and landed in her boats. The surfmen ran lines to her from the tug, and she was hauled afloat and into deep water. Afterwards they conveyed 10 people from the shore to the tug. The yacht was towed to Sturgeon Bay for repairs.
Sept. 8	Sailboat, no name..	Hunniwells Beach, Maine.	Three men sailing in a small boat during a fresh breeze lost control of their craft and were drifting rapidly to sea. The life-savers pulled to their aid in the surfboat and towed them to the station.
Sept. 8	Dory, no name.....	Gap Cove, Massachusetts.	While returning from fishing, the occupant of this boat was caught in a fresh breeze and was compelled to anchor in a dangerous position on a lee shore. Surfmen pulled out and towed the man and dory to the beach.
Sept. 8	Skiff, no name.....	do .....	Surfmen picked up a skiff which was adrift, towed it to shore, and hauled it up in a safe place to await a claimant.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 8	Am. slps. Cynthia, Fox, and Blanche.	Nahant, Massachusetts...	Dragged their anchors during a heavy NW. squall, collided against a wharf and were in danger of pounding to pieces. Surfmen went to them, and after much labor extricated them from their dangerous positions and towed them to a safe place, where they were made fast.
Sept. 8	Am. slp. Maud S....	City Point, Massachusetts.	Dragged her anchor during a heavy NW. squall. Surfmen went to her aid and reached her just as she was about to collide against a stone pier. They averted the danger and towed her to the anchorage of the Mosquito Yacht Club, where she was secured.
Sept. 8	Am. sc. Rambler.....	.....do.....	While assisting the sloop Maud S., the surfmen observed the Rambler dragging ashore. After securing the sloop, they went to the Rambler in the launch Relief and reached her just as she took bottom. They ran a line, hauled her afloat, and then towed her to a safe anchorage under the weather shore.
Sept. 8	Slp. yt. Tip Top.....	.....do.....	The lookout observed this yacht start her anchor during a heavy squall and drift over toward the pumping station. The station crew went to her in the launch Relief, and, after getting a line to her, towed her in under the land, where she was secured.
Sept. 8	Lch. Anna M.....	.....do.....	At about 9 p. m., the owner came to the station and informed the keeper that she had broken down about 2 miles SE. from the station and requested assistance. The station crew went to her in the launch Relief, took the party of three women and three men aboard, and towed her to the float of the Massachusetts-Hull Yacht Club, where the passengers were landed.
Sept. 8	Slp. yt. Ruth W.....	.....do.....	Stranded upon Sunken Ledge, near Paddocks Island, 5 miles from the station. Upon being notified of the mishap, the station crew went to her in the launch Relief, ran a hawser to her, and at high water pulled her afloat uninjured.
Sept. 8	Am. slp. Neptune.....	.....do.....	Upon being notified that this sloop needed assistance, the surfmen went to her in the station launch Relief. She was found to be unmanageable, having lost her mainsail. The Relief towed her to City Point, where she was securely moored.
Sept. 8	Sailboat, no name..	North Scituate, Massachusetts.	While patrolling the beach, the keeper discovered a small sailboat pounding in the surf. He procured assistance and hauled her up on the beach out of the reach of the sea.
Sept. 8	Small boat, no name.....	.....do.....	The keeper sent surfmen to pick up a small boat which was adrift in the bay. They towed it through a rough sea to the shore and restored it to its owner.
Sept. 8	Slp. yt. Violet.....	Point of Woods, New York.	Parted both cables during a NE. storm and stranded 1 mile N. of station. Surfmen went to her in the surfboat, floated her, and made her fast to a wharf close by. On the next day they recovered the anchors and returned them to the owner.
Sept. 8	Slp. yt. Hilgarda...	Spermaceti Cove, New Jersey.	Mast carried away close to the deck during a strong NW. breeze, and the sloop, with 4 persons on board, anchored in the bay 3 miles NW. of station. Surfmen pulled off to her, helped to clear away the wreckage, and, after getting the anchor, towed her into smooth water.
Sept. 8	Slp. yt. Nomad.....	Barnegat, New Jersey....	Stranded in Barnegat Inlet 1½ miles NNE. from station. Surfmen went to her in the surfboat, ran out an anchor, and warped her afloat. She was then taken to a safe anchorage.
Sept. 8	Skiff, no name.....	Louisville, Kentucky....	This skiff, containing 4 colored men, was caught in the swift current and in great

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 8	Skiff, no name.....	Louisville, Kentucky ....	danger of going over the falls. The station crew immediately went to their assistance, got a line to the skiff, and towed her and the men to a safe place.
Sept. 8	Br. sc. Vienna.....	Sand Beach, Michigan, Lake Huron.	Foretiggering parted during a hard blow and she was carried past the harbor entrance by the gale and stranded outside the S. breakwater. The surfmen pulled out in the surfboat, and being unable to assist the vessel, took off the crew of four men and one woman, and conveyed them to the station, where they were given shelter. The woman was given proper stimulants and supplied with clothing from the stores of the Women's National Relief Association. For several days afterwards the station crew went daily to the wreck and rendered valuable assistance to the wreckers who were at work upon her.
Sept. 8	Am. str. W. H. Gilbert.	Vermilion Point, Michigan, Lake Superior.	Ran ashore during thick weather, $\frac{1}{2}$ mile NW. of station. The life-savers pulled out to her and, at the request of the master, went ashore and sent a telegram to Sault Sainte Marie for a wrecking tug. Then they returned to the steamer and stood by. A wrecking tug arrived at 9.10 p. m. The surfmen assisted in running and handling the hawsers, and she was floated at 1.10 a. m. on the following day.
Sept. 8	Am. sc. Carrington .....	do .....	Was in tow of the steamer W. H. Gilbert and stranded when that vessel went ashore. The surfmen put off to her and ran a line from her stern to the bow of the steamer so as to slue her. Then they transferred wheelbarrows from the steamer to her and assisted to shift the cargo. On the following morning she was floated by a tugboat and towed to a safe anchorage.
Sept. 8	Am. sc. Mary Ellen Cook.	Milwaukee, Wisconsin, Lake Michigan.	Upon receiving information of a disaster 17 miles N. from the station, the station crew launched the surfboat and went to the scene of the mishap in tow of the tug Welcome. The schooner was found high and dry on the beach, having stranded about midnight during thick weather. The life-savers ran a line from the schooner to the tug and otherwise rendered valuable aid. They went to the scene of the wreck again on the 10th and 12th instants and furnished such assistance as was possible. (See letter of acknowledgment.)
Sept. 9	Am. yt. Tyrant .....	Plum Island, Massachusetts.	Sprang a leak 1 mile N. of station. Keeper and four of the crew boarded her in a small boat. They found an intoxicated man on board and the yacht half full of water. Bailed her out, made sail and took her into the basin, where they beached her. The occupant of the boat was taken to a cottage near by. On the next day the station crew caiked her garboard seams, which effectually stopped the leak, and on the day following they delivered her to the owner.
Sept. 9	Fish boat, no name.	Point of Woods, New York.	In answer to signals for assistance surfmen pulled out and aided two fishermen to land. Then they hauled their boat up on the beach and cleared their fish nets.
Sept. 9	Am. slp., no name..	Chicago, Illinois, Lake Michigan.	Upon hearing calls for assistance, the keeper and four surfmen went in the Whitehall boat to the aid of this sloop, which contained one man. They reached her as she was entering the broken water and found that she was filling rapidly. The man was badly frightened and the life-savers took him into their boat and towed the sloop to a safe place.
Sept. 9	Am. sc. Commerce..	Milwaukee, Wisconsin, Lake Michigan.	The master called at the station and requested assistance, as his vessel was leaking badly. Surfmen pulled out to



Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 9	Am. sc. Commerce..	Milwaukee, Wisconsin, Lake Michigan.	her and worked at the pumps for ten hours without being able to free her. Then the keeper summoned a tugboat and had her towed into the harbor. The master was then able to stop the leak sufficiently to proceed on his voyage.
Sept. 10	Am. st. yt. Rapidan .	Cape Henlopen and Lewes, Delaware.	Stranded on point of Cape Henlopen and filled with water. The crews from Cape Henlopen and Lewes Life-Saving Stations went out to her in their surfboats and took off six of her crew, the remainder having come ashore in one of her boats. The surfmen removed furniture, furnishings and valuables from her and delivered them to the owner's agent. They also saved two of her rowboats and a naphtha launch.
Sept. 11	Br. str. Flash.....	Cranberry Isles, Maine ...	Shortly after dark the patrolman on watch observed this vessel standing into danger and burned a Coston signal to warn her. Thereupon she came to anchor in an exposed position. Surfmen boarded her, hove up her anchor, and, the wind being light, towed her into deep water.
Sept. 11	Catboat Tiana .....	Tiana, New York.....	This boat, which contained two people, capsized during a squall one mile N.E. from the station. Keeper and three of the station crew went to her in a catboat, picked up the men, righted the overturned boat, bailed her out, and put her crew aboard, whereupon she proceeded.
Sept. 11	Am. sc. Lucy W. Snow.	Moriches, New York.....	Stranded 100 yards from the shore two miles W. of station during dark, squally weather. The station crew went to her aid, and, after running cut kedges to keep her upright during the falling tide, took off the crew of seven men. The keeper telegraphed for a wrecking tug, which arrived the next morning. She was unable to float the schooner, which proved a total loss.
Sept. 12	Sailboat, no name ..	Fourth Cliff, Massachu- setts.	The patrol reported that two boys, offshore in a sailboat, were making signals for help. Two of the surfmen pulled out to them and found that they were unable to handle the boat in the strong wind and current. They took charge and brought the craft safely into the harbor.
Sept. 12	Am. str. Hoffnung ..	Kenosha, Wisconsin, Lake Michigan.	At 10.30 p. m. the patrol observed distress signals shown from a vessel about 2 miles offshore and notified the keeper. The station crew pulled out in the surfboat and found a steamer which was disabled owing to an accident to her motive power. The surfmen returned to the shore and the keeper sent out a tugboat, which towed her into the harbor.
Sept. 13	Am. sc. St. Thomas..	Muskeget, Massachusetts.	Stranded on Mutton Shoal Rips, while crossing Nantucket Shoals, filled with water and sank. Surfmen started for her against a strong head wind and swift current, but after proceeding three miles met a boat which contained her crew, who had abandoned her. The surfmen accompanied them to the station, and then took the master to Nantucket, in order that he might confer with the underwriter's agent. The crew were succored at the station until the next day, when they proceeded to town with their baggage. The vessel was a total loss.
Sept. 13	Rowboat, no name.	Shark River, New Jersey.	The patrol observed that four men in this boat were in peril. Life-savers hastened to their rescue in the surfboat and found that their boat was sinking. They took them in the surfboat to the station. The rowboat was abandoned on account of the strong wind and rough sea.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 13	Slp. yt. Vera.....	Ottawa Point, Michigan, Lake Huron.	Stranded in Tawas Bay, during smoky weather, while under all sail. Station crew launched the surfboat, boarded her, carried out her anchor, and succeeded in floating her. She was uninjured and continued her cruise.
Sept. 14	Catboat Priscilla ...	Oak Island, New York ...	Stranded 1 mile from station and filled with sand and water. Surfmen pulled to her, but were unable to float her. On the next morning they again went to her and found that some of her planking had started. They hauled her up on the beach and then turned her over to her owner.
Sept. 15	Am. sc. Julia A. Decker.	Salisbury Beach and Plum Island, Massachusetts.	While taking in a cargo of sand at the mouth of the Merrimac River, this vessel sprang a leak and sank 2 miles N. of station. The crews from Salisbury Beach and Plum Island Life-Saving Stations pulled to her, but after discharging 30 tons of sand were unable to float her. The balance of the cargo shifted forward and buried her head under water. As it was impossible to free her with the pumps, the master decided to dismantle her, and on the 20th the life-saving crews again went on board of her and assisted in taking her sails, furniture, blocks, rigging, and appurtenances to the shore. She was a total loss.
Sept. 15	Lch. Gadabout ....	Gloucester, Massachusetts.	Disabled her machinery about 1 mile SSW. from station. Surfmen boarded her in the small boat and towed her to a safe anchorage to await the arrival of a machinist. The next day repairs were completed, whereupon she proceeded to her destination.
Sept. 15	Sailboat, no name..	Gurnet, Massachusetts ...	Carried away her mast during a strong blow and anchored in the bay. The life-saving crew pulled out to her in the station dory, towed her to a safe mooring, and conveyed the two occupants to the station, where they were supplied with dry clothing from the stores of the Women's National Relief Association. Then they departed for their homes, leaving the boat in charge of the keeper, who restored it to its owner.
Sept. 15	Lch. Whitecap .....	Spermaceti Cove, New Jersey.	Parted hawser while in tow of a catboat and drifted toward the shore. Keeper and one of the surfmen went to her assistance in the station dory, got a line to her, and started to tow her into deep water, but the line parted and she stranded on the beach. Then the surfmen went ashore and, with the assistance of the occupant, righted her, bailed her out and, after getting her afloat, towed her to the Highlands.
Sept. 15	Slp. yt. Anootock ..	Charlotte, New York, Lake Ontario.	Capsized in a heavy squall 4 miles NE. of station. The surfboat was launched and the station crew pulled to her aid. When they arrived upon the scene they found that the crew had left her. They righted her, lashed her to the surfboat, and towed her to the inner harbor, where she was bailed out and returned to the owner.
Sept. 15	Slp. yt. Nephawin..	Ottawa Point, Michigan, Lake Huron.	Dragged anchor during a SW. gale and stranded. Surfmen pulled off to her and found that there was no one on board. Then they ran a line from the yacht to a steamer anchored near and hove her afloat by means of the steamer's capstan. She was then moored to a schooner anchored near.
Sept. 15	Am. sc. Canton .....	Sturgeon Point, Michigan, Lake Huron.	Disasted 7 miles NE. of station during a strong gale, and set signals for assistance. The life-savers immediately pulled out to her in the surfboat, and upon boarding her found that one of her crew had

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 15	Am. sc. Canton.....	Sturgeon Point, Michigan, Lake Huron.	been killed and another seriously injured when the masts went over the side. At the request of the master, the surfmen took the injured man ashore, where he received medical treatment, and the keeper telegraphed for a tug to go to the assistance of the schooner, but before the arrival of the tug a passing steamer took the dismasted craft in tow and proceeded toward Alpena, Michigan. After the injured man had his wounds dressed the keeper supplied him with dry clothing from the stores donated by the Women's National Relief Association.
Sept. 15	Leh., no name.....	Muskallonge Lake, Michigan, Lake Superior.	The master was unable to proceed on his cruise on account of heavy weather on the lake, and requested assistance. The station crew rigged falls and pulled her up on the break water clear of all danger.
Sept. 15	Slp., no name.....	Frankfort, Michigan, Lake Michigan.	Capsized during a strong wind and sank about 600 yards from the station. Surfmen launched the surfboat and quickly pulled off to her. The occupant of the boat was found almost exhausted, clinging to a floating log. He was taken into the surfboat and landed safe. On the 20th the life-savers recovered the sloop, and after putting her in order restored her to her owner.
Sept. 15	Pile driver, no name	Muskegon, Michigan, Lake Michigan.	Parted her mooring lines in a gale, with high sea, and was in danger of becoming a total loss. The station crew boarded her, ran out hawsers, and hauled her clear of danger. Then they towed her up the river and moored her in a safe place. (See letter of acknowledgment.)
Sept. 15	Sailboat, no name..	Michigan City, Indiana, Lake Michigan.	Capsized by a heavy squall 100 yards W. from the station. Life-savers launched the skiff at once and pulled out to the capsized craft. The two occupants were taken from the water into the skiff and conveyed to the station. Then the surfmen secured the overturned boat, and after righting her turned her over to her owners.
Sept. 16	St. Ich. Republic...	City Point, Massachusetts.	Adrift in the bay, her engine having become disabled while she was on her way from Savin Hill to Wallaston. The station launch went to her aid and towed her to a safe anchorage off Savin Hill.
Sept. 16	Leh., no name.....	Absecon, New Jersey.....	Adrift at sea 1½ miles from the station with no one on board. Surfmen pulled out to her in the surfboat, took a line from her, and towed her through the thoroughfare into the inlet, where she was safely moored near the station. On the 17th she was restored to her owner.
Sept. 16	Am. sc. Joseph J. Pharo.	Assateague Beach, Virginia.	Dragged anchor during a strong SW. breeze and stranded in Powers Cove. She was discovered by the patrol, who flashed a Coston signal and then notified the keeper. Station crew went to her in the surfboat, ran an anchor, and succeeded in getting her head to the wind. They made attempts at each succeeding high water to float her, and on the 18th were successful. (See letter of acknowledgment.)
Sept. 16	Br. str. Bannockburn.	Sand Beach, Michigan, Lake Huron.	Stranded 4 miles NNW. from station during a SW. gale. Life-savers went on board of her and assisted the crew to jettison a portion of the cargo. After fourteen hours of hard labor the steamer was released from her peril by two tugs, which had come to her aid, and proceeded to her destination.
Sept. 16	Fish boat, no name.	Middle Island, Michigan, Lake Huron.	Was caught in a gale of wind while returning from her fish nets and lost her foremast. The occupants put her before

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 16	Fish boat, no name.	Middle Island, Michigan, Lake Huron.	the wind, ran down the lake under bare poles, and anchored near Middle Island. The surfmen boarded her after a hard pull and towed her against a heavy wind and rough sea to the station, where her occupants were succored for two days. The station crew repaired the boat, after which her owners left for home.
Sept. 16	Am. sc. Nellie Johnson.	Beaver Island, Michigan, Lake Michigan.	Stranded in Cables Bay during thick weather with heavy rain squalls. One of her crew came to the station and requested assistance. As there was no regular crew at the station, the keeper hired a man to help him and went to her in the Whitehall boat. The life-savers rendered aid in running lines from the schooner to a tug which was endeavoring to float her, and in carrying the masters of the two vessels to and from the beach. She was floated on the 25th instant.
Sept. 16	Am. sc. Jessie Winter.	Muskegon, Michigan, Lake Michigan.	Pounding against the pier during rough weather and in danger of being seriously damaged. At the request of her master, the station crew went on board of her, got her under way, and sailed her into Lake Muskegon, where they anchored her safe.
Sept. 16	Sailboat, no name.	.....do .....	Parted her moorings during a high wind, stranded on the beach opposite the life-saving station, and filled with sand and water. Later a raft of logs grounded near her and she was in danger of being stove by them. Surfmen went to her, shoveled the sand out, and hauled her up on the beach out of danger.
Sept. 17	Sailboat, no name.	Quoddy Head, Maine .....	Shortly after dark the keeper heard cries of distress apparently offshore. Surfmen immediately launched the small boat and pulled in the direction from which they came. During their absence the patrol discovered two young men in a gulch near Quoddy Head Light. They had been sailing and had lost their mast and also their oars. The boat being unmanageable had stranded on the rocks and filled with water. The youths, who were on an unfamiliar coast, wandered aimlessly about, chilled and weak from exposure, and had almost abandoned hope when rescued. They were taken to the station, given succor, and supplied with dry clothing from the stores of the Women's National Relief Association. The next day the life-savers recovered the boat, put it in order, and restored it to the young men, who departed to their homes.
Sept. 17	Catboat Petrel.....	Fletchers Neck, Maine.....	Stranded on the rocks 1 mile N. of station during a heavy squall. The six occupants landed safely. The station crew pulled to her in the surfboat and succeeded in floating her on the flood tide, when they sailed her into the harbor and moored her.
Sept. 17	Dory, no name .....	Gloucester, Massachusetts	The lookout saw a man fall overboard from a passing schooner and gave the alarm. Surfmen immediately pulled to the spot but could not find any trace of the man, who had evidently drowned. An unsuccessful attempt was made to recover the body by dragging. One of the schooner's dories which broke adrift when the man fell overboard was picked up by the life-savers and later delivered to its owner at Gloucester.
Sept. 17	Catboat, no name ..	City Point, Massachusetts.	Parted her moorings during a heavy SW. squall and drifted alongside of the Boston Yacht Club float. Surfmen went to her in the launch Relief, towed her clear of all danger, and anchored her secure.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 17	Fish boat Bill Bear .	Santa Rosa, Florida . . . . .	Capsized 3 miles NE. from the station during a heavy squall. Surfmen pulled out to her, took off the two occupants, and towed the boat to the station. The two men were afforded succor over night and furnished dry clothing from the supply donated by the Women's National Relief Association.
Sept. 17	Am. sc. G. W. Wesley.	Middle Island, Michigan, Lake Huron.	Became water-logged while in tow of a steamer, which took off her crew and then abandoned her. Afterwards she stranded. Upon being notified of the occurrence the life-savers went to her in tow of the tug John Owen and ran a line from her to the tug, which hauled her afloat and towed her to Alpena.
Sept. 17	Am. bge. Alexander Holley.	Ship Canal, Michigan Lake Superior.	Was in tow of a steamer and parted her hawser during a heavy gale. After drifting for 60 miles her master anchored in a dangerous position to avoid stranding on Eagle Harbor Reef. The keeper was informed of the disaster and, after an unsuccessful effort to get the master of a large tugboat to tow the lifeboat to the scene, started with the station crew in the surfboat. After five hours of hard work in a high wind and very rough sea the life-saving crew reached the barge and took off her crew of six men and landed them at Eagle Harbor. On the next day, the weather having moderated, the surfmen conveyed the crew back to the barge, which shortly afterwards proceeded to her destination in tow of a tugboat.
Sept. 17	Am. sc. Ford River .	Plum Island, Wisconsin, Lake Michigan.	At anchor 2 miles ENE. from the station and was unable to get under way without assistance. In answer to signals set by her master the station crew went to her aid, assisted to heave up the anchors and to make sail, whereupon she proceeded on her voyage.
Sept. 18	Am. slp. Two Brothers.	Hunniwells Beach, Maine	Broke adrift from her moorings during the night and drifted out of the river. At daylight the patrol sighted her dangerously near some outlying rocks. Surfmen pulled out to her and towed her to a secure berth in the Kennebec River. Later she was claimed by her owner.
Sept. 18	Small boat, no name	Jerrys Point New Hampshire.	Broke adrift from her moorings and was subsequently recovered by surfmen, who went in quest of her in the surfboat. Her owner had fallen overboard and was furnished with dry clothing from the supply donated by the Women's National Relief Association.
Sept. 18	Str. Sea Bright . . . . .	Oak Island, North Carolina.	Grounded off the entrance to Baldhead Creek, while towing a scow, and set signals for assistance. Surfmen went to her in the lifeboat and took the master to Southport, so that he might communicate with her owners. Then they returned to the steamer with provisions for the crew, the supply on board having become exhausted.
Sept. 19	Am. str. Pearl . . . . .	City Point, Massachusetts.	Machinery became disabled and her master set signals of distress. Surfmen went to her in the station launch Relief, and towed her to the public landing at City Point.
Sept. 19	Am. sc. Maggie . . . . .	Point Allerton, Massachusetts.	Stranded on Devils Back Ledge while returning from a fishing trip with fourteen passengers on board. The master landed all of the passengers safely and returned to her with the hope of saving her, but the weather became so threatening that he abandoned her. She floated off the ledge during the night and was drifting with the current when sighted by the patrol at daylight. Surfmen pulled off to her, but she grounded again just before they reached her. The keep-

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 19	Am. sc. Maggie .....	Point Allerton, Massachusetts.	er found her half-full of water, manned the pumps, ran an anchor, and tried to get her afloat, but as the weather continued threatening, he engaged a tug-boat, which hauled her afloat at the next high water and towed her to Boston.
Sept. 19	Sc. yt. Betsey .....	Cuttyhunk, Massachusetts.	Dragged anchors during a strong N.E. blow and stranded near the station at 11.30 p. m. Surfmen pulled out to her and, assisted by her crew, ran out anchors, succeeded in hauling her afloat, then anchored her in thirteen feet of water.
Sept. 19	Nph. Ich., no name.	Cleveland, Ohio, Lake Erie.	Became disabled 500 feet N. of station and signaled for assistance. Surfmen pulled out and towed the disabled craft to East River Pier, where she was made fast.
Sept. 19	Sailboat Rough Rider.	Louisville, Kentucky.....	This boat with a canoe in tow was in grave danger when the wind failed as she came abreast the Indiana chute of the falls in the Ohio River. The lookout gave the alarm and the life-saving crew went to their aid in the surfboat, and towed both boats into safe water.
Sept. 20	St. yt. Beatrice .....	White Head, Maine .....	Disabled machinery and set signals of distress when $\frac{1}{2}$ mile S. from station. Life-saving crew pulled out to her, took a line from her, and towed her 4 miles to Tennants Harbor, where repairs were effected.
Sept. 20	Ich. Sparhawk.....	Plum Island, Massachusetts.	Became disabled 5 miles offshore, drifted in and stranded 1,000 yards NNE. from station, near S. jetty. Surfmen walked to her and landed all movable articles. Then they launched the surfboat and pulled to her, and assisted by people on shore, hauled her afloat into deep water, and towed her to a safe anchorage in the cove. (See letter of acknowledgment.)
Sept. 21	Bge., no name.....	Louisville, Kentucky.....	Adrift in the Ohio River and in danger of going over the falls. Station crew pulled out to her, put a line on board, and towed her into still water, where she was moored safe.
Sept. 22	Sailboat Break of Da	Hunniwells Beach, Maine	While beating out of Sagadahoc Bay, this boat with a pleasure party on board missed stays, and stranded 1 mile E. from the station. Surfmen went out to her in the surfboat, but she floated before they reached her. They went aboard however, took charge and sailed her into a small harbor, where they anchored her. Two of the party were taken to the station and afforded shelter for fifteen hours.
Sept. 22	Slp. yt. Souvenir ...	City Point, Massachusetts	Carried away her masthead while returning from a fishing trip. Station crew went to her in launch Relief and towed her to moorings off the Boston Yacht Club.
Sept. 22	Sailboat Hustler.....	.....do .....	Lost her rudder and became unmanageable while out sailing in Dorchester Bay. In answer to signals for assistance life-saving crew went to her in the station launch and towed her to safe moorings.
Sept. 22	Am. str. Spray.....	.....do .....	Broke crank pin and disabled machinery when 1 mile E. by N. from the station. Surfmen went to her aid in launch Relief and towed her to a secure anchorage in Pleasure Bay.
Sept. 22	Sailboat Valiant....	Louisville, Kentucky ....	The lookout observed that this boat, which contained two passengers, was in danger near the middle chute of the falls in the Ohio River. Station crew pulled out and towed boat and occupants into safe water.
Sept. 22	Sailboat Defender.....	.....do .....	Becalmed and in a very dangerous position near the Indiana chute of the falls. Life-saving crew went to her assistance and towed the boat, with her three passengers, to the boat clubhouse.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 22	Skiff, no name .....	Duluth, Minnesota, Lake Superior.	Was moored alongside of a dredge, parted her moorings, and drifted out into the lake. Two surfmen pulled out in the station dingey, recovered the boat, and restored it to its owner.
Sept. 22	Am. str. Post Boy...	Old Chicago, Illinois, Lake Michigan.	Stranded at Lincoln Park, 4 miles from the station. Keeper was notified of the disaster and towed to the scene in the surfboat. Steamer was found on the beach, having lost her rudder and sustained damage to her bottom. Surfmen ran a hawser to a tugboat, which succeeded in floating her, and towed her to a dock in the inner harbor.
Sept. 23	Am. sc. Swan.....	Beaver Island, Michigan, Lake Michigan.	Dragged ashore 9 miles W. of station during a SW. gale. In response to her master's request for assistance, the keeper engaged the services of a volunteer (no crew employed) and went to her assistance. He procured help to discharge the cargo, pumped her out, floated her, and after reloading, she started for Beaver Harbor, where she arrived in safety on the 29th instant.
Sept. 23	Slp. yt. Enola.....	Old Chicago, Illinois, Lake Michigan.	Adrift in the basin with no one on board, surfmen pulled out, recovered her and towed her in and made her fast alongside of a pier.
Sept. 24	Sailboat, no name..	Gay Head, Massachusetts.	Dragged anchor during a strong NE. wind; Surfmen went out to her in the surfboat, unstepped the mast, ran out an extra anchor, and after making her secure, left her to ride out the blow.
Sept. 24	St. yt. Navarch.....	Bois Blanc, Michigan, Lake Huron.	Lost her propeller 5 miles NW. from station and was unmanageable. Her distress signals were promptly responded to by the life-saving crew, who pulled toward her in the surfboat. After proceeding a portion of the distance, they met the owner of the disabled vessel, and at his request went to Cheboygan and procured the services of a tugboat, which went to the yacht and towed her safely into port for repairs.
Sept. 24	Slp., no name .....	Duluth, Minnesota, Lake Superior.	Parted moorings during a heavy NE. gale and drifted across the harbor. Surfmen pulled out to her in the surfboat, towed her to the boathouse, and hauled her out on the beach clear of danger.
Sept. 24	Smallboat, noname.	Beaver Island, Michigan, Lake Michigan.	Owing to the inexperience of the two occupants, this boat got into the trough of the sea, shipped considerable water, and was in danger of swamping. The keeper saw their predicament and pulled out to them in a Whitehall boat. He took them into his boat just as their own was sinking.
Sept. 24	Am. sc. Kate Lyons.	White River, Michigan, Lake Michigan.	Was sighted by the lookout, about 4 miles off shore, flying signals of distress. As a strong gale was blowing at the time, the keeper at once engaged the services of a tugboat, which was lying close by, to tow the life-saving crew out in the surfboat. Upon boarding the vessel, she was found water-logged, with a heavy list to port, and part of her canvas blown away. Surfmen threw overboard some of the deck load, manned the pumps, and assisted to repair the sails. The master of the tugboat refused to take the vessel in tow and returned to port, leaving her drifting rapidly out into the lake. After much labor the life-savers succeeded in making sail and getting her on the other tack, when they headed for Muskegon Harbor, which they reached at 5.15 a. m. the next day.
Sept. 25	Yawl Adventurer ..	Wood End, Massachusetts.	Lost jiggermast and jib during a heavy squall and, when observed by the lookout, was about 4 miles distant, unmanageable, and driving to leeward before

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 25	Yawl Adventurer ..	Wood End, Massachusetts	a strong NE. wind. Station crew went to her aid and found a man and a lad on board, both of whom were exhausted from their labors. They cleared away the wreckage and brought the boat safely into the harbor.
Sept. 25	Catboat Natica .....	Gay Head, Massachusetts.	Was unable to carry sail in the heavy NE. wind and anchored in an exceedingly dangerous position on Dog Bar. The master thereupon displayed distress signals, and upon seeing them the patrolman hastened to the station and notified the keeper. The surfboat was launched and, after a hard pull in the rough sea, the life-savers reached the catboat and found a man and his son on board, both of whom were exhausted from labor and exposure. At times the sea would make a clean sweep over her and the occupants were cold and wet. The keeper left a crew to work her to a safe berth, took the man and boy into the surfboat, landed them and conducted them to the station, where they were afforded succor until the next day. (See letter of acknowledgement).
Sept. 25	Am. slp. Anna Bell..	Fire Island, New York ...	Stranded 1 mile NE. of station while getting under way for the purpose of seeking shelter during a NE. gale. While endeavoring to float his vessel the master was stricken with heart failure and died. The other occupant of the sloop waded to the beach and sent the station for assistance. Surfmen promptly responded, ran out an anchor, and hauled her afloat. The keeper left two men in charge of the body, and the next morning sent the sloop to Bay Shore in charge of surfmen, and turned the body of the master over to the coroner.
Sept. 25	Slp. yt. Edith Louise	Atlantic City, New Jersey.	Lost her jib while beating into the inlet during a NE. gale and anchored to prevent stranding on the bar. Life-savers boarded her, let go another anchor, and transferred the four passengers to the beach. The keeper engaged a tug to go to her assistance, but owing to the high sea and strong wind she failed to reach her, and when the storm moderated the master worked her into a safe anchorage.
Sept. 25	Am. sc. Paisley.....	Ship Canal, Michigan, Lake Superior.	Sprung aleak while in tow of a steamer. In response to signals set by her master, the station crew went to her aid in the surfboat and helped to keep her afloat. They manned the pumps and worked for twenty-two hours, until the steamer's pumps were repaired and in good working order.
Sept. 25	Am. sc. Mary E. Packard.	Manistee, Michigan, Lake Michigan.	Struck on the bar and was leaking badly when towed into port. Surfmen pulled out to her and relieved the crew at the pumps. On the following day they again boarded her and pumped her out, after which they assisted to repair her sails.
Sept. 26	Dory, no name .....	Popes Island, Virginia.....	The patrolman sighted a dory which was adrift. He recovered it and hauled it up on the beach clear of danger. Afterwards it was taken to the station to await a claimant.
Sept. 26	Lch. Clarence B.....	Duluth, Minnesota, Lake Superior.	Broke one of her propeller blades while backing out from the boathouse landing. Two of the station crew went to her in the dingy and towed her to the boat factory, where she was hauled out on the beach for repairs.
Sept. 27	Small boat, no name.	Plum Island, Massachusetts.	Parted moorings and stranded on the rocks 1 mile N. from the station. Keeper sent two surfmen in the station dory, who recovered the boat, towed it to the station, and hauled it out on the beach to await the arrival of an owner.



## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Sept. 27	Am. slp. Undine....	Metomkin Inlet, Virginia.	Weather shroud carried away during a strong NE. blow, and she was dismasted $\frac{1}{2}$ mile SSW. from the station. The life-saving crew pulled out to her in the surfboat, cleared away the wreckage, and made everything secure. Then they returned to the station, and at the request of the master telephoned for a tugboat, which went to her assistance and towed her into the harbor.
Sept. 28	Dory, no name .....	Turtle Gut, New Jersey ..	Patrolman found a dory with a complete fishing outfit on board pounding in the surf. He took it to the station, where it was held pending the arrival of a claimant. The keeper notified the Maritime Exchange of the occurrence.
Sept. 28	Rowboat, No. 10....	Chicago, Illinois, Lake Michigan.	Adrift in the lake with a drunken man in it. Life-savers pulled out in the surfboat, took the man aboard, and restored the boat to its owner. Then they turned the man over to the police authorities.
Sept. 29	Nph. lch., no name ..	Ashtabula, Ohio, Lake Erie.	Towline parted while she was entering the harbor in tow of a yacht, and she filled with water. Surfmen pulled out, secured the launch, towed her ashore and bailed out the water. Later they restored her to her owner.
Sept. 29	Am. sc. Swan.....	Frankfort, Michigan, Lake Michigan.	At anchor near the station and leaking badly. At the request of the master, station crew repaired on board of her, removed a portion of her deck load, and pumped her dry. On the following day the keeper procured necessary purchases for heaving the vessel down, and after pumping her out, hove her down and stopped the leaks.
Sept. 29	Lighter, no name ..	Michigan City, Indiana, Lake Michigan.	Dragged anchors during a northerly blow and stranded 3 miles WSW. from station. Life-savers were towed to her in the surfboat and ran a line to her from the tugboat, which towed her safely into the harbor.
Sept. 29	Am. sc. Lulu Guy ...	White River, Michigan, Lake Michigan.	Was sighted lying in the channel and pounding against the pier. There was no one on board. Surfmen took her to a smooth berth and pumped her free of water.
Sept. 29	Am. sc. Ella Ellinwood.	Milwaukee, Wisconsin, Lake Michigan.	Stranded 14 miles N. from station and abandoned by her crew. Station crew were towed to her in the surfboat. They found the jibs and foresail standing, and the sea making a clean sweep over her. On account of the high sea prevailing no effort could be made to float her then, but on the following day, the sea having subsided, the surfmen rendered aid in discharging her cargo and in running lines for the tugboats which endeavored to float her. She became a total loss.
Sept. 29	Am. sc. Challenge..	Sheboygan, Wisconsin, Lake Michigan.	Sprang a leak and anchored off the station. Surfmen pulled off to her, and at her master's request pumped her out and stopped the leak.
Sept. 30	Am. sc. Olive Branch	Burnt Island, Maine .....	Was unable to get under way on account of being shorthanded. In response to the signal of her master for aid, station crew went off to her, hove up her anchors, made sail, and piloted her out of the harbor and clear of all dangers.
Sept. 30	Am. sc. Mary D .....	Sand Beach, Michigan, Lake Huron.	Sprang a leak during a heavy NW. blow, became water-logged, and was abandoned by her crew. Upon being sighted by the station lookout, the surfboat was launched and the life-savers pulled off to her. They shifted the deck load, made sail, and attempted to work her into port. The wind failed and the keeper availed himself of the services of a tugboat, which towed her to Harbor Beach. She was subsequently delivered to her master. The surfmen rendered further aid in assisting to lighter the cargo, anchors, and chains to the shore.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 1	Am. slp. Stella .....	Hierford Inlet, New Jersey.	Stranded on the bar, $\frac{1}{4}$ mile SE. from station, while trying to enter the inlet in a light wind. Surfmen ran out an anchor for the master, and at high water assisted him to haul his sloop afloat and take her to a safe anchorage.
Oct. 1	Nph. lch. Kularah..	Big Sandy, New York, Lake Ontario.	The machinery of this launch became disabled about 3 miles down the lake from station. Surfmen towed the crippled craft to Wind Gap with the surfboat.
Oct. 2	Am. sc. Gladstone ..	Wood End, Massachusetts	At 9 p. m. the station patrol observed this schooner heading for the beach and immediately fired his patrol signal to warn her of danger, but the master did not heed the warning and the schooner stranded about 1 $\frac{1}{2}$ miles E. of station. Station crew boarded her without delay, set the sails which her crew had lowered, and with the help of the flood tide succeeded in forcing her afloat and in sailing her into the harbor before midnight. Although she had pounded heavily in the rough sea she was apparently undamaged.
Oct. 2	Am. str. John Oades	Buffalo, New York, Lake Erie.	Stranded on Seneca Shoal, 10 miles S. of station, and hoisted a signal of distress. Surfmen boarded her and assisted to throw overboard about 5,000 bushels of corn. A tug then released her, and she proceeded to Buffalo under her own steam.
Oct. 3	Skiff, no name.....	Louisville, Kentucky ....	In danger above the middle chute of the falls of the Ohio River, having on board a man and a woman who were not familiar with the perils of the locality. Station crew pulled out, towed the skiff to shore, and after repairing a broken oar for the man instructed him to proceed around the falls by way of the canal.
Oct. 3	Slp. yt. Nephawin ..	Ottawa Point, Michigan, Lake Huron.	Stranded in Tawas Bay about 1 $\frac{1}{2}$ miles W. of station, the man in charge being unacquainted in these waters. Surfmen released her and sailed her to a safe anchorage.
Oct. 3	Am. str. George Loomis.	Southside, California.....	Seeing a small boat containing five men approach the breakers near the lookout house, and knowing that the boat would capsize if the men carried out their evident intention of landing, the station crew quickly launched the surfboat, pulled to the small boat, and warned its crew away from the breakers. The man in charge reported to the keeper that the steamer George Loomis had broken her shaft and was adrift about 24 miles SW. of station. Keeper pulled to the steam tug Defiance, which was coming out of the harbor, and informed her master of the casualty. The tug, taking the surfboat in tow, proceeded to the disabled steamer, ran a hawser to her, and safely towed her into port.
Oct. 4	Fish boat, no name.	Monmouth Beach, New Jersey.	This boat, containing two fishermen, capsized about $\frac{1}{4}$ mile offshore from station. Surfmen hastily pulled out, righted and bailed out the boat and towed it to the shore, the occupants having been picked up by another fish boat which was close at hand.
Oct. 4	Yawl from the Am. str. M. M. Drake.	Vermilion Point, Michigan, Lake Superior.	At 7.45 a. m. the station lookout reported something that looked like the spar of a boat out in the lake off station. Surfmen pulled out to it and found a yawl boat bottom up and attached to a pair of davits. They cut it adrift, righted it, bailed it out, and towed it to station. They afterwards ascertained that it was from the steamer M. M. Drake, which foundered off Vermilion Point on the 2d instant, and whose crew a passing steamer had rescued.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 4	Sailboat Cupid .....	Pentwater, Michigan, Lake Michigan.	Sunk in shallow water in Pentwater Lake. Surfmen assisted the owner to pump her out and take her to safe moorings.
Oct. 4	A. m. sc. Henry Cowles.	South Chicago, Illinois, Lake Michigan.	Made fast to pier near the station in a water-logged condition, having sprung aloak in mid lake during heavy weather. As his crew was completely exhausted the master requested aid from the life-saving crew, who went on board without delay and manned the pumps until the next morning, when a tug took her to a dry dock for repairs.
Oct. 5	Br. sc. Queen of the Lakes.	Sand Beach, Michigan, Lake Huron.	Stranded on Patrol Point Reef while trying to enter the harbor for shelter from the SW. gale. A tug took out a crew of laborers, who jettisoned a part of her cargo of coal. Surfmen transported provisions to the stranded vessel, carried messages to and fro, and landed the laborers after the tug had succeeded in releasing her.
Oct. 5	Slp. yt. Ethel III .....	Holland, Michigan, Lake Michigan.	Missed stays and ran into the north pier while trying to beat out of harbor against a strong current and rough sea. Surfmen quickly pulled across to the north pier, took a line from the yacht, tracked her to the inner end of the pier, and then towed her to a safe berth, securing the gear which had been carried away by the mishap.
Oct. 6	Slp. Josephine .....	Jerrys Point, New Hampshire.	Parted moorings and drifted against the Newcastle and Rye bridge. Surfmen went aboard the sloop, cleared it from the bridge, sailed it to a safe anchorage, and then notified the owner of its whereabouts.
Oct. 6	Slp. yt. Sallie .....	City Point, Massachusetts.	While out sailing with a pleasure party of five persons on board, this yacht collided with another craft, carrying away her halyards and losing her tender, which was towing astern. Surfmen in station launch picked up the tender and towed the yacht to her moorings.
Oct. 6	Slp. yt. Dictator .....	.....do .....	Lost rudder during squally weather and anchored off Spectacle Island, having six passengers on board. The man in charge hoisted his ensign union down, which attracted the attention of the life-saving crew, who immediately went to the scene in station steam launch, which towed the yacht to her moorings off the Columbia Yacht Club.
Oct. 6	Sc. yt. Ida .....	.....do .....	The sails of this yacht having blown away, in a sharp squall after nightfall, the crew of nine people anchored her off Houghs Neck and went ashore in their small boat. Upon being informed of the casualty, surfmen went to Houghs Neck with steam launch Relief, and towed the disabled craft to her moorings off City Point.
Oct. 6	Slp. Souvenir .....	.....do .....	While out sailing with a party of six men on board, the rudder of this sloop carried away and the man in charge set a signal for assistance. Surfmen towed the boat to its moorings with the station steam launch.
Oct. 6	Slp. No. 10 .....	Charlotte, New York, Lake Ontario.	Capsized about a mile NE. from station. Surfmen quickly pulled to the scene, righted the sloop, bailed it out, and towed it to the shore, the single occupant having been rescued by the crew of another boat which was near by at the time of the mishap.
Oct. 6	Yt. Jane .....	Buffalo, New York, Lake Erie.	Anchor chain parted about midnight and yacht was driven ashore about 1½ miles NW. from station by the high wind. Early the next morning station lookout saw her, and surfmen at once boarded her. At the request of the master they returned to the shore and telephoned

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 6	Yt. Jane .....	Buffalo, New York, Lake Erie.	for a tug which soon arrived, but had no line to run to the stranded craft. Surfmen went to station and got one of their old hawsers, which they ran several times to the yacht before the tug succeeded in releasing her.
Oct. 6	Nph. lch. Florence.	Erie, Pennsylvania, Lake Erie.	This launch, containing a man and a woman, stranded on an old submerged pier, about $\frac{3}{4}$ of a mile SSW. of station, at 8.15 p. m. Hearing a faint whistle of distress, the station crew pulled to her and tried to haul her afloat with the surfboat; failing to do so, however, they jumped into the water and succeeded in shoving her afloat. Then they towed her to moorings at the Erie docks.
Oct. 6	Slp. yt. Neva .....	Milwaukee, Wisconsin, Lake Michigan.	Stranded on North Point, 3 miles N. of station, having on board a crew of four men who were unacquainted with the waters about Milwaukee. Surfmen put their heavy anchor and beach tackle into the surfboat, went to the grounded yacht and planted both their own and the yacht's anchors, keeper swung out the main boom and sent four men out on the end of it to list the craft, and then the surfmen began to gradually work her afloat. After they had made good progress, a tug arrived, took a line from the yacht, and towed her into the harbor.
Oct. 7	Am. sc. Columbia ..	Point Allerton, Massachusetts.	While bound into harbor this fishing schooner struck on Shag Rocks and sprung a bad leak. The crew abandoned her in their dories, and soon afterwards she slid off the rocks, drifted about a mile, and then sank in 5 fathoms of water. Part of the crew landed near the station and keeper furnished them with breakfast; the others landed at Fort Warren. Surfmen pulled out to the sunken schooner and recovered five dories, which they delivered to the owner.
Oct. 7	Slp., no name .....	Manomet Point, Massachusetts.	This small sloop, abandoned by its crew, drifted ashore on a rocky point E. of station, and became a total loss. Surfmen took all the movable gear to station and stored it until the owner came and claimed his property.
Oct. 7	Br. sc. Victor .....	Monomoy, Massachusetts.	At surprise the station lookout observed this schooner flying a signal of distress, about $1\frac{1}{4}$ miles WSW. of station. Surfmen immediately boarded her, and the master reported to the keeper that his vessel had collided with another schooner during the night, carrying away all her head gear. Surfmen set up temporary stays, bent spare sails, got her under way, and then she proceeded on her way to Vineyard Haven.
Oct. 8	Yt. Alcatorda .....	Fire Island, New York ...	Dragged anchor during a strong SW. gale and stranded at 11 p. m. about 3 miles NE. of station. Surfmen ran out two anchors, and by working her sails properly and heaving in at high water succeeded in floating her. The keeper piloted the yacht into deep water, and then her master sailed for Bayshore.
Oct. 8	Slp. Don't Care .....	Galveston, Texas.....	Dragged anchor during the strong easterly gale and stranded on the E. side of pier 10. Surfmen ran out her anchor, hove her afloat, and took her to a secure berth.
Oct. 8	Am. sc. Julia Larson	Grand Marais, Michigan, Lake Superior.	At 8 a. m. the station lookout observed this schooner flying a signal for assistance off station, she having lost her fore topmast and jib boom. Keeper at once notified a tug, which steamed out and towed her into the harbor for repairs.
Oct. 8	Am. str. Thomas Wilson.	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded at 9 p. m. on a reef about 2 miles S. of station during a dense fog. Hearing the steamer's whistle of distress, surfmen pulled to her and, at the request

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 8	Am. str. Thomas Wilson.	Baileys Harbor, Wisconsin, Lake Michigan.	of the master, landed a man for the purpose of sending a telegram for a tug to come to the steamer's assistance. They pulled back to the steamer, and, as she was nearly full of water and pounding heavily on the reef, it was decided to land the crew of twenty men at once. Keeper put fourteen of them into the surfboat and the remainder into the steamer's yawl, and then started for Baileys Harbor with the yawl in tow of the surfboat, reaching there with all hands safe at 5 a. m. Surfmen returned to the wreck and secured the crew's baggage, and for several days afterwards assisted a wrecking crew, which succeeded in floating the steamer on the 15th instant.
Oct. 9	Nph. lch. Annie S..	Hereford Inlet, New Jersey.	This launch, containing three men and three women, capsized in the breakers on the outer bar of Hereford Inlet. Surfmen quickly pulled out and rescued the occupants, whom they found clinging to the bottom of the overturned boat. Keeper landed them at station, supplied them with dry clothing, which was furnished by the surfmen and their families, and gave them a warm dinner, after which he sent a surfman to take them to their place of residence in a catboat. A fishing steamer afterwards pulled the launch off the bar and towed it into the inlet. (See letter of acknowledgment.)
Oct. 9	Br. str. R. C. Brittain.	Sand Beach, Michigan, Lake Huron.	Stranded at 11.30 p. m., during thick weather, on Elm Creek Reef, about 9 miles SSE. from station. Station watch heard her whistle of distress and immediately turned out the crew who, after a hard pull, reached the steamer at 3.30 a. m. They sounded around her and pulled to the shore on an errand for the master. At 10 a. m. the wind having freshened and shifted offshore, the steamer was able to work herself off the reef and proceed into the harbor.
Oct. 11	Dory, no name .....	Orleans, Massachusetts.	At sunrise the station lookout reported that there was a dory adrift about 5 miles NE. from station. Surfmen towed it to the station and hauled it up on the beach to await the owner. It contained four oars and two dip nets.
Oct. 11	Slp. yt. Ruth .....	Holland, Michigan, Lake Michigan.	Capsized in Black Lake, $\frac{1}{2}$ mile E. of station. Surfmen rescued the single occupant, righted the sloop, and towed it to the shore.
Oct. 12	Am. sc. Mary Ann ..	Brazos, Texas.....	The wind having died away while this fishing schooner was crossing out over the bar, the master anchored in dangerous proximity to the N breakers and hoisted a signal of distress. Surfmen pulled to the schooner, carried out an anchor in the surfboat, and warped her away from her perilous position. Afterwards they assisted to raise the anchors and get the schooner under way.
Oct. 13	Dory, no name .....	Gloucester, Massachusetts	Capsized in Gloucester harbor, $\frac{1}{2}$ mile E. of station. Before the surfmen could reach the scene of mishap, the four occupants were picked up by another boat which was near by and which was in a sinking condition on account of its increased load. Surfmen took the rescued men into their boat and landed them at their camp, then they righted the dory and towed it to a safe berth.
Oct. 13	Catboat, no name ..	Galveston, Texas .....	Capsized in the bay about 2 miles N. of station during a fresh N. wind. Surfmen quickly pulled out and rescued the single occupant whom they found clinging to the capsized craft, which they righted, bailed out, and towed to the city.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 13	Slp. Alma .....	Aranzas, Texas .....	Missed stays and stranded on a sandbar about $\frac{3}{4}$ of a mile N. of station during a strong norther. Surfmen went to the assistance of the crew of two men, ran out anchors, got overboard, and after considerable heaving and lifting succeeded in floating the sloop.
Oct. 13	Am. str. Robert R. Rhodes.	Ottawa Point, Michigan, Lake Huron.	Station lookout sighted two steamers about 14 miles ENE. of station and reported that one of them was flying a signal for assistance. Surfmen went to them and ascertained that the one flying the signal had sprung aleak while crossing Saginaw Bay in heavy weather; the other one started up the lake upon the arrival of the surfboat. Station crew accompanied the leaking steamer into Tawas Bay and landed the master and chief engineer at East Tawas for the purpose of purchasing engineer supplies. Soon afterwards the pumps cleared the steamer of water.
Oct. 13	Gas. lch. Eva Leonard.	Chicago, Illinois, Lake Michigan.	Engine disabled and launch drifting out into the lake with a man and a woman on board. Surfmen overhauled the launch about 1 mile due E. of station and towed it into the Fifty-fifth street basin, where they anchored it safe and then landed the man and woman.
Oct. 14	Sailboat Nike.....	City Point, Massachusetts.	Parted moorings during the night, drifted against the City Point pier, and grounded at low water. After the tide began to flood surfmen hauled the boat afloat with station launch and made it fast to some moorings off the yacht-club landing.
Oct. 14	Br. sc. Colonia.....	Wood End, Massachusetts	Stranded on the shoal off Long Point at 5.45 p. m. Surfmen boarded her and ran out her kedge anchor; then they made sail, hove in on the cable, and succeeded in working her afloat. They took her into the harbor and anchored her in a safe berth.
Oct. 11	Sailboat, no name ..	Plum Island, Wisconsin, Lake Michigan.	Capsized about $3\frac{1}{2}$ miles NNE. of station during a squall. As one of the surfmen was returning to the station in the supply boat he saw the capsized craft, went to it, and rescued the sole occupant, who was clinging to its bottom in an exhausted condition. He righted the boat and landed it on Washington Island; then he hastened to the station with the man, who upon his arrival was given stimulants, wrapped in warm blankets, and put to bed. After breakfast on the next morning he was able to go to his home.
Oct. 14	Am. sc. Donaldson..	Ship Canal, Michigan, Lake Superior.	This schooner was towed into the harbor in a leaking and disabled condition. Surfmen boarded her, shifted her deck load of lumber so that she floated on an even keel, bent a foresail to replace the one that had been carried away, repaired her booms, and put her in shape to continue on her way, her steam pump having cleared her of water. (See letter of acknowledgment.)
Oct. 15	Fish boat Maggie Wallace.	Thunder Bay Island, Michigan, Lake Huron.	Stranded on Misery Point, 6 miles WNW. of station, during a heavy rain squall, and the man in charge went to station and requested assistance to float his boat. Surfmen towed him back to the point, and then some of them got overboard and lifted while the others shoved with oars, and thus they succeeded in floating the stranded craft, which they took into the harbor undamaged.
Oct. 15	Am. sc. Cynthia Gordon.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	While this schooner was lying alongside the breakwater a heavy sea began to roll in, causing her mooring lines to part. There being no tug which the master could hire to move his vessel, surfmen ran lines and hauled her up the canal into a safe berth.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 16	Scow Monroe Doctrine.	Fairport, Ohio, Lake Erie.	Went adrift from tugboat during the night and stranded on Saline Beach, 7 miles SW. of station. Surfmen towed to the stranded craft and helped to unload it. Then they ran lines to 2 tugs, which released it without damage.
Oct. 17	Am. sc. Frances M. . .	Old Harbor, Massachusetts.	This schooner, with her head gear all carried away, made an anchorage about 4 miles E. of station, she having collided with the schooner Clara Goodwin about 10 miles off-shore. Surfmen boarded her and assisted to clear away the wreckage which was hanging under her bow; then, the wind being fair, the master sailed for Boston for repairs.
Oct. 17	Am. sc. Julia Larson	Pointeaux Barques, Michigan, Lake Michigan.	Stranded on the reef off Pointeaux Barques, 2½ miles ESE. from station. The station lookout having reported her condition at break of day, surfmen immediately went to her in lifeboat, and, at the master's request, returned at once to the station and telephoned for a tug and lighter. Then they boarded the stranded schooner and awaited the arrival of the tug, which, however, after nearly reaching her, turned back on account of rough and threatening weather. The master then decided to abandon the wreck, and surfmen landed the crew of 3 men and 1 passenger, whom they took to the station and succored, the master afterwards going to Harbor Beach for assistance. On the following day the surfmen assisted to transfer the schooner's cargo to a lighter, and they continued to assist the master until the 26th instant, when, after having had to abandon work several times on account of bad weather, they succeeded in raising the schooner between two scows by using jackscrews. Then they ran out an anchor, hauled her clear of the reef, and sailed her to within 5 miles of Harbor Beach, where they had to cut the scows loose on account of rough sea. They sent for a tug, which came alongside and towed the schooner into the harbor.
Oct. 18	Am. sc. Emeline . . . .	Sandy Hook, New Jersey.	This schooner was pounding heavily at the Government pier during a high wind and sea. Surfmen boarded her and ran a line to the U. S. steamer Ordnance, which towed her clear of the dock. Surfmen then sailed her to a safe anchorage.
Oct. 18	Catboat, no name . . . .	Ottawa Point, Michigan, Lake Huron.	Capsized in the bay about 400 yards from station boathouse in a fresh SW. breeze. Surfmen quickly pulled out and picked up the single occupant, who was clinging to the boat's bottom; then they righted the catboat and anchored it off the boathouse.
Oct. 18	Am. str. State of Michigan.	White River, Michigan, Lake Michigan.	Soon after midnight a yawl boat pulled into the harbor, and its crew reported to the keeper that this steamer, with her machinery disabled and in a leaking condition, was about 4 miles off the entrance to the harbor. Keeper immediately started out with the surfboat in tow of a tug, and found the steamer with her deck awash, her crew having abandoned her. He picked up and put upon the tug the crew, who were lying by in a small boat; then he ran a hawser to the sinking craft and put two surfmen on board to make it fast. Another tug came, and both pulled on the hawser, breaking it; whereupon the surfmen ran another line, with which the tugs succeeded in towing the steamer about a mile, when she sank in 50 feet of water. Keeper took her crew to station and gave them a warm breakfast, after which he went out and buoyed the sunken vessel.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 18	Rowboat, no name.	Old Chicago, Illinois, Lake Michigan.	Adrift in the basin. Surfmen towed it to the station and held it until the owner came and claimed it, stating that it had broken away from his yacht, which was anchored in the basin.
Oct. 19	Slp. yt. Mary .....	City Point, Massachusetts.	Dragged anchor and fouled City Point pier, carrying away her topmast. Station launch towed her away from the pier, and then the surfmen hove up and cleared her anchor, which was foul, letting it go again with a long scope of cable, which held her secure during the remainder of the blow.
Oct. 19	Slp. yt. Tiptop .....	.....do .....	Parted anchor line and drifted afoul of another yacht. Surfmen towed her clear with station launch and secured her to safe moorings.
Oct. 19	Slps. Tourist and Mahama.	.....do .....	The main booms of these sloops got adrift during the storm and were swinging to and fro in a manner liable to cause considerable damage. Surfmen secured the booms, put chafing gear on the riding lines, and let go another anchor to hold the Mahama.
Oct. 19	Gas lch., no name.	.....do .....	Engine became disabled, about $\frac{1}{4}$ mile W. of station, and the single occupant waved a handkerchief for assistance. Surfmen towed the disabled craft to the float of the Columbia Yacht Club.
Oct. 19	Slp. yts. Eska and Izeyl.	.....do .....	The Eska dragged afoul of the Izeyl during the storm of this date, and both yachts sustained considerable damage. Surfmen cleared and secured them in safe berths.
Oct. 19	Slps. Fanchon, Gracie Belle, Amero, and Empire.	.....do .....	These sloops parted their moorings and went adrift during the storm, the Gracie Belle fouling the Castle Island Bridge, where she lay pounding heavily. Surfmen towed them all to safe berths and made them well fast.
Oct. 19	Rowboat, no name.	North Scituate, Massachusetts.	Two boys in this boat were drifting offshore during a fresh SW. wind and a rough sea, they having lost their anchor and broken the thole pins of the boat. Station lookout observed that they needed assistance, and surfmen went at once to their rescue, towed the boat back to the beach, after a hard pull, and hauled it up above the tide.
Oct. 19	Dories (2), no names	Brant Rock, Massachusetts.	At 8.15 a. m. three gunners in these two dories were unable to pull to the shore against the strong SW. wind. Surfmen pulled out and assisted them to reach the shore safe.
Oct. 19	Dory, no name .....	.....do .....	A gunner was waving his hands for assistance at 11.50 a. m., being unable to pull his boat to the beach. Station crew pulled out in surfboat and towed the dory to the shore.
Oct. 19	Sailboat, no name.	Gurnet, Massachusetts.	During a SW. gale this boat filled with water and sank at its anchorage near the station. Surfmen bailed it out and helped the owner to safely secure it, using an anchor and cable from station.
Oct. 19	Am. sc. Alfred W. Fiske.	Monomoy, Massachusetts.	Sprung a leak and hoisted a signal of distress about 6 miles SSE. of station during thick, stormy weather. Surfmen pulled in her direction, but the weather became so thick that they could not find her and were compelled to return to shore. On the next morning, the weather having cleared, they found the schooner sunk with nobody on board, the crew having been rescued by a passing steamer. She was a total loss.
Oct. 19	Sharpie Annie S. ....	North Beach, Maryland.	Foremast having been carried away in the strong SW. wind, the man in charge beached this small craft in a cove near the station and requested the assistance of the surfmen. Keeper succored the man at the station for the night, and on



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 19	Sharpie Annie S....	North Beach, Maryland..	the next morning surfmen resteped the foremast and put the sharpie in trim so that the man could continue on to his destination.
Oct. 19	Sailboat Valiant....	Louisville, Kentucky ....	Adrift in the river above the falls. Station crew overhauled it before it was damaged and towed it to safe moorings.
Oct. 19	St. yt. Maryette .....	Middle Island, Michigan, Lake Huron.	About 1 a. m. this steam yacht struck the reef at the SE. end of Middle Island while hugging the shore in order to escape the rough sea farther out, the wind blowing strong from the SW. at the time. Her crew burned a torch for assistance and surfmen at once responded. She lay well up on the reef, having only 2 feet of water at her bow and 3½ feet at her stern. Keeper endeavored to veer down through the breakers in order to take off the four men on the yacht, but on account of the roughness of the sea and the shallowness of the water he was unable to do so. He anchored nearby and awaited daylight, and then, the wind having shifted and the sea having moderated somewhat, he succeeded in getting the surfboat under the stern of the yacht and in taking off the crew safe. The surfmen then pulled to station and keeper telegraphed to the owner to send tugs to release his vessel. On the next day surfmen ran lines for the tug Ralph, but they parted repeatedly and it was decided to send for new lines and more power. On the following day the tug John Owen reached the scene and surfmen ran lines for her. She succeeded in floating the yacht, with but slight damage, and started for Alpena with her in tow.
Oct. 19	Am. sc. Montgomery.	Crisps, Michigan, Lake Superior.	This schooner became water-logged during a NW. snowstorm and drifted ashore about 3 miles W. of station, the crew having previously been taken off by the steamer Leland. Surfmen pulled out to her before she stranded, but were unable to let go her anchors. On the following day the steamer Leland arrived off the station with the master of the schooner, and surfmen assisted him to strip her. Keeper furnished him with some clothes from the stores of the Women's National Relief Association, as he was destitute of wearing apparel. The life-saving crew of Two Heart River station piled up on the beach considerable lumber from the deck load of this vessel, the hull of which became a total loss.
Oct. 19	Sailboat, no name..	Grand Marais, Michigan, Lake Superior.	Dragged anchor, stranded, and filled with water and sand about ¼ of a mile S. of station. A tug released and towed it to a dock, where the surfmen bailed it out, put in order the fish nets which the boat contained, and then turned it over undamaged to its owner.
Oct. 19	Yt. Gazelle .....	Saint Joseph, Michigan, Lake Michigan.	Stranded on a sand bar in the river near the railroad bridge. Surfmen ran lines to shore, and after 3 hours' work succeeded in hauling her afloat without damage.
Oct. 19	Slp. Irene .....	Milwaukee, Wisconsin, Lake Michigan.	Cable parted and sloop went adrift in a strong NE. breeze. Surfmen went out on a tug which was lying at their dock, picked up the sloop, and towed it to the station, where they cared for it until the owner claimed it on the 22d instant.
Oct. 20	Am. sc. Mary E. Olys.	Fire Island, New York ...	The wind having died out, this schooner anchored in a dangerous position upon Fire Island Inlet bar and hoisted a signal for assistance. Surfmen boarded her and took the master to a small steamer whose captain agreed to tow the schooner out over the bar. Surfmen from both

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 20	Am. sc. Mary E. Olys.	Fire Island, New York ...	Fire Island and Oak Island stations assisted to heave up the anchor and hoist the sails of the schooner, and then the steamer safely towed her to sea.
Oct. 20	Am. sc. Edward Smith.	Monmouth Beach, New Jersey.	Fouled a fish pound off the station, her crew being unable to get her clear. Surfmen boarded her, and after some difficulty succeeded in cutting her clear.
Oct. 20	Br. sc. Avon .....	Chatham, Massachusetts.	While this schooner was at anchor about 3 miles E. by N. of station, an unknown craft fouled her at 4 a. m. and carried away all her head gear. The master slipped his cable and then hoisted a signal of distress which the station lookout discovered at daybreak. Surfmen went on board and assisted to clear up the wreckage, then they rigged a preventer stay and recovered the lost anchor. The tug Spartan came alongside and the master engaged her to tow his vessel to Vineyard Haven for repairs.
Oct. 20	Am. str. C. B. Lockwood.	Milwaukee, Wisconsin, Lake Michigan.	Stranded 10 miles N. of station. Surfmen assisted the wrecking crew in rigging steam pumps, stopping leaks, and discharging cargo until the 23d instant, when the tugs released her considerably damaged.
Oct. -21	Am. sc. Ruth Robinson.	Gap Cove, Massachusetts.	Stranded 2 miles SE. by S. of station. Her crew ran out a kedge anchor, and surfmen boarded her and assisted to heave in on the cable. They floated her without apparent damage upon the flood tide.
Oct. 23	Am. sc. Paisley .....	Buffalo, New York, Lake Erie.	Dragged anchor about daylight and stranded on Horseshoe Reef, 1 mile NW. of station, during a strong SW. wind. Surfmen pulled alongside the schooner and took the crew, consisting of six men and one woman, into the surfboat, landing them safe at station, where keeper furnished dry clothes from the stores of the Women's National Relief Association and succor to those in need. After breakfast surfmen put on board the schooner the owner and the master and assisted them to bore holes in her bottom to let in water and keep her from pounding so heavily. When the weather moderated the surfmen placed the crew back on board their vessel, which was afterwards released and repaired.
Oct. 23	Am. sc. Albion .....	Coquille River, Oregon...	Stranded on Coquille River bar at half tide. Surfmen boarded her, ran a line to the S. jetty, and succeeded in forcing her over the bar at high water.
Oct. 23	Am. sc. Parkersburg.	.....do .....	Seeing this schooner stand in toward the bar at 5.40 p. m., and knowing that there was not sufficient water for her to cross, the keeper sent a surfman out on the end of the jetty for the purpose of warning her away. The warning was not heeded, however, and the schooner stranded on N. spit. Surfmen ran a line to her from the S. jetty, went on board and assisted to heave in, but the tide having fallen were unable to release her. When the tide served on the following day they succeeded in heaving her afloat with only slight injuries.
Oct. 24	St. lch. Helen .....	City Point, Massachusetts.	Engine became disabled in Dorchester Bay about 1 mile E. of station, the launch having on board three persons, who sounded a signal of distress. Surfmen went to them in station steam launch and towed their craft to an anchorage off the public landing where they could repair it.
Oct. 25	Sailboat, no name..	Grand Marais, Michigan, Lake Superior.	Anchored in a dangerous position between the piers at harbor entrance. The two occupants requested the surfmen to help them take their boat to a secure berth,

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Oct. 25	Sailboat, no name...	Grand Marais, Michigan, Lake Superior.	as the wind was too strong for them to handle it without assistance. Surfmen raised the anchor and then towed the sailboat into the harbor making it well fast to a wharf.
Oct. 26	Slp., no name .....	Sand Beach, Michigan, Lake Huron.	Drifting out of harbor before a fresh offshore wind. Surfmen pulled out, overhauled it, towed it to the shore, and turned it over to its owner.
Oct. 28	Am. sc. Zephyr.....	Wood End, Massachusetts	At break of day the station lookout saw this schooner aground on the bar about 1/4 mile NW. of station. Surfmen boarded her at once and assisted to heave her afloat. She was undamaged and proceeded on her way.
Oct. 28	Catboat Vivian.....	Gay Head, Massachusetts.	Stranded in Menemsha Bight, about 2 miles E. of station. Surfmen went to her in Monomoy surfboat, removed her ballast, and then succeeded in floating her without difficulty.
Oct. 28	Sharpie Gertie Ray.	Metomkin Inlet, Virginia.	Capsized on the bar while returning from a fishing trip. Surfmen pulled out, rescued the crew of three men, and towed the sharpie to the shore.
Oct. 28	Slp. Henrietta.....	San Luis, Texas .....	Stranded about 4 miles WSW. of station, the crew of two men hoisting a signal of distress, which the station lookout at once discerned. Surfmen ran out a heavy anchor, manned the windlass, and after two hours' work succeeded in heaving the sloop into deep water.
Oct. 29	Gas lch. Eva Grace.	Chicago, Illinois, Lake Michigan.	This launch, containing two men, became disabled about 1 1/4 miles NE. of station, and began to drift rapidly seaward. Surfmen pulled out to the assistance of the men, who had no oars, took them into the station boat, and then towed the launch into Fifty-third street basin.
Oct. 30	St. lch. Banquet....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	This launch, belonging to the United States Light-House Establishment, was sunk in the canal near the station. Surfmen got lines underneath it, put timbers across the slip in which it lay, and by means of strong purchases succeeded in raising it. Then they blocked it up and pumped it out.
Oct. 31	Gas. lch., no name.	Fort Niagara, New York, Lake Ontario.	Fuel became exhausted about 2 miles N. of station and launch began to drift out into the lake with two men on board. Surfmen pulled out to them, taking along a 2-gallon can of gasoline which one of the surfmen happened to have at hand, and thus were able to supply the men with sufficient fuel for reaching Youngstown.
Oct. 31	Am. str. C. Hickox..	Pointeaux Barques, Michigan, Lake Huron.	Stranded on Pointe aux Barques Reef, 2 1/2 miles E. of station, at 3 a. m., and sounded whistle for assistance. Surfmen boarded her at 3.50 a. m., and, after sounding around her, assisted the crew to throw overboard part of her cargo of laths. At 5.10 a. m. the steamer succeeded in backing off the reef and the keeper piloted her clear for proceeding down the lake.
Nov. 2	Am. slp. Edna.....	Damariscove Island, Maine.	Mistook Damariscove Light and stranded 1 1/2 miles SSW. from station. The night patrol sighted the vessel and flashed a Coston signal, then hastened to station and reported to keeper. Surfmen boarded at once and found vessel on the rocks, the sea making a clear sweep over her, and the crew exhausted. Landed the crew at station and, after providing for their comfort, returned to the sloop, ran anchors, hove her afloat at high water, and brought her into harbor. Kept her free of water through the night, and in the morning the crew returned aboard and sailed for Boothbay for repairs.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 3	Am. slp. Jackson Kachler.	Erie, Pennsylvania, Lake Erie.	This sloop, containing five persons, grounded about 500 yards from shore, $\frac{1}{4}$ of a mile from station. Surfmen hauled her afloat and into deep water, then landed her company and later secured vessel for the night.
Nov. 3	Am. sc. D. K. Clint.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	The steamer towing this vessel entered the canal owing to stress of weather, and the schooner took bottom abreast of station, blocking the channel. The keeper stationed a surfman at the pierheads to warn approaching craft and then sent for tugs to haul schooner afloat. After several hours' hard work the tugs, assisted by surfmen, succeeded in releasing vessel.
Nov. 4	Dory, no name .....	Brant Rock, Massachusetts.	During the mid watch the N. patrol found a fisherman's dory lying in a dangerous position and hauled it up above high-water mark.
Nov. 4	Br. sc. Atrato.....	Monomoy, Massachusetts.	Stranded on S. side of Handkerchief Shoals, 5 miles SW. from station. The master burned a distress signal and was promptly answered by the patrol. Station crew boarded in the surfboat and, after throwing overboard part of the deck load, made sail and forced schooner into deep water, when she proceeded to Vineyard Haven, and the surfmen returned to station.
Nov. 4	Rowboat, no name..	Quonochontaug, Rhode Island.	Two fishermen were unable to keep their boat from drifting offshore before a strong wind and tide. Station crew pulled to their aid in surfboat and towed them to a safe position inside the buoy.
Nov. 5	Am. str. J. W. Westcott.	Grand Marais, Michigan, Lake Superior.	While towing a raft of logs this steamer sprung her shaft and became disabled $\frac{1}{2}$ mile SE. from station. The life-savers promptly responded to her signals for assistance with the surfboat, took a towline, and, aided by a small gasoline launch, towed the disabled craft to a dock, where she made fast for repairs.
Nov. 5	Skiff, no name.....	Duluth, Minnesota, Lake Superior.	A woman rowing a small boat in the lake broke an oar and was sighted by the lookout, $2\frac{1}{2}$ miles from station, making vain efforts to reach the shore. Surfmen pulled to her aid, took the boat in tow, and landed the woman at station.
Nov. 6	Fish boat, no name..	Monmouth Beach, New Jersey.	Eight fishermen in their boat, who were caught out in a rough sea, attempted a landing through a high surf, the life-savers and several fishermen standing by on the beach to assist them. After entering the breakers the boat pitch-poled, throwing the men into the dangerous surf. The life-savers and others, with great difficulty, succeeded in saving all of the imperiled men, three of whom were completely exhausted. The keeper administered necessary stimulants and restoratives to them.
Nov. 6	Fish boat John Hennessey.	.....do .....	In attempting to land through the surf, this boat, containing seven men, capsized in the breakers. Five of the men were rescued, but two, Louis Larsen and John Wilson, were carried out by the undertow and drowned. (For detailed account see caption "Loss of life.")
Nov. 6	Am. str. J. V. Taylor	Grand Haven, Michigan, Lake Michigan.	This vessel caught fire while lying at a wharf $\frac{1}{2}$ of a mile from the station. The station crew placed the force pump in the surfboat, pulled to the scene, and helped the city fire department to extinguish the flames. The following day the fire broke out afresh and, in spite of the united efforts of the life-saving crew and the city fire department, the steamer burned to the water's edge.
Nov. 6	St. lch. Eagle .....	Point Adams, Oregon .....	This launch disabled her rudder in attempting to board an outward-bound vessel, and set signal of distress. The

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 6	St. Ich. Eagle .....	Point Adams, Oregon ....	life-saving crew promptly pulled to her aid and, by towing the surfboat with a drogue astern, managed to steer the disabled craft into Astoria Harbor for repairs.
Nov. 7	Br. sc. John S. Parker.	Orleans, Massachusetts...	This vessel, bound from New York to St. Johns, New Brunswick, with lumber, struck the outer bar 2 miles S. from Nauset Inlet at 2.30 a. m., the accident being due to an error in reckoning. Distress signals were made and were immediately answered by the patrol, who notified keeper, and the life-savers at once took the beach apparatus to the scene of disaster. Meantime the vessel pounded over the outer bar, and stranded upon the inner bar about 250 yards from shore. The keeper fired two lines to the wreck, the second shot proving successful, set up gear, and safely landed the crew of six men in the breeches buoy. Owing to the working of the ship much difficulty was experienced in keeping the hawser taut, and to facilitate the work the keeper harnessed a horse to the whip line to assist in hauling aboard and ashore. The shipwrecked crew were taken to station and provided with dry clothing from the stores of the Women's National Relief Association, and with food and shelter for several days, and then sent to Boston. On the 13th instant, while wreckers were at work on the schooner, a rough sea arose, and in response to a signal for help surfmen pulled alongside in surfboat and took off the wreckers, eight men, and landed them on the beach. The vessel proved a total loss.
Nov. 7	Sharpie, no name...	Oswego, New York, Lake Ontario.	Adrift in the lake 1 mile E. from station. Surfmen pulled out in dingey, recovered the boat, towed it ashore, and returned it to owner.
Nov. 7	Lighter No. 6.....	Cleveland, Ohio, Lake Erie.	While in tow of tug Pinola, this lighter broke adrift and went ashore $\frac{1}{2}$ of a mile SW. from station. Surfmen pulled to the scene and ran a line from tug to lighter, when the tug hauled the stranded vessel afloat and towed her into the river.
Nov. 7	Lighter, no name ..	Marquette, Michigan, Lake Superior.	Parted moorings to dock during a NW. gale, there being no one aboard, and drifted into the lake. The station lookout sighted the lighter and gave the alarm, when the surfmen put out in the lifeboat and towed her back to her berth at the dock.
Nov. 7	Am. sc. R. Kanters..	Plum Island, Wisconsin, Lake Michigan.	This schooner anchored near the station during a heavy NNW. gale and hoisted a signal for assistance. Surfmen boarded her and aided to trim the deck-load of lumber, which had shifted during the gale. At the master's request they boarded again later in the day, and assisted to get vessel under way, when she proceeded to her destination.
Nov. 7	Am. sc. G. J. Boyce ..	.....do .....	Hoisted signal for assistance while anchored near station. Surfmen boarded and master requested their help to get his vessel under way. Station crew helped to heave up anchors and make sail, when the schooner proceeded on her voyage.
Nov. 8	Am. sc. Lizzie Griffin.	Race Point, Massachusetts.	Stranded $\frac{1}{2}$ mile NE. from station at 1 a. m., wind moderate, weather clear. Surfmen boarded vessel and ran an anchor, then went ashore at master's request and sent message for a tug. On the rising tide the schooner floated unaided.
Nov. 8	Am. sc. R. S. Graham.	Gay Head, Massachusetts.	Stranded on inner edge of Middle Ground Shoal 10 miles NE. by E. from station through a mistake in lights. Surfmen pulled to vessel through a heavy sea, and

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 8	Am. sc. R. S. Graham.	Gay Head, Massachusetts.	stood by, rendering all possible assistance. On the night of the 10th, at change of tide, the schooner floated and surfmen helped to make sail and work her into clear water. As she leaked badly, and a strong NW. gale prevailed, the master headed for Vineyard Haven and arrived safely at 6.30 a. m. on the 11th, when the life-savers returned overland to station.
Nov. 8	Sailboat Sun hine..	Ottawa Point, Michigan, Lake Huron.	Adrift in Tawas Bay near station. Surfmen pulled to the boat and found her stripped of sails and spars and full of water. They bailed her out and towed her to a safe anchorage, and keeper notified owner of her whereabouts.
Nov. 8	Am. str. School-craft.	Grand Marais, Michigan, Lake Superior.	This steamer having three barges in tow entered the harbor for shelter during a heavy NW. gale with storm of sleet. After safely anchoring two of her barges the steamer started after the third, which had gone adrift, but in turning grounded on a sand spit. Surfmen pulled to steamer and gave master information as to soundings in vicinity, then, at his request, returned to shore and engaged a tug to go to the stranded vessel. On the following morning the steamer worked off, but stranded again and was hauled off by the tug and towed to a dock. (See letter of acknowledgment.)
Nov. 8	Am. sc. Keweenaw.	.....do .....	In entering harbor in tow of a steamer during a NW. gale, this schooner collided with a pierhead and parted her towline. The master attempted to anchor, but the anchors failed to hold, and the vessel stranded $\frac{1}{2}$ mile SE. from station. The station crew boarded at once and rendered assistance, running lines, sounding, heaving anchors, and transporting necessary passengers until the 10th instant, when tugs hauled stranded craft afloat. (See letter of acknowledgment.)
Nov. 9	Am. sc. Addison Center.	Race Point, Massachusetts	The master of this vessel (a fishing schooner) sent the crew in dories to attend trawls and then came to anchor, but owing to a strong tide the schooner kedged her anchor and stranded 2 miles SW. from station. The station crew boarded in surfboat and landed master to enable him to procure a tug, then returned to stranded vessel, the keeper taking charge. At 2 p. m. the wind freshened and weather became threatening. As the schooner lay in a perilous position and could not be floated, the keeper hoisted a recall for dories and proceeded to the beach. The life savers then aided the fishermen, sixteen in number, to land through the surf in their dories. With the rising tide the stranded vessel filled and became a total wreck. The crew, with the help of surfmen, saved most of their personal effects and part of the cargo of fish.
Nov. 9	Am. sc. A. L. Lane..	Great Egg, New Jersey ...	Stranded on sand bar in Beach Thoroughfare, $\frac{3}{4}$ mile WSW. from station. Surfmen ran a line from vessel to jetty, hove her afloat, and helped to work her to an anchorage.
Nov. 9	Tender from U. S. Light-ship No. 44.	Cold Spring and Turtle Gut, New Jersey.	While bound from the light-ship to Cape May City, this boat stranded on S. bar of Cold Spring Inlet, $2\frac{1}{2}$ miles E. from station. Surfmen pulled to her in station dory and took the ballast from tender into dory, then, assisted by crew of Turtle Gut Station, hauled the tender over the bar into deep water and restored her ballast, when she proceeded to her destination.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 9	Am. sc. Black Hawk	Plum Island, Wisconsin, Lake Michigan.	Anchored in Detroit Passage, and master requested assistance in getting under way. Surfmen boarded, assisted to heave up anchors and make sail, and the schooner proceeded on her voyage.
Nov. 10	Am. sc. Eliza Levensaler.	White Head, Maine .....	This vessel was short-handed and unable to get under way from an anchorage in Muscle Ridge Channel, and the master requested aid from the life-saving crew. Surfmen boarded, and assisted to heave up anchors, make sail, and work the schooner out past Gangway ledge, whence she proceeded on her way.
Nov. 10	Sailboat Newsboy ..	Plum Island, Massachusetts.	Ashore on Plum Island and in danger of breaking up. Surfmen pulled alongside in station dory, ran an anchor, hove vessel afloat, and took her to a secure anchorage.
Nov. 10	Sailboat Agnes .....	Erie, Pennsylvania, Lake Erie.	This boat stranded at midnight about 400 yards WNW. from station. The lookout discovered her and surfmen pulled to her, ran an anchor, and warped her off and into deep water.
Nov. 10	Am. str. Tempest...	Grand Marais, Michigan, Lake Superior.	This steamer had two barges in tow, and during a fresh southerly gale was forced to anchor them outside and then seek shelter. In entering the harbor she stranded on a sand spit about 150 yards from station. Surfmen pulled to her aid and, at master's request, returned to shore and sent for a tug to assist the barges. The stranded steamer succeeded in releasing herself and the tug brought the barges inside to an anchorage.
Nov. 10	Rowboat, no name.	Frankfort, Michigan, Lake Michigan.	The patrol discovered a small boat drifting out of harbor and recovered it, brought it ashore, and hauled it up to a safe place to await owner.
Nov. 10	Am. sc. Peoria.....	Baileys Harbor, Wisconsin, Lake Michigan.	During a heavy southerly gale this vessel stranded in Baileys Harbor, 1 mile W. from station, and set signal of distress. Without delay the station crew launched the lifeboat and pulled to the scene of disaster. On account of the vessel's position and the very rough sea, it was impossible to get alongside, but by use of a line from schooner's bow the life savers held their boat in position under the lee, and, by means of a whip rigged from the main boom, succeeded, after four hours of hard labor, in taking off the entire crew of six men without mishap. Darkness made it almost impossible to find a safe landing place, but this was finally effected, and the shipwrecked party were taken to the station and provided with food, stimulants, and shelter; also with dry clothing from the stores of the Women's National Relief Association. The Peoria proved a total loss. (See letter of acknowledgment.)
Nov. 11	Am. sc. Zampa .....	Cross Island, Maine .....	Anchored on a lee shore in bad weather and in danger of stranding. In response to signals for assistance surfmen pulled out to her, put her under short canvas, hove up anchors, and helped to work her to a safe harbor.
Nov. 11	Am. sc. Moses B. Linscott.	Damariscove Island, Maine.	Stranded near Tumbler Island while working out of harbor. The life-saving crew were on their way to Boothbay when they observed the schooner ashore and went to her aid. Assisted to heave up anchor and run lines to steamer, which finally hauled the stranded vessel afloat. She was only slightly injured and proceeded on her way to Portland, Maine.
Nov. 11	Am. sc. Jonathan Cone.	Gloucester, Massachusetts.	This vessel dragged anchor during a NW. gale, was in danger of going ashore, and burned a torch for assistance. Surfmen boarded at once, helped get her under way, and took her to a safe anchorage.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 11	Am. sc. Charley Bucki.	Wood End, Massachusetts.	The master of this vessel came to the station and stated that his schooner lay in an exposed position 2 miles SE. of station, and requested assistance. Surfmen boarded her and commenced heaving in chain when the windlass broke down. After repairs were completed, they hove up anchor, and piloted vessel to an anchorage in the inner harbor.
Nov. 11	Am. sc. Agnes . . . . .	Ship Bottom, New Jersey.	Missed stays and stranded near Ship Bottom station. The life-saving crew went to her assistance and got vessel afloat uninjured at high water.
Nov. 11	Am. sc. J. R. Moffett.	Portsmouth, North Carolina.	While working through the cut from Wallace Channel to Pamlico Sound this vessel stranded $1\frac{1}{2}$ miles NW. $\frac{1}{2}$ N. from station. The surfmen boarded, ran anchors, and on the 12th got schooner afloat. At master's request keeper supplied vessel with fresh water, her supply having given out.
Nov. 11	Am. sc. Thomas H. Howland.	Thunder Bay Island, Michigan, Lake Huron.	While in tow during a fresh SE. wind with fog this schooner stranded 16 miles SW. from station. Being notified by telephone, keeper and crew went to the scene in lifeboat and found the vessel hard aground, full of water, and the sea breaking over her. With some difficulty they took off the crew, consisting of five men and one woman, and landed them safely at Black River. Next day they returned to the stranded craft with the crew and assisted to pump her out, discharge deck load, and make other preparations for floating her, but at sunset a gale sprung up and they were obliged to abandon the work. They therefore landed ship's crew and returned to their station. On the 16th the schooner was hauled afloat and towed to Alpena for repairs.
Nov. 11	Skiff, no name. . . . .	Milwaukee, Wisconsin, Lake Michigan.	Surfmen recovered a small skiff that was floating past the station and later returned it to the owner.
Nov. 12	Small boat, no name	Nahant, Massachusetts. . . . .	This boat, containing three men, capsized about a mile from the station while shortening sail. Two of the men clung to the bottom of the boat and the third to a piling of a wharf to which he swam. Surfmen pulled out in the dory and brought the men to the station. Two were in a bad state and were given vigorous treatment, which restored them, and all were supplied with dry clothing from the stores of the Women's National Relief Association. After recovering from the effects of the accident the rescued men proceeded to their homes.
Nov. 12	Skiff, no name. . . . .	Sand Beach, Michigan, Lake Huron.	Capsized outside the breakwater and threw the occupant, a man, into the water. Surfmen pulled promptly to the rescue, but a small boat picked the man up before their arrival. He was taken into the surfboat and carried to the station, where he was given proper stimulants and dry clothing from the stores of the Women's National Relief Association.
Nov. 12	Am. sc. John Schutte.	do . . . . .	In getting under way during a fresh NW. breeze this vessel stranded on a reef inside the harbor $\frac{1}{2}$ of a mile ESE. from station. Station crew went to her aid in surfboat and rendered assistance in transporting the master, running lines, heaving on windlass, and manning pumps at various times until the 18th, when a wrecking steamer hauled the stranded vessel afloat and towed her away for repairs.
Nov. 13	Am. sc. Zampa . . . . .	Quoddy Head, Maine . . . . .	Dragged anchor into a perilous position during a strong ESE. wind. Surfmen boarded her and assisted to heave up anchors, make sail, and work vessel to a place of safety.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901.			
Nov. 13	Am. slp. Richard Udel.	Sandy Hook, New Jersey.	In danger of going adrift while lying at Government dock during a NW. gale. Surfmen procured lines and went to dock and secured vessel safely.
Nov. 13	Am. str. Emerald...	Sand Beach and Pointe aux Barques, Michigan, Lake Huron.	While crossing Saginaw Bay in a heavy gale the Emerald, lumber laden, sprung aleak and filled rapidly. Her anchors were dropped, but failed to hold, and at daybreak the lookout at Pointe aux Barques station sighted her drifting down the lake. He called the keeper, and the crew then manned the lifeboat, and after a hard struggle reached the vessel, which they found water-logged and helpless, with deck load washed away, the stern under water, and the crew drenched and benumbed. With great difficulty they took the crew, eight men and one woman, into the lifeboat and landed them at Port Hope. The woman had been injured on board the vessel and was supplied with medical attention, also with clothing from the stores of the Women's National Relief Association. Meantime the abandoned vessel had brought up on her anchors 4 miles NE. of Sand Beach station. The master went to that place and decided to wait until the weather should moderate before attempting to reach his vessel, but during the night the gale increased and the steamer parted her chains and again went adrift. On the 16th, the wind having moderated, the Sand Beach crew manned the surfboat, and in tow of the steamer Westford started in search of the derelict. They found her 70 miles SSE. from the station and assisted the Westford to take her in tow and get her to Port Huron, returning to their station the following day. The Pointe aux Barques crew were weatherbound at Port Hope until the 16th, when they also returned to their station.
Nov. 13	Am. str. A. McVittie.	Beaver Island, Michigan, Lake Michigan.	Stranded about 300 yards from station, while leaving harbor. No crew was employed at station, but keeper boarded in small boat and gave master information regarding depth of water. Later the U. S. light-house tender arrived and hauled the stranded vessel afloat uninjured.
Nov. 13	Am. sc. Anna O. Hanson.	.....do.....	Stranded on S. side of harbor about 1/2 mile from station. There being no crew employed, keeper boarded vessel and gave what assistance he could. A tug finally arrived and hauled schooner afloat, she having sustained no injury.
Nov. 13	Am. sc. G. W. Westcott.	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded on a reef 8 miles S. from station during a fresh wind with snowstorm. Surfmen put out in lifeboat, and, after much difficulty, found the vessel. They ran an anchor and assisted to lighten cargo, and haul vessel afloat. After getting her into deep water surfmen assisted to shift and restow cargo, and then returned to station.
Nov. 14	Am. str. Nadye.....	Salisbury Beach, Massachusetts.	Disabled by break in machinery while en route from Hampton River to Newburyport, Massachusetts, with three seine boats in tow. Surfmen boarded, helped to repair machinery, and heave up anchor, and vessel proceeded to port.
Nov. 14	Am. sc. F.M. Knapp.	Ashtabula, Ohio, Lake Erie.	While in tow of a steamer during a NW. gale the towline parted and schooner dropped her anchors to avoid stranding, and hoisted signal for assistance. The station crew pulled to vessel in the lifeboat and landed a woman, the rest of the crew desiring to stay by their ship. On the 15th the schooner was scuttled to prevent her going to pieces, and on the

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 14	Am. se. F. M. Knapp.	Ashtabula, Ohio, Lake Erie.	17th the surfmen assisted to pump her out, when a wrecking steamer hauled her afloat.
Nov. 15	Am. se. A. P. Emerson.	Gloucester, Massachusetts	Anchored behind breakwater, ensign union down. Surfmen boarded and found that the crew had mutinied and abandoned the vessel. Keeper and part of his crew took charge, while the rest conveyed the master to the shore. He employed a new crew, and upon their arrival on board surfmen assisted to get anchors and work vessel clear of danger.
Nov. 16	Cathoat, no name...	Sandy Hook, New Jersey.	Station crew recovered this boat from surf and hauled it to a safe place on the beach.
Nov. 17	Sloop, no name.....	Manomet Point, Massachusetts.	Struck Sea Horse Rock, but floated again uninjured, when keeper sent a surfman on board, who piloted sloop safely into harbor.
Nov. 17	Am. str. R. J. Gordon	Pentwater, Michigan, Lake Michigan.	Stranded on a bar near station and pounding heavily. Surfmen pulled to her, ran a line from vessel to pier, then boarded and hove it taut. The steamer then started her engine, released herself, and steamed into harbor.
Nov. 18	Br. se. Georgie E...	Gurnet, Massachusetts ...	While working out of harbor, this vessel stranded on Browns Island Shoal, $\frac{1}{2}$ of a mile SW. by W. from station. Surfmen boarded and found her pounding heavily. They ran an anchor, and after two hours' work hauled her off the shoal uninjured.
Nov. 19	Am. se. Frank W. McCullough.	Fire Island, New York ...	The master of this vessel was not familiar with the channel, and, at his request, the keeper piloted the schooner into the inlet.
Nov. 20	Rowboat, no name.	Rocky Point, New York..	Surfman on patrol found a rowboat on the beach and hauled it up clear of danger.
Nov. 21	Skiff, no name.....	Duluth, Minnesota, Lake Superior.	Adrift in the bay, occupied by a boy who was unable to manage a boat, and was frantically calling for help. The life-savers pulled to the boat, towed it to shore, and landed the boy.
Nov. 22	Sailboat, no name...	Great Neck, Massachusetts.	Main boom carried away, boat unmanageable. Station crew pulled alongside in surfboat and assisted the man in charge to anchor his craft and secure her for the night, then carried the man to station and provided him with food and shelter. The next morning they brought the boat inside for repairs, after which she was returned to owner.
Nov. 22	Am. se. Lettie May..	Muskegon, Michigan, Lake Michigan.	Lying in perilous position at end of pier, exposed to a rough sea, and striking heavily against the dock. Surfmen tracked vessel up the dock, and made her fast in a safe berth.
Nov. 23	Am. se. E. Arcularius.	White Head, Maine.....	Missed stays and stranded on NE. point of Monroes Island during a fresh northerly breeze. Station crew manned surfboat and went to the scene in tow of a tug. They found the schooner in a bad position on the rocks, with the tide falling. Surfmen righted the vessel with masthead tackles to the shore, and ran an anchor, and at high water assisted the tug to get her afloat. She was leaking badly and took tow to Rockland for repairs.
Nov. 23	Am. se. Clara E. Comee.	Hunniwells Beach, Maine.	Missed stays while beating into harbor and stranded $\frac{1}{2}$ mile N. by W. from station. Surfmen boarded her, ran an anchor, and assisted to heave her afloat, when she took a tug to tow to her destination.
Nov. 23	Smallboat, noname.	Rocky Point, New York..	Adrift in the Sound. Surfmen pulled out, recovered boat, and hauled it up on beach to await owner.
Nov. 23	Am. se. Leading Breeze.	Portsmouth, North Carolina.	Stranded during a southerly gale on Dry Shoal Point, $2\frac{1}{2}$ miles ESE. from station. Station crew promptly manned surfboat and started for the scene of disaster. Meantime the schooner had broken up,

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 23	Am. sc. Leading Breeze.	Portsmouth, North Carolina.	and the life-savers found the crew of four men adrift on the vessel's cabin, to which they had lashed themselves. The shipwrecked men were taken to the station in the surfboat and were given food and shelter, also dry clothing from the stores of the Women's National Relief Association. Later the keeper provided them with transportation to their homes. The vessel was a total loss. (See letter of acknowledgment.)
Nov. 24	Small boats (2), no names.	Rye Beach, New Hampshire.	Moored in a dangerous position in Rye Beach Harbor during a NE. gale. Surfmen took them in tow and moored them in a secure place.
Nov. 24	Rowboats (2), no names.	Manomet Point, Massachusetts.	First night patrol discovered two boats in the surf and hauled them up to a safe place on the beach.
Nov. 24	Am. sc. J. G. Fell...	Point Judith, Rhode Island.	Having carried away foresail and sprung a leak during a strong gale, this vessel sought refuge behind Point Judith Breakwater, where she came to anchor at 1.30 a. m. The crew, master and four men, found it impossible to control the leak, and at 3.30 p. m. abandoned ship and started for shore in their boat. Upon entering the surf the boat capsized and the master drowned, but the three men reached the shore. They were taken to the station and provided with food and shelter, also with dry clothing from the supplies of the Women's National Relief Association. (For detailed account see caption "Loss of life.")
Nov. 24	Ger. shp. Flottbeck	Monmouth Beach and Seabright, New Jersey.	Dragged anchors and stranded on the bar $1\frac{1}{2}$ miles S. from Monmouth Beach station during a strong gale with rough sea and heavy surf. Surfmen had watched vessel dragging, and burned signals to tell the crew that they were seen. She struck at 1 a. m. and the Monmouth Beach life-savers immediately brought the beach apparatus to the scene of disaster. They fired three lines across the wreck in succession, but, as was afterwards learned, the crew could not find them owing to the extreme darkness and the seas breaking over them. Keeper Mulligan then sent to the Seabright station for the Wells light. The Seabright crew promptly responded and assisted in the work of rescue. The light soon illuminated the wreck, and, seeing a man on the fore-castle, the keeper fired a line within 3 feet of him. Whip line and hawser were soon hauled off and the life-saving men safely landed the whole crew of 24 persons in breeches buoy. The shipwrecked men were given hot coffee at the fire-engine house close by and later were taken to the Monmouth Beach station, where they were supplied with food and shelter, and two of them given dry clothing from the stores of the Women's National Relief Association. The ship was floated by wreckers on December 17 and towed to New York. (See letter of acknowledgment.)
Nov. 24	Am. bge. Wilmore.	Chadwick and Toms River, New Jersey.	During a heavy gale this barge and the barge Grant were in tow of the steamer Eureka, bound for New York. While off the Jersey coast the heavy weather compelled the steamer to cast off, and the barges, after a futile attempt to keep together, parted company. The Wilmore stranded $1\frac{1}{2}$ miles S. from Chadwick station, about 200 yards offshore, with heavy seas breaking over her. She was discovered at once by surfmen from both Chadwick and Toms River stations, the keepers having sent out extra patrols on

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 24	Am. bge. Wilmore..	Chadwick and Toms River, New Jersey.	account of the quantity of wreckage reported to be coming ashore. The beach apparatus from Chadwick station was transported to the place, the crews of the two stations uniting in the work of rescue. They fired a shot line across the wreck, got the hawser and gear in place, and landed the two men composing the crew in the breeches buoy. A third man belonging to the crew had disappeared before the vessel struck, and the master supposed that he became unduly excited and jumped overboard. The rescued men were provided with food and shelter at the Chadwick station, also with clothing from the stores of the Women's National Relief Association. The barge proved a total loss.
Nov. 24	Bateaux (2), no names.	Turtle Gut, New Jersey...	Station patrol found two bateaux on the beach and hauled them up clear of the surf line.
Nov. 24	Sloop, no name....	Galveston, Texas.....	Capsized in Bolivar Roads, 2 miles NW. from station. Surfmen pulled out in small boat and found the occupants, two men, clinging to the overturned boat. They rescued the men, righted and bailed out sloop, and then towed it to Pelican Island, where the men again assumed charge.
Nov. 24	Am. sc. Ellen .....	Aranzas, Texas .....	Missed stays in a heavy sea and stranded on the jetty, $\frac{1}{2}$ of a mile from station. Surfmen pulled to vessel and, finding that nothing could be done for her in such a sea, took off the crew of three men, with their effects, and landed them safely at the station. The schooner broke up soon after and became a total loss, with her cargo.
Nov. 25	Br. bk. Culdoon.....	Quoddy Head, Maine ....	Dragged anchors and stranded on rocks $1\frac{1}{2}$ miles ENE. from station, during a strong easterly gale. Surfmen pulled to the vessel through a rough sea and found her leaking badly and her rudder gear carried away. The crew of the stranded ship were taken off and safely landed by the life-savers through a heavy surf—nine men all told. They were provided with food and shelter at the station until the 29th, when they were given transportation to St. John, New Brunswick. The bark was afterwards hauled afloat by wreckers, and repaired.
Nov. 25	Sailboat, no name ..	do .....	Missed stays and stranded on rocks $\frac{1}{2}$ mile NW. from station. Surfmen procured a tackle and hauled the boat through a heavy surf to a safe place on the beach.
Nov. 25	Rowboats (5), no names.	Manomet Point, Massachusetts.	These boats were found during a gale of wind, pounding together in a high surf, and were taken to a place of safety by the surfmen.
Nov. 26	Sailboat, no name..	Grand Marais, Michigan, Lake Superior.	Sought shelter in harbor during rough weather, and, at master's request, surfmen assisted to beach boat in a secure place.
Nov. 27	Am. sc. Lucy Belle.	Gap Cove, Massachusetts.	Stranded on E. side of Thatchers Island in a NW. gale. The crew of three men landed in their own boat and sought shelter at the light-house, where they were found by the surfmen. They were taken to the station and provided with food and shelter and one man with clothing from the stores of the Women's National Relief Association. The vessel was stripped by wreckers and afterwards went to pieces.
Nov. 27	Am. sc. Mary Ludwig.	South Haven, Michigan, Lake Michigan.	Stranded on a sand bar in the river. Surfmen pulled to her in the Whitehall boat, ran a line across the river, and hauled vessel afloat.
Nov. 28	Am. sc. J. Nickerson.	Hunniwells Beach, Maine.	Broke main boom and split foresail in gybing while running down the river. Surfmen boarded and assisted to clear

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 28	Am. sc. J. Nickerson.	Hunniwells Beach, Maine.	up the wreckage and make repairs. A few days later the schooner started for sea in a light breeze and very strong tide, and was forced to anchor in a dangerous position. The life-saving crew again boarded, hove up anchor, and took vessel to sea in safety.
Nov. 28	Am. sc. Robert McClintock.	Oak Island and Fire Island, New York.	Stranded on E. side of Fire Island Bar while beating out of inlet at night in a strong NW. breeze. Surfmen from Oak Island and Fire Island stations boarded, ran an anchor, and, after several hours' hard work, got vessel afloat uninjured and anchored her in deep water. At daylight life-saving crews got schooner under way and took her to an anchorage inside.
Nov. 29	Am. slp. Wanderer.	Cranberry Isles, Maine.	Stranded on Gut Ledge, 1½ miles from station. Surfmen pulled to vessel and found her lying on her beam ends. They ran an anchor, took the cable to the mast-head and hove the sloop on an even keel, discharged the ballast, and, assisted by the flood tide, got her afloat and to a safe anchorage.
Nov. 29	Bateau, no name.	Sullivans Island, South Carolina.	Capsized in Charleston Harbor, 1½ miles SSW. from station, throwing the occupants, two men, overboard. Life-savers immediately pulled to the rescue, but before their arrival another boat picked up the imperiled men. The surfmen righted and bailed out the bateau, and on the following day returned it to the owner.
Nov. 30	Am. sc. Nellie Johnson.	Charlevoix, Michigan, Lake Michigan.	Shortly after leaving port this vessel sprung a leak, which the crew were unable to control. Surfmen towed to her astern of tug G. V. Taylor and manned pumps while the tug towed schooner into Pine Lake, where she was beached. The master then located leak and surfmen aided him in making repairs.
Dec. 1	Am. sc. Josie Hook.	Hunniwells Beach, Maine.	Missed stays and stranded on Bay Point, ¼ mile ENE. of station. Surfmen ran out a kedge anchor and hove in, but the kedge failed to hold. Then they carried out a heavier anchor, released the schooner, and sailed her up the river to a good berth. She was damaged somewhat by pounding on the rocks before the surfmen succeeded in floating her.
Dec. 1	Small boat, no name.	Grand Haven, Michigan, Lake Michigan.	This small craft, called a Mayo lifeboat, became unmanageable shortly before daylight and was drifting toward the breakers, having on board four men who let their anchor go about 1,500 feet north of N. pier. Perceiving that they needed assistance, station crew pulled out and towed them into the river, securing the boat to a dock abreast the station.
Dec. 2	Catboat Santee.	Point Allerton, Massachusetts.	Stranded on Point Allerton, ¾ of a mile E. of station. Surfmen took out her ballast and stripped her of all her gear; then they succeeded in releasing her without damage, and hauled her up on the beach.
Dec. 2	Am. sc. Ann Maria.	Middle Island, Michigan, Lake Huron.	Anchored 1 mile W. of station for shelter from the prevailing NW. gale, but anchor dragged and schooner stranded on the reef off the W. end of the island at 1.45 a. m. Surfmen boarded her at once in response to her torch signal, and then at the request of the master returned to the station and telephoned to Alpena for the tug John Owen, which arrived about noon, the schooner being in no immediate danger in the meantime. Surfmen ran towline to the tug and then assisted to shift cargo of coal. The tug failed to release her, and after trying in vain to obtain a lighter, it was decided to throw overboard part of her cargo. The towline parted and, as it was covered with

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Dec. 2	Am. sc. Ann Maria	Middle Island, Michigan, Lake Huron.	ice, surfmen had a hard job to run it again. After they had worked for thirty hours and had thrown overboard 75 tons of coal, the tug succeeded in releasing the vessel, and started for Alpena with her in tow.
Dec. 3	Am. sc. Gotoma ....	Cape Arago, Oregon .....	While anchored in the bay awaiting an opportunity to cross the bar, this schooner parted her anchor chain, and drifted ashore on Tarhill Point in a blinding rain storm. After boarding her, surfmen pulled to Empire, and notified the master of the tug Columbia that the captain of the schooner wanted his services. The tug with surfboat in tow steamed to the stranded schooner, to which the surfmen ran a hawser, and then assisted the schooner's crew to heave up another anchor which had been let go. The tug succeeded in hauling her afloat, and started for North Bend with her in tow.
Dec. 3	Launch, no name, belonging to light-house establishment.	Humboldt Bay, California	Machinery became disabled off N. end of S. spit during a heavy SE. rain storm. The seven persons on board managed to work her into the beach with oars, let go an anchor from the stern of the launch, and then jump ashore. Station lookout saw their signals for assistance, and surfmen at once pulled across the entrance, picked up the people on the beach, and towed the launch to the light-house wharf.
Dec. 4	Am. sc. Clement....	Cross Island, Maine .....	Anchor chain parted during a fresh NE. wind and schooner stranded on the rocks about $\frac{1}{2}$ of a mile NW. of station. Surfmen boarded her and took the master and the crew with their personal effects to station, and at low water inspected the bottom of the stranded vessel, which was loaded with lumber, finding a hole under her port bow. They ran out a kedge, and when the tide served hauled her off the rocks and out to an anchorage, where she lay full of water until a tug came and towed her away. On December 17 the station crew assisted the master to recover the lost anchor and 15 fathoms of chain.
Dec. 4	Am. sc. C. H. Wheeler	Yaquina Bay, Oregon ....	This scow schooner, having broken away from a tug off Cape Blanco on November 27, stranded 1 mile N. of station on account of not having sail power enough to work off-shore. The crew of four men and her deck load of lumber went overboard before she struck the beach, and one man was swept seaward and drowned. The rescued men were supplied with dry clothing from the stores of the Women's National Relief Association. (For detailed account see caption "Loss of life.")
Dec. 5	Am. sc. Estelle Phinney.	Indian River Inlet Delaware.	Stranded 2 miles N. of station, the master having mistaken Cape Henlopen light for Cape May light. Surfmen from both Indian River Inlet and Rehoboth Beach stations boarded her at 3 a. m. and made several trips to and from the beach with messages, the crew of the stranded schooner not wishing to land. Put an agent of a wrecking company on board the schooner, and stood by until the arrival of a wrecking tug, for which they ran a hawser. The tug released the schooner on the next morning and towed her to Delaware breakwater.
Dec. 5	Am. sc. Virginia Rulon.	Smith Island, Virginia ...	Stranded on the Isaacs Shoal, 4 miles SW. of station, at 3.30 a. m. Surfmen reached her at 7.45 a. m. and found that she was leaking badly. They assisted to man the pumps and at high water succeeded in

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Dec. 5	Am. sc. Virginia Rulon.	Smith Island, Virginia ...	forcing her a ship's length toward deep water. Then they ran a hawser for a tug which had arrived upon the scene and which soon released the stranded vessel.
Dec. 5	Am. sc. Challenge ..	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded on N. reef of Mud Bay during a SE. snowstorm. Keeper assembled a volunteer crew of six men (inactive season) and hired a team of horses to draw the boat wagon to Mud Bay, where he launched and boarded the stranded craft. She was leaking badly and had a valuable cargo of merchandise on board. Keeper made six trips between the beach and the schooner, saving most of her cargo, and then landed her crew of two men and took them to station where they were succored until the following day. The schooner was a total loss.
Dec. 6	Am. slp. Martin M. Mott.	Fire Island, New York ...	Ran aground on Light-house Shoal, 2 miles NE. of station. Station crew pulled out to her and went aboard. When the tide served they succeeded in floating her by using the sails properly, and she continued on her way to Sayville.
Dec. 6	Catboat Belle.....	Sullivans Island, South Carolina.	Drifting seaward at 8 a. m., her crew of two men being asleep and unconscious of danger. Surfmen pulled out and overhauled her, and keeper put on board one of his men who sailed her to a place of safety.
Dec. 7	Slp. Fearless.....	Santa Rosa, Florida.....	This sloop, laden with oysters, stranded at 4 a. m., on Santa Rosa Island, $\frac{1}{2}$ of a mile W. of the station. Surfmen went to her, and by use of tackles and rollers hauled her up on the beach beyond the reach of the sea. They then transported her cargo of oysters across to the bay side of the island, from which place they were shipped to Pensacola, and keeper furnished the crew with meals at the station until the prevailing gale abated, when the surfmen assisted them to launch their boat.
Dec. 7	Am. sc. Dauntless ..	Galveston, Texas.....	Ran aground on Pelican Spit. Surfmen pulled alongside, planted her anchor, and assisted to heave her afloat.
Dec. 9	Br. sc. Oriole .....	White Head, Maine .....	While getting under way from an anchorage in Muscle Ridge Channel, the crew broke their windlass and hoisted a signal for assistance. Surfmen went on board, made temporary repairs to windlass, hove up the anchor which had lodged in the rocks of the bottom, and then assisted to make sail.
Dec. 10	Barge, no name ....	Harvey Cedars, New Jersey.	Cable parted and barge drifted ashore 2 miles SW. of station, nobody being on board at the time. The master and one of his men soon reached the stranded craft, bringing an anchor which the station crew planted for them. Surfmen then assisted to haul her afloat and out to an anchorage, where she lay safe until the weather moderated.
Dec. 10	Small boat, no name.	Kill Devil Hills, North Carolina.	Drifted ashore on bay side during the night, having no one on board at the time of stranding. Surfmen went with the owner to the boat and assisted him to launch it off the beach.
Dec. 13	Am. slp. Minnie Van Name.	Eatons Neck, New York..	Stranded in a thick fog on the reef, $\frac{1}{2}$ mile E. of station, about 5 o'clock in the morning. Station patrol made her out soon after she struck, and surfmen at once pulled out to the assistance of the two men on board. The sloop lay in a bad position, but the tide was rising and they succeeded in hauling her afloat after planting an anchor in deep water. She continued on her way apparently undamaged.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Dec. 13	Am. sc. yt. Brunhilde.	Cape Lookout, North Carolina.	Stranded on E. side of Lookout Bight while standing in for an anchorage. Surfmen boarded her, ran out her kedge anchor, released her upon the rising tide, and then hauled her into a safe berth.
Dec. 14	Am. sc. Mark Gray.	Toms River, New Jersey..	At 8.30 p. m., during a gale from the SSE. and hazy weather, this schooner stranded 1½ miles S. of station. Surfmen reached the scene with the beach apparatus about 9.30 p. m., and the first shot from the Lyle gun laid a line across the vessel. They set up the gear, assisted by the Island Beach life-saving crew, and safely landed in the breeches buoy the crew of seven men, four of whom were succored at the station for two days. The schooner was a total loss.
Dec. 14	Slp. Tyro .....	Santa Rosa, Florida .....	This sloop, having on board a man and his wife, became unmanageable while bound in over the bar and stranded abreast Fort McRae, where the occupants landed safely with the assistance of some soldiers from the fort. On December 21, after the man had repaired his boat, surfmen assisted him to place it upon rollers and shove it into deep water. The steam pilot boat then towed it to a wharf near the navy-yard.
Dec. 15	Am. sc. Amanda E..	Chatham, Massachusetts..	During thick weather surfmen discovered this schooner flying a signal for assistance at an anchorage near the bar at the entrance to Stage Harbor. Surfmen boarded her, and, as the wind was foul for entering the harbor, they advised the master to remain at his anchorage until the wind became fair. On the next day surfmen again boarded the schooner in response to a signal and assisted the crew of two men to get her under way, she having dragged her anchor and struck bottom at low water. While they were trying to work her into the harbor she stranded on a mud flat, but lay in a safe position, and it was decided to leave her there until the weather became favorable for entering the harbor. On December 23, the wind being fair, surfmen hauled her afloat, and then the master engaged a pilot, who, assisted by the station crew, took the schooner, only slightly damaged, into the harbor.
Dec. 15	Br. bk. Sindia.....	Ocean City, New Jersey ..	Stranded 1½ miles SW. from station at 2.30 a. m., during a strong SSE. wind and thick weather. Surfmen with their beach apparatus reached the wreck at 5 a. m., and soon afterwards the Pecks Beach life-saving crew arrived with their boat wagon. The third shot from the Lyle gun placed a line in the hands of the imperiled crew, but, as the wreck was then lying broadside to the beach and rolling heavily, the hawser could not be set up taut enough to make it practicable to land the crew in the breeches buoy. The keepers then decided to try to launch the surfboat. Succeeded in so doing and safely landed 26 sailors and their baggage, making 8 trips to and from the wreck. The officers of the bark remained on board until the 17th, when the wreck filled with water and they decided to abandon her. Surfmen landed them and their effects and succored the whole crew at the station for two days. A wrecking company took charge of the bark and lightered part of the cargo before she began to break up.
Dec. 16	Sc. Little Tennyson.	Bodie Island, North Carolina.	Stranded about 4 miles SW. from station in a strong NW. wind, and the crew of three men hoisted a signal for assistance.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Dec. 16	Sc. Little Tennyson.	Bodie Island, North Carolina.	Surfmen went to her and ran her anchor out into deep water; then, as the crew had neither food nor fuel on board, surfmen took them to another schooner where they received succor. As soon as the wind moderated the schooner was floated without injury.
Dec. 17	Dory, no name .....	Salisbury Beach, Massachusetts.	During a thick snowstorm the station patrol saw a dory containing one man heading for the beach. He waded into the surf and assisted the man to reach shore without capsizing. After hauling the dory up on the beach, the patrolman went to station with the man, who reported that he had gone astray from the fishing schooner Elsie F. Rowe during the storm. Keeper succored him at station until the next day, and then took him to the railroad station and procured for him a pass to Portsmouth, where he hoped to rejoin his vessel.
Dec. 17	Am. sc. Onward.....	Plum Island, Massachusetts.	Anchor chain parted by the pressure of the heavy drift ice in the Merrimac River and schooner went aground on Pull Point Reef 1 mile N. of station at 7.30 p. m. Keeper telephoned to Newburyport for a tug, but on account of the heavy ice no tug would venture forth. Keeper then endeavored to reach the schooner in surfboat, but the ice had packed in upon the S. shore and formed a barrier that was impenetrable, and after staving a hole in the bow of the boat he was forced to abandon the attempt. He then arranged by telephone with the keeper of the Salisbury Beach station that the Salisbury Beach crew should try to board the schooner from the other side of the river, as the N. shore was free from ice, while the Plum Island crew transported their beach apparatus to a point on shore abreast the wreck. At 1.15 a. m. surfmen arrived with beach cart and fired a shot over the schooner, which now lay about 300 yards from the shore. As the men on board did not haul off the whip, surfmen were preparing for another trial when they discerned the Salisbury Beach surfboat astern of the schooner, which was gradually drifting closer to the beach. Communication with the wreck was soon obtained by means of the heaving stick, and the Salisbury Beach crew tended the lines on board while the surfmen on shore set up the gear. The schooner's crew of four men, one of whom was badly frost-bitten, were sent ashore in the breeches buoy, taken to station, and succored. Salisbury Beach crew cast off the gear on the wreck and then pulled back to the N. side of the river. Surfmen from Plum Island station boarded the schooner on the next day, the water around her having become clear of ice, and threw overboard 45 tons of sand; then a tug came down the river, hauled her afloat, and towed her to Newburyport for repairs. (See letter of acknowledgment.)
Dec. 17	Am. sc. North Star..	New Shoreham, Rhode Island.	Stranded on the rocks outside of the outer old harbor, about $\frac{1}{2}$ mile E. of station, at 6 a. m. She was lying in a very dangerous position, with her bow on the rocks, when the surfmen reached her at 6.30 a. m. They planted her anchor to windward and succeeded in hauling her off the rocks with no damage except a slight leak.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Dec. 17	Fish boats Jessie, Little Alex, and Little Frank.	Santa Rosa, Florida .....	The wind having freshened to a gale, these three small boats were unable to cross the bar and were compelled to try to land on the outside beach. Surfmen assisted the occupants (eleven men) to reach the shore safe, carry their boats across the island, and launch them on the bay side.
Dec. 18	Sc. Rosie May .....	Hunniwells Beach, Maine	This small schooner with nobody on board was drifting out of the Kennebec River, which was full of heavy drift ice at the time. Surfmen launched a boat and after a hard pull through the ice succeeded in reaching her. They cut her anchor and cable clear of the ice and towed her to a place of safety.
Dec. 18	Am. sc. Edith E. Dennis.	Bonds, New Jersey .....	Stranded $\frac{1}{2}$ miles N. of station while bound in for Tuckerton, the sea being smooth and the tide flooding. Surfmen boarded her, ran out her anchor, and with the help of her sails hauled her afloat. They piloted her into the bay, and she continued on her way, undamaged by the mishap.
Dec. 18	Am. sc. C. C. Wehrum.	Cape Lookout, North Carolina.	Dragged anchor during a strong NW. wind and stranded on the N. side of entrance to Lookout Bight at 11.30 p. m. Station patrol discovered her condition by the aid of the searchlight of the U. S. revenue cutter Algonquin, and surfmen boarded her about 12.30 a. m. They assisted the schooner's boat to run a hawser to the cutter, which was standing by, and then carried several messages from the cutter to the schooner, whose crew was heaving up their anchor. As soon as the anchor was on board the Algonquin released the schooner and towed her to a safe anchorage.
Dec. 19	Am. sc. M. C. Moseley.	Point Allerton, Massachusetts.	Stranded on Ram Head, off Lovells Island, at 3 a. m., during a fresh NW. breeze. Station crew assisted to take a lighter alongside of the stranded vessel and to discharge part of her deck load of stone. Then they ran a hawser to a tug, which released her with only slight injury.
Dec. 19	Am. sc. Hilary .....	Santa Rosa, Florida .....	Missed stays and stranded 4 miles NE. of station at 2 a. m. Early on the next morning surfmen boarded her, ran out her anchors, and assisted to heave in on windlass. After four hours of hard work they floated the schooner and she proceeded on her way without damage.
Dec. 20	Shanty boat, no name.	Louisville, Kentucky ....	This boat, with two men on board, was in a dangerous position above the falls of the Ohio River. Life-saving crew pulled out and endeavored to tow the boat into the middle chute of the falls, but they soon perceived that they would not be able to accomplish their purpose and that the boat was bound to go over the guiding dike. They took the two men into station boat, cast off the shanty boat, and then pulled around the falls and put the men upon their boat, which was not injured by its passage over the dike. The men continued on their way down the river.
Dec. 21	Am. str. Pere Marquette 16.	Ludington, Michigan, Lake Michigan.	At 11.30 p. m., while this steamer, loaded with railroad cars, was trying to make harbor in a strong SW. gale, she struck on a bar which had formed in the channel, breaking her main steam pipe. One fire-room hand was scalded to death and two others were badly injured. (See caption "Loss of life.") (See letter of acknowledgment.)
Dec. 22	Am. sc. Belle of Dover.	Core Bank, North Carolina.	Bar aground at low water about 2 miles N. of station. After breaking a channel through $\frac{1}{2}$ mile of ice surfmen reached the stranded schooner and assisted to lighter her cargo of oysters. Then they ran out an anchor and hauled her afloat.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Dec. 22	Nph. lch., no name.	Galveston, Texas.....	Engine became disabled about $\frac{1}{2}$ mile W. of station. Surfmen towed the disabled craft into a slip, where the seven occupants landed without harm.
Dec. 23	Am. sc. George E. Prescott.	White Head, Maine.....	While this schooner was beating in for Seal Harbor in a strong SW. breeze, she missed stays and then anchored in a dangerous position near a sunken ledge. The master being shorthanded set a signal for assistance, and the life-saving crew at once responded. They assisted to heave up anchors, hoist sails, and take her to a safe berth in the harbor.
Dec. 23	Slp. George Gerard.	Point of Woods, New York.	Fast in the drift ice which was rapidly moving offshore under the influence of the fresh SW. wind. After two hours of hard labor surfmen succeeded in cutting a channel through the ice and in beaching the sloop near the station, where she was safe.
Dec. 24	Br. sc. Valetta.....	White Head, Maine.....	Dragged anchors during a strong WSW. wind and drifted onto Garden Island Reef out of view from station. Upon being notified by telephone of the casualty, surfmen boarded her and hove in on windlass, her anchors having caught hold of some rocks and the cable tending to heave her head off the reef. They hoisted her sails and continued to heave in at the same time, and thus forced her afloat. Then they hung her rudder, which had become unshipped, and took her to a safe anchorage.
Dec. 25	Am. slp. Linwood..	Long Beach, New York..	Stranded during fair weather on the W. side of East Rockaway Inlet, $\frac{3}{4}$ miles W. of station, the master having mistaken the channel. Surfmen went on board and, when the tide served, succeeded in floating her by pushing on oars and handling the sails properly.
Dec. 25	Slp. Ella May.....	Paul Gamiels Hill, North Carolina.	The drift ice carried this sloop aground about $\frac{1}{2}$ mile SW. of station. Surfmen boarded her, hauled her afloat, and then piloted her through the ice to a safe berth.
Dec. 25	Skiff, no name.....	Cape Disappointment, Washington.	This skiff, containing two intoxicated men, became partly filled with water and was in danger of swamping about $\frac{1}{2}$ of a mile N. of station. Surfmen pulled out and took the men into their boat, and then towed the skiff to Ilwaco.
Dec. 26	Am. sc. Lyman M. Law.	Sandy Hook, New Jersey.	At 5.50 p.m., during thick weather, this schooner stranded on the point of Sandy Hook. Surfmen boarded her and assisted to take in sail; then they carried her anchor out into deep water, but were unable to heave her afloat on account of the falling tide. A tug released her uninjured on the morning tide.
Dec. 26	Sailboat, no name..	Humboldt Bay, California	Stranded on a mud flat in South Bay, the single occupant being unacquainted with the locality. Surfmen in station supply boat went to his assistance; they jumped into the shoal water, shoved his boat afloat, and then gave him sailing directions for reaching Fields Landing.
Dec. 28	Am. sc. Katie M....	Aransas, Texas.....	Dragged anchors in a strong NW. gale and went ashore on inner end of breakwater. Surfmen boarded her at once, but no assistance could be rendered until the wind moderated, about four hours afterwards. Then they hove in two of the three anchors which she had out and planted them in a position for heaving the schooner afloat. They hove her clear of the breakwater, raised the three anchors, and ran a line to a passing tug, which towed her to a safe berth.
Dec. 29	Am. slp. Music.....	Assateague Beach, Virginia.	This sloop, with nobody on board, lay in a dangerous position during stormy weather. Surfmen went on board, got her under way, and sailed her to a safe berth.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Dec. 31	Am. slp. Merty.....	Hunniwells Beach, Maine	While this sloop was attempting to leave the river she struck some drift ice and stove a hole in her bow. Her crew of two men tried to beach her, but the tide set her out so far that she sank in rough water just before reaching the shore. The crew took to their small boat and lay outside the breakers until surfmen picked them up and towed them to station. At low water surfmen went to the sunken craft and saved her sails, rigging, and cargo of fish. Then they ran a line up the beach and worked her in far enough to remove her ballast at the next low water. They nailed on a loose plank, calked several seams, and, having lashed casks to her bottom, ran a line to a tug, which, however, failed to release her on high water, and gave up the attempt after parting the line. Surfmen ran out anchors, dug a trench, and after several days' work succeeded in getting the sloop afloat and in towing her with the surfboat to a place of safety.
Dec. 31	Am. sc. Frank G. Rich.	Jerrys Point, New Hampshire.	Stranded on Fishing Island, 1½ miles NNE. of station. Surfmen boarded her, ran out her anchor, hove in, and by the help of her sails managed to release her on the flood tide.
Dec. 31	Am. slp. Belle.....	Turtle Gut, New Jersey...	Stranded on Cold Spring Inlet bar, 1½ miles SW. of station, during a strong westerly breeze with moderate sea. Surfmen from both Turtle Gut and Cold Spring stations went on board, but the keepers decided that they could do nothing until the tide flooded. At the next high water they ran anchor across the channel, hove in, and moved the sloop about 50 feet before the fall of the tide caused them to stop work. When the tide served on the following day, crews from both stations boarded her again, succeeded in heaving her afloat, and beat her up the channel to a safe anchorage. She sprung a slight leak while lying on the bar.
Dec. 31	Am. sc. Chas. T. Strann.	Big Kinnakeet, North Carolina.	Stranded on the N. side of the Cape Channel, 5 miles W. of station, having on board a crew of five men and four passengers, who hoisted a signal of distress. Surfmen boarded her, and, at the request of the passengers, landed them at Buxton, to which place they were bound. Surfmen then ran out the schooner's anchor, hauled her afloat, and piloted her into deep water.
Dec. 31	Flat, no name.....	Louisville, Kentucky ....	This flat, having on board three men and a load of coal, missed its landing and was being swept down the river toward the falls of the Ohio. Station lookout saw the mishap, and keeper quickly pulled-out, made a line fast to the flat, and towed it safe to the shore.
1902. Jan. 1	Am. slp. Xantha....	Crumple Island, Maine...	This vessel, while bound on a fishing trip, was caught in a heavy blow from NW., and was forced to anchor in a perilous position close to Fishermans Island, ¼ mile from station. She was sighted by the lookout, and appeared to be riding heavily. Procuring a kedge and 50 fathoms of line, surfmen pulled to sloop in the dory, cleared her of ice, ran an extra anchor, and left her to ride out the blow in security.
Jan. 1	Am. sc. Mary T. Chisholm.	Cranberry Isles, Maine...	Dragged anchors during a strong NW. wind, and stranded in Little Cranberry Harbor, 1½ miles W. from station. Surfmen pulled to her aid, but had to defer operations till the wind should moderate. The next day they went to vessel in the

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Jan. 1	Am. sc. Mary T. Chisholm.	Cranberry Isles, Maine...	surfboat, ran an anchor, set the sails, and, with the rising tide, hove her afloat and into deep water, she having sustained only slight injury on the bottom.
Jan. 1	Am. sc. Joe.....	Gurnet, Massachusetts ...	Sighted by the lookout trying to make the harbor during a strong NW. wind and extremely cold weather. The keeper sent four surfmen to her aid in the station dory. They found the crew short-handed and greatly fatigued, and the vessel badly iced up. As it was impossible to work the schooner into harbor against the strong wind and tide, they brought her to anchor abreast Bass Rock buoy, and, having arranged for the master to signal should he require further assistance, returned to the station. About 1.25 p. m. signals were displayed on the schooner and the life-savers pulled to her in the surfboat. The master requested assistance in working into Squish Cove. In heaving up anchor the chain parted, and the anchor and 10 fathoms of chain were lost, but after considerable difficulty the vessel was got under way, and worked into harbor to a safe anchorage. The station crew assisted to furl sail and make things snug.
Jan. 1	Am. sc. Emma D. Endicott.	Chatham, Massachusetts.	This schooner passed the life-saving station, bound N., on December 31, and the next morning came to anchor off station and signaled for assistance. The life-savers pulled to her in the surfboat, and, on boarding, found her much damaged by the gale which had prevailed through the night. She leaked badly, had lost her boat and some of her sails, and had broken her main gaff, and shifted cargo. The crew were badly used up by the hardship they had undergone, and therefore the surfmen remained on board and assisted to make repairs and keep the vessel free of water till the next morning, when, the wind being favorable, they got her under way and headed for Portland, Maine. Shortly afterwards a tug came alongside and arranged to tow the schooner to her destination, and the life-savers returned to the station after an absence of twenty-seven hours.
Jan. 2	Fish boats (5), no names.	Race Point, Massachusetts	These boats were caught in a fresh southwester while out fishing and were unable to make port. They carried two men each (ten all told), who were forced to beach the boats near the station. The surfmen assisted them to land safely through the surf and then hauled the boats up and secured the cargoes of fish. The fishermen, being chilled and wet, were given hot coffee and made comfortable at the station, later proceeding to their homes.
Jan. 3	Am. sc. Helena....	White Head, Maine.....	Anchored in dangerous proximity to Gangway Ledge, 1½ miles E. from station, wind strong NW. and snowing. Surfmen boarded the vessel and found her with sails badly torn and three of her crew frostbitten and disabled. She had missed stays in beating through Muscle Ridge Channel and was forced to drop anchor in a dangerous berth. The keeper spoke the light-house steamer Lilac and made arrangements with the master to tow the Helena into port. The life-savers ran a hawser from steamer to schooner and rendered all assistance necessary.
Jan. 3	Sailboat Relief.....	Little Kinnakeet, North Carolina.	This boat was discovered sunk in Pamlico Sound 1 mile WSW. from station. Surfmen assisted the master in bailing her out and ran an anchor to windward, but were unable to get her afloat. A portion

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Jan. 3	Sailboat Relief .....	Little Kinnakeet, North Carolina.	of the cargo of wood was removed, and on the 6th a favorable tide enabled the owner to get his vessel afloat.
Jan. 4	Am. sc. Two Forty .	Point Allerton, Massachusetts.	During the night the lookout discovered this vessel to be dragging her anchors toward the beach. Surfmen boarded her and found all hands asleep. The life-savers let go a second anchor, which brought the vessel up and enabled her to ride in safety.
Jan. 4	Am. str. Mandalay .	Coquille River, Oregon...	While standing into the river, the Mandalay grounded on the bar, which, at the time, was rough and dangerous. The station crew immediately pulled to her aid, and ran lines from the vessel to both north and south jetties. Assisted by the rising tide, the ship was finally hauled off and warped into the river, when she proceeded to her wharf.
Jan. 7	Am. sc. W. T. Emerson.	Jerrys Point, New Hampshire.	Anchored on a lee shore during a thick snowstorm, with fresh NE. wind. Owing to the exposed position, the crew of three men came to the station for safety, and were furnished with food and shelter. Next day surfmen boarded the schooner, but, owing to state of wind and sea, deferred attempting to relieve her from her perilous position. On the morning of the 9th they again boarded, got the vessel under way, and took her to an anchorage in Portsmouth Harbor.
Jan. 7	Fish boats (4), no names.	Race Point, Massachusetts.	On account of the rough surf, the keeper sent part of station crew to assist the crews of these boats to land. They helped eight men to reach the shore in safety, and hauled the boats up clear of the breakers.
Jan. 7	Skiff, no name.....	Spring Lake, New Jersey.	Capsized 1 mile N. from station, and the occupants, a father and son, were drowned. On hearing of the accident, surfmen hastened to the spot, and, securing a boat, began searching for the bodies. The body of the son, Edward Polland, was found near the beach and carried to the station, where the Service methods of resuscitation were applied. All efforts proving unsuccessful, the body was delivered to the coroner. Search for the other body was continued, but was not successful.
Jan. 9	Am. slp. Jennie G. Logan.	Quoddy Head, Maine ....	Dismasted during a strong NE. blow, 12 miles E. from station, while bound from Cutler to Eastport. Surfmen boarded her and helped to save sails and rigging. The sloop was then taken in tow for her destination by another vessel.
Jan. 10	Am. sc. Lydia M. Deering.	Sabine Pass, Texas .....	This schooner was discovered to be on fire while lying at a wharf 1/2 mile SE. from station. Surfmen assisted to lead a hose to her from the Government dredge, which also lay at the wharf. By cutting a hole in the deck, they succeeded in directing a stream of water upon the flames from the dredge's powerful pump and extinguished the fire. The schooner sustained damage amounting to about \$5,000. When this work was accomplished, the life-savers saw a blaze of fire on the roof of the station. They ran along the river bank and, on arrival at the station, found the upper part of the building enveloped in flames. By sharp work, assisted by volunteers, they saved all boats and apparatus, and nearly everything on the lower floor. The station and outhouses, however, were burned to the ground, and keeper and crew lost most of their effects.
Jan. 10	Rowboat, no name.	Humboldt Bay, California	Being informed that two men were drifting to sea in a small boat, surfmen pulled out and found the boat in the surf close

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Jan. 10	Rowboat, no name.	Humboldt Bay, Carolina.	to the rocks off north jetty. The men were taken into the suriboat and an attempt was made to tow their boat inside. The strong ebb tide made this impossible, and the boat finally swamped, and was abandoned. After a hard pull the station crew landed the two men safely.
Jan. 12	Am. sc. Caviare.....	Wood End, Massachusetts	Stranded $\frac{1}{2}$ mile E. from station, during a fresh NE. wind and heavy snowstorm. She was discovered by the patrol at 12.20 a. m., who burned a Coston signal, then returned to station and notified keeper. Surfmen pulled out to the vessel through a rough surf and found her hard aground. As nothing could be done until high water, they returned to station. Next morning they boarded again, and, upon request of master, pulled to Provincetown to get the assistance of a tug. When the tug arrived, the surfmen ran a line from schooner to steamer, and the latter hauled stranded vessel afloat and towed her into Provincetown Harbor.
Jan. 12	Am. sc. Damon.....	Tathams, New Jersey.....	This vessel had sprung a leak during a strong W. wind, and anchored 3 miles SE. by E. from station, and set signals for assistance. Surfmen pulled to her through a very heavy sea, and, upon boarding, found her leaking badly, with the seas sweeping over her, and the crew nearly worn out. The life-savers assisted to heave up anchor, make sail, and work the vessel to a safer anchorage under the land. They boarded again next day and helped pump ship, and on the 14th assisted in getting the schooner under way and started toward her destination.
Jan. 12	Am. sc. Three Johns	Hog Island, Virginia.....	While attempting to get under way during a northerly gale and snowstorm, this vessel missed stays and stranded on Cove Point about 300 yards from station. Surfmen went to her, but could not relieve her on account of low tide, and so took the crew of two men to the station and provided them with food and shelter. On the following day the life-savers returned to the stranded vessel, ran an anchor, hove her afloat, and took her to a secure anchorage. The schooner sustained but little injury.
Jan. 12	Am. slp. Edith.....	Sullivans Island, South Carolina.	Stranded 4 miles SW. of station during a fresh NW. breeze, owing to the inability of the occupants to manage their boat. Surfmen pulled out and found the sloop half full of water and aground. They bailed her out, floated her, and took her to a safe anchorage in the cove. The three rescued persons were taken to station, given food, and provided by keeper with means of transportation to Charleston, South Carolina.
Jan. 12	Am. sc. Carro True.	Fort Point, California.....	Anchor cable parted, throwing vessel broadside on the beach. The station crew boarded schooner, ran her 600-pound anchor, and on the flood tide bailed her afloat uninjured.
Jan. 13	Am. slp. Ida E. McIntyre	Damariscove Island, Maine.	While beating into harbor, this sloop missed stays and stranded on the beach, 250 yards NE. from station. Observing the accident, the station crew promptly launched the dory and pulled to stranded vessel. They ran an anchor, hove the sloop afloat, took her to a wharf, and made her fast in a secure berth.
Jan. 14	Am. sc. M. Madeleine.	Gurnet, Massachusetts.....	Stranded on Black Point Ledge about $\frac{1}{2}$ mile S. by W. from station. The schooner was discovered by the lookout, who notified keeper. Surfmen pulled to the vessel through a considerable quantity of ice, and, upon boarding, were requested by the master to run an anchor. They

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Jan. 14	Am. sc. M. Madeline.	Gurnet, Massachusetts....	planted one of schooner's 300-pound anchors, and, assisted by the rising tide, helped to get vessel afloat, she having sustained no injury.
Jan. 14	Yawl belonging to Am. sc. Samuel T. Beacham.	Brazos, Texas .....	While bound from the schooner Samuel T. Beacham to Isabel, this boat was caught in a norther and capsized, throwing the occupants, two men, into the water. The keeper observed the accident, and surfmen promptly pulled to the rescue; meantime a passing boat picked up the endangered men, and, on her arrival, transferred them to the surfboat, which put them aboard their vessel. Surfmen then went to the yawl, which had drifted on the flats near Clarks Island. They righted the boat, bailed it out, and, later in the day, returned it to owner.
Jan. 14	Am. sc. Pierce Simpson.	Brazos, Texas .....	Dragged anchors during a heavy NNW. squall and stranded $\frac{1}{2}$ mile NW, by W. from station. The vessel lay easy, with her stem out of water. Station crew pulled to her in surfboat, ran anchors, and on the flood tide hove her afloat and anchored her in a safe berth.
Jan. 16	Nph. lch. Buster....	Paul Gamie's Hill, North Carolina.	Anchored near the beach, out of fuel. While the master was ashore to replenish the oil supply the tide fell, leaving the launch aground. At request of master, surfmen went to launch and hauled her afloat without damage.
Jan. 17	Am. str. Pere Marquette.	Ludington, Michigan, Lake Michigan.	This vessel, while bound from Milwaukee, Wisconsin, to Ludington, Michigan, with passengers and general cargo, stranded at 5.30 a. m. $\frac{1}{2}$ mile W. from station. When trying to make the harbor, the steering gear became disabled and the ship grounded. In response to her signals for help, the keeper (it being the inactive season) quickly summoned a volunteer crew, which arrived in about ten minutes. The life-savers carted the apparatus to a point abreast the stranded steamer, fired a line across the wreck, hauled off the hawser, set up gear, and in thirty minutes from the time of the accident began the work of rescue. By means of the breeches buoy the whole ship's company, eight passengers and twenty-seven crew, were safely landed. The shipwrecked people were taken to the station, where the keeper's wife, assisted by neighbors, served them with hot coffee, and later the keeper supplied them with dry clothing from the stores of the Women's National Relief Association. After taking everyone off the steamer the hawser was cut, on account of the working of the mast, which was in danger of going by the board. On the 22d the life-savers reached the stranded ship by hauling the skiff over the ice. They then rigged a temporary breeches buoy, by means of which the officers of the steamer and the officials of the company got on board. Surfmen brought ashore the personal effects of the passengers and crew and also the ship's papers. The vessel was released by tugs on the 25th instant.
Jan. 20	Dory, no name.....	Race Point, Massachusetts	Station crew assisted two fishermen in a dory to land through a high surf, then hauled the boat up clear of danger.
Jan. 20	Am. sc. Coquille ....	Coquille River, Oregon ..	Becalmed at the break of the bar and forced to anchor to keep off the spit. Surfmen pulled out to her and ran a line to the south jetty, well up the river. The schooner's crew then hove up anchor and warped the vessel up the river, the surfboat assisting to keep her clear of jetty by towing.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Jan. 21	Skiff, no name.....	Paul Gamiels Hill, North Carolina.	This boat capsized during a heavy SSE. squall $\frac{1}{2}$ mile E. from Gallops Landing and threw the occupants (two men) into the water. A surfman absent from the station on leave witnessed the accident and pulled out in a small boat. With the aid of two fishermen near by he rescued the men and secured their boat and a drag net therein. The rescued men lost a catch of fish, about 75 pounds.
Jan. 24	Am.sc.Millie Frank.	Durants, North Carolina.	This vessel missed stays during a fresh NW. breeze, and stranded on the E. end of Oyster Point. Surfmen boarded her, ran out a kedge, and, assisted by schooner's crew, warped vessel afloat and into deep water, when keeper piloted her out clear of danger.
Jan. 24	Am. sc. Mary E. Lynch.	Aransas, Texas.....	While beating over the bar, this schooner struck heavily, and, to avoid sinking, the master beached her on Mustang Island, $1\frac{1}{2}$ miles SSE. from station. The station crew pulled alongside in the surfboat and took off the crew of three men and carried them to the station, where they were given food and also supplied with clothing from the stores of the Women's National Relief Association. Later the life-savers returned to the wreck with the crew and saved the spars, sails, and a portion of the cargo. On account of the high surf and head wind they were forced to haul the surfboat on the beach for the night. The crew of the wrecked vessel lost all of their personal effects, and the master sold the wreck for a small sum.
Jan. 25	It.bk.Vergine della Guardia.	Wash Woods, North Carolina.	Stranded $\frac{1}{2}$ mile SE. from station during a moderate NE. breeze and fog. The accident occurred through a miscalculation in the master's reckoning. Distress signals were observed on the ship by the patrol, who burned an answering signal, then hurried to station and notified keeper. Surfmen pulled to the vessel, and in four trips safely landed the crew of thirteen with their baggage. The shipwrecked men were given food and shelter at the station till the 27th, when they left for Norfolk. The bark was hauled afloat by a wrecking tug on the 26th, and taken in tow for port.
Jan. 25	It. str. Citta di Messina.	Galveston, Texas.....	Grounded during thick fog, south side of channel, $\frac{1}{2}$ mile NNE. from station. The station crew pulled to her aid, and soon after two tugs and two lighters arrived on the scene and began work on the stranded ship. The life-savers rendered assistance by running lines, taking soundings, and transporting necessary messages and officials till the 26th, when the steamer was floated.
Jan. 26	Small boat, no name.	Plum Island, Massachusetts.	A man crossing the river in a small boat broke an oar and was carried in the boat into a dangerous position near the north jetty. The life-savers responded to his signal for help in station dory towed the boat safely over the jetty, landed the man on Salisbury Beach, and hauled the boat up clear of danger.
Jan. 27	Nor. str. Dagry.....	Gull Shoal, North Carolina.	This steamer, bound from New York to Mexico, stranded at 2 a. m. $2\frac{1}{2}$ miles S. from station; weather thick, wind strong from southward. Keeper promptly notified Chicamacomico and Little Kinna-keet stations and requested aid. Station crew then took beach apparatus to a position abreast the stranded steamer, fired a shot line aboard, and sent off whip line in readiness to take off crew by breeches buoy should necessity require it. Meantime the crews from

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Jan. 27	Nor. str. Dagry.....	Gull Shoal, North Carolina.	Chicamacomico and Little Kinnakeet had arrived, and at daylight a picked crew manned the surfboat and pulled out and boarded the stranded ship. At the request of the master, they ran an anchor and endeavored to heave the vessel afloat, but were not successful. They then returned to the shore, and the keeper sent a telegram for wrecking tugs. At 2 p. m. the surfboat went alongside steamer again and transported the crew of seventeen to the station, where they were given food and shelter until the 30th instant and were then taken back to their vessel. Wrecking tugs released the steamer on the 31st instant.
Jan. 28	Am. sc. Zampa.....	White Head, Maine.....	Anchored in Muscle Ridge Channel, 14 miles* E. from station, having lost head gear and split her sails during a heavy N.W. gale. Station crew boarded vessel and found her badly iced up, leaking, and the crew exhausted. The surfmen cleared away the ice, stayed the masts, manned the pumps, and made repairs to sails and rigging. After a hard day's work they had the schooner in a seaworthy condition, and she resumed her voyage.
Jan. 28	Am. sc. Novidad...	Galveston, Texas.....	Anchored in a dangerous position to windward of Galveston jetty, 5 miles N.E. from station, thick weather and heavy sea. The vessel was sighted by station lookout making signals for a tug. The life-savers immediately towed to the scene astern of the steam pilot boat, and, pulling through a gap in the jetty, boarded the vessel. They heave up two anchors and slipped a third, then slowly worked the schooner off a dangerous lee shore and took her to an anchorage in the inner harbor. On February 5 the station crew recovered the third anchor and returned it to owner.
Jan. 29	Am. sc. James A. Brown.	Jerrys Point, New Hampshire.	This schooner came to anchor near the shore at high water and grounded on falling tide. The keeper and crew boarded, and found the cargo of lime burning and the vessel sealed up to smother the fire. On account of the low tide it was not possible to get her afloat, and operations looking to this end were deferred. Several members of the schooner's crew were suffering from frostbite, and the surfmen took one of these to the station, where the keeper dressed his injuries. Later in the day the life-savers again boarded and with the aid of a tug got the distressed craft afloat and took her to a safe anchorage in Spruce Creek. The injured man was cared for till the next day, when he was landed by surfmen at Kittery Point.
Jan. 29	Am. sc. Manomet...	Wood End, Massachusetts	Stranded near station while bound from Boston to Provincetown. Surfmen boarded vessel, made sail, and at high water worked her afloat uninjured.
Jan. 29	Am. sc. Mary E. Russ.	Fort Point, California....	Dragged anchors to a perilous position near the beach at Point Lobos. Being informed by telephone of the vessel's dangerous position, the keeper wired for a tug and then called away surfboat and started to the rescue. The boat met the tug en route and took a tow to the endangered craft. The master made arrangements with the tug to tow his vessel clear, and surfmen ran the necessary lines and assisted to heave up the anchors. After 2½ hours' work the schooner was towed to a safe position, and proceeded on her voyage.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Jan. 30	Nph. lch., no name.	Mosquito Lagoon, Florida.	Sustained an injury to machinery which completely disabled vessel. In response to a request from the owner, Keeper Coutant proceeded to Eldora, Florida, and assisted in making the necessary repairs. (See letter of acknowledgment.)
Jan. 30	Am. sc. Caroline	Brazos, Texas.	This schooner, lumber laden, arrived off the bar at 12.30 p. m., and, owing to unfavorable conditions, the keeper hoisted the code signal JD (You are standing into danger). The signal was apparently unheeded, for the vessel shortly afterwards hauled on the starboard tack and stood in. After crossing the bar the unfavorable state of wind and tide forced her to anchor, but before the anchors brought her up the vessel drifted into the south breakers and lay in a perilous position $\frac{1}{2}$ mile ENE. from station and signaled for help. The surfmen promptly responded and pulled out in surfboat. Owing to the high seas it was impossible to go alongside, but by careful management the surfboat was placed near and life belts were thrown on board. These were adjusted by the crew, and watching for a smooth interval they jumped into the boat in safety and were landed at the station. During the night the schooner dragged ashore and became a complete wreck. As opportunity offered, the surfmen assisted the crew until February 25 in saving sails, spars, and other appurtenances, also part of the cargo.
Jan. 31	Br. str. Cavour	Long Beach, New York.	Stranded during a fresh breeze and thick snowstorm, $1\frac{1}{2}$ miles E. from station. Surfmen boarded at once, but the crew did not wish to abandon their ship. Upon request of the master the surfboat returned to the shore and the keeper wired the owners in regard to the disaster. Wrecking steamers were sent to the assistance of the stranded vessel, and on February 6 she was floated and taken to New York.
Feb. 1	Am. sc. Alice T. Boardman.	Chatham, Massachusetts.	Stranded on the E. side of the channel while attempting to enter Stage Harbor, and was subsequently carried across the entrance by ice floes and grounded on the beach. Owing to strong winds and low tides it was impossible for her crew to float her. Her master requested assistance and the station crew went to her aid, ran out an anchor, and at the next high water hauled her afloat, working on her till nightfall. The next morning they again repaired to the vessel and assisted her crew to warp her to a safe berth in Stage Harbor, where they moored her to a wharf.
Feb. 2	Fish boat, no name.	Muskeget, Massachusetts.	This boat was dragging her anchors and rapidly approaching the breakers when her owner hurried to the station and requested assistance. Surfmen hastened along the beach and succeeded in hauling the boat out of the surf, into which it had drifted, and up on the shore beyond the danger line, and thus prevented its being pounded to pieces by the sea.
Feb. 2	Br. str. Claverdale.	South Brigantine, New Jersey.	Ran aground early in the morning on the S. point of Brigantine Shoal during a thick fog. Surfmen from the Brigantine and South Brigantine stations put off to her as soon as she was discovered, and were employed in making soundings around her. They carried ashore dispatches from the master to her agents, which requested that towboats be sent to her aid. She was floated on the 4th instant by tugs from New York.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality:	Nature of casualty and service rendered.
1902. Feb. 2	Am. sc. Edith L. Allen.	South Brigantine, New Jersey.	Stranded on the E. end of the Outer Brigantine Shoal, $3\frac{1}{2}$ miles E. of station, during a heavy westerly gale. A tugboat which was anchored near stood by to render assistance. The next morning the crews from Brigantine and South Brigantine stations went out to her in their surfboats, the latter crew carrying the owner, who made arrangements with the tugboat, which subsequently floated the vessel.
Feb. 3	Am. sc. Ann Elizabeth.	New Shoreham, Rhode Island.	This small schooner, with four men on board, parted her cables during a heavy westerly gale, with rough sea, and stranded $1\frac{1}{2}$ miles NW. of station. The crew landed in their own boat and were succored at the station for three days, when the craft was floated by a wrecking company.
Feb. 3	Am. shp. L. Schepp.	Point Lookout, New York	Became unmanageable during a strong westerly gale, with heavy sea, and stranded about 1,000 yards offshore, 1 mile SW. of station, at 12.15 a. m. Keeper telephoned to Long Beach station for assistance, and his crew started with the beach apparatus for the shore abreast of the wreck, where, shortly after their arrival, they were joined by the keeper and crew of Long Beach station. An attempt was made to fire a line to the disabled ship, but the shot from the Lyle gun fell short, owing to her too great distance from the shore, and the surf was so rough that it was impossible to launch the surfboat. During the day signals were exchanged with those on the ship, and the keeper informed her master that he would board her as soon as the sea subsided sufficiently. Shortly after daylight on the 4th surfmen from the two stations succeeded in boarding the stranded craft, and soon afterwards a wrecking tug arrived with appliances for floating the ship, and undertook to save her. The life-savers transferred the ship's crew of twenty-four men to the wrecking tug, and two of the seamen who were injured they took ashore and later sent to New York. On the 7th the vessel was floated and towed to New York by wrecking steamers. She was half full of water and her cargo was badly damaged.
Feb. 3	Am. slp. Crown.....	Wallops Beach, Virginia..	Missed stays, broke her main boom, and drifted on the inner point of Williams Shoal, while entering Chincoteague Inlet; life-savers witnessed the accident, rowed to her aid, ran out an anchor, and attempted to haul her afloat, but, owing to the falling tide, had to abandon the effort until the next high water. Then they fished the broken boom, bent sails, and prepared to float her. At high water she was hauled into the channel and proceeded to her destination.
Feb. 4	Am. slp. Vivian ....	Burnt Island, Maine.....	Light baffling winds and strong currents set this vessel on the rocks off Two Bush Island, where she was left by the falling tide. Upon hearing of the stranding, surfmen launched their surfboat and pulled 3 miles to render assistance. They found the sloop nearly on her beam ends, in imminent danger of being bilged, and at once ran out an anchor and rigged and set taut tackles, which prevented her bilges striking the sharp rocks. At high water they righted and hauled her afloat and piloted her out of danger.
Feb. 4	Rowboat, no name.	Knobbs Beach, Massachusetts.	Upon receiving the report of the lookout that a boat was adrift in Ipswich River, the keeper and four surfmen walked

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Feb. 4	Rowboat, no name.	Knobbs Beach, Massachusetts.	across the meadows, recovered the boat, and hauled it to a safe place on the shore. On the 10th instant the owner went to the station, proved his property, and removed it.
Feb. 4	Am. sc. Orlando V. Wooten.	Cape Hatteras, North Carolina.	This four-masted schooner stranded at 12.20 a. m. on the Inner Diamond Shoal, 4 miles SE. of station. Surfmen pulled out to her in their Monomoy boat and landed her crew, taking them to the station, where they were succored for two days. Subsequently she was hauled afloat by tugboats, and on the morning of the 6th instant the life-savers put the master and crew aboard. Creeds Hill station crew were also present, and both crews rendered aid in adjusting the deck load. Then they got her under way and took her to a safe anchorage.
Feb. 5	Shanty boat, no name.	Louisville, Kentucky.....	At 10.50 a. m. the lookout sighted a shanty boat with a man and woman on board in a perilous position in the Ohio River and in danger of being carried over the falls by the swift current. The alarm was given and a boat manned by the station crew went to her assistance, reached her, made a line fast, and towed her to the shore, where she was moored in a secure position.
Feb. 7	Am. sc. Jennie C. May.	Peaked Hill Bars, Massachusetts.	The master mistook Highland light for Race Point light, and the vessel stranded on the eastern end of Peaked Hill Bars, 1½ miles E. of station. She was sighted by the patrol at 12.45 a. m., and the surfmen hastened to the beach, where they were joined soon afterwards by the crew from High Head station. It was found that the sea was too rough to launch the surfboats, so the beach apparatus was brought from Peaked Hill Bars station, and two attempts were made to fire a line across the vessel, both of which proved unsuccessful owing to her great distance from the shore. As no signals were shown from the wreck, it was decided to wait till daylight before making further attempts to board her. At 6.35 a. m. both surfboats were pulled off to the vessel, and three of her crew, who wished to go ashore, were landed in the station boats, the keeper sending a dispatch for a tug, as requested by the master. The schooner remained hard and fast aground, and on the 8th the master and remainder of the crew landed in their own boat and were met on the beach by surfmen, who took them to the station houses and gave them food and shelter until they left for Boston on the 11th instant. On the 10th surfmen from High Head station took the master to the schooner and returned with him to the shore. She proved a total loss.
Feb. 8	Fr. bk. France Marie.	Lewes, Delaware.....	Dragged her anchors during a heavy gale from WNW and stranded just inside the point at Cape Henlopen. The keeper of Cape Henlopen station was called up on the telephone, and the crews of both stations repaired to the beach abreast the wreck. A boat's crew composed of surfmen from the two stations essayed to board her. At the first attempt to launch the boat they were driven back by the wind and sea, but a second effort was more successful, and they reached the bark. Surfmen were employed in running lines from tugs to the bark, and took ashore and sent dispatches from her master to the agents. She was floated by tugs on the 10th instant.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Feb. 9	Am. sc. Zeovia .....	Little Kinnakeet, North Carolina.	Grounded about 12.30 p. m. on a reef in Pamlico Sound, 3 miles WNW. of station. Surfmen boarded her in their supply boat, and found that she was aground aft. By moving a portion of her cargo of merchandise to the forward end of the vessel, and shoving on poles placed over the sides, and making back sails of her canvas, she was floated and taken into deep water.
Feb. 11	Am. sc. Henry .....	Peaked Hill Bars, Massachusetts.	At 3.20 a. m. the patrol discovered a vessel ashore on the inner bar, 1 mile east of the station, and immediately burnt a Coston signal to show the master that his peril was known and assistance at hand. The light of the Coston revealed a boat with five men in her rapidly approaching the breakers, whereupon the patrolman ran to the spot, helped the men to land and to haul their boat up clear of the surf. As they were thoroughly soaked with water while landing, they were taken to the station, where the keeper provided them with dry clothing from the stores of the Women's National Relief Association, furnished warm drinks, and gave them food and lodging. The vessel proved a total loss.
Feb. 12	Am. sc. Eastern Light.	Plum Island, Massachusetts.	While at anchor in the Merrimac River, which was full of moving ice, a schooner anchored near by parted her cables and fouled this vessel. When they were cleared, it was found that her outer planking had been cut through just below the water line on the starboard bow, and that she was filling rapidly. To prevent her sinking, she was beached, Surfmen went aboard of her and stopped the leak by nailing tarred canvas and planks over the open seams. She floated off the beach at high water.
Feb. 13	Am. sc. Elsie M. Smith.	Orleans, Massachusetts...	While lying on and off this schooner stranded about 9.20 p. m., 2 miles S. from the station, during fresh northerly winds and blinding snow squalls, with high sea. She was sighted by the patrol from this station just as he had met the north patrol from Old Harbor station. He immediately flashed a Coston signal and then hastened to the watchhouse and notified Keeper Charles, of this station, of the disaster. The latter called up the keeper of Old Harbor station and requested him to take his crew to the scene as soon as possible. The two crews were united on the beach abreast the wreck at 10 p. m., and the beach apparatus was at once set up, and a shot fired across the head stays of the vessel. That the shot was successful was soon made manifest by the men on the schooner hauling out the line. The whip and hawser were hauled off and thirteen men were safely landed in the breeches buoy. Two men who left the wreck in a dory were drowned. The rescued men were supplied with dry clothing from the stores of the Women's National Relief Association. The schooner was stripped by the underwriters, and her hull sold at public auction. (See letter of acknowledgment.) (For detailed account, see caption "Loss of life.")
Feb 14	Sloop, no name.....	San Luis, Texas .....	Keeper noticed a small supply sloop in the bay drag her anchor during a fresh squall from NW. and ground on the flats. Surfmen went to her assistance, ran out an anchor, and floated her, taking her into 7 feet of water, where she was anchored safely.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Feb. 17	Catboat Hilda C....	Brigantine, New Jersey ..	Broke from her moorings and was carried out onto the meadows during a heavy gale by the strong tide and drift ice, where she was left when the tide receded. Keeper found it impossible to work on her till the 28th instant, when, at the request of the owners, the station crew boated planks, blocking, and rollers to the stranded craft, blocked her up, and transported her to a creek 175 feet distant, where she was launched and moored safe and uninjured. The owners were given shelter at the station over night.
Feb. 17	Catboat, no name ..	Great Egg, New Jersey...	Broke from her moorings and stranded on S. side of creek, about 160 yards N. of station, during strong wind and thick snowstorm. Station crew hauled her afloat and moored her to piling.
Feb. 17	Am. sc. Anna Murray.	Indian River Inlet, Delaware.	Stranded at 5.50 a. m., $2\frac{1}{2}$ miles S. of station, during a strong northerly gale and blinding snowstorm, with very high sea, and was discovered by the S. patrol about 9.30 a. m., when the storm abated sufficiently to enable him to see a short distance. As it was impossible to get the gear from this station across Indian River Inlet on account of the heavy drift ice, the keeper called up Fenwick Island station and requested the crew from that station to come to the wreck and bring the beach apparatus from the halfway house. After a hard struggle both crews were united S. of the inlet near the schooner, which was listed offshore, pounding and grinding heavily and in a most perilous position—the seas and spray flying over her, half-masthead high—and covering her with ice. The beach was piled high with ice, through which it was necessary to dig in order to plant the sand anchor. The first shot fired from the Lyle gun landed in the rigging, but the ice cut the line and the projectile fell into the sea. The line, however, was caught by the crew, who hauled off the whip and secured it well. The hawser was then sent off and when the apparatus was in shape for work the keeper was hauled off to the schooner in the breeches buoy to ascertain the condition of the crew and to give them confidence in the gear. Then the crew of ten men, with their personal effects, were landed, the breeches buoy making twenty-five trips back and forth, all without accident of any kind. The baggage was stored in a house on the beach and the wrecked mariners and station crew started for the station, where they arrived after experiencing many hardships from the severe cold weather and obstacles in their path. The distressed men were afforded food and shelter. The vessel was going at a high rate of speed, driven before the gale, and would probably have broken up soon after stranding had not she been new. Wrecking tugs worked on her for parts of two days and decided that it was impossible to save her. The owners had her stripped of everything movable, provided for the sustenance of the crew at station, and paid their transportation to points of destination.
Feb. 18	House boat, no name	Damariscove Island, Maine.	In danger of foundering at her moorings by reason of filling with water, which entered through an open hatch, there being a rough sea and strong undertow in the harbor. Life-savers saw her peril and proceeded to the boat, cast off her

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902, Feb. 18	House boat, no name.	Damariscove Island, Maine.	moorings, and towed her to the shore, where planks and rollers were obtained, purchases rigged, and the craft hauled out on the beach. At low water she was jacked up, placed on blocks and rollers, and pulled above the high-water mark.
Feb. 19	Catboat, no name ..	Galveston, Texas.....	Ran on submerged piling on N. side of channel in Galveston Harbor, capsized, and sank. The crew of two men were rescued by the master of tug Louise before the life-savers were able to reach the scene. Subsequently the station crew assisted to recover sail, spars, anchors, and some clothing.
Feb. 20	Small boat, no name	Humboldt Bay, California	Surfmen found a small boat in the surf and hauled it up clear of the water. Keeper and remainder of crew walked to the spot and carried the boat to the beach inside the bay and held it to await the arrival of its owner.
Feb. 22	Am. sc. Ella Frances.	White Head, Maine .....	Missed stays in Muscle Ridge Channel during high wind, and, to avoid stranding on Clam Ledges, had to anchor in a dangerous position, from which she was extricated by surfmen, who sailed her to a safe anchorage in Seal Harbor.
Feb. 22	Small slp., no name.	Little Beach, New Jersey.	Parted her moorings and drifted into danger, from which she was saved by the surfmen, who boarded her, hoisted sail, and took her to a secure anchorage.
Feb. 23	Dory, no name .....	Salisbury Beach, Massachusetts.	Station patrol found a dory in the surf 1½ miles S. of station. Keeper and crew proceeded to the boat, hauled it out on the beach, and carried it to a safe place to await identification by its owner.
Feb. 23	Yawl, belonging to Am. sc. Melrose.	Lewes, Delaware .....	While the master and two seamen were endeavoring to land near the station this boat was caught in the thick ice and held fast. Surfmen were unable to go to her, so they took the Lyle gun to the beach and fired a line across the boat, by which it was hauled to the shore and its occupants safely landed.
Feb. 24	Dories (6), no names	Race Point, Massachusetts.	These boats each contained two men who were engaged in shore fishing 1 mile W. of station. When the fishermen attempted to land they were in danger of having their boats capsized in the surf, which had increased during the day. Life-savers directed the occupants where to land, waded into the water, and hauled both the boats and occupants up safe on the beach.
Feb. 25	Am. sc. Tecumseh..	Gurnet, Massachusetts ...	Stranded on outer edge of Browns Bank during heavy rain, with rough sea and strong wind, and in danger of pounding to pieces. Surfmen launched a surfboat and pulled off to her, carrying a keedge anchor and hawser. They found her hard and fast on the shoal and immediately ran out the keedge, planted it well to windward and brought a heavy strain on the hawser to keep the schooner from going higher on the shoal. The strain was kept on the hawser during the rising tide and just before high water she was floated, hauled off the shoal, and sailed into deep water in the channel, whence she proceeded to a safe anchorage in Plymouth Harbor.
Feb. 25	Fr. bk. Alice et Isabelle.	Assateague Beach, Virginia.	Stranded during thick fog and rain, with heavy sea, 2½ miles SE. of station. Surfmen went to her in a lifeboat under sail, passing through rough, broken water the entire distance. The sea was too high for the boat to go alongside, so the keeper came to anchor well to windward, dropped back abeam of the vessel, and proffered assistance. The crew refused to leave, and therefore the keeper hoisted sail, hauled his boat up to the anchor,



Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Feb. 18	Fr. bk. Alice et Isabelle.	Assateague Beach, Virginia.	and winded her. Then he made sail, cut his cable, and returned to the beach. This maneuver was rendered necessary by the rough sea, strong cross current, and heavy breakers close aboard, he being unable to cast his boat with head to sea, without either fouling the bark or drifting into the breakers on the shoals. The easterly storm increasing, the surfmen proceeded to the station, procured the beach apparatus, returned to the beach where the sand anchor was planted abreast the wreck, which was about 400 yards off shore, and fired the Lyle gun, the line from which landed on her foreyard and was secured by the crew by whom whip line and hawser were hauled off. The beach apparatus was set up and nine men with their baggage were landed, when operations had to be suspended temporarily on account of the sea washing out the sand anchor. When the tide had receded sufficiently the anchor was again planted, and five more men with their personal effects were landed safely, making fourteen in all. On account of the rigorous conditions prevailing, the keeper employed volunteers to aid the surfmen in the work of landing the men. On March 7 the master requested that he and the crew be put aboard the stranded vessel, and his request was complied with. She was floated by a wrecking company on March 18 without serious damage, and was towed to Philadelphia. (See letter of acknowledgment.)
Feb. 25	Br. bk. Veronica ...	Santa Rosa, Florida .....	Grounded in Pensacola Bay, 2½ miles NW. of station while being towed to sea by a small tug. Station crew went to her and assisted to set sails, man braces, and shift hawser. She was hauled afloat by tugs the following morning and proceeded to sea.
Feb. 27	Am. sc. Emma M. Robinson.	Assateague Beach, Virginia.	Stranded on shoals abreast Fishing Point Light while master was engaged in shifting anchorage so as to be in a more secure berth in case of a storm, the weather being threatening with a thick fog, and the barometer falling rapidly. Patrol discovered her through a rift in the fog, and surfmen boarded her in a lifeboat, ran an anchor to prevent her going farther on the shoal, and, at high water, hove her afloat and piloted her to a secure berth with good holding bottom. Soon afterwards the wind began to blow very fresh on shore, and the sea made rapidly, and had the vessel remained aground she might have suffered serious damage or have become a total wreck.
Feb. 27	Am. hges. Nellie and Tyler, and slp. Sea Gull.	Galveston, Texas.....	Surfmen went aboard these barges, which had dragged their anchors in a heavy squall from NW, and were in danger of going ashore on the S. jetty. At the request of their masters they went ashore and sent a tug to their assistance. On the way back to the station the master of the sloop Sea Gull requested the keeper to assist him to extricate his boat from a dangerous position. A surfman was put aboard, who got the sloop under way and sailed her to a safe berth at a wharf.
Feb. 27	Rowboat, no name.	Fort Niagara, New York, Lake Ontario.	Broke an oar and was drifting helplessly out into the lake with four men on board during a fresh wind and rough sea. Keeper, aided by his son (inactive season), pulled out and overhauled them, and brought the rescued men and their boat safely to land.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Feb. 27	Am. sc. Annie T. Bailey.	Lewes and Cape Henlopen, Delaware.	Ashore S. of point at Cape Henlopen and very close to beach. Crews from the two stations boarded her and landed her crew of seven men in the surfboat. The vessel was full of water and the sea rapidly becoming rough. On March 1 surfmen noticed that a boat from a wrecking steamer which was at work on the stranded vessel capsized alongside her, and that its crew with difficulty scrambled aboard. The boat was washed up on the beach. The sea being too heavy to permit launching the surfboat, the station crews set up the beach apparatus and landed the boat's crew of seven men in the breeches buoy.
Feb. 28	Am. sc. Addie Schlaefer.	Burnt Island, Maine.....	Stranded on Allens Island, 1 mile WNW. from station, while endeavoring to make a harbor during a dense fog. The disaster was communicated to the keeper by a fisherman, and the station crew at once launched the surfboat and pulled to her assistance. The schooner was found fast on the rocks, and the surfmen carried out an anchor, with hawser attached, and tried to haul her afloat, but were unsuccessful. On March 1 they again boarded the stranded vessel, and after considerable work floated her, manned the pumps to keep her free of water, and assisted to sail her into Port Clyde Harbor, where a tug was employed to tow her to Rockland, Maine. (See card of thanks under "Letters of acknowledgment.")
Feb. 28	Br. str. Wilster.....	Gap Cove, Massachusetts.	Stranded on beach 3 miles S. of station during SE. gale, with thick weather and high sea. Keeper sent a surfman to hire a horse to haul the beach cart to the shore, and immediately started for the scene, the surfmen dragging the cart along the rough road. Difficulty was experienced in finding anyone who was willing to allow his horse to be used for the work in such stormy weather, but finally a horse was procured and hitched to the cart. Progress was now much more rapid. Upon arrival at the shore the beach apparatus was set up and a shot fired from the Lyle gun, which landed the line amidships on the steamer right among the crew. The latter had considerable difficulty in making fast the tail block and hawser, owing to the rolling and pounding of the ship and to the sweeping seas that broke over her. When everything was ready the work of rescue commenced, but after two men were safely landed operations had to be temporarily suspended on account of the impossibility of keeping the hawser taut, the tide and sea rapidly forcing the steamer farther onto the beach. When she lay more quiet the work was continued, and the remainder of the twenty-three men were landed. They were sheltered overnight at a near by house, where they were permitted to dry their clothing, and on the following day were taken to the station, where sixteen of them received snecor for three days. After the subsidence of the gale the officers and crew of the steamer were put aboard. On March 9 a signal was displayed from the steamer, and upon the life-savers repairing to the beach they were requested to assist to land the crew and some wreckers who were working on the stranded vessel. A line was thrown aboard by means of the heaving stick, and twenty men were landed

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Feb. 28	Br. str. Wilster .....	Gap Cove, Massachusetts.	in the ship's boat, the station crew hauling the boat back and forth from the shore to the ship. Wreckers continued to work on the wreck when the weather permitted, removing the cargo to lighters, until March 22, when she floated and was towed to Gloucester for temporary repairs. Keeper procured free transportation to Boston for sixteen men, three of whom had been furnished with clothing from the stores of the Women's National Relief Association.
Feb. 28	Br. bk. N. B. Morris .	Cape Henlopen, Delaware	Struck on Hen and Chickens Shoal during stormy weather with fog and high sea, and was driven across the shoal and stranded on the beach about 200 yards N. of station at 4.30 a. m. Keeper set off three rockets to show those on the vessel that assistance was at hand, and then called up Rehoboth Beach and Lewes stations by telephone and requested their aid. He then took the beach apparatus abreast the wreck, and had everything in readiness for landing the crew in the breeches buoy when the surfmen from the adjacent stations arrived on the scene and the three crews were united. All hands worked vigorously and ten men were landed in the breeches buoy without mishap. The shipwrecked men were taken to the station and provided with dry clothing from the supplies of the Women's National Relief Association. The bark soon broke up, both vessel and cargo proving a total loss.
Feb. 28	Br. str. Yeoman ....	Cape Henry, Virginia ....	Ran aground on shoal 1,200 yards offshore and floated at high water on the next day without assistance. Keeper sighted her and telegraphed to the Maritime Exchange and wrecking companies at Norfolk, Virginia, that a large unknown steamer was ashore off the station and in need of assistance. Then he launched the surfboat and pulled off to her. At the request of her master the station crew took the mate in the surfboat and rowed around the steamer in order that he might sound out the depth of water in the vicinity. Upon returning to the shore the keeper sent a telegram for the master to the British vice-consul at Norfolk to send powerful tugboats to his aid as soon as possible.
Mar. 1	Br. str. Acara .....	Short Beach, Zachs Inlet, and Point Lookout, New York.	Stranded on Jones Inlet Bars about 2 a. m., strong SSW. wind blowing and sea running high. The lookout sighted the wreck at 2.15 a. m., and the keeper burned a Coston signal and telephoned to Zachs Inlet station for aid. The life-savers then started in the surfboat for the stranded ship. At outer point of beach they encountered the Zachs Inlet surfboat, and three of her men shifted to the Short Beach boat, the heavy sea running making a strong crew imperative. The Short Beach boat, thus reinforced, then pulled to the Acara, and lay by for a favorable chance to board. Meantime two boats launched from the wreck, one containing forty-four, the other seventeen persons, started for the shore. The former, being a large lifeboat, weathered the seas and landed in safety, but the latter, a smaller boat, capsized in the breakers. Of the seventeen men thus thrown out of her the Short Beach crew rescued thirteen, and the Point Lookout crew, just arrived on the scene, saved the remainder. The Acara being now abandoned, the life-savers devoted their attention to the care of

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 1	Br. str. Acara.....	Short Beach, Zaehs Inlet, and Point Lookout, New York.	the shipwrecked, many of whom were in a pitiable condition. Two of them required two hours of incessant work to insure their recovery. Shelter and relief were afforded at the station to the master, his wife, the first officer, and chief engineer, while the crew were carried to Fairport for transportation to New York. Several of the seamen were supplied with clothing, as was also the master's wife, from the stores of the Women's National Relief Association. The Acara was subsequently turned over to wreckers, and a portion of the cargo saved, the ship becoming a total wreck.
Mar. 2	Dory, no name .....	Knobbs Beach, Massachusetts.	A fisherman in his dory got lost in fog and was worn-out by several hours of rowing. He was succored at the station, and surfmen hauled his boat up to a secure place.
Mar. 2	Bateau, no name...	Sullivans Island, South Carolina.	Stranded on an oyster bar at 11.15 a. m., 3 miles NNW. from station. Two men were in the boat, waving a handkerchief for assistance. The lookout at the station witnessed the accident, and two surfmen at once pulled to the scene in a yawl boat that had been left in charge of the keeper. They succeeded in floating the bateau and brought men and boat to the station.
Mar. 2	Scow, no name .....	do .....	Drifted ashore and stranded on rocks near station during a gale on afternoon of this date, though the surfmen made strenuous efforts to keep her afloat. On the 3d the station crew made an unsuccessful attempt to get vessel afloat, but on the 4th, after caulking and bailing her out, they hauled her off and beached her in a more secure place. The keeper then reported the position of the scow to the Charleston News and Courier, and asked that she be advertised to enable the owners to procure their property. On the night of the 5th a gale came on, and, despite the endeavors of the surfmen, the scow was broken up and became a total wreck.
Mar. 3	Am. bge. Carbon ...	Cold Spring, New Jersey .	At 11.30 a. m. a three-masted barge on fire was sighted, bearing SSE, from station, distant about 6½ miles. The surfboat was at once launched, and started under sail for the scene of disaster, the wind blowing fresh from NW. and a heavy sea running. Arriving at 1 p. m., Keeper Sooy boarded the burning vessel and found her to be the American barge Carbon, in tow of tug Sea King. She was laden with 1,497 tons of coal and carried four men. The master stated that the barge had struck on McCries Shoal, at entrance to Delaware Bay, capsizing stoves and thus starting the conflagration. The crew refused to leave the burning vessel at this time, but as she was hopelessly on fire and a life belt in the surfboat had already caught from sparks, the keeper was forced to cast off to save his boat from injury, and so did, informing the master of the Carbon that he would stand by. Matters becoming more serious still, the keeper boarded the Sea King and informed her master that it was high time to relieve the crew of the Carbon from their dangerous position. He then went alongside the wreck, took off the men, and put them on board the Sea King, they not desiring to land. The surfboat, being a long distance from shore, was

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 3	Am. bge. Carbon ...	Cold Spring, New Jersey.	taken in tow by the Sea King and towed abreast the station. The pilot boat Philadelphia being at the fire, a passage to the beach was given to Pilot Henry Bennett of that vessel. The surfboat reached the station at 4 p. m. (See card of thanks under caption "Letters of acknowledgment.")
Mar. 4	m. sc. Daniel Brown.	Assateague Beach, Virginia.	In leaving the harbor, this vessel stranded on Turners Lump. She was lumberladen, and carried seven men, all told. The accident occurred about 7 a. m., and was noted at once by the lookouts of both Assateague and Wallops Beach stations. Both surfboats were launched, the Assateague boat arriving at the schooner at 8 a. m. and the other soon after. The combined crews ran an anchor, and at 9 a. m., having hove the vessel afloat, assisted to pump her out and make sail. After directing the master regarding a safe course to steer, the life-savers returned to their stations.
Mar. 5	Am. sc. Nellie Bly..	Wallis Sands, New Hampshire.	Stranded on Western Ledges, 1½ miles SW. of station, about 6 p. m., during a blinding snowstorm. The wreck could not be seen from shore on account of thick weather. As the vessel was in imminent danger of breaking up, the crew of ten men abandoned her and landed on the beach in two dories. They were found by the patrolman, who took them to the station, where they were succored till the following day, and were then sent to Boston, over the Boston and Maine Railroad, on passes secured by the district inspector. On the morning of the 6th nothing could be seen of the wreck. However, a quantity of wreckage drifted ashore near the station at Knobbs Beach, Massachusetts, the character of which showed that she had gone to pieces. A dory marked "Nellie Bly" also drifted ashore near the station at Salisbury Beach, Massachusetts, and was secured by the surfmen there. All property belonging to the wreck was delivered to the owner.
Mar. 5	Dory, no name .....	Manomet Point, Massachusetts.	The day patrol sighted two fishermen in a dory making for the beach. He assisted them to land through the surf, and then took them to the station, where they were succored till the following morning, and were then provided with transportation to their homes. They had strayed from the schooner Ella Nash in a thick snowstorm and were tired out.
Mar. 5	Am. sc. Amanda E..	Point Judith, Rhode Island.	Anchored in a dangerous position to windward of breakwater, with sails blown away during a heavy gale, with a very rough sea. It was impossible to launch the surfboat, and the keeper telegraphed for the aid of a revenue cutter to collectors of customs at both New Bedford and Newport. A watch was kept on the schooner during the night, the wind backing to the northward, thus making conditions more favorable. At 7 a. m. of the 6th the imperiled vessel for the first time set a signal of distress, and at 9.15, the tide favoring, the surfboat succeeded in getting alongside. The life-savers assisted the crew in furling sail and clearing up decks, and then stood by until 11.15 a. m., when the cutter Dexter arrived and took the Amanda E. in tow for Newport.
Mar. 6	Dory, no name.....	North Scituate, Massachusetts.	This boat was found by the patrol beating in the surf, and was hauled out and secured by the life-saving crew.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 6	Am. sc. Joseph P. Johnson.	Wood End, Massachusetts	Lying at both anchors, 3 miles S. of station, with signal of distress flying, wind strong SE. and sea high. She was sighted from the station at 9.45 a. m. The sea being too rough for the surfboat to make the passage direct, the life-savers took it across the land and launched inside the harbor. They then enlisted the services of the sloop Bessie, and she towed the surfboat to the distressed vessel. The latter was found to be very short-handed and had her sails badly torn, and under these conditions was unable to make port. One surfrman remained on board the Bessie and assisted to work her back to harbor; the others hove up the schooner's anchors, and, making what sail they could, worked her to a safe anchorage in the harbor.
Mar. 6	Am. sc. Jesse Hart..	Cape Henlopen, Delaware	This vessel was discovered about 6 p. m. at anchor in an exposed position off Cape Henlopen, Delaware, near Hen and Chickens Shoal, flying a signal of distress. The surfboat proceeded to her, and found that she had sprung a leak, lost her boat, was short of provisions, and that the crew were worn out and exhausted. The life-savers stood by through the night, assisted in pumping out the vessel, and did other necessary work. The following morning the keeper piloted the schooner into harbor, the master being unfamiliar with the channels, and anchored her behind Delaware Breakwater. The life-saving crew returned to the station at 9 a. m.
Mar. 6	Am. sc. John W. Hall.	New Inlet, North Carolina	Stranded in thick weather, about 1½ miles SE. from station. The patrol reported the disaster at 5 a. m., when two Coston lights were burned and information was telephoned to the Chicamaconico station. The station crew started alongshore with the beach apparatus until they met the Chicamaconico crew, when a part of each crew returned to the New Inlet station, manned the surfboat, and went alongside the stranded craft. They landed the schooner's crew, with their effects, and gave them shelter at the station overnight. At 4 p. m. a wrecking steamer arrived, and eight of her men landed, but could not return aboard, on account of the heavy surf, and were given shelter at the station until the following morning. Wreckers got the schooner afloat, apparently uninjured, and towed her to Norfolk, Virginia, on the 8th instant.
Mar. 7	Am. bge. Capt. Brainard.	Santa Rosa, Florida .....	This barge was part of a lumber tow in charge of the tug E. E. Simpson. She had lost part of her deck load, had become water-logged, was east adrift by the tug, and abandoned by her crew. She stranded about 11 a. m. on the outer shore of Santa Rosa Island, Florida, in a rough sea. The station crew launched the surfboat and pulled to the tug, but the sea precluded any operations for the relief of the stranded barge. The following day the surfboat carried the master of the tug to the vessel, but found her a complete wreck.
Mar. 7	Am. str. Welcome ..	Coquille River, Oregon ...	This vessel stranded on the north flats of Coquille River, Oregon, at 12.30 p. m., during a very heavy squall, wind blowing a gale and rough sea. She was sighted immediately and boarded by the life-savers, who ran a line to the steamer Favorite. The Favorite made an unsuccessful endeavor to haul the Welcome off, and the surfboat then went to Ban-

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 7	Am. str. Welcome...	Coquille River, Oregon...	don, and returned with an anchor, hawser, and tackles, ran the anchor and hove the steamer afloat at high water without damage. The master of the Welcome being new to the route, and the night intensely dark, the keeper piloted the vessel to Bandon, her destination.
Mar. 11	Small sloop, no name.	Cranberry Isles, Maine ...	Stranded on Cranberry Island, Maine. The owner requested assistance to get the sloop afloat. The keeper sent two surfmen to assist him, and during the afternoon high water they succeeded in floating her. She sustained no injury.
Mar. 11	Am. str. Sweepstakes; Am. scs. Wadena and John C. Fitzpatrick.	Monomoy, Massachusetts.	This steamer was rounding Shovelful Shoal during the mid watch, with the two schooners in tow, when all three grounded. Their burning torches were seen by the patrol, who telephoned the station. Coston signals were burned and the surfboat launched. The place of disaster bore from station about SSW., distant 4 miles, rough sea, fresh N. wind. Arriving alongside at 5.30 a. m., the life-savers ran a hawser from the Sweepstakes to the Wadena, and by heaving on this hawser and working the screw, the former vessel was floated without apparent injury at 12.30 p. m. Fruitless efforts were then made to float the stranded schooners, and the life-saving crew returned to the station at 3 p. m., landing the shipwrecked crews—ten men all told. These men were given shelter and food at the station for three days, when they went to Boston. On the morning of the 12th the masters of the stranded vessels were carried on board by the surfboat, but found it impossible to accomplish anything toward getting them afloat, and this work was later turned over to wreckers. The Fitzpatrick was finally saved, but the Wadena proved a total loss.
Mar. 11	Small skiff, no name.	Brazos, Texas .....	A skiff carrying one man had capsized in a fresh breeze off the wharf at Point Isabel, Texas. A small skiff was making ineffectual attempts to effect a rescue, when the station-supply sloop came along, picked up the man and boat, and put them on board the schooner Olga, to which they belonged.
Mar. 12	Scow Hatty Powell.	Green Run Inlet, Maryland.	This scow had filled through overloading and sunk in shoal water 2 miles NNW. from station. The life-saving crew pumped her out and floated her, she having sustained no injury.
Mar. 12	Barge, no name ....	Louisville, Kentucky.....	A tow of five barges, in charge of a tug, had collided with a bridge pier. One loaded barge had gone down and an empty one was fast to it, but still afloat. The station crew pulled to the place, cleared the empty barge, towed it to the shore, and made it fast at a secure point. On the following day the life-savers transported a diver to the sunken wreck, but she proved a total loss.
Mar. 13	Am. sc. Dacotah....	Fletchers Neck, Maine ...	The master of this schooner came to the station at 9 p. m. and stated that his vessel was anchored in a dangerous position and requested assistance, he being too ill to go on board. The surfboat was launched and went alongside the schooner. She was found lying at both anchors in shoal water 1 mile N. of station, her scope of chain being too short for the prevailing weather. The life-savers veered to a good scope of chain, furlled the sails, pumped the vessel out, and made all secure for the night, then went to the station. They returned to

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 13	Am. se. Dacotah....	Fletchers Neck, Maine ...	the schooner at 5 a. m., when they got her under way, took her into inner harbor, and made her fast to a wharf.
Mar. 13	Am. se. Dacotah....	Jerrys Point, New Hampshire.	Stranded on Fishing Island, 2½ miles NNE. from station, at 6.50 a. m. The life-savers boarded her at once, ran an anchor, and, with the assistance of a tug, got her afloat at 10 a. m., when she proceeded on her way uninjured.
Mar. 13	Am. se. Reporter ...	Golden Gate Park, California.	Stranded about 4.40 a. m., 1½ miles S. of station, wind fresh NW., sea rough. The patrol sighted the vessel dangerously near the beach and was about to signal in warning when a flash light from her deck told him that she had struck. He burned a Coston light in response, then ran to the station with the news. The keeper at once notified Southside and Fort Point stations, the patrol of the former having already burned a signal to the wreck and reported the disaster. The beach apparatus and surfboat were taken to the place, arriving at 5.20 a. m., and the Southside crew arrived soon after. A line was fired aboard the schooner, but owing to drifting wreckage it was found imperative to attempt the rescue of the crew with the surfboat. At the first attempt the boat was swamped, but a second trial was successful, and the ship's company of eight men were safely landed. The master, mate, and two of the crew were sheltered at the station, and the others by people living near. All hands were supplied with needed clothing from the stores of the Women's National Relief Association. The surfboat of the Fort Point station arrived outside, in tow of a tug, about the time the rescue was effected, and was signaled that all hands were saved. On subsequent dates the master and mate of the Reporter were put on board the wreck with the surfboat, when they saved a part of their personal effects, and the life-savers assisted to secure a portion of the sails and other gear. The schooner was practically a complete wreck, and was sold by her owners for a small sum. (See letter of acknowledgment.)
Mar. 14	Am. se. Ripley .....	Burnt Island, Maine .....	This schooner was anchored about 3 miles E. of station, her steering gear broken down. She was boarded by the life-saving crew, who ran a towline from her to a tug, assisted to get her anchor, and remained by her until she was towed to a secure anchorage in Port Clyde Harbor, Maine.
Mar. 14	Am. se. Rising Sun..	Plum Island, Massachusetts.	At 11 a. m. this schooner was sighted running for the mouth of Merrimac River, wind moderate NE., sea rough. She displayed a signal for a tug, but the bar was too rough for one to venture out. The keeper hoisted signal FQ ("Bar or entrance is dangerous"), and schooner stood off shore. At 12.45 p. m., despite the warning, she wore, and stood for the entrance. Seeing her apparent intention, the life-saving crew manned the surfboat, and pulled to meet the incoming vessel. In crossing the bar the vessel shipped several seas, and shifted her deck load of lumber to port, giving her a bad list. The life-savers boarded her, pumped her out, assisted in furling sails, piloted her to a safe anchorage, and signaled a tug to take her to a wharf.
Mar. 14	Am. bge. Paxinos ..	Wood End, Massachusetts.	Stranded 2 miles E. of station at 1 a. m., strong easterly wind, moderate sea. She was almost immediately seen by the patrol, who telephoned the station. The



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 14	Am. bge. Paxinos ..	Wood End, Massachusetts.	surfboat was launched and reached the stranded craft at 3 a. m. The barge had been in tow of the steam tug Tamaqua, but had been forced to cut adrift and had gone ashore at about high water. The revenue cutter Seminole arrived, and the surfboat ran lines to the Seminole and Tamaqua, but they were unable to haul the barge off this date. On the 15th, at 2.45 a. m., another attempt proved successful and she was floated, having apparently sustained no injury. The life-savers arrived at the wreck at 3 a. m. of the 14th and returned to the station at 5 a. m. of the 15th.
Mar. 14	Skiff, no name .....	Milwaukee, Wisconsin, Lake Michigan.	A small skiff floating bottom up was picked up off the piers and returned to its owner by the keeper.
Mar. 15	Span. str. Ea .....	Cape Lookout, North Carolina.	Stranded during thick weather on Look-out Shoals, moderate SE. wind, rough sea. The vessel was dimly sighted through the mist by the lookout at 3.30 p. m., and the lifeboat at once pulled to the position indicated and searched for several hours, but owing to the thick weather prevailing could find nothing, and returned to the station at 1.35 a. m. of the 16th. The keeper had telegraphed the revenue cutter Algonquin, and she arrived early the morning of the 16th, towed the lifeboat out, and succeeded in locating the wreck. The tug Alexander Jones also arrived, and later the wrecking tug I. J. Merritt. The stranded steamer was surrounded for several hundred yards by high and dangerous breakers that rendered it impossible for any boat to reach her, and the steamers and life-savers stood by through the night waiting for a chance to rescue the imperiled crew. On the morning of the 17th the lifeboat was towed by the wrecking tug as near as possible to the wreck, but council was held on board the tug and it was decided that no boat could live in the breakers. Another night was spent in anxious watching, and at daylight on the 18th it was seen that the Ea had broken in two. The sea still ran high, but the wind had shifted and was blowing from N., making the chance of boarding somewhat better. It being impossible to breast the wind and sea from leeward, the lifeboat was towed to windward and pulled through the weather breakers to the wreck. Meantime a boat had launched from the Ea and passed through the lee breakers in safety, carrying seventeen of the crew. At the first trial the lifeboat missed the wreck, but a second attempt was made, and the remainder of the ship's company, ten men, was brought safely through the breakers, thus completing the rescue of all hands, twenty-seven in number. The shipwrecked people were taken to Morehead City, North Carolina, by the revenue cutter Algonquin. The steamer and cargo proved to be a total loss.
Mar. 16	Br. bkn. Persia .....	Long Beach, New York ..	Stranded at 8.15 p. m. 2½ miles E. of station, during thick weather with strong SE. wind. The vessel was sighted shortly after grounding by the patrols of both Long Beach and Point Lookout stations. The keepers communicated by telephone, and agreed to meet at the wreck with a portion of the beach apparatus from each station. Arriving at 11.45 p. m. they fired a line to the stranded ship with the Lyle gun, and using the breeches buoy succeeded in landing the ship's company of ten men safely. They

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 16	Br. bkn. Persia.....	Long Beach, New York . .	were succored at the station till the following day, and supplied with needed clothing from the stores of the Women's National Relief Association. The Persia was floated on the 26th with serious loss to ship and cargo.
Mar. 16	Am. str. John K. Speed.	Louisville, Kentucky ....	The life-saving crew manned a station boat, and ran a hawser from the bow of this steamer to the wharf of the Evansville Packet Company, thus holding the steamer's bow clear of wharf and protecting her from injury.
Mar. 17	Am. sc. Wadena....	Monomoy, Massachusetts.	The Wadena stranded on the 11th instant, and was placed in charge of a wrecking crew of five men, who set a signal of distress on the morning of the 17th. The Monomoy crew went to the vessel and took off the men, who became so panic-stricken when a sea struck the surfboat that they obstructed the use of the oars, and the boat capsized. Of the thirteen persons in it twelve were drowned. (For detailed account see caption "Loss of life.")
Mar. 18	Am. slp. Virginia Bell.	Sullivans Island, South Carolina	Stranded on flats near station, with jib blown away. Surfmen repaired jib and ran an anchor. Sloop floated at high water that night and proceeded to her destination.
Mar. 18	Am. sc. Silas.....	Aransas, Texas.....	This schooner was sighted at 6.10 p. m., running for the channel with her peak down and making heavy weather. Seeing that she was standing in danger the keeper hoisted the signal JD, but it was unheeded by the vessel, and she stranded about 300 yards from the beach. The life-savers immediately launched the surfboat and boarded the wreck. She was found loaded with oil in barrels. All sail was set and a portion of the cargo thrown overboard in an unavailing effort to drive the vessel over the shoal into better water. The seas constantly broke over her, and this fact with the darkness forced the life-savers to abandon their efforts for the night. They returned to the station, taking with them the two men composing the crew of the wrecked vessel, who were exhausted from the hardship they had undergone, and were succored at the station for two and one-half days. On the 17th and 18th the life-saving crew worked on the wreck, saving the anchors and chains, mainsail, spars, some of the rigging, and about two-thirds of the cargo.
Mar. 19	Am. sc. James Young	Hunniwells Beach, Maine.	At 7.30 a. m., during a strong northerly gale and thick snowstorm, this vessel was observed dragging down the river. After a hard pull the life-savers boarded her and put out another anchor, which held her in place. The life-saving crew stood by the vessel until 11.30 a. m., when the wind moderated, and they returned to the station.
Mar. 19	Am. sc. Elwood Burton.	Monomoy, Massachusetts.	Stranded on Handkerchief Shoal, 5½ miles from station, colors in rigging union down, wind blowing NW. gale, and snowing. Vessel was sighted at daylight. The surfboat was hauled overland to nearest convenient point, and launched and manned by temporary crew and two volunteers, with Acting Keeper Ellis, the sole survivor of the disaster of the 17th, in charge. On arrival at the schooner she was found leaking as well as aground. The wind had shifted to SE, with a rough sea, and the master and crew, who desired to go ashore for the night, were landed in the surfboat and taken to the station, where

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 19	Am. sc. Elwood Burton.	Monomoy, Massachusetts.	they were sheltered. On the following morning they were taken back to their vessel, and the life-savers assisted to pump her out and get her under way.
Mar. 20	Am. sc. Fly Away ..	Surfside, Massachusetts ..	On the morning of this date the keeper received a message from Siasconset to the effect that a dismasted vessel, with indications of life on board, had been sighted off that place. The life-savers manned the surfboat, and after a pull of 8 miles in a rough sea reached the vessel, which was found to be the schooner Fly Away, from Cakais, Maine, for New York, with lumber. The vessel encountered heavy weather on the 18th, and during the evening of that date was thrown on her beam ends and dismasted by a bad squall. The cook fell overboard and was drowned, but the balance of the crew, five men, succeeded in holding on to the ship. Finally the deck load and spars went by the board and the vessel righted. As she was full of water the crew were forced to take refuge on top of the deck house. They were taken off by the life-savers at 11.30 a. m., after suffering from cold, wet, and exposure over thirty-seven hours, and were completely exhausted when landed at the life-saving station at 1.30 p. m. They were provided with shelter, nourishment, and medical attendance, and were able to proceed to their homes on the following day. They also received clothing from the stores of the Women's National Relief Association. The schooner was towed into Vineyard Haven at a later date, with damage to vessel and loss of cargo amounting to about \$4,000.
Mar. 22	Slp. Lark .....	Old Harbor, Massachusetts.	Capsized at 8.30 a. m., during a strong wind, $\frac{1}{4}$ mile NW. of station. Her occupants, two men, were clinging to the bottom of the sloop. The keeper, with his dory manned by two surfmen, went to the place, rescued the men, righted the sloop, and towed her into shoal water.
Mar. 22	Am. sc. Benjamin Russell.	Fire Island, New York ...	This vessel was piloted into the harbor by the keeper on January 15, 1902, when the master purposely beached her to escape injury from the ice in the bay. She settled on the fluke of her anchor, which went through the bottom. The life-saving crew ran an anchor, and on several subsequent dates pumped the vessel out and assisted in unsuccessful endeavors to float her. On this date another effort was made, and the life-savers, with the aid of a tug, succeeded in getting the schooner afloat. She left port on the 24th for repairs.
Mar. 24	Fish boats (3), no names.	Race Point, Massachusetts	Three fishing boats carrying six men were caught outside in a rough sea, and were forced to attempt a landing through a heavy and dangerous surf. The life-saving crew went to their aid and succeeded in getting them all safely to shore. Two of the boats lost their loads of fish, and the third was badly broken in landing.
Mar. 25	Elec. lch. Lotus .....	Barnegat, New Jersey .....	Stranded $\frac{1}{2}$ miles NE. of station, machinery disabled. Life-saving crew manned surfboat and went to assist launch at 2 p. m., the Forked River crew arriving soon after. At high water the life-savers got vessel afloat and towed her to a place of safety.
Mar. 25	Am. sc. Josephine D.	Aransas, Texas .....	While at surfboat practice outside the bar during foggy weather, the life-saving crew fell in with this schooner in search of the bar buoy. They piloted her over the bar, whence she proceeded on her voyage.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 25	Small skiff, no name.	Frankfort, Michigan, Lake Michigan.	At 5.30 a. m. this skiff was sighted drifting out into the lake with no one in charge. Surfmen pulled after the boat, towed it to station, and later restored it to owner.
Mar. 26	Elec. lch. North Somers Point.	Cold Spring, New Jersey.	At 5.30 p. m. keeper sent a surfman to pilot this launch into Cold Spring Inlet for a harbor, and the following day to perform a similar service, taking her to Ocean City, New Jersey.
Mar. 28	Am. sc. Sam'l T. Beacham.	Brazos, Texas.....	Early in the morning this vessel tried to work out the channel, but was forced by wind and tide to drop her anchor dangerously near the beach. She hoisted a signal of distress, to which the life-saving crew promptly responded with surfboat, and at request of the master pulled to a steam lighter and requested that she anchor near the schooner in readiness to run a line to her should necessity require it. Operations were suspended after anchoring the lighter until wind and tide should be more favorable. At 1 p. m. the life-savers ran a hawser from lighter to schooner and assisted the latter to heave up her anchor, when she was towed to a safe berth inside the harbor.
Mar. 29	Br. bkn. Antilla....	Long Beach, New Jersey.	Stranded at 4.15 a. m. $\frac{1}{2}$ mile NE. from station during thick weather with strong SE. wind and rough sea. The vessel was discovered a few minutes after stranding by the patrolmen of Long Beach, Ship Bottom, and Bonds stations. Telephone messages were exchanged between stations, and at about 5 a. m. the Long Beach and Ship Bottom crews, with a part of the Bonds crew, were at the place of disaster with beach apparatus in readiness for the work of rescue. A line was fired from the Lyle gun to the stranded ship and the breeches buoy rigged, and at 10 a. m. the whole crew of nine men had been landed without serious mishap, despite the stormy weather and dangerous surf. The rescued men were taken to the station and provided with dry clothing from the stores of the Women's National Relief Association. The seamen were succored at the station for three days and the master and mate sixteen days. The Antilla proved a total loss, but a portion of her cargo of hides was eventually saved.
Mar. 29	Am. sc. Shamrock..	Bonds, New Jersey.....	Stranded on shoal 1 mile N. from station. The schooner dragged her anchor at 8.30 a. m. during a SE. gale. The accident was witnessed from the station, and the life-savers at once boarded her with the surfboat. They ran her anchors and hove them taut, but owing to falling tide could not heave her off. The wind abated later in the day, and at high water the following morning the schooner floated and swung in safety to her anchors.
Mar. 30	Small slp., no name.	White Head, Maine.....	This sloop, in the absence of her crew, parted her moorings and drifted on the reefs. She was found by the station crew on her beam ends and full of water. By use of lines, tackles, and the surfboat they righted her, then bailed her out and kedged her off the reefs to a safe anchorage.
Mar. 30	Am. str. Indian....	Cuttyhunk, Massachusetts	Stranded on rocks near SW. part of Cuttyhunk Island, Massachusetts, at 6.30 p. m., March 29, 1902, during a thick fog. When the vessel struck she broke her shaft and lost her propeller. She then filled so as to put out her fires, and, having no steam, was unable to sound her whistle. The thick fog then prevailing prevented her making any visible signal of distress; but at daybreak the following morning the patrol sighted her and instantly called

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 30	Am. str. Indian . . . .	Cuttyhunk, Massachusetts	<p>up the station by telephone, and followed the message in person. At 5.30 a. m. the surfboat was launched. After a hard struggle with a rough sea, the life-savers reached the stranded ship, but were unable to board her, for such a course would only have invited disaster to themselves, especially as tremendous combers were constantly breaking alongside. Finally the keeper backed his boat as near as good judgment would permit, when the master threw him a tin can containing dispatches, and requested that they be sent immediately. The surfboat proceeded to shore, and, having fulfilled this duty, returned to the wreck at 10.30 a. m. Meantime the Gay Head crew had pulled to the scene, but returned to their station to wait for the sea to subside. The keeper then decided to stand by for a favorable opportunity to get alongside. At 2.45 p. m. the surfboat made a dash for the ship, took off the passengers—one woman and three men—and pulled clear of the side just in time to escape a line of breakers that struck with terrific force. The master and crew having elected to spend the night on board, the surfmen pulled to the shore, and at 5 p. m. landed the shipwrecked passengers within easy reach of a hotel.</p> <p>At daybreak the next morning the keeper and crew returned to the wreck and were shortly joined by the Gay Head crew and steam tug Mercury. The sea had moderated and the two surfboats transferred the ship's company of 26 men from the Indian to the Mercury, with the exception of the mate, whom they landed ashore that he might keep a lookout for the wreck. They also transferred a quantity of baggage to the Mercury. On various subsequent dates the life-savers visited the Indian, rendering to the wreckers in charge such aid as lay in their power. The ship was found to be seriously injured on the bottom and the pumps were of no avail, but after lightering a large quantity of cargo she was finally floated May 15, 1902. (See letter of acknowledgment.)</p>
Mar 30	Am. sc. Anna O. Hanson.	Manistee, Michigan, Lake Michigan.	<p>Dragged anchor and stranded at 10.30 a. m. <math>3\frac{1}{2}</math> miles S. from station, wind fresh NW., thick snowstorm, and rough sea. The keeper received notice by telephone, and, though the season had not opened, mustered a crew composed of four of the regular surfmen and two volunteers, manned the surfboat, and proceeded to the rescue in tow of steam tug Frank Campbell. On arrival at the stranded schooner it was found that she had no hawser on board and the tug returned to Manistee for one while the life-savers stood by the wreck. At 4.30 p. m. the Campbell returned, unable to procure a hawser, and consequently nothing could be done. The stormy weather made it hazardous for the crew of three men to stay on board and the life-savers took them off and landed them at the station. The master and mate were provided with food and shelter for four days and the sailor for one day. On the following day, the weather having moderated, the keeper aided the men to land their personal effects from the wreck. The owner arrived on the 4th, but found it impossible to save his vessel, so stripped and abandoned her. (See letter of acknowledgment.)</p>

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Mar. 31	Br. sc. Race Horse ..	Cross Island, Maine .....	During thick weather this vessel lost her bearings and was sighted close to the station standing into danger. The keeper hailed her and saved her from going ashore. The life-savers then boarded and piloted her to a safe anchorage in Grass Point Cove.
Mar. 31	Am. sloop. Vigilant ...	Spermaceti Cove, New Jersey.	This was a small craft on a pleasure trip with a party of five and stranded 1 mile S. from station during a northwester. At 1 p. m. the keeper, with one surfman, went to her in the skiff, but was at that time unable to relieve her. At midnight he boarded again with two surfmen, ran an anchor, and got the sloop afloat and into deep water.
Apr. 1	Dory, no name.....	Cuttyhunk, Massachusetts.	This boat was drifting to sea with no occupant. The station dory pulled out, took it in tow and delivered it to the owner, the master of schooner Mary Bell.
Apr. 2	Am. sloop. J. G. Freeman.	Rocky Point, New York..	Vessel dragged her anchors during a westerly gale, and lay in the breakers pounding and leaking badly. Her crew of two men landed in her only boat and went to the station for aid, leaving the master alone on board. The station crew procured a team and transported the surfboat alongshore 2 miles, then launching reached the imperiled craft after a hard pull of 4 miles. They found the sloop half full of water and the master almost exhausted with bailing. They got some sail set, slipped the cables, and, taking advantage of a high sea, ran the sloop over the bar and into Peconic Bay, where they put her on the flats to save her from sinking. The shipwrecked men sought shelter at a neighboring house, and the life-savers returned to the station, having been absent from 5 p. m. to 10.30 p. m. The sloop was docked for repairs the next day.
Apr. 2	Am. sc. Lottie Carson.	Humboldt Bay, California	Stranded near jetty, having prematurely cast off from a tug and gone aground. The life-saving crew went to her assistance in the surfboat, ran a hawser to the tug, and stood by, rendering all aid possible until the schooner floated with the rising tide.
Apr. 3	Fish boat, no name.	Great Boars Head, New Hampshire.	While returning from the fishing grounds during a strong NW. wind, this boat was dismasted. She was $1\frac{1}{2}$ miles from the station at the time, and carried only one man, who was not able to row against the strong wind and tide prevailing. The surfboat pulled to his aid, and two of the crew assisted to row the disabled craft to shore.
Apr. 4	Am. str. Teaser.....	South Barnegat, New Jersey.	A steamer with a tow, apparently in distress, was sighted by the lookout at 6.45 a. m. 5 miles SE. from station. The surfboat was launched and got alongside the steamer at 8.15 a. m. She was a large tug, and had blown out a manhole plate from her boiler. The master desired the life-savers to stand by until repairs could be made and tested. At 10 a. m. the Atlantic City crew arrived on the scene and upon the request of the master of the tug returned ashore immediately to carry mail and dispatches. Satisfactory repairs were completed at 12.30 p. m., when the life-savers returned to the station.
Apr. 5	Catboat Allous .....	Coskata, Massachusetts...	This boat carried away her main boom in a heavy squall, and was in charge of only one man, who was not able to handle her and make repairs in the prevailing strong wind. The lookout sighted her at 9.45 a. m., bearing NW. from station $2\frac{1}{2}$ miles, and the station

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 5	Catboat Allons .....	Coskata, Massachusetts..	crew immediately went to her assistance, towed her to an anchorage, fished the broken boom, and bent the sail. The keeper then detailed a surfman to assist in sailing the boat to a safe anchorage about 10 miles distant.
Apr. 6	Am. sc. Florence Rosenbaum.	Little Egg, New Jersey ...	Stranded at 2.30 p. m. on a sand bar 1 mile N. from station, the master being unacquainted with the channel. The life-saving crew boarded soon after the accident and assisted in heaving the vessel afloat, returning to station at 5 p. m.
Apr. 6	Am. sc. Nettie R. Willing.	Atlantic City, New Jersey.	Stranded at 8.50 a. m. on middle ground, 800 yards E. from station, while attempting to leave harbor. Life-savers boarded her in surfboat and ran an anchor to hold her head up. At high water the schooner floated, and returned to harbor uninjured.
Apr. 6	Am. sc. E. H. Taylor.	Hereford Inlet, New Jersey.	This schooner appeared off the bar at 10 a. m. and hoisted a signal. The surfboat at once boarded and the master asked to be piloted into the harbor, he being unfamiliar with the channel. As the tide would not be favorable till late in the day, the keeper detailed one surfman to remain on board for this duty, and returned to the station. While standing off and on for the tide, the schooner carried away her steering gear and immediately anchored and set a signal of distress. The surf was now running high, and the crew being two men short, the keeper telephoned the Holly Beach station for some help. The keeper of the latter station came at once with two surfmen, and the supplemented crew pulled to the disabled craft. Upon the suggestion of the master, they returned to shore and wired for a tug. At 4.30 the following morning no tug had arrived, and the weather seemed unfavorable. After consulting by telephone, the surfboats from Hereford, Tathams, and Holly Beach pulled to the helpless vessel, towed her over the bar, and anchored her safely inside.
Apr. 6	Am. sc. R. S. Graham.	Cape Henlopen and Lewes, Delaware.	Stranded on point of Cape Henlopen at 10 p. m., sea rough and vessel pounding heavily. She was sighted at once by patrolmen of both stations, and reported by telephone. Both crews promptly responded, and acted in concert. The life-savers boarded the distressed craft at midnight, ran a hawser to a tug, and remained on board, rendering all aid possible until she floated, apparently uninjured, at 7 a. m. next day.
Apr. 6	Nph. lch. Maud B....	Galveston, Texas .....	Drifting in channel with engine disabled. The surfboat went to her aid, and towed her into a slip where she could make repairs in safety.
Apr. 6	Skiff, no name .....	Old Chicago, Illinois, Lake Michigan.	Two boys had gone fishing in a skiff and a fresh breeze sprung up, making it impossible for them to return to shore. The surfboat took them in tow 2½ miles NE. from station, and brought them safe to land.
Apr. 6	Am. str. M. C. Neff.	South Maniton Island, Michigan, Lake Michigan.	Stranded during a thick snowstorm 200 yards E. from station. No station crew having yet been employed, the keeper went on board and offered what aid he could render. On the morning of the 7th he assisted the crew to shift a part of the cargo, and on evening of same date carried the master, in the light-house supply boat, to Glen Arbor to send dispatches. On the morning of the 8th, the water having risen, the steamer worked off under her own steam and proceeded on her voyage.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 7	Am. sc. Star .....	Sullivans Island, South Carolina.	This schooner had parted her cable, broken her rudder, and gone aground, about 11 p. m., on Drunken Dick Shoal, 2½ miles SW. from station. Stormy weather prevailed, heavy seas were breaking over the shoals, and the three men composing the crew were in desperate straits. The patrol discovered the vessel and immediately called the keeper, who burned a Coston signal, then manned the surfboat, and started to the rescue. The life-savers arrived alongside at 11.40 p. m., and stood by until the rising tide floated the schooner, when they made sail, and steering with long oars, beat the partially disabled craft over the bar into Island Cove. (See letter of acknowledgment.)
Apr. 7	Am. sc. Charles Van Hise.	Bois Blanc, Michigan, Lake Huron.	Stranded at 3.30 a. m. on Point Lafayette, 2 miles NE. from station, during a thick snowstorm. The station crew boarded her at 6.30 a. m., but found her hard and fast aground. The master, upon his request, was transported to Cheboygan in the station lifeboat, where he contracted to have the vessel taken off, and was then carried back to his vessel, when he informed the keeper that he would send word should his services be further needed. On the 9th instant the tug Favorite succeeded in releasing the stranded vessel, and she proceeded on her voyage.
Apr. 7	Am. sc. Annie M. Peterson.	Vermilion Point, Michigan, Lake Superior.	Unable to weather a NE. gale with a thick snowstorm, this vessel stranded 1½ miles W. from station at 10 p. m., where she was discovered shortly after midnight by the station patrol, who immediately called keeper and crew. The keeper sent to Crisps station for more help, and, loading the surfboat on the wagon, hauled it by hand (the quickest available means) to the point of disaster, being reinforced en route by the keeper and three surfmen from Crisps station. On arrival the life-savers boarded the schooner, but found her in no immediate danger and the crew safe and comfortable. After consulting with the master, they went back to the station, returning to the wreck at 8.30 a. m. of the 8th, and for several days thereafter they rendered aid by carrying back and forth necessary passengers and messages, running lines to tugs, driving stakes for bearings, pumping out vessel, and doing other urgent work. At 11.45 p. m. of the 14th tugs hauled the schooner afloat, and the life-savers rigged steering gear, shipped davits, hoisted yawl, and then left for station, arriving at 12.45 a. m., April 15. (See letter of acknowledgment.)
Apr. 7	Slp. MMB .....	Pentwater, Michigan, Lake Michigan.	This craft, a small sloop loaded with oats, had sprung a leak in a gale the previous night. She arrived in port at 6 p. m. covered with ice, her pumps frozen, and the crew nearly exhausted, but forced to bail to keep afloat. The life-savers boarded and assumed charge, took the crew (two men) to the station and provided them with food and hot coffee, hauled the sloop to a dock, discharged the cargo, and then ran her into shoal water, where repairs could be made.
Apr. 8	Am. slp. Helen A...	White Head, Maine .....	Stranded at 3.30 p. m. on a ledge 3 miles W. from station. The life-saving crew boarded at 4.10 p. m. and found vessel in a precarious situation. They bailed her out, threw overboard a part of her ballast, and at high tide set sail, forced her off the ledges, and worked her into deep water.



Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 8	Am. sc. Old Squaw	Hunniwells Beach, Maine	This schooner anchored at 4 p. m. $\frac{1}{4}$ mile SE. by E. from station, and, on account of threatening state of weather, the keeper kept careful watch upon her. At 6 p. m. the wind increased to a gale and the station crew boarded. They found vessel in charge of only one man, his companions having taken his small boat and abandoned him, leaving him unable to work the schooner. The life-savers weighed anchor and sailed her to a safe anchorage up the river. The wind still further increased in force and the little craft would doubtless have become a wreck had she remained in her original anchorage.
Apr. 8	Am. sc. Charles Linthicum.	Cape Lookout, North Carolina.	Stranded during thick stormy weather the night of the 7th, $\frac{1}{2}$ miles N. from station. The master ran a kedge bent to a hawser, and the schooner, floating at high water, fouled the hawser and jammed it between rudder and rudderpost, endangering the latter. The station crew arrived in surfboat at 6 a. m. They swept the bight of a line underneath the hull, cleared the hawser, and let the ship swing to her bow anchor. After assisting to heave in on the winlass the life-savers returned to station.
Apr. 9	Dory, no name	Great Boars Head, New Hampshire.	The day patrol discovered this boat in the surf, in danger of being broken up, and hauled it to a place of safety.
Apr. 9	Small boat, no name	Point Allerton, Massachusetts.	A surfman on patrol found this boat on the beach and placed it in a secure position.
Apr. 9	Yawl, no name	Bonds, New Jersey	Found on beach by patrol. The station crew carried it to a safe place on a sand hill.
Apr. 9	Am. str. Crescent City and Am. bgc. 130.	Grand Marais, Michigan, Lake Superior.	At 5.45 a. m. the Crescent City and barge 130 in tow, both laden with iron ore, went aground in a thick fog on Pointeau Sable, $9\frac{1}{2}$ miles W. from station. At 7.40 a. m. the fog lifted and they were sighted by station lookout. Launching the surfboat the station crew rowed into the harbor and notified the tug J. W. Westcott of the accident, then started for the stranded vessels, arriving alongside after a hard pull of over two hours. They turned to with crew, throwing overboard cargo, and worked till 3 a. m. of the 10th, when the master requested the keeper to go to Grand Marais in the surfboat and order provisions, which was done, the tug General being employed to transport the supplies. Meantime the crews had been reinforced by men from shore, and on the 11th the station crew ran lines to tugs and made soundings. At 3 p. m. the Crescent City was hauled afloat, when she anchored to await her tow. The barge on grounding stove in one of her plates forward, but her collision bulkhead kept her from being flooded. After sacrificing part of her cargo she was hauled afloat, 6 a. m. of the 12th, and was taken in tow by the waiting steamer. The wind had now increased to a gale, with the sea running high, and the safety of the barge depended solely on her collision bulkhead. She was leaking badly, and, fearing that she might founder, the master requested the life-savers to stand by him until he could reach a place of safety. Taking a line, the surfboat towed astern, of the distressed craft to Grand Island where steamer and barge sought safety. The life-savers were now 40 miles from their station, after several days of incessant work, terminating with seven hours' tow in a rough sea. They secured a homeward tow from the tug General, and reached the station at 12 m. the 14th instant. (See letter of acknowledgment.)

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 10	Br. sc. Maggie Miller.	Gay Head and Cuttyhunk, Massachusetts.	Stranded at 10 p. m. on W. side of Robinsons Hole, Massachusetts, through an error in navigating. She was discovered by a Gay Head surfman at 5 a. m. next day, and the crew at once launched the surfboat and went to the vessel, being soon after joined by the Cuttyhunk crew. The life-savers ran an anchor, hove the schooner afloat, apparently uninjured, sailed her into Vineyard Sound, and returned to their respective stations soon after noon.
Apr. 10	Am. sc. Petrel.....	Milwaukee, Wisconsin, Lake Michigan.	This schooner lay outside the harbor at S. pier and was unable either to procure a tug or sail into the harbor. The keeper and crew assisted vessel's crew at handling and hauling on lines, and got her to a secure berth inside.
Apr. 11	Am. sc. Paxinos.....	Monomoy, Massachusetts.	Grounded at 2.30 a. m. on Pollock Rip Shoal, the result of a collision. At daylight the keeper discovered the schooner and a steamer sunk near by. Manning the surfboat, the life-savers pulled to the steamer and, finding her submerged and abandoned, they turned to the schooner and found her crew afloat in a small and leaky boat. Taking the crew into the surfboat, they boarded the schooner, hoisted her sails, and, after considerable exertion, got her afloat and anchored her in the channel at 8 a. m. She was found to be leaking, but not seriously, and at noon a tug came and took her in tow, when the life-savers returned to the station.
Apr. 11	Catboat Alice.....	Fort Lauderdale, Florida.	Owing to light breeze and strong current this boat was unable to make across the inlet. The keeper went to her with the station supply boat, and assisted her to a safe point.
Apr. 11	Rowboat, no name.	Chicago, Illinois, Lake Michigan.	At 4.45 p. m., during a high westerly wind, the lookout sighted a man in a rowboat, about 1 mile out in the lake, apparently unable to make the shore. The life-savers manned the surfboat and brought man and boat safe to land.
Apr. 11	Scow, no name.....	Frankfort, Michigan, Lake Michigan.	This scow, loaded with stone, had been anchored and left by its owner, on the previous evening, about 1 mile N. from station, the weather at the time promising to be fair. During the night the wind increased, and the scow dragged her anchor and was found at midnight by the north patrol pounding in shoal water, in imminent danger of becoming a complete wreck. The surfboat was promptly manned, and the surfmen boarded the endangered craft, threw overboard her cargo of stone, took her in tow, and anchored her securely in the harbor. The owner went to the beach in the morning expecting to find his vessel broken up, and expressed great gratitude to the life-savers when he found her intact and safe.
Apr. 11	Am. sc. John Eggers.	Racine, Wisconsin, Lake Michigan.	Arrived off harbor at 6 p. m., a high wind blowing from westward, and signaled for a tug. No tug being available, the surfmen stood at pier heads and, getting lines to vessel, assisted her into the harbor. She had carried away her jib in making passage, and station crew assisted to repair same.
Apr. 12	Am. sc. Coral.....	Fire Island, New York...	While beating down the channel, the Coral went aground at 6 p. m., 1½ miles NE. from station. The life-savers went to her aid, ran an anchor, and assisted in getting her afloat and into deep water. She sustained no injury.
Apr. 13	Am. sc. Myra Sears..	Burnt Island, Maine.....	Stranded at 7.40 p. m. on Sister Ledges, through an error in navigation. The crew (master and one man), thinking the vessel would break up, abandoned

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 13	Am. sc. Myra Sears..	Burnt Island, Maine.....	her and went to the life-saving station. The station crew manned the surfboat and went to the schooner, finding her in a perilous position, pounding her bottom on the rocks. They ran an anchor, succeeded in hauling her off, and took her to Port Clyde, Me., for repairs. (See card of thanks under "Letters of acknowledgment.")
Apr. 13	Am. sc. Joseph Warren.	Point Allerton, Massachusetts.	Accidentally ran ashore, at 2 a. m., on Lovells Island. She was discovered the following morning by the life-savers, who boarded her in the surfboat, carried the master to Fort Warren to procure aid, and assisted in heaving up anchor and getting hawser to tug on the arrival of the latter. At 4.30 p. m., the tug having made an ineffectual effort to haul the schooner off, the life-savers returned to their station. The stranded vessel was relieved at a later date.
Apr. 13	Am. sc. Myra W. Spear.	Fire Island, New York...	This vessel signaled the station for a pilot, and the surfboat responded, but, owing to state of wind and tide, she anchored off the station till the following morning, when the life-savers piloted her into the inlet. On the 19th they performed a similar service to the schooner when outward bound.
Apr. 15	Am. sc. Mishicott...	Two Rivers, Wisconsin, Lake Michigan.	The vessel could not find a tug, and owing to head wind could not get out of harbor unaided. The life-savers assisted her in hauling and handling lines and got her clear of pier heads, whence she could lay her course for sea.
Apr. 16	Am. sc. Emma Jane.	Point Lookout, New York.	Stranded at 5.30 p. m. in Jones Inlet, 2½ miles E. from station. She was soon discovered by the life-savers, who boarded in the surfboat at 7.30 p. m. They ran an anchor, and at 3.30 p. m. the next day hauled the vessel afloat uninjured.
Apr. 16	House boat Morning Star.	Isle of Wight, Maryland..	The owner of this craft came to the station and requested aid, stating that his boat had dragged ashore at a point 2 miles to the westward. At 7.15 a. m. the keeper went with four surfmen, and after two hours' work released the vessel.
Apr. 16	Am. str. Cecilia Hill.	Baileys Harbor, Wisconsin, Lake Michigan.	A fireman came to the station from this steamer and asked for aid in pumping her out, there being 4 feet of water in her hold. The surfmen rendered the necessary assistance, thus enabling steamer to start fires and get pumps and other machinery to work.
Apr. 17	Am. slp. Onancock City.	Wachapreague, Virginia..	Owing to set of tide and light wind, this sloop stranded at 7 a. m. on Dawson Shoal. The accident was noted at the station, and the surfboat went to the point immediately. The surfmen ran an anchor, and at high water got the vessel afloat, she having sustained no damage.
Apr. 17	Am. str. Samuel Marshall and Am. sc. S. J. Tilden.	Duluth, Minnesota, Lake Superior.	This steamer, with the schooner in tow, both coal laden, broke down 10 miles NE. from station. The schooner let go the towline, and both vessels hoisted signals for tugs. They were sighted from the station at about 2 p. m., when the keeper, recognizing the signals, telephoned the tugboat office, and three tugs were sent to their assistance.
Apr. 18	Am. sc. George F. Carman.	Short Beach and Point Lookout, New York.	Stranded on Jones Inlet bar at 5 p. m., wind and sea moderate. She was discovered at both Short Beach and Point Lookout stations, the surfboat of the former arriving alongside about 5.30 p. m. and that of the latter a short time after. As the tide was falling rapidly, the vessel was in no immediate danger. She was loaded with oysters and carried a crew of three men. The life-savers stood by all night, and the following day assisted to discharge a part of the cargo to lighten the schooner. At 5 p. m. she was hauled

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 18	Am. sc. George F. Carman.	Short Beach and Point Lookout, New York.	afloat, and found leaking so badly that it was necessary to run her into shoal water to keep from sinking. Portions of the life-saving crews remained aboard to assist in pumping out, until a tug took charge on the 20th instant. The whole cargo was saved, and the vessel sustained only small damage.
Apr. 18	Am. sc. A. C. Pierce.	Thunder Bay Island, Michigan, Lake Huron.	Stranded on N. end of island, 1½ miles from station, at 6.30 p. m. She was immediately discovered and reported by the patrol, and the surfboat went to her aid. As the boat approached the sails of the schooner caught aback and started her off. The life-savers at once took a line and hauled her head clear, when she filled away on a safe course.
Apr. 19	Dory, no name . . . .	Manomet Point, Massachusetts.	The patrol found this boat in the edge of the surf in danger of beating to pieces and hauled her up to a safe place.
Apr. 19	Gas lch. Amaryllis..	Rockaway Point, New York.	The machinery of this launch became disabled, and, upon request of the owner, the life-savers hauled her on the beach, transported her in wagon, and launched her in the bay. The keeper took charge of her until the return of the owner the next day.
Apr. 19	Small scow, no name.	Fort Niagara, New York, Lake Ontario.	At 4 p. m. the lookout reported three soldiers, in a small scow on the river, unable on account of the strong tide and drifting ice to manage their craft. The life-savers pulled to their aid in the surfboat and found them intoxicated. As the soldiers refused to leave the scow, the surfmen, by order of keeper, took them into the surfboat by force and landed them safely.
Apr. 19	Am. str. Conemaugh	Fairport, Ohio, Lake Erie.	At 4 p. m. this steamer arrived off the port and signaled for a tug. Owing to a strike no tug was available, and the surfmen pulled out and piloted the ship safely over the sand bar that had formed at the harbor's entrance during the winter.
Apr. 19	Am. sc. E. Schoville.	White River, Michigan, Lake Michigan.	On sand bar in channel. The station crew aided her by running lines and tracking her along the pier.
Apr. 20	Sailboat, no name..	North Scituate, Massachusetts.	Just before night this boat was noticed to be drifting rapidly offshore before a fresh SW. wind with a rough sea. The keeper concluded that her occupants, two men, were unable to handle her, and had called away the surfboat when she displayed a signal of distress. The life-savers made sail on their boat and soon overhauled the distressed craft. It was found, as the keeper supposed, that the men were unable to manage their boat, and they would have soon been shrouded in darkness, at the mercy of wind and sea. The life-savers landed the men and secured their boat on the beach.
Apr. 20	Am. slp. Lorna . . . .	Quonochontaug, Rhode Island.	At 1 p. m. a fisherman came to the station with the information that a man in a sloop about 1 mile offshore was suffering and in need of assistance. A thick fog had prevailed, but had just lifted. The surfboat put out at once and found an injured man drifting in his sloop, alone and helpless. While making coffee on an oil stove the morning of the 19th an explosion took place and he was badly burned about the face and hands. He had been helpless ever since, and at the time of rescue had entirely lost his sight. The life-savers took him to the station, dressed his wounds, and procured medical counsel. He remained at the station until the 24th instant, when he was removed to his home.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 20	Am. sc. James W. Lee.	Tathams and Hereford Inlet, New Jersey.	Stranded on evening of 19th inside the bar, $1\frac{1}{2}$ miles WSW. from station. She set signal of distress at 5 a. m. the following morning, and in response the Tathams life-saving crew boarded and were promptly followed by the Hereford Inlet crew. The life-savers hove the vessel afloat and towed her to an anchorage with the small boat. A portion of the Tathams crew remained on board to help in pumping, as she leaked, and in the afternoon the rest of the crew came aboard and assisted to work her about 3 miles up the river.
Apr. 20	Am. sc. Southern Cross.	Durants, North Carolina.	Stranded at 2 p. m. on NW. point of Willis Shoal, through an error in navigation, wind fresh NW., sea rough. The life-savers boarded and ran an anchor to keep vessel from going farther ashore, then landed her crew of three, who went to their homes. On the following day the crew of the schooner lightered her cargo of railroad ties, hove her afloat, and proceeded to their destination.
Apr. 21	Am. sc. Nettie R. Willing.	Assateague Beach, Virginia.	In leaving the harbor this vessel made a mistake in soundings and went aground on Fishing Point, $2\frac{1}{2}$ miles S. from station. She was oyster laden and carried four men. The life-savers boarded at 8.30 a. m., ran an anchor, and, as the tide rose, worked her into deep water. They then assisted to heave up anchor and make sail, when the vessel departed on her voyage.
Apr. 21	Skiff, no name.....	Old Chicago, Illinois, Lake Michigan.	At 3.30 p. m., during a strong SW. wind, the lookout saw a skiff swamp near the east breakwater. The occupants, a man and woman, reached the breakwater. Surfmen pulled the Whitehall boat to the place, took the skiff in tow, and carried the man and woman to shore.
Apr. 21	Am. sc. Isolda Bock.	Two Rivers, Wisconsin, Lake Michigan.	In attempting to sail out of harbor this vessel had been forced by baffling winds to anchor dangerously near the pier. At 8.15 p. m. she burned a signal, which was seen and reported by the station lookout, and the life-savers promptly pulled to her aid. On arrival alongside they found the schooner pounding against the pier. She being light, the surfboat took a line and pulled her clear, when a light breeze sprung up, filled her sails, and she hove up and proceeded on her voyage.
Apr. 22	Am. sc. William Devries.	Cobb Island, Virginia ...	Stranded on N. side of inlet, 1 mile SW. from station, on account of a mistake in passing a buoy. She was laden with oysters and carried six men all told. At 9.50 a. m. the station crew boarded in the surfboat. After running an anchor they procured three scows and lightered the deck load, then hove the vessel afloat and took her to a safe anchorage inside.
Apr. 22	Skiff, no name.....	Milwaukee, Wisconsin, Lake Michigan.	At 8.45 p. m. the lookout reported that he discerned by the moonlight a skiff drifting unattended to sea. Manning the dingy with two surfmen the keeper overhauled the drifting boat, brought it to station, and ultimately restored it to its owner.
Apr. 23	Br. sc. Reuben Doud	Charlotte, New York, Lake Ontario.	At 10.25 a. m. this schooner rounded W. pier in a crippled state. She had encountered a squall that carried away her fore topmast and fore yard, and split her fore and mainsails. As she rounded to she let go one anchor, parting the chain, then let go a second and held on just outside the piers. The life-savers launched the surfboat and ran a line from the disabled craft to a tug, then assisted to heave up anchor, and the tug towed her into port. On the 25th the station crew recovered the lost anchor.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 23	Am. sc. L. S. Hammond.	Erie, Pennsylvania, Lake Erie.	Came into harbor at 5 p. m. leaking. At 1 a. m. the master sent to the station for assistance, stating that the leak was gaining, his steam siphon would not work, and his crew were worn out with hard pumping. The keeper went on board with six surfmen, manned the pumps, and finally got the siphon working. After freeing the vessel from water the life-savers returned to the station, arriving at 5.45 a. m.
Apr. 23	Lighter, no name.	Sand Beach, Michigan, Lake Huron.	This lighter had been hauled on the beach, as was supposed to a safe point, but had floated off at high water and was seen by a surfman drifting to sea. The surfboat pulled after lighter, towed it inside the breakwater, and delivered it to a tug for return to owner.
Apr. 23	Fish boat, no name.	Thunder Bay Island, Michigan, Lake Huron.	At 5 a. m. the keeper saw smoke rising from Sugar Island, an uninhabited island about 1½ miles offshore, and sent two surfmen to investigate. The messengers returned with the information that a large fishing boat had gone ashore during the gale of the previous day and the owner was unable to get her afloat. The life-savers went to the island in the surfboat, hauled the craft afloat, and brought it and the owner to the mainland.
Apr. 23	Nph. lch., no name.	White River, Michigan, Lake Michigan.	A landslide had sunk this launch on end, submerging it in 18 feet of water and 18 feet of sand and mud. The station crew succeeded in saving a quantity of ship's furniture, but could not relieve the vessel from her position.
Apr. 23	Am. scow Jennie and Laura.	Muskegon, Michigan, Lake Michigan.	During a SW. gale this craft had parted her moorings and gone adrift. The life-savers towed her up the river 200 yards and made her fast in a safe place.
Apr. 25	Small rowboat, no name.	Fort Niagara, New York, Lake Ontario.	A soldier was endeavoring to cross the river sculling with pieces of board, but could not stem tide and was drifting to sea. The surfboat went to his aid and brought him to shore.
Apr. 25	Am. sc. Lottie May.	White River, Michigan, Lake Michigan.	Stranded in harbor on a sand bar. The station crew went to her aid, and, by running lines and assisting to heave on the windlass, got her afloat.
Apr. 26	Sailboat, no name.	Muskeget, Massachusetts.	Stranded during strong wind at 3.30 p. m. Surfmen went to her and got her afloat and safely moored.
Apr. 26	Am. sc. Cornelia Soule.	Rockaway Point and Rockaway, New York.	This vessel anchored in dangerous proximity to the shoals, 2 miles WSW. from Rockaway Point station; wind blowing a SSW. gale, weather foggy, and sea running high. The station lookout sighted and reported her at 1 p. m., and the keeper, expecting her to go ashore, had the beach apparatus transported to the shore. As the tide ebbed she fell into the trough of the sea and began to pound the bottom, and at 5.30 p. m. the master hoisted a signal of distress. The surfboat had meantime been brought to the scene, but it was impossible to board in such a sea, and the schooner lay nearly a mile offshore, too far for working the beach apparatus. In response to a call the keeper and crew of Rockaway station arrived and aided in the work. The life-savers built a beacon fire and stood by for a favorable opportunity to save the imperiled crew. During the night the wrecked craft began to break up, and at 3.30 a. m. the life-savers succeeded in launching the surfboat and rescued the crew of six, landing them safe on the beach. The shipwrecked men were cared for at the station, and supplied with needed clothing from the stores of the Women's National Relief Association.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 26	Am. sc. Pretoria ....	Ashtabula, Ohio Lake Erie.	Arrived off the port in tow of a steamer at 7 a. m., during a westerly gale, and stranded while maneuvering. The station crew boarded and ran a line from vessel to a wharf, but tugs having arrived no further assistance was desired from the surfmen. On April 30 surfmen assisted in towing a lighter carrying a steam pump to the stranded vessel, and on May 2 they performed a similar service in getting lighter back into the harbor. After lightering a portion of the cargo of iron ore the Pretoria was hauled afloat by tugs May 6.
Apr. 26	Am. sc. M. P. Barkalow.	Point Marblehead, Ohio, Lake Erie.	The M. P. Barkalow, a vessel of 120 tons burden, carrying a crew of three men and one woman, and laden with salt, lay at anchor $1\frac{1}{2}$ miles W. from Put-in-Bay, Lake Erie, when a heavy SW. gale sprung up with a very rough sea. The schooner sprung a leak and foundered in 30 feet of water, nothing remaining in sight but spars and rigging, to which the crew clung for their lives. The keeper of Point Marblehead station, 16 miles distant, received news of the disaster by wire at 2.45 p. m. Knowing that to attempt the passage in the lifeboat unaided in such a storm could only result in disaster, he telephoned to Sandusky for the assistance of a steamer. At 5 p. m. the tug John E. Monk reached the station, took the lifeboat in tow, and started across the lake. Tremendous seas constantly threatened both tug and lifeboat, nearly putting out the fires in the furnaces of the former and forcing the life-savers to their best efforts to avoid being capsized or swamped. Darkness soon added to the perils of the storm, but after a hard struggle of three hours they gained the shelter of Put-in-Bay, and an endeavor to reach the foundered schooner was at once made, but the tug became disabled, nearly foundering, and the lifeboat without help could make no headway against the sea. Returning to the bay, a patrol was inaugurated and signals burned to encourage any possible survivor still clinging to the wreck. About 2.45 a. m. of the 27th a slight lull in the storm occurred when both tug and station crews determined on another attempt. Taking the lifeboat in tow, the tug steamed to windward of the place of disaster about $\frac{1}{2}$ of a mile, then, casting adrift, the life-savers pulled for the wreck. Floating wreckage constantly menaced their safety, but skill and courage prevailed, and they finally rescued a sailor who had held on to the point of exhaustion, the only survivor. Going back to Put-in-Bay, a careful but fruitless search of the beach for bodies was made. The rescued sailor went on board the tug, and the life-savers towed back across the lake, reaching the station at 7.15 a. m. the 27th instant.
Apr. 26	Am. sc. H. W. Sage..	Sand Beach, Michigan, Lake Huron.	This vessel arrived in port about 2.15 a. m., iron-ore laden and leaking. At 2.30 a. m. she signaled for assistance, and the station crew promptly responded in the surfboat. They found the schooner with 7 feet of water in her hold and her crew completely worn-out. The life-savers manned the pumps and worked till 9 a. m., but the water still gained, so with the aid of a tug the vessel was grounded on the flats. The surfboat brought a load of manure for suction caulking, a steam pump was put on board, and the vessel proceeded in tow to her destination.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 26	Am. sc. <i>Ida Keith</i> ..	Ottawa Point, Michigan, Lake Huron.	Stranded at 7.15 a. m., high westerly wind, moderate sea. She had originally anchored off Point Lookout, but parted both anchor chains, and the crew then made sail and ran her into Tawas Bay, where she stranded. The surfboat boarded immediately, but as nothing could be done to relieve the stranded ship, the keeper pulled back to station and reported accident to owners by wire. On the 27th the life-savers took soundings, and anchored a buoy in 12 feet of water 150 yards from schooner. At 4 p. m. steamer <i>Homer Warren</i> arrived. The station crew launched surfboat, piloted steamer to a safe position, and ran a towing hawser. At 5.30 p. m. the steamer succeeded in hauling the stranded vessel afloat, she having sustained but little damage.
Apr. 26	Am. sc. <i>Mary N. Bourke</i> .	Marquette, Michigan, Lake Superior.	This vessel was trying to make port in tow of a steamer during a heavy NE. gale and thick snowstorm, when the towing hawser parted. A powerful tug failed in an attempt to take her in tow, and she then endeavored to anchor, but dragged ashore, broadside on, near a steep and rocky shore at the mouth of Carp River, 2 miles S. by W. from station. The keeper received notice of the disaster by telephone at 4.25 a. m., and immediately started to the rescue in the surfboat. A wild sea was breaking across the bar, but by careful management and the use of a drogue, the life-savers weathered it, rounded to under the lee of the wreck, took off the crew, consisting of seven men and one woman, and landed them safely on the beach. The shipwrecked people found shelter in a house near by. The schooner was floated by a wrecking company several days later and the cargo (lumber) was saved, the total damage and salvage amounting to about \$8,000.
Apr. 26	Am. sc. <i>Lake Forest</i> .	Frankfort, Michigan, Lake Michigan.	This vessel was sighted by the lookout at 4.20 p. m., 4 miles to northward of station, flying a signal of distress. The station crew at once pulled to her and followed her into port, when they learned that she had sprung a leak and her crew had become exhausted in their efforts to keep her afloat. She was loaded with cedar logs, and had 4 feet of water in her hold. The life-savers manned the pumps and freed the schooner from water, and after making arrangements to assist further if the master should signal, returned to the station.
Apr. 26	Am. sc. <i>Swan</i> .....	Holland, Michigan, Lake Michigan.	On account of high winds and seas this schooner was pounding dangerously against the pier to which her lines were made fast. At 5.30 a. m. the life-savers went to her aid. They ran lines, using station skiff, and hauled vessel to a safe berth.
Apr. 27	Am. sloop. <i>Anemone</i> ..	Point Allerton, Massa- chusetts.	This sloop parted her moorings at 1.30 a. m., during a fresh SW. wind, and stranded on rocks $\frac{1}{2}$ mile E. from station. The life-savers boarded her at 2 a. m., ran an anchor, hove vessel afloat, and towed her to a safe anchorage. There was no one on board when the accident occurred.
Apr. 27	Skiff, no name.....	Louisville, Kentucky ....	At 3.15 p. m. the lookout reported two boys in a skiff unable to manage their boat and in imminent danger of being carried over the falls. The life-savers manned the surfboat, pulled to the rescue, and safely landed the boys on shore.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 27	Skiff, no name.....	Thunder Bay Island, Michigan, Lake Michigan.	Sunk at 4 p. m. of the 26th off North Point, 4 miles WSW. from station. Keeper received notice by telephone on the morning of the 27th and at once pulled to the place in surfboat. Surfmen bailed out and repaired skiff, then took it to station.
Apr. 28	Am. sc. L. O. Muir..	Smith Island, Virginia...	Through an error in navigation, this vessel stranded at 4 p. m. on shoals 4 miles SW. from station. She was a small craft loaded with oyster shells, and carried a crew of two. The station crew boarded soon after the accident, threw overboard a portion of the cargo, ran an anchor, hove vessel off at high water, and anchored her in the harbor. On the following morning they went on board and assisted to pump out water and repair leaks.
Apr. 28	Fish boat, no name.	Cape Disappointment, Washington.	At about 10 a. m., owing to strong wind and tide, this boat, manned by only two men, was swept into the breakers on Peacock Spit. The surfboat immediately pulled to their aid, and rescued men and boat from the perilous situation.
Apr. 29	Small boat, no name	Sullivans Island, South Carolina.	Lookout sighted a small boat adrift offshore, and surfmen towed it to station. On May 11 the owner came and took charge of his property.
Apr. 29	Am. str. J.T. Hutchins.	Two Heart River and Crisps, Michigan, Lake Superior.	Stranded at 11.30 p. m., during thick weather, about 3 miles ENE. from Two Heart River and 5 miles W. from Crisps station. Patrols from both stations immediately discovered the disaster and reported to keepers, and boats were at once manned and started. The boat from the former station soon got alongside, but the Crisps station crew were forced to pull against a strong wind and high sea, and reached the scene only after an all-night struggle. As operations for releasing the distressed craft from her perilous situation would be of no avail until more aid should arrive, the life-savers returned to their regular duties the morning of the 30th. Later tugs arrived on the scene, and the crews of both stations rendered assistance by running lines, taking soundings, and bearing messages till the ship was floated on May 2, at 4.30 p. m. Neither vessel nor cargo suffered any damage.
Apr. 29	Am. str. Annie D...	Plum Island, Wisconsin, Lake Michigan.	Stranded during a fog on Washington Island, 2 miles N. from station. At 5 p. m. the steamer sounded a signal of distress, to which the station boat and fishing tug Elsie M. promptly responded. The life-savers ran a hawser from the stranded craft to the Elsie M. and lightened her by taking crew into station boat. The Elsie M. then hauled her afloat without damage.
Apr. 30	Am. sc. Virginia....	Bonds, New Jersey .....	Stranded by accident at 12.30 p. m. on Goose Neck Bar. The station crew pulled immediately to the schooner, and finding on arrival that her crew had already run an anchor, they helped to heave vessel afloat and make sail, then piloted her through the most difficult part of the channel.
May 1	Am. sc. Frank W. McCullough.	Fire Island, New York....	Hove to off the inlet and set signal for a pilot. Keeper rowed out to her and piloted her into the harbor.
May 1	Am. sc. Mary E. Seaman.	Short Beach, New York..	Stranded on the bar at 11.30 a. m., while attempting to enter Jones Inlet, and filled with water. Life-saving crew pulled out to her in the surfboat and took off the one man who had been left on board and landed him at the station. They stripped her of her sails and rigging and put them aboard of a schooner which was lying at anchor in the harbor. She proved a total loss.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 2	Scow No. 20.....	Duluth, Minnesota, Lake Superior.	Capsized and sank at 9.15 p. m. while dumping mud 1 mile E. of station. The one man on board of her was thrown into the water and drowned. Surfmen pulled out to her and made search for the missing man, but could not find him. On the 4th and 7th instants they rendered aid to tugboats which were endeavoring to float her, running lines and doing other work which the tugs could not do on account of the shoal water. The scow was floated on the latter date and towed into the harbor.
May 3	Am. sc. Lone Star...	White Head, Maine.....	Stranded on a sunken ledge near Fishermen's Island at 11 a. m. Station crew went to her assistance in the surfboat and found her lying on her bilge and leaking badly. At the request of her master, they jettisoned her deck load, made it into a raft, and manned the pumps to free her from water. At high water they hauled her afloat and then reloaded her cargo. After they had made sail the keeper piloted her to a safe anchorage near Crescent Beach.
May 3	Fish boat, no name.	Holly Beach, New Jersey.	Two men in this boat attempted to land through the surf, but the boat was thrown end over end by the breakers. The men were pitched into the sea and were in an extremely perilous position, as the boat was turned over and over by the action of the combers and they had nothing to which to cling. Surfmen witnessed the mishap, hastened to the beach, launched the dory, and rescued both the endangered men. They picked up the boat, which was drifting with the current, and towed it to the shore, where it was hauled up clear of the surf.
May 3	St. Ich., no name ...	Fort Lauderdale, Florida.	Master of this launch stopped at station and asked the keeper for fresh water, as his supply was exhausted. His request was granted, whereupon he proceeded on his cruise up New River.
May 3	Slp., no name .....	Sabine Pass, Texas .....	Capsized off the Southern Pacific Pier at 5 p. m., while out sailing with a party of two women and three children on board. Life-savers pulled to the scene of the mishap, which was not visible from the station, but before their arrival one woman and one child had drowned. The other occupants of the boat were rescued by the crew of a pilot boat which was lying near. Surfmen dragged for the bodies of the drowned people and were successful in recovering them on the following day.
May 3	Am. sc. Abbie.....	White River, Michigan, Lake Michigan.	Entered the harbor leaking badly and with her crew exhausted from long labor at the pumps. Station crew pulled out to her and, at the request of her master, manned the pumps, freed her from water, and stopped the leak.
May 4	Am. sc. Zampa .....	Umpqua River, Oregon...	Appeared off the bar and set signal for pilot. Keeper sent surfman to notify master of pilot steamer Hunter. Later the schooner set signal, "Can I cross the bar?" This was answered in the affirmative, with the additional information that the tide was ebbing. She attempted to cross the bar, but got out of the channel and struck on the N. spit. She got off, however, and entered the harbor without serious injury. The pilot steamer Hunter took her in tow and proceeded up the river.
May 5	Am. sc. Annie E. Edwards.	Bonds, New Jersey .....	Stranded on S. end Marjories Point, while sailing up channel toward Tuckerton. Life-saving crew proceeded to her in the surfboat, ran out an anchor, backed her sails, and hauled her afloat at 3.45 p. m.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 5	Rowboat, no name.	Muskegon, Michigan, Lake Michigan.	Patrolman found a rowboat on the beach, 1 mile S. of station. He pulled it to a safe place and left it to await the arrival of a claimant.
May 5	Skiff, no name.....	Grand Haven, Michigan, Lake Michigan.	Broke adrift from its moorings and drifted out into the lake. Keeper sent a surfman in the patrol skiff, who recovered it and returned it to its owner.
May 6	Catboat Lang.....	Hog Island, Virginia.....	Unstepped her mast during a fresh blow, with thick fog, and drifted ashore 5 miles N. of station. Upon receiving word of the accident, surfmen made preparations to float her, but were unable to do so until the following day, on account of the high wind and sea which prevailed. On the 7th they took shovels and necessary tackles to her by land and dug her out of the sand. Then they rigged purchases and hauled her out into deep water.
May 6	Am. sc. Swan.....	Charlevoix, Michigan, Lake Michigan.	Stranded on the rocks about 8 miles S. of station during a thick fog. Her master walked 6 miles, to the nearest telephone station, called up the keeper, and asked assistance. The surfmen were towed to her in the surfboat and found her in an exceedingly dangerous position. As she was leaking badly, they immediately set to work to hoist her cargo of salt from the hold to the deck, ran lines for the tugboat, and manned the pumps. The tug pulled her afloat and towed her to this port, where she was beached to keep her from sinking.
May 6	Yawl, no name.....	Michigan City, Indiana, Lake Michigan.	Was caught in a heavy squall 1 mile N. from the station. The one man on board found that the craft was too large for him to handle. The station crew launched surfboat and pulled to his assistance. When they arrived alongside, the keeper put one surfman on board of her to repair the halyards, which had carried away. Then he towed her to a safe berth in the harbor.
May 7	Slp. yt. Georgia.....	City Point, Massachusetts.	Collided in a strong blow with the schooner yacht <i>Hotspur</i> , when $\frac{1}{2}$ mile from the station. The accident was due to the inexperience of her crew of two men. Surfmen proceeded to their aid in the station launch <i>Relief</i> and in the station small boat, cleared them, and towed them to a safe anchorage.
May 7	Slp. Ina .....	Great Egg, New Jersey ...	Stranded at 10.10 a. m., while attempting to enter Lower Hammock Creek. Life-saving crew went to her in small boat. They got overboard and shoved her into deep water, where they anchored her.
May 7	Am. str. Edgecombe	Ocracoke, North Carolina.	Ran aground in Pamlico Sound, about 4 miles NW. from station. Station crew hastened to her aid in the supply boat. They ran out and planted an anchor, shifted her ballast, and, when the tide had flooded sufficiently, pulled her afloat.
May 7	Skiff, no name.....	Sand Beach, Michigan, Lake Huron.	Broke adrift and was being blown out into the lake. Two surfmen pulled out and towed it ashore.
May 7	Sloop, no name.....	Saint Joseph, Michigan, Lake Michigan.	Capsized when near the station and her crew of two men were thrown into the water. They were rescued by the life-savers, who took them to the station and afforded them succor while their clothing was drying. They also picked up the sloop and her outfit, and towed them to the station and hauled them up on the dock.
May 8	Am. sc. Annie R. Lewis.	Fletchers Neck, Maine ...	Struck on the rocks near the station at 4.15 p. m., and opened her seams, so that she filled with water. Master did not realize the extent of damage sustained and stood offshore. Surfmen witnessed the accident and pulled toward her in the surfboat. Shortly afterwards she came

*Service of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 8	Am. sc. Annie R. Lewis.	Fletchers Neck, Maine ...	about, stood inshore, anchored, and displayed a distress signal. Life-saving crew rowed alongside, took her master into their boat, and carried him ashore, where he obtained the services of a tugboat. Then they ran lines for the tugboat, and cut the anchor cables of the disabled vessel. The tug towed her into the harbor and secured her alongside of a wharf, but on the following day she rolled over on her beam ends, and her master engaged a wrecking company to float her.
May 8	Nph. launches (2), no names.	Rockaway Point, New York.	Were proceeding along the beach, one in tow of the other, and were run ashore just before dark. Patrolman waded into the water and passed their cables ashore. Then he hauled both boats up on the beach, being assisted by the W. patrol from Rockaway Life-Saving Station. On the next day the crews from the two stations hauled the launches out high on the beach. They were taken away by their owner on the 10th instant.
May 8	Am. str. Wildwood.	Barnegat, New Jersey ....	Stranded 1½ miles NE. of station at 11.40 a. m. Station crew went out to her in the surfboat and succeeded in hauling her afloat after four hours of labor. Then they piloted her into the harbor.
May 8	Am. sc. Elizabeth C. Lawrence.	Fort Lauderdale, Florida.	Stopped off the station and her master asked for fresh water, as he had none on board. Keeper complied with his request, and she continued her cruise.
May 8	Str. Alert.....	Fort Niagara, New York, Lake Ontario.	Machinery became disabled at 9.50 a. m., when she was 2½ miles N. of station. Life-saving crew hastened to her in the surfboat, ran a line, and started to tow her into the Niagara River. When they had proceeded 2 miles the wind freshened into a gale. They anchored her and rowed to Niagara, where a tugboat was obtained which towed her safely into the river.
May 8	Am. sc. Volunteer..	Charlevoix, Michigan, Lake Michigan.	Missed stays and anchored to avoid going on the beach. The anchor cable parted and the sea threw her high and dry on the rocky shore. The disaster was reported to the keeper, who proceeded to her relief at once with the station crew in the surfboat, in tow of a tug. They took her master off to the tugboat to make terms for floating her. Work had to be suspended on account of the high sea, but she was finally floated on the 11th instant. Dry clothing was given one of her crew from the supplies donated by the Women's National Relief Association.
May 9	Am. sc. C. M. Gillmor.	White Head, Maine .....	Had sails badly torn in a gale and had to anchor in a dangerous position in Muscle Ridge Channel. She was sighted by the station patrol and the surfmen hastened to her relief. They found her riding heavily at anchor and in danger of parting her cables and set to work and made temporary repairs to her sails and rigging. Then they weighed anchor and sailed her to a safe berth in Seal Harbor.
May 9	Am. sc. Grace Webster.	Fletchers Neck, Maine ...	Dragged anchors in a fresh blow and stranded on the rocks on Negro Island at 2.30 p. m. Station crew worked on her at high water, and after running out a kedge anchor and a hawser to a schooner anchored near, hauled her afloat, kedged her into deep water, and anchored her securely.
May 9	Am. sc. Albert H. Harding.	Plum Island, Massachusetts.	Dragged anchors at 10.20 a. m., during a gale of wind, and stranded 1 mile NW. of station. Surfmen went to her and ran out anchors to keep her from going higher on the beach, using her boats for the purpose. At high water the next morning they succeeded in hauling her afloat.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 9	Am. sc. Veteran .....	Gap Cove, Massachusetts.	Stranded on the rocks at the entrance to Rockport Harbor at 6.30 a.m. Surfmen hoisted her sails, and at high water worked her off the ledge and sailed her into the harbor.
May 9	Am. slp. Annie .....	.....do.....	Stranded on N. side of Straitsmouth Island at 9.30 a. m. Station crew ran out an anchor in the dory, hauled her afloat, and left her to ride at anchor. Then they took the crew of two men to the station. Later the wind increased to a gale and she filled with water and sank, being old and rotten. Surfmen recovered her mast, boom, and sails, and delivered them to her owner on the 11th instant. She was a total loss.
May 9	Am. slp. Tess .....	Nahant, Massachusetts...	Adrift in Lynn Harbor and was recovered by station crew. They anchored her in a safe place and notified her owner.
May 9	Slp. yt., no name...	City Point, Massachusetts.	Parted moorings and was adrift in Dorchester Bay, half full of water. Station launch picked her up and towed her to a mooring off the Columbia Yacht Club, where they bailed her out.
May 9	Slp. yt., no name...	.....do.....	Adrift near the station. Three surfmen in the small boat picked her up and made her fast to a mooring.
May 9	Smallboat, noname. ....	.....do.....	Adrift in the bay. Surfmen recovered it, towed it to the station, and made it fast.
May 9	Smallboat, noname. ....	.....do.....	Station crew observed this boat adrift. Three of the life-saving crew towed it to the station, where it was secured to await the arrival of a claimant.
May 9	Slp. yt. Vega.....	.....do.....	Parted her moorings during a fresh squall, drifted down, and was in danger of fouling other yachts. Station launch Relief went to her, put a line on board, and towed her in under the land, where she was anchored.
May 9	Slp. yt., no name .....	.....do.....	Broke adrift from moorings near Bay View. Surfmen in station launch picked her up and anchored her in a good position.
May 9	Small boats (3), no names.	.....do.....	Station launch Relief picked up three small boats, yacht tenders, which contained three men and a boy, and towed them to the Mosquito Yacht Club, where the occupants were landed. The boats had broken adrift during the high wind.
May 9	Am. sc. J. D. Ingraham.	Highland, Massachusetts.	Anchored 4 miles N.E. of station and displayed a distress signal. Surfmen pulled off to her and found that her master was ill, and shorthanded in the crew. He wished help to get his vessel underway and into Provincetown Harbor. On account of the strong N.W. wind blowing, the keeper did not think it wise to attempt to reach Provincetown and advised the master to make a harbor at Chatham. He decided to do this, and after the station crew had weighed his anchor stood to the southward.
May 9	Am. slp. yt. Rhoda.	Mantoloking, New Jersey.	Stranded in Barnegat Bay, 1½ miles SSW. from the station, at 11.25 a. m., during a fresh gale, having lost jib and small boat. Surfmen rushed into the water, climbed aboard, and put three reefs in her mainsail. Then they floated her and sailed her to a good harbor.
May 9	Fishboat Viola .....	Grindstone City, Michigan, Lake Huron.	Broke adrift from her moorings, filled with water, and sank near the beach. Life-saving crew proceeded to her by land, rigged purchases, and with the assistance of horses furnished by the owner, hauled her high upon the beach so that she could be repaired. Her port side was badly damaged.
May 9	Am. sc. Lizzie A. Law.	Grand Marais, Michigan, Lake Superior.	Parted topline, made sail, and ran before the gale. Finally she anchored 3 miles offshore, 15 miles W. of station, and station crew were informed of her distress by signal displayed at Pointe au Sable light-house. They made an ineffectual attempt to go to her in the surfboat, in

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 9	Am. sc. Lizzie A. Law.	Grand Marais, Michigan, Lake Superior.	tow of a tug, but had to return on account of the high sea. They then put the surfboat on the boat wagon, procured horses, and started to the scene by land. When they had proceeded about 7 miles, further progress was so much impeded by the steep hills that they were forced to launch the surfboat and pull the remainder of the distance. After a hard row for three hours they reached the vessel. She had 7 feet of water in the hold, her rigging was coated with ice, sails were blown to pieces, and the crew were exhausted. All hands were taken ashore, where they were made comfortable for the night. Surfmen kept watch on board during the night, and, at daylight, went ashore and conveyed the schooner's crew back to her. They repaired her steam pump, which was out of order, and started for Grand Marais in the surfboat, with her master and his family, to obtain a tug to tow her into port. She was picked up, however, by a passing steamer, which towed her to Grand Island Harbor.
May 9	Barge, no name.....	Ludington, Michigan, Lake Michigan.	At anchor outside of harbor. Surfmen ran a line from her to steamer Reitz, which towed her into port.
May 10	Am. sc. X 10 U 8 .....	.....do .....	Surfmen took her lines and tracked her up the pier, there not being sufficient wind for her to sail to her berth.
May 10	Am. sc. Belle .....	Short Beach and Point Lookout, New York.	Ran aground on Jones Inlet Bar at 7.10 p. m. Crews from two stations threw overboard her deck load of coal, and, at high water on the next day, hauled her afloat and anchored her in the channel.
May 10	U. S. rev. str. Galveston.	Aransas, Texas .....	At 3.30 p. m., U. S. revenue steamer Galveston appeared off the bar and hoisted international code signal FH (Send a boat). Keeper launched surfboat, pulled off to her, and piloted her into the harbor. The next morning he went on board and piloted her to sea.
May 10	Br. str. Iona.....	Oswego, New York, Lake Ontario.	Was partially destroyed by fire while lying at the coal piers, and one of her crew was burned to death while asleep in his bunk. As some lumber piles on adjacent property caught fire from the flames, her lines were cast off and she drifted in the stream. The station crew went to her in the surfboat, let go her anchors, and bored holes in her sides below the waterline to scuttle her. When she had settled 2 feet her owner sent a tugboat to tow her back to a wharf, so that the city fire department might attempt to extinguish the fire. Surfmen cut anchor cables with cold chisels, ran hose and directed streams of water for the firemen, but their efforts proving ineffectual, the scuttling was continued, and she sank in 10 feet of water. Later the surfmen recovered the charred remains of the man who was burned to death, wrapped them in a tarpaulin, and delivered them to the coroner.
May 10	Am. str. Edward S. Pease.	South Haven, Michigan, Lake Michigan.	Sprang a leak and attempted to make this harbor, but stranded off the entrance at 5.30 p. m. Life-saving crew went to her aid and threw overboard 100 tons of salt to lighten her. She was released at 9.30 a. m. the next day by the American steamer Gordon.
May 11	Am. str. Nashawena	High Head, Massachusetts.	Boiler totally disabled. Her master requested that a tugboat be sent to her assistance. One was obtained through the aid of the Race Point life-saving crew, and she was towed toward Boston.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 11	Slp., no name.....	Galveston, Texas.....	Capsized in the bay, 3 miles W. of station. Surfmen picked up the crew of three men and landed them on the bay shore. Then they righted the sloop and towed it to the beach, where it was delivered to its owner.
May 11	Am. sc. Indian Bill.	Grand Haven, Michigan, Lake Michigan.	Was drifting out into the lake, when surfmen ran a line to her from the pier and she was hauled in alongside.
May 11	Am. slp. Spray.....	South Haven, Michigan, Lake Michigan.	Capsized with two men on board at 9.30 a. m., $\frac{1}{2}$ mile SW. from the station, while carrying too much sail in a strong wind. The two men were picked up by a small boat which was near. Station crew righted the boat, towed her into the harbor, and delivered her to her owner.
May 12	Fish boats (2), no names.	Cape Disappointment, Washington.	During the afternoon the life-savers hauled two fish boats out of the surf and assisted their occupants to recover their nets.
May 13	Dory, no name.....	Salisbury Beach, Massachusetts.	Two members of station crew pulled up the anchor of a dory which was pounding in the surf and hauled the boat up on the beach clear of danger.
May 13	Small boat, no name	Galveston, Texas.....	Adrift in channel, and was picked up by station crew and returned to owner.
May 13	Am. str. (2) F. W. Fletcher and Santa Maria.	Grand Haven, Michigan, Lake Michigan.	Hove to off the entrance to harbor. Keeper went off to them in the Whitehall boat and, at request of their masters, piloted them to safe berths at the pier.
May 13	Yawl boat, no name	Milwaukee, Wisconsin, Lake Michigan.	North patrol found a yawl boat pounding against the breakwater during the middle watch and took it to a safe place. On the next morning it was given to its owner, who called at the station and proved his property.
May 14	Am. slp. Lillian A. Jones.	Hog Island, Virginia.....	Broke her main boom in a squall when off the station, and came to in Hog Island Inlet. Keeper repaired boom sufficiently for her to proceed to her destination.
May 14	Fish boat, no name.	Santa Rosa, Florida.....	Carried away mast while out fishing. Surfmen towed her, with her crew of three men, to the station wharf. After the life-saving crew had repaired damages the men resumed their fishing trip.
May 14	Am. str. C. J. Bos...	Grand Haven, Michigan, Lake Michigan.	Stranded off the N. pier at 7 p. m. and was unable to work her engines on account of the rocks on the bar. Station crew procured tackles and running lines and, aided by her crew, hauled her afloat, after which she proceeded up the river.
May 15	Am. str. L. A. Belknap.	Cape Elizabeth, Maine.....	Had a schooner in tow and disabled her machinery when abreast the station and her master signaled for a tug. Keeper telephoned to Portland, and shortly afterwards both vessels were taken in tow for that port.
May 15	St. yt. Viking.....	Plum Island, Massachusetts.	Stranded on Plum Island dike at half tide. Surfmen ran out an anchor and endeavored to pull her afloat with tackles, but were unsuccessful. Then they procured lumber and blocked her up to prevent her sinking in the sand. At high water on the following day she was hauled off uninjured, and started on her cruise.
May 17	Skiff, no name.....	Galveston, Texas.....	Three men in this boat sailed out of the harbor with a fair wind and were unable to beat back. They were towed back by members of life-saving crew in Whitehall boat.
May 18	Am. slp. Arrow.....	.....do.....	Broke adrift from her moorings and was picked up and properly secured by life-savers, who went to her in small boat.
May 18	Skiff, no name.....	.....do.....	Two lads in a skiff pulled out into the channel and were unable to return to the land owing to the strong current. A surfman rowed out to them and towed them and the skiff to the shore.
May 18	Am. str. Alex. McDougall.	Plum Island, Wisconsin, Lake Michigan.	Stranded on S. point of Plum Island at 4 p. m., during thick fog. Life-saving crew sounded around her, and after she had released herself piloted her into deep water.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 20	Slp. yt. Saturn.....	City Point, Massachusetts.	Was drifting out of Dorchester Bay when keeper sent three surfmen to her in small boat. They hove up her anchor, which had been fouled by the cable, cleared it, and let it go again with a sufficient scope of chain to hold her. Afterwards her owner went on board and took charge of her.
May 21	Slp. Wiliwin.....	Old Harbor, Massachusetts.	Anchored off the station and communicated to the keeper that he wished to enter Chatham Harbor. Surfmen pulled off to her, made sail, and took her to a snug berth inside.
May 21	Br. lighter May Bird	Fort Niagara, New York, Lake Ontario.	Parted her moorings and drifted 5 miles with the current. At 9.45 p. m. she was sighted by the station crew, who pulled out to her and attempted to tow her to the pier, but the current was so swift that it frustrated their design. Then the keeper slackened his towing line and pulled for a point where he could take a good turn with it. As it tightened with the strain she swung into the eddy and was then hauled alongside the pier and made fast. Her owner was notified by the keeper and had her towed to Toronto the next day.
May 21	Yawl boat, no name.	South Haven, Michigan, Lake Michigan.	Slipped her painter and drifted away from a dredging machine at work outside of the harbor to which she had been moored. She was recovered by surfmen and returned to the keeper of the dredge.
May 21	Am. sc. Belle.....	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded on sand bar at pier, 1½ miles W. from station. Life-saving crew ran out a kedge, and, after working for three hours, succeeded in getting her off the shoal. They made sail and worked her into the harbor.
May 22	Am. sc. Jonathan Sawyer.	Muskeget, Massachusetts.	Stranded at 12.30 p. m. on northerly edge of Tuckernuck Shoal, about 5½ miles NE. from the station. Life-saving crew launched the Race Point model surfboat and sailed off to the schooner with a strong SW. wind. She was fast on the shoal and in danger of being bilged if the sea should increase. Surfmen ran out an anchor and hawser in their boat, the hawser was taken to the steam winch, and, as the tide flooded, the vessel was pulled afloat. The keeper piloted her into deep water and anchored her for the night. As they were so far to leeward and the wind continued so strong, the station crew remained on board of her all night, and on the next day, the conditions not having improved, the master weighed anchor, sailed across Vineyard Sound, and made a harbor off Falmouth. On the 24th instant, the wind and sea having moderated, the surfmen returned to the station.
May 22	Am. str. R. C. Viet..	Cape Lookout, North Carolina.	Hove to off the station at 6 a. m., with a disabled tugboat in tow, and hoisted signal "Send a boat." Keeper went to her in the surfboat, and, at the request of her master, piloted her into Lookout Bight.
May 22	Gas. lch., no name..	Buffalo, New York, Lake Erie.	At 5.45 p. m. tugboat Harlem, with a canal boat in tow, collided with this launch, throwing a man and woman, who were aboard her, into the water and capsizing the boat. They were rescued by the occupants of small boats who were near and transferred to the station boat, which arrived immediately afterwards, having a much longer distance to pull. The keeper took them to the station and supplied them with dry clothes from the supply provided by the Women's National Relief Association. He also gave them stimulants and cared for them until they left for their homes.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 22	Catboat Iris .....	Cleveland, Ohio, Lake Erie.	At 4.15 p. m., during a severe squall, station lookout reported that a small sailboat, which contained three men, was in danger of capsizing about ¼ mile NE. from the station. Surfmen went to her aid and found her partly full of water. They took two of her crew into the surfboat and towed the boat with the other man to the station, where she was bailed out.
May 22	Am. sc. John Magee.	Ottawa Point, Michigan, Lake Huron.	Stranded 8 miles SW. from station during thick, hazy weather. Life-saving crew pulled to her in the surfboat and, at request of her master, stood by to render assistance in case of a favorable shift of wind. On the 24th instant the wind blew offshore and both crews began to jettison her cargo. The master telephoned for a tugboat, which arrived about noon and pulled the schooner afloat at 2.10 p. m.
May 22	Rowboat, no name.	South Chicago, Illinois, Lake Michigan.	At 1.30 a. m. station lookout saw a small rowboat drifting out into the lake. He launched the skiff, picked it up, and towed it to shore. The next day it was returned to its owner.
May 22	Am. str. James B. Colegate.	Plum Island, Wisconsin, Lake Michigan.	Stranded on Pilot Island at 7 a. m., during foggy weather, with barge No. 137 in tow. Life-saving crew pulled to her in the surfboat, a distance of 2½ miles. In compliance with a request of her master, they rowed him 10 miles to Ellison Bay, to enable him to telephone for wrecking tugs. Upon their return they found that the mate had worked her afloat during their absence. She picked up her tow and proceeded to Escanaba under her own steam.
May 23	Slp. yt. Nydia .....	City Point, Massachusetts.	At 11.20 p. m., she dragged her anchors in a fresh SW. wind and stranded ¼ mile N. of station. Surfmen planted her anchor in deep water and hauled her out to it. Then they sailed her to a secure anchorage.
May 23	Am. sc. Myra W. Spear.	Fire Island, New York ...	Appeared off the bar during the afternoon in company with the schooner Benjamin Russell, and set signal for a pilot. Surfmen went on board and piloted them into the inlet.
May 24	Pile driver, no name	Salisbury Beach, Massachusetts.	Dragged anchors at 4 p. m., and stranded on the N. shore of Hampton River, 2½ miles NNE. of station. Surfmen piloted the tugboat Clara Clarita into the river and ran a line from her to the pile driver. The tugboat hauled it afloat, but the hawser parted and it drifted ashore again. On the 25th instant the station crew assisted to haul the pile driver afloat, and then ran a line to a towboat which took it to Newburyport.
May 24	Small boat, no name	City Point, Massachusetts.	Three men in this boat became exhausted while endeavoring to row back to the land against the strong wind, rough sea, and swift current. Station launch Relief went to their aid and towed the boat and men safely to the public landing.
May 25	Am. str. Globe.....	Plum Island, Massachusetts.	Stranded on bar at the mouth of the Merrimac River, while bound out to sea. She floated on the rising tide and proceeded safely on her cruise, the life-savers directing her master where the best water was to be found.
May 25	Am. sc. Frank A. Palmer.	Muskeget, Massachusetts.	Stranded on outer edge of Wasque Shoal, 10½ miles WSW. of station, at 7 a. m., with rough sea and thick weather. Keeper telephoned to Edgartown for steamer Petrel to tow the surfboat to the disabled craft, and she promptly responded. The station crew found the Palmer anchored on Wasque Shoal and leaking badly. Another large schooner

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 25	Am. sc. Frank A. Palmer.	Muskeget, Massachusetts.	was ashore near by. Her crew had abandoned her and landed on Marthas Vineyard. The life-savers hove up the Palmer's anchor, and the Petrel attempted to tow her off the shoal, but after parting the hawser, had to desist on account of the rough sea. The surfmen then made sail on her and forced her off the shoal and into the channel, where they anchored her in 5½ fathoms of water, remaining on board for the night, while her master went to Edgartown on the Petrel to communicate with her agent. Upon the master's return the next day they went back to the station. The Palmer was lightered of a portion of her cargo and subsequently towed to sea by two tugboats. The other schooner, which proved to be the Arthur Seitz, was lightered of her cargo and stripped of sails and rigging. She will probably become a total loss.
May 25	Yawl boat, no name.	Brazos, Texas .....	The bar pilot and his assistant could not land in their boat on account of the dangerous surf. They were taken into the surfboat and the yawl towed astern. The men landed safely but the yawl was capsized by the breakers. The station crew succeeded in hauling it up on the beach and bailed the water out.
May 25	Am. sc. J. Duvall...	Sand Beach, Michigan, Lake Huron.	Approached the wharf with too much headway and ran into the mud. Her crew were unable to release her. Surfmen procured tackles and pulled her afloat.
May 25	Am. str. Frontenac.	White River, Michigan, Lake Michigan.	Surfmen conned her up White Lake and into the harbor during a thick fog.
May 25	Rowboat, no name.	Chicago, Illinois, Lake Michigan.	The two men in this boat were unable to reach the shore owing to the strong wind and high sea. Surfmen took them into the surfboat and towed their boat safely to the land, a distance of 2½ miles.
May 25	Gas. lch., no name...	Racine, Wisconsin, Lake Michigan.	Drifting out into the lake with 27 people on board, her machinery disabled and fuel exhausted. Station crew towed her against a strong wind and choppy sea into the harbor, whence she was towed up the river by another launch.
May 25	Skiff, no name.....	Milwaukee, Wisconsin, Lake Michigan.	Capsized at 12.40 p. m., 1 mile E. of station, throwing the crew of two men into the water. Life-savers rescued them and took them into the surfboat. Then they towed the skiff to the station and bailed it out.
May 26	Am. sc. L. B. Forester.	Grand Haven, Michigan, Lake Michigan.	Station crew tracked her up the pier away from the heavy sea which was pounding against her. She had been previously assisted to leave White River Harbor, on this day, by the life-saving crew at that place.
May 26	Fish boat, no name.	Baileys Harbor, Wisconsin, Lake Michigan.	Surfman on lookout sighted this boat flying a distress signal 4 miles WSW. of station. Her sails were blown away and the three men on her were adrift in the lake without means of propelling her back to land. Surfmen towed her safely to the shore.
May 27	Scow, no name.....	Buffalo, New York, Lake Erie.	Was run down and capsized by a tugboat. The occupant was thrown into the water by the shock of the collision, but was rescued by the crew of the tugboat. Station crew picked up the scow, righted it, and towed it to the Government slip.
May 27	Br. sc. Vienna.....	Thunder Bay Island, Michigan, Lake Huron.	Stranded on North Point 4 miles WSW. of station at 5 a. m. during a northerly gale, with rain squalls and heavy sea. Station lookout sighted the signal which she displayed for a tugboat. Surfmen pulled to her in the lifeboat and carried the master to the station, where he telephoned to Alpena for a tug to come to

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 27	Br. sc. Vienna.....	Thunder Bay Island, Michigan, Lake Huron.	her assistance. Then they returned to the wreck and ran lines for the tug which pulled her off the rocks.
May 27	Fish boat, no name.	Capc Disappointment, Washington.	Capsized in breakers on Peacock Spit at 12.45 p. m., during a fresh southerly gale with thick, rainy weather and high surf. One man lost. (For detailed account see caption "Loss of life.")
May 28	St. yt. Helicia.....	City Point, Massachusetts.	Blew out a boiler tube while cruising in the bay. Station launch Relief towed her to her moorings in Pleasure Bay.
May 28	Sailboat, no name.	.....do.....	While returning from the steam yacht Helicia, the surfmen aboard the launch Relief espied this boat with one man in her driving before the wind. Her main boom had carried away and the man's efforts to unship the mast threatened to capsize the boat. The Relief picked up the boat and towed it and the man to the Boston Yacht Club.
May 28	Am. str. Mary Pat-ten.	Spermaceti Cove, New Jersey.	While coming down the Shrewsbury River at 3.45 p. m., she struck a sunken barge and unshipped her shaft. Her master ran out an anchor in a small boat and was waiting for aid to arrive. Station crew weighed her anchor with the surfboat and delivered it on board, as she had no boat large enough to break it out of the mud. She was towed to New York at 8.30 p. m.
May 29	Slp. yt. Mina.....	City Point, Massachusetts.	Parted her moorings in Pleasure Bay at 7.20 a. m., and drifted with the wind and tide, no one being on board. Station crew went to her in launch Relief, and towed her to a mooring off the public landing, where she was made secure.
May 29	Am. sc. John Rus-sell.	Fire Island, New York....	In answer to a signal for a pilot, keeper went out to her in a sailboat and coned her into the inlet.
May 29	Am. sc. Anna F. Mores.	Holland, Michigan, Lake Michigan.	Ran on a sand bar at 2 a. m., while beating out of the harbor. North patrolman pulled out to her in station skiff, ran out a kedge anchor and, after she had been pulled afloat, piloted her into the channel.
May 30	Am. sc. Menawa....	White Head, Maine.....	At 11 p. m., near low water, stranded on Crescent Island, 6 miles E. of station. Her crew left her at once, in their own boats, and lay by until she floated and drifted clear of the rocks, when they returned on board and anchored her in an insecure place near a group of sunken ledges. The mishap was reported to the keeper by telephone on the next morning. Life-saving crew pulled to her in the surfboat and found that she was leaking badly and that her rudder was carried away. They manned the pumps to free her from water, and later hove up her anchors and ran lines for a tugboat which came out and towed her to Rockland.
May 30	Am. sc. James Bal-ser.	Gap Cove, Massachusetts.	At 6.30 a. m. was struck by a squall which carried away a portion of her quarter rail and stern, and caused her master to anchor in dangerous proximity to Sandy Bay Breakwater. Surfmen launched the dory and went to her aid. They cleared up the wreckage, and then sailed her to a snug berth in Rockport Harbor.
May 30	Lch. Nellie Louise..	.....do.....	Machinery became disabled and she drifted toward the rocks on Gap Head. Her anchor was let go but dragged some distance, so that she swung just clear of the rocks when she brought up. She was in an extremely precarious position, with a choppy sea on. The crew from the station took her in tow with the surfboat, weighed anchor, and towed her to a safe anchorage in Gap Cove.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 30	Slp. yt. Tiptop .....	City Point, Massachusetts.	Dragged her mooring during a strong SW. wind, and was in imminent danger of fouling other yachts at anchor and causing much damage. Surfmen picked up her moorings and towed her to a safe berth well to windward, where they let go the mooring and ran out an additional anchor to insure her safety.
May 30	Yawl boat, no name .....	.....do .....	Dragged her mooring and fouled steam yacht Ilibus, breaking several panes of glass in her pilot house. Station launch Relief towed her clear before further damage was done, and anchored her in a safe berth.
May 30	Slp. yt. Evelyn .....	.....do .....	Was dragging mooring, and in imminent danger of colliding with City Point pier, when surfmen reached her in the launch Relief, slipped her mooring, and towed her to a spare one off the public landing, where she was secured.
May 30	Small boat, from slp. yt. Firefly.	Highland, Massachusetts.	The yacht Firefly anchored off the station, and, when the wind became strong from SW., her crew of two men attempted to land on the beach in her small tender. Their movements were closely watched by the keeper, who directed the life-saving crew to stand by to render aid in case the boat capsized in the surf. His precautions were well taken, for the boat capsized in the breakers. Surfmen pulled the two men out of the water, took them to the station, where they were given dry clothing from the supply donated by the Women's National Relief Association, and made comfortable until their departure, late in the afternoon.
May 30	Yawl Marguerite ...	Old Harbor, Massachusetts.	Anchored 3 miles SE. of station during heavy westerly gale, and was dragging offshore. In response to the distress signal which her master displayed, the keeper hitched his horses to the boat wagon and transported the surfboat to a point $\frac{1}{2}$ of a mile to the southward of the yawl, where the surf was sufficiently smooth to enable him to launch. Surfmen found four men, who were inexperienced in yacht sailing, on board of her, and immediately started to heave up her anchors. After four hours of hard labor they succeeded in working her to a safe berth under the beach, off Chatham, and when the wind moderated, later in the day, took her into Chatham Harbor. Her crew left for their homes by train. At the request of her owner, the keeper engaged men to sail her to her destination.
May 30	Am. sc. E. H. Taylor.	Great Egg, New Jersey ...	Stranded on sand bar in beach thoroughfare. At high water on the next day station crew ran a hawser to a jetty, which was close by, and were successful in pulling her afloat and into deep water.
May 30	Yawl boat, no name.	Old Chicago, Illinois, Lake Michigan.	Was drifting out of harbor when recovered by the surfman on watch and returned to its owner.
May 31	Sailboat, no name ..	City Point, Massachusetts.	While running off before the wind, the master jibed his sail and the boat capsized, throwing him into the water. Station launch Relief at once went to his aid. He grasped the heaving stick, which was thrown to him by the surfmen, and was pulled into the launch. Then the life-savers picked up the boat, righted it, bailed it out, and put him aboard.
May 31	U. S. light-house str. Gardenia.	Fire Island, New York....	Stopped off the station with stores for Fire Island light-house, and set signal "Send a boat." Life-saving crew pulled out to her and her master requested them to telephone the keeper of the light-house

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 31	U. S. light-house str. Gardenia.	Fire Island, New York ...	to meet the tender at the bar with his boat, as the sea was too rough for a boat to land off the light-house. His request was complied with.
May 31	Am. sc. S. J. Delan ..	Atlantic City, New Jersey.	Attempted to cross the bar at low water and stranded at 9.45 a. m., $\frac{1}{2}$ mile S. of station. Surfmen went to her in the surfboat and found her leaking badly, her pump disabled, and steering gear carried away. They repaired and manned the pump, and hauled her afloat. Then they worked her up the channel and pulled her out on the meadows, running lines to keep her in position. Later she was taken out on a marine railway and repaired.
May 31	Fishboat, no name...	Point Adams, Oregon.....	Drifted into the breakers on Clatsop Spit at 2.15 p. m., while its two occupants were picking up their fish net. The life-saving crew were lying close by in the surfboat, and speedily rowed alongside of the imperiled fishermen, threw them a line, and towed them away from danger.
June 1	Slp., no name .....	City Point, Massachusetts.	Contained six people, was partially filled with water and in danger of capsizing. Surfmen went out in patrol launch Relief, and towed it to moorings in smooth water.
June 1	Am. str. Jupiter.....	Ashtabula, Ohio, Lake Erie.	Stranded 3 miles W. from station. Surfmen pulled out and found her fast aground and a gang of men throwing overboard her cargo of ore. At request of the master the life-saving crew took soundings around the steamer, and, being unable to render any further service, returned to the station. The steamer was released by tugs the following day.
June 1	Am. sc. Swan .....	Point Betsie, Michigan, Lake Michigan.	At anchor 1 mile N. from station, flying signal of distress. Surfmen pulled to her and found the master alone, his assistants having gone ashore. As the vessel lay in an exposed position and bad weather portended, the master desired aid in getting under way. Surfmen hove up anchor and made sail, then returned to station.
June 1	Vapor lch. Annie ...	Racine, Wisconsin, Lake Michigan.	At 9 p. m. surfmen discovered this launch between two larger vessels in slip, and in danger of being crushed. They hauled her from her unsafe position and moored her in a secure berth.
June 2	Am. str. City of Charlevoix.	Charlevoix, Michigan, Lake Michigan.	Stranded in the fog at 12.10 a. m., 3 miles S. from station. On striking the steamer sounded her whistle, which was heard by the patrol. He gave the alarm and the life-savers manned the surfboat and reached the vessel at 12.40 a. m. Four tugs arrived soon after and tried in vain to haul the stranded ship afloat. Later the steamer Illinois arrived and joined in the work, and at 9.30 a. m. the Charlevoix was hauled off, and proceeded to her destination. During the operations the surfmen rendered all assistance possible by running lines, making soundings, and transferring passengers.
June 2	Am. str. M. Sicken ..	.....do .....	Stranded at 9 a. m., 3 miles N. from station, during thick weather. Station crew sighted vessel while returning to shore, after aiding steamer City of Charlevoix, and pulled to her at once. A tug arrived at the same time and, after three hours' work, hauled the stranded vessel afloat, surfmen assisting by running and handling lines.
June 2	Skiff, no name .....	Milwaukee, Wisconsin, Lake Michigan.	Drifting into the lake before a heavy squall, the occupant being unable to handle his boat. Life-savers pulled out and towed imperiled craft to place of safety.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June. 2	St. yt. Thistle .....	Milwaukee, Wisconsin, Lake Michigan.	Dragging anchors in a heavy squall. The life-saving crew went to her aid in surfboat and the tug J. H. Meyer arrived at the same time. Surfmen passed a towline to the tug, then got yacht under way, when the tug towed her to a shipyard for repairs, she having suffered some damage during the blow.
June 2	Sc. yt. Alice .....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Anchored in dangerous proximity to rip-raps and no sea room to get under way. Surfmen procured an anchor and running line, warped vessel clear of danger, and worked her to a safe berth in the canal.
June 3	Am. sc. Elsie M. Harris.	Green Run Inlet, Maryland.	Stranded at 3 a. m. 1 mile NNE. from station during a fog. Keeper discovered wreck at 4 a. m., and, there being no crew employed during the inactive season, telephoned keeper of Popes Island station, who promptly responded, and both men proceeded to the place of disaster, boarding vessel in a dory. They assisted the crew of twelve men to land with their effects, and sent message for a tug. On the following day Keeper Powell carried seven of the shipwrecked men to Ocean City to enable them to reach their homes. (See letter of acknowledgment.)
June 3	Am. sc. Jessie Martin.	Ludington, Michigan, Lake Michigan.	Unable to stem current in endeavor to get into harbor. Surfmen manned skiff, ran a line and warped vessel to a secure berth at pier.
June 3	Am. str. Julia C. Hammel and Ralph Cooper.	Two Rivers, Wisconsin, Lake Michigan.	The Julia C. Hammel parted moorings and was drifting to sea before a fresh wind with no one on board, the night very dark and stormy. At 1.50 a. m. the station lookout sighted her by the flashes of lightning, and gave the alarm. Surfmen launched surfboat, pulled to vessel, towed her to a pier, ran lines, hauled her to her berth, made her fast with her anchor chains, and sent notice of casualty to owner. After securing this steamer the station crew found the steamer Ralph Cooper in a dangerous position in a jam of logs. They ran her anchor chains to the wharf and made them well fast, then sent notice to owner, who succeeded in releasing her without injury on the following day.
June 3	Government lch., no name.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Upon request of officer in charge the keeper sent four surfmen to assist in hauling out launch for repairs. The men rendered four hours' service.
June 5	Small boat, no name	Hunniwells Beach, Maine	While coming in from outside in a launch with another man, the keeper found four intoxicated men drifting to sea in a small boat. They took the boat in tow of launch and towed her to a safe place.
June 5	Am. str. Clara Carita.	Point Allerton, Massachusetts.	At 2 p. m. the keeper discovered a towboat ashore 1½ miles NE. from station. He went to her in a small sailboat (inactive season), and, at master's request, returned to station and telephoned owners of the casualty. They at once sent two tugs, which hauled the stranded vessel afloat at 6.30 p. m., she having suffered a small amount of damage.
June 5	Am. str. Delaware ..	Milwaukee, Wisconsin, Lake Michigan.	Stranded at 12.40 p. m., 6 miles N. from station, during foggy weather. Surfmen manned surfboat, and proceeded to the place in tow of tug Meyer. A portion of the stranded ship's cargo was transferred to a lighter, when the tug succeeded in releasing her, surfmen assisting by handling and running lines and taking soundings. The steamer proceeded to her destination, having sustained no injury.
June 5	Fish boat, no name.	Cape Disappointment, Washington.	At 6 p. m. the lookout discovered two fishermen in a boat in the breakers on Peacock Spit, ¼ of a mile SSW. from sta-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 5	Fish boat, no name.	Cape Disappointment, Washington.	tion. Station crew immediately pulled to their aid in surfboat, and found the fishermen much excited and the boat nearly swamped. They rescued the imperiled men, and took the boat clear of danger.
June 6	Am. sc. Viking.....	Burnt Island, Maine.....	The Viking was bound up St. George River, but ran aground on Hart Island Bar at 3 p. m., the master being unfamiliar with the channel. Keeper Elwell was returning to his station from Port Clyde, when he discovered the stranded vessel and boarded her. He remained on board until she floated on the rising tide, then, at the master's request, took charge and piloted her to a safe anchorage in Port Clyde Harbor.
June 6	Racing shell.....	Duluth, Minnesota, Lake Superior.	Capsized in lake, throwing occupant into the water. The surfboat at once put out to the rescue, but another boat had taken the man out of the water on the arrival of the life-savers. They righted and bailed out the capsized boat, then returned to station.
June 6	Am. str. Frontenac.	White River, Michigan, Lake Michigan.	Endeavoring to get to sea in thick fog. The keeper directed vessel by megaphone, thus enabling her to keep clear of dangers till she got outside the harbor and could lay her course.
June 6	Small boat, no name	Old Chicago, Illinois, Lake Michigan.	Surfman on watch picked up a boat adrift and took it to station. The owner came for his property the next day.
June 7	Racing tender, no name.	City Point, Massachusetts.	This boat capsized in a heavy squall $\frac{1}{2}$ mile N. from station and threw the man in charge overboard. Surfmen went to the rescue in steam launch Relief, took the man to the station, rubbed him down, and gave him dry clothing from the stores of the Women's National Relief Association. They then righted the boat and towed it to station.
June 7	Slp. yt. Wanenock.....	do.....	Lost her rudder and made signal for aid. Station crew in launch Relief towed her to her moorings and landed the crew at the Columbia Yacht Club.
June 7	Sc. yt. Bobs.....	do.....	Stranded on Sculpin Ledge, $2\frac{1}{2}$ miles SE. from station. Surfmen made two trips to her assistance in launch Relief, and on second trip, at 8.05 p. m., got vessel afloat and towed her to a safe anchorage.
June 7	Se. yt. Celeste.....	Assateague Beach, Virginia.	Stranded during the night 2 miles S. from station. Keeper discovered her at 5 a. m. and, having no crew (inactive season), boarded her by himself in supply boat. He found her pounding on a lee shore and in a very precarious situation. An attempt to run an anchor in the small boats at hand proved futile, and he returned ashore, mustered a volunteer crew, launched surfboat and returned to the stranded schooner. Ran an anchor, and at 7.30 p. m. got vessel afloat and made sail. At 8.30 anchored her in a secure place. (See letter of acknowledgment.)
June 7	Am. str. George G. Hadley.	Duluth, Minnesota, Lake Superior.	Collided with steamer Thomas Wilson about 10.27 a. m., 1 mile outside of harbor. The life-savers reached the scene at 10.40. Meantime the Wilson went down three minutes after the collision, carrying nine of her crew. The remainder were taken on board the Hadley and the tug A. L. Smith. The Hadley was then beached near the harbor piers to keep from sinking. (For detailed account, see caption "Loss of life.")
June 7	Am. sc. City of Milwaukee.	Holland, Michigan, Lake Michigan.	Searching for harbor entrance in a thick fog. Keeper stood on pierhead and directed vessel into harbor by megaphone.
June 7	Fish boat, no name.	Point Adams, Oregon.....	While on patrol in surfboat station crew sighted a fishing boat, with two men

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 7	Fish boat, no name.	Point Adams, Oregon . . .	trying to make sail, dangerously near the breakers on Clatsop Reef. The boat finally drifted into the breakers and capsized end over end, leaving the men in the water struggling for their lives. Surfmen at once pulled in and rescued the men, then righted the capsized craft, and recovered the fishing gear and boat appurtenances that had gone adrift. Further assistance was offered the rescued men, but they preferred going to their homes, and the life-savers returned to the station.
June 8	Small boat no name.	Nahant, Massachusetts . . .	Keeper received information by telephone that a small boat containing four men lay off Spindle Rock making signal of distress. There being no crew, he employed two boatmen, manned station dory, and pulled to the place indicated. The life-savers found the distressed craft at anchor in a choppy sea, partly filled with water, and the occupants exhausted with their efforts to reach shore and badly frightened. They rescued the imperiled men and carried them ashore, leaving the boat, which was later picked up and towed in by the surfboat of the Massachusetts Humane Society.
June 8	Slp. yt. Tulip . . . . .	City Point, Massachusetts.	While at anchor, fishing, at 2 p. m. the Tulip parted her cable in a heavy squall, and was drifting rapidly toward the wall at City Point Pier. In response to her signals for help, surfmen went to her aid in steam launch Relief, got a line to sloop just in time to save her from striking, and towed her to safe offing, when she made sail and stood on a clear course.
June 8	Slp. yt. Helen . . . . .	.....do .....	Anchored at 6.10 p. m. 1 mile ENE. from station in a heavy northwester, signaling for assistance. Surfmen went to her in steam launch Relief and towed her to a smooth anchorage near the beach.
June 8	Slp. yt. Venture . . . . .	.....do .....	Missed stays and stranded during a heavy northwester $1\frac{1}{2}$ miles SE. by S. from station. Surfmen went to her in steam launch Relief, ran a line, hauled her afloat, and towed her to moorings off Mosquito Yacht Club float.
June 8	Yts. Coquette and Wapita.	.....do .....	Arrived at about 9.30 p. m. off Boston Yacht Club floats with parties on board. The weather was rough and the ladies of the parties were much alarmed. The life-savers went to their assistance in steam launch Relief and landed twelve people in safety.
June 8	Slp. yt. Bohemian . . . . .	.....do .....	Carried away jibs and split mainsail during a fresh squall, and set signal for assistance. Station launch Relief went to her aid and towed her to float off the South Boston Yacht Club, where her passengers were landed.
June 8	Catboat, no name . . . . .	Point Allerton, Massachusetts.	At 6 p. m., during a fresh NW. squall, keeper discovered a large sailboat drifting helplessly down the channel. Procuring the assistance of another man, he started to the rescue in a sailboat. The life-savers found that the helpless craft had a party of five men and three women on board, and no one among them able to handle a boat. She had lost her best anchor and was at the mercy of the elements. The keeper landed the party at the station, where they remained over night, and secured the boat in a safe place.
June 8	Br. sc. Annie Laura.	Monomoy, Massachusetts.	Stranded at 1 p. m., in a thick fog, on Shovelful Shoal, $3\frac{1}{2}$ miles SW. from station. The Monomoy wreckers at once boarded and took charge. At 4 a. m. of the 9th Keeper Ellis went to Monomoy Point, and found vessel resting easily



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 8	Br. Sc. Annie Laura.	Monomoy, Massachusetts.	and his services not required. The wind and sea increasing, he went again at 1.30 p. m. and found that the wreckers had landed, leaving the crew on board the schooner. The crew had become alarmed by the state of the weather, and set a flag in the rigging for help. Keeper at once endeavored to muster a volunteer crew (inactive season), but owing to the rough sea prevailing was unable to do so. Later the wreckers decided to board in their boat and the keeper accompanied them and assisted to land the crew of four men in safety. The schooner proved a total loss with the exception of her anchors, sails, and rigging.
June 8	Small boat, no name.	Spermaceti Cove, New Jersey.	At about 5.30 p. m., during a fresh northwester, keeper went out in a skiff and picked up two small boats, that had evidently gone adrift from yachts, and took them ashore, later reporting them to the Maritime News.
June 8	Slp. Marion.....	.....do.....	Four young men on a pleasure trip in this sloop got under way just at night, during a strong northwester and started for New York. The sloop missed stays and fouled the dyke at the mouth of Shrewsbury River, where she lay in a perilous position, pounding heavily in the rough sea. The keeper manned his skiff with his two sons, pulled to the vessel, ran anchors and helped warp her clear, then piloted her back to an anchorage in the cove.
June 8	Slp. United States..	Seabright, New Jersey....	Sprung aleak during a NW gale, and at 5 p. m. anchored 1½ miles NE. from station and displayed signals of distress. It being the inactive season, Acting Keeper Layton employed a temporary crew, manned surfboat, pulled to the distressed craft, and safely landed her party of seventeen people. Sixteen of them proceeded to New York by rail, while the master remained over night at the station. The next morning the keeper, two surfmen, and the master boarded the vessel, pumped her out, got her under way, and one surfman remained on board and helped the master take his vessel into port.
June 8	Nph. Ich. Guest....	Point, Marblehead, Ohio, Lake Erie.	Parted moorings and stranded at 2 a. m. during a fresh northerly wind with a moderate sea. She was at once discovered by the patrol, and station crew proceeded to the spot with buckets and a tackle. They bailed out the launch, then rigged tackle, hauled her afloat, and moored her to a nearby dock, she having sustained only slight injury.
June 8	Rowboat No. 42.....	Saint Joseph, Michigan, Lake Michigan.	Three men pulling up the river in a small boat endeavored to change seats and capsized. The lookout immediately sounded the alarm and surfmen manned surfboat. Meantime the imperiled men were rescued by persons on a wharf close at hand. The station crew secured the drifting boat and returned it to the owner.
June 8	Gas. Ich. Neptune..	Chicago, Illinois, Lake Michigan.	Disabled by broken machinery in the lake 1 mile SE. from station. Surfmen pulled to her in Whitehall boat and towed her to a safe place in harbor.
June 8	Am. str. Miami.....	Two Rivers, Michigan, Lake Michigan.	At 6 a. m., in response to a signal, surfmen pulled to this vessel, lying outside, and gave master information regarding soundings in channel, thus enabling him to enter harbor in safety.
June 9	Gas. yt. Greta.....	Sand Beach, Michigan, Lake Huron.	Engine disabled at 7.20 p. m., 6 miles NW. from station, ½ mile from shore. Look-out sighted vessel, and, as she appeared to be unmanageable, station crew pulled

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 9	Gas. yt. Greta .....	Sand Beach, Michigan, Lake Huron.	to her aid in surfboat. On arrival they found that three men had gone ashore, leaving only one aboard the disabled craft. Surfmen took the yacht in tow, and, pulling into harbor, left her in a safe place.
June 9	Catboat, no name...	Duluth, Minnesota, Lake Superior.	A pleasure party of six young people out sailing became panic-stricken in the face of an approaching thunder storm, and were unable to manage their boat. Surfmen pulled to their aid and landed them all on the beach in safety and secured the boat.
June 10	Slp. yt. Nokomis....	City Point, Massachusetts.	Dragging anchors at about 12 m., in a strong southwester, a short distance from station. Surfmen took her in tow of steam launch Relief, cleared her anchors, and anchored her with a good scope of chain in a safe place.
June 10	Slp. Leora .....	.....do .....	Dragged anchors shortly after noon in prevailing southwester, and collided with City Point Pier. The sloop lay alongside the pier pounding dangerously when the life-savers arrived in steam launch Relief and towed her to safe moorings.
June 10	Slp., no name .....	Point Allerton, Massachusetts.	At 2.30 p. m., during a fresh NW. wind, keeper discovered this sloop stranded $\frac{1}{2}$ mile SW. from station. He at once went to the place and assisted those in charge to get their vessel afloat.
June 10	Br. str. Thos. Wayman.	False Cape, Virginia.....	Stranded at 3 p. m., 2 $\frac{1}{2}$ miles E. from station, on a shoal not marked on vessel's charts. It being the inactive season, keeper at once mustered a temporary crew and pulled to the stranded ship, arriving alongside at 4.40 p. m. The vessel was lying easily, with good prospects of floating at high water. The keeper gave the master information as to trend of shoal, and as they could render no further assistance the life-savers returned to station. The steamer worked off unaided at 8.30 p. m. and proceeded on her voyage.
June 10	Am. str. Argo .....	Ship Canal, Michigan, Lake Superior.	Stranded at 7.30 a. m., in thick weather, on a reef, 5 miles W. from station. Owing to intervening land she was not visible from station, and news of the casualty was carried to the keeper by members of the steamer's crew. Surfmen immediately pulled to the scene in the lifeboat, and on arrival ran lines of soundings about the ship, and later ran towlines to three tugs that came to her relief. At 1 p. m. the tugs hauled her afloat, without apparent injury.
June 11	Am. sc. Thomas C. Wilson.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Caught aback and stranded at entrance to canal, 400 feet from station. The accident occurred at 5.30 p. m., and station crew were promptly on hand in small boat. They found insufficient gear on board the schooner for their work, so returned to station, procured an anchor and line, ran the anchor well to windward, took line to vessel's windlass, and after nearly two hours' work hove her afloat, and warped her into the canal uninjured.
June 12	Am. slp. Columbia..	Burnt Island, Maine .....	Stranded on Hat Island Bar at 5.55 p. m., ebb tide, and moderate sea. The keeper immediately discovered the accident, and, enlisting the services of another man, manned the dory and pulled to the vessel. As she lay on a rocky bottom, they threw overboard part of the ballast to ease her pounding, then ran an anchor, hooked the throat balliards to the cable, and finally hove vessel afloat and took her into Port Clyde Harbor. The keeper and helper returned to station at 6 a. m. of the 13th.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 12	Catboat Iduna.....	Fort Lauderdale, Florida.	Fouled anchor and blew ashore, injuring rudderseriously. Keeper notified owner, who came in a gasoline launch and towed boat up New River for repairs.
June 12	Ferryscow, no name	Buffalo, New York, Lake Erie.	Capsized off the wharves in collision with a tug, and four boys occupying it were thrown overboard. Life-savers pulled to the scene in surfboat and rescued one of the boys while a passing boat picked up the others. The surfmen then righted and bailed the scow and towed it to station.
June 12	Am. sc. Swan.....	Muskegon, Michigan, Lake Michigan.	At 7 p. m. this schooner anchored in a heavy squall, $\frac{1}{2}$ mile S. of harbor, and hoisted signal for help. Station crew pulled to her in surfboat, hove up anchor, and sailed vessel into harbor.
June 12	.....do.....	Grand Haven, Michigan, Lake Michigan.	The master of this schooner came to station and asked for aid in getting under way as he had no crew. Keeper detailed a surfman, who rendered the necessary assistance.
June 12	Sailboat, no name..	Michigan City, Indiana, Lake Michigan.	At 8 p. m., in a heavy squall, a two-masted sailboat broke from her moorings and was rapidly drifting ashore when surfmen waded out, boarded boat, and moored it securely under the lee of the sea wall.
June 13	Am. str. Adventure.	Grindstone City, Michigan, Lake Huron.	Stranded in fog at 6 p. m., on Hat Point Reef, 13 miles WSW. from station. At 3.45 a. m. of the 14th foursailors reached the station and reported the disaster. Surfmen at once launched surfboat and started for the scene, taking the sailors with them. They reached the stranded ship at 9.40 a. m. and immediately began to jettison the cargo of alabaster. An anchor had already been laid out, and at 11.05 a. m., by heaving on windlass and working the engines the steamer was floated. She apparently sustained no injury, and proceeded on her voyage, towing the surfboat abreast of station, where it arrived at 2 p. m.
June 13	Am. str. Portage....	Vermilion Point, Michigan, Lake Superior.	At 10.15 a. m., during a thick fog, the patrol heard a steamer whistle for assistance, and returned to station with the information. Station crew manned surfboat and started along the beach in the direction indicated. After pulling about a mile they met the master of the steamer Portage, who stated that his vessel had grounded near the shore 7 miles E. from station. Taking him into the boat, the surfmen continued alongshore until near the stranded vessel, when the fog lifted. The light-house steamer Marigold arrived at the place of disaster with the life-savers and the latter at once ran a line from the Portage to the Marigold, and at 12.15 p. m. the stranded craft was hauled afloat uninjured.
June 14	Am. str. Kennebec.	Hunniwells Beach, Maine.	Stranded in a fog, at 4.30 a. m., $\frac{3}{4}$ of a mile SSE. from station. The keeper heard her signals for assistance, mustered a temporary crew, and pulled to her aid in surfboat. The surfmen telephoned for a tug, then ran a kedge from vessel, and on arrival of the tug ran a hawser from steamer to tug. Operations were then suspended till high water, when the vessel got afloat by the combined efforts of the tug and her own engines.
June 14	Rowboat, no name.	Isle of Wight, Maryland..	While on leave of absence at his residence at Ocean City, Keeper Jones saw a rowboat containing 3 men capsize in the breakers. He instantly started to the rescue, calling for assistance as he ran. Mustering a volunteer crew, which manned a boat lying at hand, he went to the drowning men and rescued all three. They were almost exhausted, and would

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 14	Rowboat, no name .	Isle of Wight, Maryland .	doubtless have lost their lives but for the prompt action of the keeper and volunteer crew.
June 14	Br. str., Falcon.....	False Cape, Virginia .....	During a thick fog, at 7 p. m., the Falcon grounded 2 miles SE. from station. No crew being employed at life-saving station during the inactive season the keeper did not discover the accident until the following morning, when the sound of the steamer's whistle attracted his attention. He promptly mustered a crew and pulled to her in surfboat. At request of master the surfboat returned to shore and telegraphed for a tug, then returned to vessel and made soundings around her, locating the best water. At 3.20 p. m. the tug Rescue arrived, and at 4.20 p. m. she hauled the stranded ship afloat and towed her up the coast. She sustained no apparent damage, but lost about \$5,000 in lumber thrown overboard.
June 14	Am. sc. Geo. G. Houghton.	Two Rivers, Wisconsin, Lake Michigan.	A steam barge passing the piers with this schooner in tow, whistled for a tug and cast off her towline. No tug responding, the life-saving crew pulled to the schooner and gave the master information regarding depth of water in channel, and he took his vessel into port under sail.
June 15	Am. str. Tarascon...	Louisville, Ky.....	At 12.40 p. m., during a violent gale, the Tarascon parted her moorings to wharf and drifted rapidly up the river. The life-savers followed her in their boat and finally succeeded in mooring her at another wharf. While drifting the steamer collided with some coal barges, damaging her upper works considerably.
June 15	Slp. Au Revoir.....	Cleveland, Ohio, Lake Erie.	At 7.15 p. m., during a heavy squall of wind and rain, the lookout reported a sloop flying a signal of distress about 2 miles NW. from station. Station crew pulled to her in surfboat and found that she had lost her jibs and was unmanageable. They took her in tow and assisted her into the harbor and to a safe place up the river.
June 15	Catboat, no name .	Duluth, Minnesota, Lake Superior.	Water-logged with five persons on board, $\frac{1}{2}$ mile S. from station. Surfmen towed her to the beach with dingy and bailed her out, after which the party sailed for their destination.
June 15	Am. sc. Swan .....	Ludington, Michigan, Lake Michigan.	Stranded at 12.30 a. m. in foggy weather 5 miles S. from station. Life-savers received notice by telephone and at once stowed spare lines and anchor in surfboat and pulled to place of casualty. On arrival they ran an anchor, the schooner having lost hers, hove the vessel afloat, and towed her to a good offing. One surfman then assisted master to work into harbor, and the others returned to station.
June 15	Slp. Spray .....	South Haven, Michigan, Lake Michigan.	Capsized in a fresh northwester at 11.40 a. m., 600 yards from station, throwing the crew of two men overboard. Surfmen promptly pulled to the rescue, picked up the men, and righted sloop and towed her into harbor.
June 16	St. yt. Iolanthe .....	City Point, Massachusetts.	Disabled by the bursting of a boiler tube, $1\frac{1}{2}$ miles SW. from station. Station crew went to aid of vessel in steam launch Relief, and towed her to her moorings off Neponset.
June 16	Yawl Nausett.....	.....do.....	Dragged anchor at 6.40 p. m., in a heavy squall, and collided with a pier $\frac{1}{2}$ mile from station, where she lay exposed to injury in a rough sea. Surfmen repaired to the spot in steam launch Relief, ran a line, and hauled boat away from the wharf, then weighed her anchor, towed her out clear, and anchored her with a good scope of cable.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 16	Sail yt. Dorothy D..	City Point, Massachusetts.	Dragged anchor and fouled another yacht during a heavy squall. Surfmen pulled to her in 14-foot boat, cleared her from the other vessel, worked her to an open berth, and anchored her with safe scope of cable.
June 16	Aust. str. Frederica.	New Shoreham, Rhode Island.	Stranded in thick fog 1 mile SE. from station. Keeper employed Surfman Mitchell to put him on board the ship in a sailboat, it being the inactive season. He remained on board some time consulting the master and advising him as to the best steps to take in releasing the vessel, and then went ashore and wired facts of disaster to the collector of customs at Newport, Rhode Island. At 2.30 p. m. the stranded ship worked afloat unaided, and proceeded on her voyage apparently uninjured.
June 16	Am. str. Fredk. de Barry.	Hog Island, Virginia.....	While steaming out of the inlet, this steamer grounded 1½ miles SW. from station. Keeper boarded her in a small boat and assisted to get her afloat and to a safe anchorage.
June 16	Slps. Janet and Emma May.	Saluria, Texas.....	Keeper and a surfman assisted these boats to work out over the bar at high water, they being unable to get out at any other stage of tide. During the passage one of them lost her small boat, which capsized in the surf, but with the aid of the surfmen it was recovered, and they got into deep water without further mishap.
June 16	Gas. lch., no name.	White River, Michigan, Lake Michigan.	At 1.30 a. m. the lookout reported a burning torch about 8 miles NW. from station. Station crew launched surfboat, and after a long pull found a small gasoline launch disabled and drifting rapidly to sea with two men badly frightened on board. The surfmen towed the boat into the harbor for repairs returning to station at 4 a. m.
June 16	Am. sc. Tennie and Laura.	Muskegon, Michigan, Lake Michigan.	At 3 a. m. a man hailed the station from south pier, requesting immediate assistance. Responding in the surfboat, the life-savers found that this schooner had collided with the wharf and was in danger of pounding to pieces in the sea way. They at once ran lines and hauled her to a safe berth inside the harbor.
June 17	Sailboat, no name..	City Point, Massachusetts.	Capsized in strong breeze, 1 mile from station, throwing the occupant, a man, overboard. Surfmen went to the rescue in launch Relief, took the man aboard, and righted boat and towed it to an anchorage.
June 17	Slp. Golden Rod....	do .....	While sailing in the bay in a strong breeze, with a party of 8 on board, this sloop carried away her mast, which went by the board, taking the sails and rigging with it. Surfmen boarded in steam launch, assisted to clear up the wreckage, and towed vessel to an anchorage in Pleasure Bay.
June 18	Gas. lch., no name.	do .....	Adrift with machinery disabled. Surfmen went to her in steam launch, and at request of her occupant, towed boat to an anchorage where repairs could be made.
June 18	Sailboat, no name, and raft, no name.	Charlevoix, Michigan, Lake Michigan.	Eight men went out in a sailboat in the morning and landed on a raft where they were driving piling for a pound net. Later a fresh SW. wind sprung up and the boat broke adrift and left the men on the raft, where a rising sea made their position very uncomfortable, if not dangerous. Station crew pulled out in surfboat and picked up the drifting sailboat, which two of the surfmen worked to an anchorage, while the others took the men off from the raft and landed them on shore.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 19	Am. sc. Eureka ....	Southside, California.....	Stranded in a fog at 8 p. m., 5 miles S. by E. from station. The keeper learned of the disaster at 10.30 p. m., and station crew loaded surfboat on a wagon and started for the place. They found the schooner on rocky bottom pounding heavily and filling with water. Part of the crew had landed on the beach and the rest were in their boat trying to get aboard the vessel to save their clothing. Launching the surfboat, the life-savers assisted in saving the effects of the crew, and what they could of the vessel's outfits—chronometer, compasses, etc. When nothing further could be done, the crew returned to station. The Eureka proved a complete wreck.
June 20	Am. sc. H. S. Bryant.	Damariscove Island, Maine.	Stranded on The Hypocrites, 3½ miles from station, at 2.30 p. m. Keeper discovered her at once, and, mustering a volunteer crew (inactive season), launched surfboat and pulled to her aid. The life-savers ran anchors, and on the rising tide hove vessel afloat. She leaked a little but not seriously. After testing the pumps, surfmen returned to station, and the schooner proceeded to her destination, Rockland, Maine.
June 20	Slp. Whisper .....	City Point, Massachusetts.	Became unshackled from moorings and went adrift in the bay. Surfmen went to her in steam launch, towed her to the Mosquito Yacht Club float, and moored her securely.
June 20	Gas. lch., no name.	Mosquito Lagoon, Florida.	Engine disabled. At the request of two men in charge, the keeper assisted to repair engine, and supplied the crew with oil, their stock having become exhausted.
June 20	Flat boat, no name.	Louisville, Kentucky ....	At 12.55 p. m. keeper received information that a small flat boat with two men on board was in a perilous position in the Indiana chute of the falls. Life-savers instantly manned the river boat, pulled to the imperiled craft, and towed her safely around the falls.
June 20	Fish boat, no name.	Point Adams, Oregon ....	This boat lay at anchor inside Clatsop Spit, in a choppy sea, waiting to lay out nets, when her cable parted and she stranded before the two fishermen in charge could make sail. Surfmen pulled to her aid in lifeboat and ran out an anchor, by which the fishermen hauled the boat afloat and to a safe position.
June 21	Am. str. Ida M. Chase	City Point, Massachusetts.	Picked up a buoy, with line and chain attached, in propeller, and lay disabled 1½ miles from station. In response to her signals for assistance the life-savers pulled to her in surfboat and ran a line from disabled craft to shore. The steamer was then hauled on the flats, where her wheel was cleared on the falling tide, and she floated uninjured at 9.30 p. m.
June 21	Small sc. L' Aiglon.....	do .....	Stranded at 3.15 p. m. on Thompson's Island, during a strong easterly wind. Station crew went to her aid in surfboat, ran an anchor and assisted crew to work their vessel afloat.
June 21	Slp., no name.....	Charlotte, New York, Lake Ontario.	Capsized about ¼ mile offshore in a stiff breeze, throwing the occupant, a man, into the water. The life-savers pulled promptly out, but another boat rescued the man before their arrival. The surfmen righted the capsized boat and towed it to the station, later delivering it to owner.
June 21	St. yt. Arrow .....	Erie, Pennsylvania, Lake Erie.	At 12.30 a. m. the lookout reported a light and cries for assistance out in the lake. Station crew promptly launched surfboat and pulled to the eastward about ¼ mile, when they found this yacht, disabled by a break in her machinery, and

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 21	St. yt. Arrow.....	Erie, Pennsylvania, Lake Erie.	drifting on a lee shore, with a party of eight people. They took the disabled craft in tow of the surfboat and anchored her in a safe place in Erie Harbor, then landed the party at a wharf convenient for them to reach their homes.
June 21	Nph. lch., no name.	Cleveland, Ohio, Lake Erie.	At 6.50 p. m., during a fresh northwester, the lookout reported a small launch drifting ashore near the end of west pier. Part of the crew pulled to the place in the dingey, while the rest ran along the pier. They found the launch, with three men on board, partly filled with water and pounding heavily on the rocks and logs. The life-savers assisted the men ashore, then ran a line and hauled the launch to a secure place.
June 21	Am. sc. Swan.....	Beaver Island, Michigan, Lake Michigan.	At 3.20 p. m. keeper learned that a small schooner lay ashore at Grand Island, 7 miles distant, flying her ensign union down. He employed a tug and, taking the Whitehall boat in tow, proceeded to the place. The tug ran a line to the distressed craft, but in maneuvering fouled it in her propeller. On the following morning, having cleared the propeller, she made another effort, and hauled the schooner afloat and towed her to Beaver Harbor.
June 21	Pile driver, no name.	North Manitou Island, Michigan, Lake Michigan.	Dragging anchor from a position near station and drifting into the lake before a strong NW wind. Surfmen pulled to the helpless craft with an anchor and long line, and kedged her to the beach 2 miles S. from station, and keeper notified owners of her position.
June 21	Scow, no name.....	Saint Joseph, Michigan, Lake Michigan.	The tug Irene lay outside with two scows in tow, and desired to drop one scow that the tug Andy might take it into port. It was impossible for the tugs to board the scow in the rough sea running, and, upon request, surfmen went out in surfboat, boarded scow, and cast off hawser from tug Irene, then ran hawser to tug Andy, which took scow into harbor.
June 21	Light-house skiff, no name.	Milwaukee, Wisconsin, Lake Michigan.	Parted painter and went adrift. Surfmen recovered boat in dingey, and returned it to light keeper.
June 22	Gas lch. Toto.....	City Point, Massachusetts.	Disabled her machinery off the station while out cruising with a pleasure party on board. Surfmen took her passengers into the launch Relief and towed her to the Boston Yacht Club, where the party were landed.
June 22	Tender, no name.....	do.....	Capsized $\frac{1}{2}$ mile from station, throwing crew of three men overboard. The men were rescued by a boat near at hand and surfmen took them to station and provided them with dry clothing from the stores of the Women's National Relief Association, then towed their boat to yacht-club landing.
June 22	Slp. yt. Swan.....	Milwaukee, Wisconsin, Lake Michigan.	Capsized $1\frac{1}{2}$ miles from station, with four people on board. Surfmen repaired promptly to the scene of accident in surfboat, but the imperiled people were picked up by a yacht immediately. Station crew landed them and then towed the capsized craft to the landing and secured it.
June 22	Slp. yt. Hypatia.....	do.....	Fouled anchor and was observed by lookout drifting rapidly to sea. Surfmen took her in tow with surfboat and anchored her securely with a good scope of chain.
June 23	Rowboat Ethel.....	Louisville, Kentucky.....	At 10.05 p. m. the lookout heard cries of distress in the direction of the Indiana chute of the falls, and instantly gave the alarm. The life-savers manned river boat and pulled rapidly in direction in-

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 23	Rowboat Ethel . . . .	Louisville, Kentucky . . .	dicated. They found four men clinging to the bottom of a capsized rowboat in the swift water of the chute and rescued them, taking them, with the boat, to the station. (See letter of thanks and newspaper item under "Letters of acknowledgment.")
June 23	Skiffs (2), no names.	Milwaukee, Wisconsin, Lake Michigan.	Station crew this day recovered two skiffs found adrift and restored them to their respective owners.
June 24	Rowboat, no name..	South Haven, Michigan, Lake Michigan.	At 12 m. a rowboat capsized with two men $\frac{1}{2}$ mile from station. Life-savers went to the rescue in surfboat, picked up the imperiled men, and took them, with their boat, to the station.
June 25	Am. slp. Susie B . . . .	Cranberry Isles, Maine . . .	Stranded on Long Ledge, 3 miles WNW. from station. Keeper discovered vessel at 6.30 a. m. and went to her at once. The master desiring assistance, keeper returned to station, employed four men (inactive season), and took station skiff to place of casualty. Surfmen assisted vessel's crew to discharge cargo of fish, threw overboard ballast to lighten her, then ran an anchor, and with rising tide hove her afloat uninjured.
June 25	Rus. bkn. Speculente.	Brazos, Texas.....	At anchor 1 mile E. from station, wind ESE, and squally, with rough sea and high surf. At noon the master and his wife, who were ashore, arrived at station. The sea was increasing and breaking over the ship, rendering her position exceedingly perilous. She hoisted signal "Great danger," and keeper immediately sent pilot boat for a crew of temporary surfmen (inactive season), and, at master's request, signaled "If you part, beach the vessel on Padre." At 4 p. m. the surfmen arrived and stood by through the night. Orders from the master were signaled and communication with the vessel kept up until dark, when the sea had abated somewhat. In the morning the vessel signaled that conditions had improved, and after noon, the wind having veered to the northward and westward, she got under way and shifted to an anchorage offshore. At 4 p. m. all danger had passed and the keeper discharged the temporary crew.
June 25	Nph. lch. Lepoolo..	Big Sandy, New York, Lake Ontario.	Stranded on the beach at 9.30 p. m., 2 miles S. from station. A rising sea filled the boat and at daylight she was not visible from the lookout. At 9 a. m. of the 26th the owner came to the station and asked for help. Surfmen at once went to the stranded craft with lines, tackles, and an anchor, and made every possible endeavor to get her afloat. She was full of water and embedded in the sand, and the high sea made it impossible for them to succeed in the work. The owner finally decided to wait for a more favorable opportunity, and the life-savers returned to station. On the 28th the sea had run down, and they again repaired to the scene and succeeded in releasing the launch, which they towed to a safe anchorage in South Pond.
June 25	Gas. lch., no name..	Oswego, New York, Lake Ontario.	Disabled $\frac{1}{2}$ mile NE. from station, and drifting to sea with two men on board. Surfmen pulled to her in dingey and towed her to shore, where her stern was hauled up on the beach and repairs were made.
June 25	Lighter, no name ..	Cleveland, Ohio, Lake Erie.	At 11.45 p. m. the lookout reported a torch flashing on the breakwater $\frac{1}{2}$ mile W. from station. Surfmen rowed to the place, where the watchmen reported that a lighter lying alongside was filling from the seas dashing over the breakwater and requested that a tug be dis-



Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 25	Lighter, no name ..	Cleveland, Ohio, Lake Erie.	patched to her aid. Returning to station, the keeper telephoned for a tug, which went to lighter and towed it to a place of safety.
June 25	Rowboat, no name .	Milwaukee, Wisconsin, Lake Michigan.	A man and woman were rowing in the lake when a strong northwester came up and forced them to seek refuge on the breakwater. Their boat went adrift and they could not reach the shore. Station crew launched surfboat and went after the drifting boat in tow of tug Meyer, then proceeded to breakwater and rescued the man and woman from their exposed position, landing them at the station, whence they proceeded to their homes.
June 26	Am. sc. Mary Lee Newton.	Crumple Island, Maine...	At 4 a. m. the keeper heard signals of distress from the direction of Browney Island Ledges, a thick fog prevailing at the time. He proceeded to the locality and found that this schooner had struck on the ledges, pounded over them, and then anchored in a dangerous position on the south side of Browney Island. Being shorthanded (inactive season), the keeper landed and secured the services of an extra man, then returned to schooner, and assisted to get her under way from her perilous position and to a safe anchorage in Slate Island Harbor. A heavy SE. wind and rising sea made the position of the vessel one of increasing peril, and her escape to a safe harbor was extremely fortunate.
June 26	Rowboat, no name .	City Point, Massachusetts.	Capsized in a fresh westerly wind $\frac{1}{2}$ mile N. from station, throwing the occupants, two men, overboard. They were picked up by another boat at once. The life-savers soon arrived in launch Relief, took the rescued men to the station, provided them with dry clothing from the stores of the Women's National Relief Association, and then towed their boat to the public landing, where it belonged.
June 26	Slp. yt. Lily .....	do .....	Dragging anchor unattended in a strong WNW. wind. Surfmen boarded her, cleared her anchor, which was foul, and took her to a safe anchorage.
June 26	Rowboat, no name .	do .....	At 3.53 p. m., during a strong westerly wind with a rough sea, the lookout observed a woman alone in a boat which she could not manage and was in imminent danger of capsizing. Surfmen went to her aid in launch Relief, took her into launch, and landed her at public dock, taking her boat to the same place.
June 26	Sailboat Mogul.....	Cleveland, Ohio, Lake Erie.	At 8.15 a. m. the lookout reported a sailboat capsized about $\frac{1}{2}$ mile NE. from station. Launching surfboat, the life-savers went to the scene and found two men clinging to the capsized craft. They rescued the men and took their boat in tow, when the tug Henry came along and towed them to station. The keeper furnished one of the rescued men with dry clothing from the stores of the Women's National Relief Association, which he returned later.
June 26	Skiff, no name .....	Sand Beach, Michigan, Lake Huron.	Adrift in lake. Surfmen recovered boat, towed it ashore, and notified owner.
June 27	Catboat Eva.....	City Point, Massachusetts.	Parted moorings and went adrift. Surfmen towed her back to moorings with 16-foot boat and secured her properly.
June 28	Slp. yt. Romance .....	do .....	Capsized in a squall during a race, throwing the crew of three overboard. A small boat picked them up and put them aboard the life-saving launch Relief on her arrival, which landed them and then towed their boat to the flats to enable them to put her in order at low water.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 28	St. dredge, no name.	Point Marblehead, Ohio, Lake Erie.	Two small launches had this dredge in tow off station in a fresh NE. wind with a moderate sea, when she broke adrift and her crew were compelled to anchor close on a lee shore in a perilous position. The life-savers pulled to her in surfboat, but returned to station to await the arrival of a tug. At 6.30 p. m. the tug Fawn hove in sight. As the dredge lay too close in to be reached by the tug, the life-saving crew took a 4½-inch hawser in boat, went to the dredge and passed an end aboard, then ran hawser to tug. The dredge then slipped her anchor and was towed by the Fawn out of danger.
June 29	Slp. Silver Dart.....	Burnt Island, Maine.....	While on his way to Port Clyde in supply boat the keeper found this sloop stranded on the rocks at Hoopers Point, pounding heavily and no one on board. Surfman Ulmer, passing in his own boat, also sighted the stranded craft and joined the keeper in saving her. The two men ran anchors and hove the sloop afloat. Keeper then boarded her, made sail, and started for Port Clyde, when he met the owner and delivered the vessel to him.
June 29	Sc. yt. Odd Fellow .	Cleveland, Ohio, Lake Erie.	Dragging anchor in a high NE. wind and in danger of stranding. Lookout discovered vessel's condition at 9.30 a. m., when surfmen manned surfboat and pulled to her with a 4-inch hawser and anchor and anchored her securely. The owner returned anchor and hawser to station the following day.
June 29	Am. str. Howard....	Sand Beach, Michigan, Lake Huron.	During a fresh wind and high sea this steamer lost a valuable raft of logs, which drifted ashore 1 mile SSE. from station. On July 9 following the vessel returned, and the keeper piloted her to a favorable position near the raft. The surfmen then made an ineffectual attempt to run a heavy hawser. They then pulled into the harbor and towed out a lighter, with which the line was successfully run, and the steamer hauled the raft afloat.
June 29	Am. sc. Jennie and Laura.	Muskegon, Michigan, Lake Michigan.	Jammed in among some piling in Muskegon Lake. Upon request of master, station crew ran lines and hove vessel afloat, when she proceeded on her way.
June 29	Sc. Albion .....	Grand Haven, Michigan, Lake Michigan.	The master of this craft, a small schooner, was a cripple, and three surfmen assisted him to track his vessel up the river, as he had no crew and needed help.
June 30	Scow Bonnie Boy .	.....do .....	Alongside end of pier in a seaway and pounding heavily. Surfmen tracked scow up the river and moored it in a secure place.

MISCELLANEOUS SERVICES OF CREWS.

Under this caption are included services performed by the crews in other casualties than shipwrecks, such as rescues where persons have fallen from piers, etc., recovery of the bodies of persons drowned, aid in extinguishing fires, succor to persons along the coasts suffering from exposure and in need of shelter and food, resuscitation of the apparently drowned, rescuing property exposed to loss in various ways near the stations, etc.

In numerous instances lives were saved where death would have been inevitable but for the service rendered.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. July 1	Rescue from drowning.	Duluth, Minnesota, Lake Superior.	While several boys were swimming near the station boathouse, the current carried offshore one of them, who cried lustily for help. Two surfmen hastily pulled out in dingey and rescued him.
July 2	.....do.....	Grindstone City, Michigan, Lake Huron.	While bathing near the station a woman got into deep water and was in danger of drowning. A man who was also bathing tried to rescue her, but was unable to do so, and they sank together. A surfman ran out on the station dock, and when they rose to the surface succeeded in passing the end of a long pole to the man, who elung to it, and by this means the surfman safely drew both persons into shoal water.
July 3	.....do.....	Saint Joseph, Michigan, Lake Michigan.	Station crew rescued a man who had fallen into the river while trying to board a small boat alongside the pier. They took him to the station and allowed him to wear dry clothing from the stores donated by the Women's National Relief Association while his own was being dried.
July 4	Assistance to injured boy.	Ashtabula, Ohio, Lake Erie.	A boy near the station was hit on the head by a stone thrown by one of his playmates. Surfmen carried him to the station, dressed the wound with medicines from station locker, and then sent him home.
July 4	Recovery of body...	Golden Gate Park, California.	At 1 p. m. a report reached station that a Japanese man who had been fishing at Point Lobos had fallen from the rocks and that the body lay in the surf. Keeper telephoned to the crew of Fort Point station, informing them of the casualty, and then hurried to Point Lobos with his crew. The body had disappeared from view before their arrival, but after watching for a while it was cast upon a ledge at the foot of the cliff, where a line was fastened to it by a surfman who was lowered down by means of a rope. The line from the body was then bent to one from the Fort Point surfboat, which had reached the scene, and the body was towed out from among the rocks and transported to the city, where it was delivered to the proper authorities. When the man fell his head struck first, and he was evidently unconscious when he rolled into the surf.
July 5	.....do.....	Ashtabula, Ohio, Lake Erie.	Keeper received a telephone message that a man had fallen from the railroad bridge and drowned. The next morning he took dragging apparatus and repaired to the scene in company with surfmen. They dragged for and soon recovered the body which was turned over to relatives of the deceased.
July 5	Recovery of property.	Louisville, Kentucky ....	At 3.10 a. m. the keeper was notified that a large raft of logs with seven men on board was drifting down the river with-

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. July 5	Recovery of property.	Louisville, Kentucky ....	out lines for checking its headway and securing it above the falls. The station crew manned two boats and succeeded in making fast to the after end of the raft the large station hawser, with which they swung the raft in to the shore and secured it.
July 5	.....do .....	Holland, Michigan, Lake Michigan.	Keeper received a telephone message informing him that a young man named Frank H. Goin had drowned near a dock at Holland and requesting him to drag for the body. After working for two hours surfmen recovered the body, which lay in 25 feet of water, and turned it over to the coroner.
July 6	Clothing furnished.	Plum Island, Massachusetts.	Keeper furnished dry clothing from the stores of the Women's National Relief Association to an intoxicated man who was found up to his waist in water on a shoal in the middle of the Merrimac River by some young men. He had landed upon the sand at low water, about midnight, and was unable to find his boat after the flood tide began to cover the shoal.
July 6	Assistance to injured man.	Aransas, Texas .....	A man whose hand had been pierced by a large fishhook was transported by the life-saving crew to the quarantine station, 5 miles away, where a surgeon extracted the hook and dressed the wound.
July 6	Recovery of body...	Ashtabula, Ohio, Lake Erie.	Surfmen dragged for and recovered the body of a man who had been drowned near the Lake Shore Railroad bridge and out of sight of the station lookout. They delivered the body to the man's relatives.
July 7	Assistance at fire ...	Old Chicago, Illinois, Lake Michigan.	Surfmen discovered a fire on the north pier abreast the station, and assisted the fire tug to extinguish it.
July 10	Recovery of body...	South Chicago, Illinois, Lake Michigan.	Upon being informed that a man's body was floating in Lake Michigan about $\frac{1}{2}$ mile from station, surfmen pulled out, recovered it, and turned it over to the city authorities.
July 11	.....do .....	Cape Henlopen, Delaware.	The body of a drowned man having washed up on the beach during the night, the keeper took charge of it until an undertaker came and took it away.
July 11	Succor.....	Assateague Beach, Virginia.	The crew of 28 men from the Spanish steamer <i>Uriarte</i> No. 4, which was wrecked on Winter Quarter Shoal, landed at the station in their small boats at 2 p. m. Keeper, assisted by several volunteer surfmen (inactive season), hauled their boats up on the beach and provided them with food and lodging for the night, furnishing the most destitute ones with hats and other articles of clothing. On the next day the keeper conveyed them to <i>Chincoteague</i> and procured transportation to Philadelphia for them.
July 13	Recovery of body...	Manistee, Michigan, Lake Michigan.	Surfmen dragged for and recovered the body of a boy who had fallen into the water from a pier out of view from station. They worked for an hour trying to resuscitate the body, and then, as a physician pronounced life extinct, they assisted the father of the boy to take the remains to his home.
July 14	.....do .....	Fenwick Island, Delaware.	Keeper found the badly decomposed body of a man upon the beach N. of station. In response to a telephone message from the keeper, an undertaker from Lewes came and took charge of the remains, which were not recognizable, but were supposed to be those of the man who was drowned at Cape May on July 4.
July 14	.....do .....	Erie, Pennsylvania, Lake Erie.	Upon being informed by telephone that a man had drowned at the Erie docks, surfmen pulled to the place, and after dragging thirty-five minutes recovered the body, which they delivered to the coroner.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. July 14	Recovery of body...	Chicago, Illinois, Lake Michigan.	Surfmen pulled out and recovered a body which the lookout saw floating in the lake about $\frac{1}{2}$ mile SE. of station. They turned it over to the police authorities, who identified it as being that of a boy named Charles Boughner.
July 15	.....do.....	Duluth, Minnesota, Lake Superior.	At 11.30 a. m. keeper received information from the police authorities that a boy had drowned in St. Louis Bay, $3\frac{1}{4}$ miles SW. of station. Surfmen recovered the body with their dragging apparatus, and after notifying the coroner turned it over to the relatives of the deceased.
July 16	Assistance to injured boy.	North Manitou Island, Michigan, Lake Michigan.	A boy of 11 years slipped and fell upon the station incline, injuring himself so badly that he became insensible. He was picked up by one of the surfmen, carried into the station, and given treatment until he revived.
July 16	.....do.....	Racine, Wisconsin, Lake Michigan.	Two women came to station bringing a small boy who had cut his foot badly upon a piece of glass while in bathing. Keeper dressed the wound, and then assisted the mother to take her boy to her home.
July 17	Sucessor.....	Cahoons Hollow, Massachusetts.	Two fishermen landed at the station in a dory and reported that they had lost their schooner in a fog while attending trawls. After eating a hearty meal at the station they proceeded northward in their dory.
July 17	Body found.....	Holland, Michigan, Lake Michigan.	The body of a drowned man having been hauled out of the water at the Ottawa Beach dock, the keeper took charge of it until the arrival of the coroner, and then assisted an undertaker to transport it across Black Lake.
July 17	Recovery of property.	Cape Disappointment, Washington.	While the station crew were patrolling Peacock Spit in their lifeboat in order to be at hand in case of casualties in the fishing fleet, they recovered about 45 fathoms of gill net, valued at \$50, and took it to the station to await a claimant.
July 18	Fire extinguished..	Two Heart River and Crisps, Michigan, Lake Superior.	A fire having broken out among some logs on the lake shore about midway between Two Heart River and Crisps stations, surfmen from both stations went to the scene and after two hours of hard work succeeded in extinguishing the flames, thereby saving about 500,000 feet of lumber.
July 18	Recovery of body...	Chicago, Illinois, Lake Michigan.	At 7.40 p. m. surfmen picked up a body $\frac{1}{2}$ mile SE. of station, which was so badly decomposed that it was impossible to identify it. They delivered it to the police authorities.
July 20	.....do.....	Sandy Point, Rhode Island.	The lighthouse keeper having informed the station crew that he had observed a man's body in the surf near the lighthouse, surfmen hauled it up on the beach and cared for it until the arrival of the coroner.
July 20	.....do.....	Michigan City, Indiana, Lake Michigan.	Surfmen dragged for, recovered, and turned over to the coroner the body of a young man named Albert Perkowski, who was drowned while swimming in the lake about a mile E. of the station.
July 21	.....do.....	Little Island, Virginia.....	At 10 a. m. a boy reported to keeper that one of his companions had drowned while bathing in the bay near the station. Keeper and two volunteer surfmen (inactive season) hastened to the place where the boy disappeared and soon located the body, which one of the surfmen dived for and brought to the surface. They took it to the shore and for two hours applied the Service method of restoring the apparently drowned without success, and carried the body to the home of the boy's parents.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. July 22	Recovery of body...	Louisville, Kentucky.....	While some lads were swimming in the river around the steamer City of Cincinnati a colored boy named Elmer Jones jumped into the the deep water and, not being able to swim, was drowned. Upon being notified of the accident the station crew hastened to the scene and recovered the body in about fifteen minutes; they promptly went to work upon it to restore animation, but their labor was unrewarded by any signs of life. The coroner then took charge of the body.
July 22	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	Surfmen hauled out of the river a man who had fallen off the station dock and furnished him with dry clothing from the stores donated by the Women's National Relief Association.
July 23	Resuscitation.....	Damariscove Island and Hunniwells Beach, Maine.	Two surfmen, one from each of these stations (inactive season), applied the Service method of restoring the apparently drowned to a young man who had been taken from the water near Southport in an unconscious condition. After working for a short while they revived the young man and pronounced him out of danger.
July 23	Body found.....	Shark River, New Jersey.	The decomposed body of a man, which was afterwards identified as being that of F. Fisher, was towed to the beach near the station by a shore boat. Keeper took charge of it and notified the coroner, who sent an undertaker for the remains.
July 23	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Having received word that a boy had been drowned in the lake at the foot of Superior street, keeper sent two surfmen in station skiff to grapple for the body, which they soon recovered and delivered to the city authorities.
July 23	Assistance to injured man.	Golden Gate Park, California.	Surfmen rigged a stretcher and carried to the station a man who had sustained serious injuries by falling from the rocks near the Cliff House. They supplied him with dry clothing from the stores of the Women's National Relief Association, and sent for an ambulance, which soon arrived and took the injured man to the hospital.
July 24	Medical aid .....	Saluria, Texas.....	A mother who was alarmed at the condition of her sick child applied at station for assistance. Keeper gave the child some medicine, which appeared to afford relief.
July 27	.....do .....	Jerrys Point, New Hampshire.	While at work on the fortifications near the station a workman had his hand badly jammed. Keeper cleansed and dressed the wound.
July 28	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	At 11 a. m. station lookout saw a man named John Zafraliac, with a fish pole in his hand, struggling in the water, about 700 feet S. of station, and at once rang the alarm. Surfmen hastily pulled to the place of accident in the Whitehall boat, but the man sank just before their arrival. One of the surfmen dived and got hold of the fish pole, but the man released his grasp on the pole and the body remained at the bottom, the water being too deep for the surfman to dive for it successfully. Surfmen then grappled for the body and recovered it in about three minutes; taking it upon the dock, they applied the Service rules for resuscitating the apparently drowned, which resulted in restoring natural respiration after a period of fifteen minutes. Then they carried the man to station, wrapped him in blankets, put him in bed, and at 2 p. m. he was able to go to his home.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. July 30	Recovery of body...	Racine, Wisconsin, Lake Michigan.	The body of a man who was drowned on the 26th instant having been found near the end of S. pier, surfmen towed it to the station and turned it over to the coroner.
July 30	.....do .....	.....do .....	Upon receiving word that two boys had drowned while bathing at Horlick's dam, about 5 miles W. of station, surfmen went to the place, dragged for and recovered one of the bodies, the other one having been found before their arrival.
July 31	Rescue of an aeronaut.	Plum Island, Massachusetts.	Keeper and a volunteer surfman (inactive season) pulled out in a Swampscott dory and picked up a balloonist who had descended into the ocean about 2 miles offshore. They took him and his balloon safe to the shore.
July 31	Recovery of body...	Spermaceti Cove, New Jersey.	Keeper notified the coroner that a man's body had washed ashore about 1 mile N. of station. The coroner came and took charge of the remains, which bore evidence of having been in the water for a long time and could not be identified.
July 31	.....do .....	Golden Gate Park, California.	Station watchman found the body of a woman on the beach below the lookout station. Surfmen carried it to the top of the cliff and turned it over to the coroner.
Aug. 1	Body recovered ....	Sand Beach, Michigan, Lake Huron.	Having learned that the body of a dead person had been seen floating in the lake, the life-saving crew went to the locality, recovered the body, towed it to station, and delivered it to the coroner.
Aug. 1	Rescue from drowning.	Grindstone City, Michigan, Lake Huron.	A little girl, while bathing, was carried into deep water by the undertow. Her brother, also bathing, attempted to save her, but was unsuccessful. The surfman on watch, realizing their danger, went to the rescue of the children and brought them safe to shore.
Aug. 1	Rescue from danger	Golden Gate Park, California.	Learning that a woman had gone to the beach with the intention of committing suicide, the keeper immediately ordered a careful search. She was found by the surfmen and brought to the station and cared for until taken in charge by her friends.
Aug. 2	Body recovered ....	Old Chicago, Illinois, Lake Michigan.	The body of a dead man having been seen near the light-house slip, the keeper was notified and station crew went to the spot, recovered the body, and delivered it to the police authorities.
Aug. 3	Rescue from peril ..	Ashtabula, Ohio, Lake Erie.	A small boy, while bathing near the station, became frightened and clung to some cribwork, calling for help. A surfman waded out and rescued him.
Aug. 3	Rescue of aeronauts (2).	Salisbury Beach, Massachusetts.	A man came to the station and requested assistance in rescuing two aeronauts who had descended into the water. The keeper at once sent part of station crew, who rescued the men and picked up their balloon.
Aug. 3	Medical assistance ..	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	A fireman on a tugboat being taken suddenly ill, the keeper was called and supplied the necessary medicines.
Aug. 4	Body recovered ....	Cleveland, Ohio, Lake Erie.	Having received information that a man had fallen overboard from a wharf, surfmen went to the place with dragging apparatus, recovered the body, and turned it over to an undertaker.
Aug. 6	Rescue from danger	Salisbury Beach, Massachusetts.	A drunken man had fallen asleep on the beach below high-water mark and was rescued by keeper.
Aug. 6	Recovery of property.	Sullivan's Island, South Carolina.	Two young men had left their boat on the beach near the surf, where it filled with water and they were unable to recover it. The surfmen recovered it and delivered it to owner.
Aug. 8	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	The station crew picked up the body of a new-born babe, which they found floating outside the breakwater, and delivered it to the city authorities.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Aug. 9	Rescue from drowning.	City Point, Massachusetts.	A lad was pushed off the wharf by his companions and was rescued and sent home by keeper.
Aug. 11	Succor.....	Cape Elizabeth, Maine.....	At 2.30 a. m. a man came to the station and reported that he found a man lying unconscious on the beach 3 miles from station. The keeper at once telephoned for an ambulance, then went to the spot, and cared for the man until the ambulance arrived.
Aug. 11	Rescue from drowning.	South Haven, Michigan, Lake Michigan.	At 1.30 a. m. the patrol heard cries of distress and gave the alarm. The surfmen at once repaired to the locality and found that an intoxicated man had fallen overboard from a schooner. They rescued him, took him to station, supplied him with dry clothing, and sheltered him for the night.
Aug. 13	Recovery of body....	Fort Point, California ....	At 1 p. m. the patrol discovered a body floating near the station. It was recovered by the life-savers, who made an unsuccessful attempt at resuscitation, then delivered the remains to the corner.
Aug. 14	Succor.....	Plum Island, Massachusetts.	Some men who had been picked up from a capsized yacht were brought to the station, where they were given needed stimulants and supplied with dry clothing from the stores of the Women's National Relief Association.
Aug. 14	Rescue from drowning.	Fairport, Ohio, Lake Erie.	A man named Benjamin Hart started to swim across the river, but became exhausted and called for help. Two surfmen pulled to his aid in a scow that lay at hand and brought him safely to shore.
Aug. 14	Assistance at fire....	Cleveland, Ohio, Lake Erie.	At 3.10 a. m. the lookout reported a fire in the lake, apparently a vessel burning, about 3 miles N. from station. The station crew launched surfboat at once and started for the scene. At the entrance to the harbor they encountered the fire tug, which took them in tow. On reaching the fire they found it to be crib No. 2 of the new waterworks. The tug Sprinkle was found at the fire and the master informed the life-savers that twenty-two men had been rescued, three drowned, and eleven were supposed to be confined in the tunnel under the burning crib. A careful search of the surrounding waters was at once made by the station crew, but no other survivors were found. They then boarded the Sprinkle and assisted in handling the hose, etc., until the fire was extinguished. The rubbish was then cleared away and operations for the rescue of the imprisoned men begun. A temporary structure was rigged for lowering and hoisting men in the shaft, lines from the fireboat and surfboat being used for lashings, guys, and falls. Meantime a surfman, who had been sent ashore for the purpose, returned with station dingey and dragging apparatus. With the apparatus the life-savers recovered three bodies of drowned men and put them on board a tug for transfer to shore. At 12.35 p. m. a tunnel man was lowered down the shaft into the tunnel and nine men were hoisted out, one of them, Victor Kauffman, being apparently dead. The life-savers took the body in charge, and, using the Service method for restoring the apparently drowned, were rewarded, after forty-five minutes' work, by signs of returning life. Continuing the treatment, they delivered Kauffman to the hospital surgeon on shore, breathing regularly and rapidly recovering. The life-savers returned to the station at 6.30 p. m., having been absent over fifteen hours at incessant hard labor.



*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Aug. 15	Recovery of body...	Sullivans Island, South Carolina.	A fisherman found the body of a dead man and towed it ashore about $\frac{1}{2}$ of a mile E. from station. Surfmen then took it in charge and held it until the arrival of the coroner.
Aug. 17	.....do.....	Ship Canal, Michigan, Lake Superior.	Upon being notified that a man had been drowned, the station crew went to the locality. The master of a tug and a surfman dived for the body and finally recovered it. All efforts at resuscitation were unsuccessful.
Aug. 17	.....do.....	South Haven, Michigan, Lake Michigan.	The body of a boy seen floating in the water was recovered by the day patrol and delivered to the proper authorities.
Aug. 19	Rescue from danger	Cleveland, Ohio, Lake Erie.	At 2.25 p. m. the tug F. E. Smith stopped at station and informed the keeper that assistance was needed at the scene of disaster of the 14th instant—water-works, crib No. 2. Lines were needed to reach the end of the tunnel, a distance of 2,250 feet. Taking the 3-inch hawser, spare whips, 50 pounds of hemp line, and two snatch blocks, the station crew manned surfboat and started for the scene. On arrival it was learned that some men given up for dead were supposed to be still living, confined in the tunnel. Lines were at once prepared and two tunnel men were lowered down the shaft. In a short time they made signals for hoisting, and two men, Joseph Eugene and Adam Kest, were taken out, they having suffered confinement for 136 hours. The tunnel men were also hoisted up in safety. The rescued men were in a greatly exhausted state. They were taken on board the tug E. L. Chamberlain, and, while en route to shore, the life-savers applied restoratives, and by rubbing and wrapping them in blankets, had them sufficiently restored to be able to talk when they were delivered to the hospital surgeon. The surfmen returned to the station at 5.30 p. m.
Aug. 21	Horses saved .....	Salisbury Beach, Massachusetts.	Two horses which were fast in deep mud so that their owner could not extricate them were saved by the station crew who went to their assistance.
Aug. 21	Assistance to wounded man.	Holland, Michigan, Lake Michigan.	A man who had been injured in a fight called at the station and asked the keeper to dress his wounds. As there was no surgeon available, his request was granted, medicines for that purpose being taken from station medicine chest.
Aug. 21	Body recovered ....	Racine, Wisconsin, Lake Michigan.	The body of a boy who had drowned during the forenoon was recovered in the afternoon after an earnest search by surfmen.
Aug. 23	Rescue from danger	Manomet Point, Massachusetts.	A fisherman who was hauling his nets near the station fell overboard from his boat and was in danger of drowning. His cries for help were heard by surfmen who immediately rushed to his aid, but before they reached the place the man was rescued by his helper. Surfmen recovered his boat and hauled it on the beach clear of the surf.
Aug. 24	Clothing furnished.	City Point, Massachusetts.	A man and woman who had fallen overboard near the public landing came to the station in their own boat and were supplied with dry clothing from the stores donated by the Women's National Relief Association.
Aug. 25	Rescue from drowning.	Lacine, Wisconsin, Lake Michigan.	A sailor fell overboard from a steamer, while sleeping on her rail, and was rescued by the station crew, who took him to the station and supplied him with warm food and dry clothing—the latter from the stores of the Women's National Relief Association.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Aug. 26	Rescued from drown- ing.	Charlevoix, Michigan, Lake Michigan.	A boy while bathing got beyond his depth and was in danger of drowning when he was rescued by the lookout, who threw him a plank, to which he clung until he was reached by a boat.
Aug. 27	Recovery of body...	Cleveland, Ohio, Lake Erie.	Keeper received information that a man had fallen overboard from the Pittsburg Coal Dock and immediately hastened to his assistance. As the man did not rise, the life-savers dragged for the body and recovered it, but not until life was extinct. The remains were delivered into the care of an undertaker.
Aug. 27	Rescue from drown- ing.	Grand Haven, Michigan, Lake Michigan.	A lad attempting to swim across the river became exhausted, and was unable to reach the shore. He was rescued by a surfman, who saw his peril and went to his aid in station dory.
Aug. 29	.....do.....	Hunniwells Beach, Maine	A small boat containing two women upset when about to land at a wharf and the women were thrown into the water. They were promptly rescued by surfmen who were near.
Aug. 29	Burial of body .....	Portsmouth, North Caro- lina.	Station crew took charge of the body of a negro who had been drowned, and buried it on Big Rock Island.
Aug. 29	Recovery of body ..	Ashtabula, Ohio, Lake Erie.	Life-savers dragged for and recovered the body of a young girl who had been drowned. The remains were taken care of by the child's parents.
Aug. 29	Rescue from drown- ing.	Grand Haven, Michigan, Lake Michigan.	The station lookout observed a lad fall overboard from a wharf, and immediately gave the alarm. Surfmen hastened to the vicinity and pulled the boy out of the water.
Aug. 30	Recovery of body ..	Sandy Hook, New Jersey.	The body of John Sennar, a Sandy Hook pilot, was recovered by the patrol, who turned it over to the coroner.
Aug. 30	Succor.....	Point Betsie, Michigan, Lake Michigan.	The master and crew of a wrecked vessel were sheltered at the station and supplied with food and dry clothing.
Aug. 30	Clothing furnished.	Frankfort, Michigan, Lake Michigan.	The keeper of Point Betsie station brought three of the crew of a wrecked schooner to this station, where, at his request, they were furnished dry clothing from the supplies of the Women's National Relief Association.
Aug. 30	Medical assistance .	Racine, Wisconsin, Lake Michigan.	Keeper dressed the wounds of a man who was injured while loading a team near the station.
Aug. 31	Property saved.....	Pointe aux Barques, Michigan, Lake Huron.	A large raft of logs which contained 1,800,000 feet of lumber stranded about 2½ miles SE. of station while in tow of the tug Gladiator. At request of the agent of the company, the station crew assisted to get the raft afloat, and conveyed messages between the shore and wrecking tugs.
Sept. 2	Resuscitation.....	Salisbury Beach, Massu- chusetts.	While bathing, two women were carried by the tide into deep water and were drowning. They were rescued by a man who happened to be near and were resuscitated by the keeper of the life-saving station, who used the Service method in the work.
Sept. 2	Shelter.....	Point Judith, Rhode Island.	Two men who landed on the beach in a small boat were given shelter for the night at the station.
Sept. 2	Rescue from drown- ing.	Erie, Pennsylvania, Lake Erie.	Hearing cries for help from the lake, surfmen rushed to the beach and found a bather struggling in the surf. Two of the life-savers plunged into the water and, with the help of a line, got the drowning man ashore. He was taken to the station, given stimulants, rubbed down, and put to bed. Later he went to his home with friends.
Sept. 2	.....do.....	Evanston, Illinois, Lake Michigan.	Two students in bathing disregarded the warning of the patrol and swam out into the strong current. Unable to stem the undertow, they were being carried

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Sept. 2	Rescue from drowning.	Evanston, Illinois, Lake Michigan.	into the lake, when two surfmen jumped overboard, swam out to them, and, after a hard struggle, brought them safely ashore.
Sept. 4	.....do.....	White River, Michigan, Lake Michigan.	While a surfman was teaching some children to swim, his little daughter fell from the pier and sank. He immediately dived for her and brought her safely ashore.
Sept. 5	Recovery of body ..	Sandy Hook, New Jersey.	While cruising in his steam launch, the keeper found the body of a man floating near the lifeboat house. He took it ashore and notified the coroner and the commanding officer of the army post.
Sept. 5	Recovery of property.	Racine, Wisconsin, Lake Michigan.	Surfmen recovered a truck which was lost overboard from the steamer City of Racine while that vessel was taking on freight.
Sept. 6	Clothing furnished.	Plum Island, Massachusetts.	An elderly woman, who was a deaf mute, stood upon the beach watching the surf and was wet through by a heavy wave. The keeper supplied her with dry clothing from the supply furnished by the Women's National Relief Association.
Sept. 6	Recovery of body ..	Sandy Hook, New Jersey.	At daylight some men who were digging clams discovered the body of a dead soldier and took it to the life-saving station. The keeper delivered the remains to the coroner.
Sept. 6	.....do.....	Cleveland, Ohio, Lake Erie.	Receiving information that a man had drowned about a mile ENE. from station, the keeper sent two of the crew to the locality in a skiff, with dragging apparatus. They recovered the body and turned it over to the undertaker.
Sept. 7	Fire extinguished ..	Charlevoix, Michigan, Lake Michigan.	The south pier having been set on fire by sparks from a passing steamer, station crew repaired to the scene with buckets and extinguished the flames.
Sept. 8	Medical aid .....	Chicago, Illinois, Lake Michigan.	The wounds of a boy who had been badly cut and of a girl who had been run over by a horse and carriage were dressed by the keeper, who kept the children until their parents called for them.
Sept. 9	.....do.....	Gilgo, New York .....	A man bathing in the surf was suddenly taken with a fit. The keeper hastened to his aid, administered restoratives, and finally brought the man around all right.
Sept. 9	Aid to light keeper.	Racine, Wisconsin, Lake Michigan.	The light on the breakwater was extinguished in the strong wind prevailing, and the station crew carried light keeper out in surfboat to relight it.
Sept. 10	Success.....	Humboldt Bay, California	A drunken man landed on the beach from a small boat, and was wet and in a pitiable state. He was taken to the station and provided with food and shelter; also with dry clothing from the supply donated by the Women's National Relief Association.
Sept. 12	Recovery of body ..	Old Chicago, Illinois, Lake Michigan.	The keeper went out in Whitehall boat and picked up the body of a dead man floating in the lake, took it to station, and delivered it to the proper authorities.
Sept. 12	.....do.....	Milwaukee, Wisconsin, Lake Michigan.	A boy had been drowned by falling from a boat near the wharves. Surfmen dragged for the body and recovered it.
Sept. 12	.....do.....	Point Adams, Oregon .....	The keeper was informed that a body was floating in the river near Fort Stevens. Surfmen went to the locality in surfboat, recovered the body, and turned it over to the coroner.
Sept. 14	Aid to sick .....	Two Heart River, Michigan, Lake Superior.	The keeper took a sick woman to Grand Marais in launch to procure proper medical assistance.
Sept. 14	Recovery of body ..	Old Chicago, Illinois, Lake Michigan.	Surfmen went out in Whitehall boat and recovered the body of a drowned girl, turning it over to the charge of the city authorities.
Sept. 14	Property recovered.	Milwaukee, Wisconsin, Lake Michigan.	Surfman on patrol picked up a small skiff which was drifting in the river and restored it to the owner.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Sept. 16	Assistance at fire ...	Salisbury Beach, Massachusetts.	A fire broke out $1\frac{1}{2}$ miles S. from station and destroyed a church and a small out-building. Surfmen went to the place with buckets and rendered valuable assistance by helping to keep the flames from spreading to other buildings. They also resuscitated a man who was overcome by smoke.
Sept. 17	Recovery of property.	Brant Rock, Massachusetts.	Surfmen hauled up and secured a fisherman's dory, which was lying below high-water mark.
Sept. 17	.....do .....	Grand Marais, Michigan, Lake Superior.	During the day surfmen recovered about 3,000 feet of lumber, which had drifted ashore on the beach, piled it up clear of danger near the station, and notified the collector of customs.
Sept. 17	.....do .....	Milwaukee, Wisconsin, Lake Michigan.	At request of the master of a schooner, surfmen towed out in surfboat to drag for 1,000 feet of 9-inch hawser, which had been lost September 15. While dragging for the hawser the surfmen brought up and recovered a medium-sized anchor with chain. With the help of a tug they also recovered the hawser of which they were in quest.
Sept. 20	Transportation .....	City Point, Massachusetts.	Four men came to the station and reported the loss of their vessel, the schooner Maggie, which was wrecked in Broad Sound. They were succored at the station over night and the following day transported by surfmen to Savin Hill.
Sept. 21	Recovery of body...	Potunk, New York .....	The keeper, assisted by two civilians, recovered the body of a young man who had fallen overboard from his boat in a fit, and keeper notified the man's parents and delivered the body to the corner.
Sept. 24	Medical aid .....	Thunder Bay Island, Michigan, Lake Huron.	The assistant light keeper came to station and requested aid for the light keeper who had been taken suddenly ill. The keeper sent a tug for a physician, and afterwards went to Alpena himself for necessary medicines.
Sept. 26	Rescue from danger.	Buffalo, New York, Lake Erie.	The surfman on watch observed an intoxicated man out in a small boat and pulled out to him and brought him to the station. Later, the man was sent across the creek in the ferry scow and departed for his home.
Sept. 26	Assistance at fire ...	Cape Disappointment, Washington.	Owing to a defective flue, a fire broke out in the post gymnasium and threatened the barracks. Surfmen at once repaired to the scene and aided the soldiers to extinguish the fire and keep it from spreading.
Sept. 27	Succor.....	Cape Lookout, North Carolina.	Keeper succored at station 33 fishermen, who had been driven from their dwellings by an extraordinarily high tide.
Sept. 28	Recovery of property.	Great Boars Head, New Hampshire.	At 11.30 p. m. the patrol discovered a raft of piling drifting near the shore 1 mile SW. from station. Surfmen recovered the raft and secured it on shore to await owner.
Sept. 28	Recovery of body...	Cleveland, Ohio, Lake Erie.	While the tug Chris Grover was towing a lighter up the river one of the lighter's crew was knocked overboard. A plank was thrown to him, but he appeared to make no effort to reach it and went down. After two and one-half hours dragging surfmen recovered the body and turned it over to an undertaker.
Sept. 28	Rescue from drowning.	Grand Haven, Michigan, Lake Michigan.	A woman attempting to get into a skiff lying opposite the station fell overboard and was in danger of drowning, when surfmen pulled to her aid, rescued her, and took her to her home.
Sept. 30	Recovery of body...	Great Egg, New Jersey ...	During the mid watch the patrol found the body of a dead man lying on the beach. It was delivered to an undertaker, who conveyed it to Atlantic City.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901.			
Oct. 3	Assistance to injured woman.	Saluria, Texas .....	Keeper sent two surfmen in large skiff to bring a physician to attend a woman living near the station, who had run a sewing needle into her wrist. An operation was necessary to remove part of the needle, which was embedded in the cords of the wrist.
Oct. 5	Fresh water furnished.	.....do .....	Keeper furnished a barrel of fresh water to the master of the schooner Flower of France, which lay weather-bound in the harbor, her supply having become exhausted.
Oct. 5	Recovery of body ..	Racine, Wisconsin, Lake Michigan.	Surfmen recovered and delivered to the coroner the body of Lawrence Jacobs, who had been missing from his home since the 2d instant. They found the body floating in the river about 1½ miles above the station.
Oct. 5	Fire extinguished ..	Kewaunee, Wisconsin, Lake Michigan.	Station lookout discovered a fire in a fisherman's shed on the beach, and surfmen succeeded in extinguishing the flames in time to save from destruction about \$500 worth of nets.
Oct. 6	.....do .....	Ludington, Michigan, Lake Michigan.	A fire having broken out in a grain elevator about ½ of a mile E. of station, surfmen went to the scene and assisted to handle the hose from the tug Sport. The flames were subdued after one-half hour of sharp work.
Oct. 6	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	Station watchman on pier saw a man fall into the river at 8 p. m. He alarmed the station crew and then pulled to the rescue in a small skiff and managed to get the man into his boat before the arrival of the surfmen. The man, whose name was Andrew Anderson, was unharmed by the accident.
Oct. 7	Assistance to sick woman.	Great Neck, Massachusetts.	At 11.30 p. m., when the night was dark and stormy, word was received at station that a woman was dangerously sick on Tuckernuck Island and would die unless the services of a physician could be procured quickly. The life-savers immediately launched the surfboat and with a physician reached the island in time to save the woman's life.
Oct. 7	Fire extinguished ..	Sullivans Island, South Carolina.	One of the surfmen discovered a fire in a house near the station and, together with others of the life-saving crew, succeeded in extinguishing the flames before they did much damage.
Oct. 8	Recovery of body ..	Ship Canal, Michigan, Lake Superior.	Surfmen found floating in the driftwood and turned over to an undertaker the body of James Thomas, whom people believe to have committed suicide on September 19, 1901.
Oct. 10	Assistance to injured man.	Assateague Beach, Virginia.	At 7.30 p. m. a fishing steamer landed at the station a man with a broken arm, who was suffering great pain. Keeper hitched up the station team and conveyed him to the landing, where a doctor gave the injury proper and much-needed treatment.
Oct. 12	Recovery of property.	Ship Canal, Michigan, Lake Superior.	A raft of logs having gone adrift in the canal, was being carried out into the lake by the wind and sea at 8 p. m. Surfmen pulled out, towed the raft back to its moorings, and made it well fast.
Oct. 13	.....do .....	Grand Marais, Michigan, Lake Superior.	Surfmen recovered and restored to the owner about 2,000 feet of lumber which was being washed off the beach by the heavy sea during the storm of this date.
Oct. 14	Prevention of suicide.	Chicago, Illinois, Lake Michigan.	Surfmen took into custody a woman who tried to jump into the lake from 59th street pier, and sent for the police patrol wagon, which came to station and conveyed her to police headquarters.
Oct. 15	Fire extinguished ..	City Point, Massachusetts	The two surfmen on patrol in station launched from midnight to 4 a. m. discovered a fire on Castle Island bridge

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Oct. 15	Fire extinguished..	City Point, Massachusetts.	which had been caused by electric wires. They landed upon the bridge, taking buckets from the launch, and soon managed to subdue the flames.
Oct. 16	Assistance at fire...	Golden Gate Park, California.	At 2.30 a. m. the station patrol reported to the keeper that a house was on fire about $\frac{1}{2}$ a mile S. of station. Surfmen hastened to the scene and assisted the local firemen to remove the furniture from the burning building and to prevent the spread of the flames. The house was totally destroyed.
Oct. 17	Recovery of property.	Burnt Island, Maine.....	While a man was trying to move his cabin from one island to another, near Port Clyde, the raft upon which he had placed it upset and the structure went into the water. Station crew launched surfboat and assisted to get the cabin back on the raft, take it to the shore, and secure it in a safe position.
Oct. 18	Assistance at fire...	Wallis Sands, New Hampshire.	A fire having broken out in a cottage to the N. of the station, surfmen hastened to the scene and although unable to save the burning building they prevented the spread of the flames to the adjacent structures.
Oct. 18	Assistance to injured man.	Holland, Michigan, Lake Michigan.	A man having seriously cut his hand while working near the station, keeper dressed the wound, using healing lotion from the station medicine locker.
Oct. 19	Succor.....	Gap Cove, Massachusetts.	Keeper furnished supper, lodging, and breakfast to the assistant keeper of the Thatcher Island lighthouse, who was unable to reach the island on account of the severity of the weather.
Oct. 19	.....do.....	Point of Woods, New York.	Surfmen gave provisions to two boys who were storm-bound on the beach near the station and who had nothing to eat.
Oct. 19	Recovery of property.	Sand Beach, Michigan, Lake Huron.	A horse attached to a wagon became frightened on a dock near the station and jumped overboard. Surfmen took lines from station and assisted to haul out both horse and wagon undamaged.
Oct. 21	Rescue from drowning.	Saint Joseph, Michigan, Lake Michigan.	A man fell overboard from the steamer Soo City as she was passing up the river. Two surfmen heard his cries for help and immediately pulled to his rescue, finding him clinging to an old pile. They took him to the station, and keeper supplied him with dry clothing from the stores donated by the Women's National Relief Association.
Oct. 23	Recovery of property.	Pentwater, Michigan, Lake Michigan.	Surfmen recovered some fishing nets which had become entangled in an old sunken wreck, and delivered them to the owner.
Oct. 23	Rescue from drowning.	Milwaukee, Wisconsin, Lake Michigan.	Surfmen were informed that a fisherman from a capsized boat was hanging to an old pile in the heavy surf at the old harbor entrance, several attempts made by other fishermen to effect his rescue having proven abortive on account of the rough sea. Surfmen pulled to the place, rescued the man, who was nearly unconscious when they arrived, and took him to the station; they wrapped him in blankets, rubbed his limbs, gave him stimulants, and dressed him in dry clothing from the supplies furnished by the Women's National Relief Association. In about three hours he was able to go to his home.
Oct. 26	.....do.....	Louisville, Kentucky.....	A man fell into the river from a wharfboat near the station, and one of the surfmen, who was nearby, was able to reach down and hold him up by the collar of his vest until the station boat picked him up and landed him at the station, none the worse for his mishap.

## Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Oct. 28	Recovery of body ..	Knobbs Beach, Massachusetts.	Shortly after sunset the surfman on north patrol found the dead body of a man on the beach about 1½ miles N. of station. Keeper notified the coroner and cared for the body until the next morning, when the coroner came and took charge of it.
Oct. 30	.....do .....	Racine, Wisconsin, Lake Michigan.	A small boy, who had been fishing on the harbor pier, came to station and reported that the body of a man was floating in the river near the outer lighthouse. Surfmen towed it to the station and notified the coroner, who came and took charge of it. It was afterwards learned that the body was that of a man named G. Grady, of Hartford City, Indiana.
Nov. 2	Shelter .....	Townsend Inlet, New Jersey.	Two men, who were unable to reach their destination owing to the dark night, were given meals and lodging at the station. The next morning they continued their journey.
Nov. 3	Recovery of body...	Nahant, Massachusetts...	Upon being notified that a man had drowned at the head of Lynn Beach, surfmen went to the locality with dragging apparatus, and, after working for two hours, recovered the remains, which they turned over to the medical examiner.
Nov. 3	Medical aid and transportation.	Galveston, Texas.....	By direction of the superintendent, Ninth Life-Saving District, surfmen transported a physician to and from Fort Point lighthouse to enable him to attend the light keeper, who was ill.
Nov. 4	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	Surfmen went out in the station dingy and recovered the corpse of a woman which was floating in the river near the foot of Washington street. It was turned over to the coroner and later identified as the remains of Mrs. Maggie Bouernfiend, of Grandville, Wisconsin.
Nov. 4	Assistance at fire ...	Cape Disappointment, Washington.	Surfmen rendered valuable assistance to the soldiers at the barracks in extinguishing a fire in the officers' row. They formed a line and furnished a steady supply of water.
Nov. 5	Body found .....	Lewes, Delaware .....	The night patrol found the body of a dead man on the beach at the edge of the surf. He hauled it up clear of the sea and notified the keeper, by whom it was delivered to the coroner.
Nov. 7	Fresh water furnished.	Mosquito Lagoon, Florida	Keeper furnished the sloop White Wings and catboat Gretchen with 25 gallons of fresh water from the station cistern, their supply being exhausted.
Nov. 8	Fire extinguished..	Corson Inlet, New Jersey.	At 7.45 p. m. the south patrol discovered that the West Jersey Railroad Bridge was on fire, and notified the keeper, who proceeded to the scene with station crew and soon extinguished the flames.
Nov. 8	Recovery of body ..	Pentwater, Michigan, Lake Michigan.	The remains of Marinus Van Strien, a fisherman, who was drowned in Pentwater Lake on the 6th instant, were recovered by members of the station crew and turned over to the coroner.
Nov. 11	.....do .....	Jerrys Point, New Hampshire.	Joseph Thibodeaux left Portsmouth on the 10th instant in a small boat for a gunning trip in the vicinity of Gerrish's Island. As he failed to return that night, his friends became alarmed for his safety and requested the assistance of the life-saving crew in obtaining information in regard to him. Surfmen proceeded to the island in a small boat and instituted a search for the missing man. They found a small boat bottom up in a fish weir and soon after the corpse of the missing man was fished out of the weir. It was taken to the station and the keeper notified the marshal of Portsmouth, who sent a coroner to take charge of the remains.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Nov. 11	Transportation . . . .	City Point, Massachusetts.	Two members of the South Boston Yacht Club, who had gone to Thompsons Island, were unable to return on account of the boisterous weather. Surfmen went to the island in the launch and conveyed them to the clubhouse.
Nov. 11	Recovery of body . . .	Galveston, Texas. . . . .	Alvin Richardson, a lad who was playing near the jetty, fell overboard and was drowned. Surfmen hastened to the scene with grappling irons and recovered the body in a short time. All efforts at resuscitation having failed, the body was taken to the residence of the boy's parents.
Nov. 12	Aid to injured man.	Old Chicago, Illinois, Lake Michigan.	A member of the crew of the tugboat Quinn smashed one of his fingers badly and went to the station, where the keeper washed and dressed the wound, using medicines from the station locker.
Nov. 13	Succor . . . . .	Chatham, Massachusetts.	A gunner who had lost his way arrived at the station in an exhausted condition. He was given food and shelter, and by the next day recovered sufficiently to start for town.
Nov. 13	Assistance at fire . . .	Ashtabula, Ohio, Lake Erie.	Surfmen put out a fire which started in some timber piled up not far from the station.
Nov. 15	Succor . . . . .	Great Egg, New Jersey . . .	Two men landed on the beach in their boat and applied for shelter at the station. The keeper gave them supper and lodging, and the next day, after breakfast, they started for their destination.
Nov. 15	Recovery of body . . .	Ashtabula, Ohio, Lake Erie.	Thomas Dunn, a fireman on the steamer Nipigan, fell overboard while intoxicated and was drowned. Surfmen dragged for and recovered the body, which was taken charge of by the officers of the steamer.
Nov. 17	Assistance at fire . . .	Seatack, Virginia. . . . .	A fire broke out in the early morning in a cottage situated about 500 yards south of the station. After working for an hour surfmen succeeded in extinguishing the flames.
Nov. 19	Aid to light keeper.	Grindstone City, Michi- gan, Lake Huron.	The keeper of the Port Austin Reef light, who was unable to reach his light-house on account of the heavy sea, was taken there in the station surfboat by members of the life-saving crew, who brought his assistant safely ashore.
Nov. 20	Resuscitation . . . . .	Cleveland, Ohio, Lake Erie.	The master of the tugboat S. S. Stone picked up a man who was drowning off Front street dock and took him to the station in an unconscious condition. Surfmen stripped him of his wet clothing, wrapped him in blankets, applied the Service rules for resuscitation, and administered stimulants. When he had recovered sufficiently to talk, the keeper summoned an ambulance, supplied the man with dry clothing from the stores donated by the Women's National Relief Association, and had him taken to a hospital.
Nov. 21	Succor . . . . .	Manomet Point, Massa- chusetts.	A fisherman who was weather bound on the beach in a small boat applied at the station for shelter and was succored over night.
Nov. 22	Provisions fur- nished.	Thunder Bay Island, Michigan, Lake Huron.	The master of the American schooner R. T. Lambert, which was weather bound near the station, with her supplies exhausted, was furnished provisions by the keeper.
Nov. 23	Succor . . . . .	Long Beach, New Jersey .	Seven men from the wrecked steamer Robert Haddon were given food at the station and furnished transportation to New York City after having been supplied with dry clothing from the stores of the Women's National Relief Association.
Nov. 25	Recovery of bodies (2).	Toms River, New Jersey .	Surfmen found on the beach the bodies of two men which were identified as belonging to the crew of the barge Davis. This vessel was abandoned by the tugboat Navigator during the heavy gale of



*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Nov. 25	Recovery of bodies (2).	Toms River, New Jersey.	the 24th instant, and is supposed to have foundered with all on board. A head-board marked "Davis" was found on the beach by the patrol.
Nov. 25	Shelter .....	Galveston, Texas.....	The master and one of the crew of the light-vessel Galveston who were unable to return to their duties on account of the high wind were afforded shelter at the station.
Nov. 26	Assistance at fire ...	Gloucester, Massachusetts.	At 2.30 p. m. a fire broke out in a house near the station. It was observed by the keeper, who at once summoned the crew and proceeded with all haste to the scene with buckets and a fire extinguisher. The alarm had been sounded, but the surfmen had the fire under control before the fire department arrived.
Nov. 29	Aid to injured man.	Cleveland, Ohio, Lake Erie.	A man having accidentally shot himself in the arm while out gunning had the wound dressed and his arm bandaged by the keeper, who advised him to consult a physician at the earliest opportunity.
Dec. 1	Rescue from drowning.	Holland, Michigan, Lake Michigan.	At 6.30 p. m. keeper heard cries for help from the north side of the channel, and quickly pulled over to the inner end of north pier in station skiff. He found in the water clinging to a pile a man who had tumbled off the pier. Assisted by two surfmen who had followed him in another boat, the keeper lifted the man into the skiff, took him to station, rubbed him well, and furnished him with dry clothing from the supplies of the Women's National Relief Association. The man, whose name was John Arendsen, soon recovered and was able to proceed to his home.
Dec. 1	Succor.....	.....do.....	While the schooner Mary L. Ludwig was attempting to enter the harbor she struck the end of S. pier, upon which one of her crew jumped for the purpose of taking a line. The schooner, however, drifted away from the pier and ran for South Haven, leaving the man behind. Keeper succored him at station until the next morning.
Dec. 2	.....do.....	Atlantic City, New Jersey.	At 6.30 p. m. two sailors from the disabled bark Matanzas which was anchored off Townsend Inlet, landed at the pier and telegraphed to owners for a tug. Then they went to the life-saving station, where the keeper gave them food and shelter for the night.
Dec. 6	.....do.....	Portsmouth, North Carolina.	The crew of six men of the American schooner C. G. Cranmer abandoned their vessel which was leaking seriously at an anchorage outside the inlet, and landed at the station in the pilot's boat which had gone off to them. Keeper succored them for three days and then transported them across the inlet to Ocracoke, their schooner having been towed inside by a fishing tug and having sunk off that place.
Dec. 6	Assistance to sick persons.	Galveston, Texas.....	The keeper left one of his surfmen in charge of the Fort Point light, and then transported the light keeper and his aged mother to Galveston for medical attention, the light keeper having been taken seriously ill and his mother having become worn out by the additional work which devolved upon her.
Dec. 7	Shelter .....	Cape Fear, North Carolina.	Five men who were working on the beach were sheltered at the station until they could erect temporary quarters for themselves.
Dec. 10	Recovery of property.	Ottawa Point, Michigan, Lake Huron.	After the station closed for the season, the keeper cut out of the ice about 3,500 feet of lumber, which he piled up on the shore to await a claimant.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Dec. 11	Body found .....	Point Judith, Rhode Island.	Keeper took charge of a body which was found on the beach about 3 miles W. of station and notified the medical examiner, who sent an undertaker to transport it to Wakefield. The body was identified as that of the late master of the schooner J. G. Fell, who was drowned on November 24 while trying to reach shore in a yawl.
Dec. 14	Transportation .....	Cold Spring, New Jersey.	Station crew launched surfboat and put two fishermen on board their launch, which was anchored about a mile W. of station and was in danger of dragging into the surf during the strong S.E. breeze. The fishermen got the launch underway and took it into a safe harbor.
Dec. 15	Succor.....	Core Bank, North Carolina.	Keeper furnished food and lodging for the night to a man and three women from Atlantic, who were storm-bound on the beach near the station.
Dec. 16	Clothing furnished.	Spermaceti Cove, New Jersey.	Keeper furnished dry clothing from the supplies donated by the Women's National Relief Association to a young man who had fallen into the icy waters of Horseshoe Creek, 1½ miles N. of station.
Dec. 16	Rescue from danger	Louisville, Kentucky.....	Station crew picked up, carried to station, and properly cared for a man in a helpless condition, whom they found lying in a dangerous position on the ice of the Ohio River.
Dec. 21	Transportation .....	Cuttyhunk, Massachusetts	An old, feeble man residing on Penikese Island had an attack of heart trouble and desired to go to New Bedford for medical treatment. He was unable to get to the mail steamer in the offing unaided, and was assisted to her by the station crew, which pulled to Penikese for that purpose.
Dec. 22	Assistance to injured man.	Long Branch, New Jersey.	Hearing cries from the head of the lake, two surfmen hastened to the place and found a man who had fallen from the trolley trestle and injured himself so that he could not move. They first carried him into the engine house of the waterworks, and then the keeper hitched up his horse and took him to the hospital.
Dec. 23	.....do .....	Wash Woods, North Carolina.	Keeper assisted to care for a young man who had shot himself in the leg while on the ice near the station. He transported with his team the injured man to the hospital at Virginia Beach.
Dec. 23	Property saved .....	Paul Gamiels Hill, North Carolina.	The moving ice in the sound having endangered the stock of goods in a store built over the water about a mile from station, the owner requested the life-saving crew to assist him to save his property. Surfmen carried the goods to a place of safety, and then hauled up on the shore several small boats which were imperiled.
1902. Jan. 5	Assistance at fire ...	Gloucester, Massachusetts.	The sunset patrol discovered a house on fire about ¼ of a mile N. of station. Being promptly notified, the keeper and crew hastened to the scene and found that the fire had already consumed one house and had started in another one close by. The surfmen extinguished the flames after much labor and saved the house from destruction.
Jan. 7	.....do .....	Brant Rock, Massachusetts.	A fire started in a grocery store about ¼ of a mile N. of station at 7.45 p. m. Surfmen hurried to the scene and assisted the inhabitants to fight the flames. The store and contents were consumed, but the united efforts of the citizens and station men saved two adjoining cottages which had also taken fire.
Jan. 7	Recovery of buoy ..	Saluria, Texas.....	A buoy marking the wreck of the steamer Metio went adrift and stranded on the flats near Theresas Bayou. Surfmen recovered it, unshackled it from its cable,

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. Jan. 7	Recovery of buoy ..	Saluria, Texas.....	rolled it up on the beach clear of danger, and notified the inspector of the Eighth Light-House District.
Jan. 10	Recovery of body ..	Squan Beach, New Jersey.	Surfmen recovered the body of a man who was drowned on the 7th instant from a fishing skiff 1 mile N. of Spring Lake Life-Saving Station. They took the remains to Squan Beach station and notified the coroner, who came and took the body away.
Jan. 15	Aid at fire .....	Monmouth Beach, New Jersey.	The middle-watch patrol discovered a fire in the railroad station at North Longbranch and sounded an alarm from a bell near by. People in the neighborhood responded and soon had the flames under control, saving the station and adjacent buildings.
Jan. 20	Rescue from danger .....	.....do.....	Two small boys who were playing on the ice walked out to a thin place and were in danger of breaking through and drowning. A surfman who saw their peril hastened after the lads and warned them just in time to prevent their being precipitated into the water.
Jan. 27	Succor.....	Santa Rosa, Florida.....	Five people who came across the bay to the station in a sloop and were weather-bound on a lee shore were succored over night by the keeper.
Jan. 29	Aid to Light-House Establishment.	Umpqua River, Oregon...	Surfmen pulled across the river in two small boats to secure a nun buoy which had been reported as adrift from its proper place. It had drifted ashore and gradually worked along the beach to a point opposite the lighthouse. With the aid of four horses the buoy was hauled along the beach till it was abreast the station, when it was rolled into the river and towed across by the crew.
Feb. 3	Recovery of body ..	Smiths Point, New York ..	At sunrise the patrolman on watch noticed that the beach was strewn with wreckage and notified the keeper, who had the station crew make a strict search for bodies of any who might have been lost in a wreck and washed ashore. At 10 a. m. the corpse of a man was found and taken to the station, where it was turned over to the local authorities for identification and burial.
Feb. 4	.....do .....	Quogue, New York .....	Surfmen found a body on the beach, which proved to be that of Charles L. Miller, master of the wrecked barge Antelope. They took it to the station, notified the coroner, and turned it over to an undertaker.
Feb. 5	.....do .....	Moriches, New York.....	Life-savers recovered a body which was supposed to have come ashore from the wrecked barge Antelope. Keeper reported same to Maritime Exchange, New York, and notified the coroner and undertaker, by whom the body was removed.
Feb. 6	Recovery of bodies (2).	Potunk, New York .....	Station patrol found two bodies on the strand, supposed to have been washed ashore from an unknown wrecked vessel. They were turned over to the civil authorities and the keeper notified the New York Maritime Exchange of the occurrence.
Feb. 7	Recovery of body ..	Quogue, New York .....	Surfmen recovered the body of A. W. Daily, who was cook on the wrecked barge Antelope, and delivered it to the coroner.
Feb. 8	Fire extinguished ..	Smiths Point, New York ..	Station lookout discovered that a house about 300 feet distant from the station was on fire. Surfmen at once hastened to the scene, formed a bucket brigade, and soon extinguished the flames.
Feb. 10	Recovery of body ..	Quogue, New York .....	A fisherman reported to the keeper that the corpse of a man was floating in the surf. Life-saving crew went to the place, recovered the body, and turned it over to the town authorities. It was identified as the body of Stanley Mitchell, late of the wrecked barge Antelope.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. Feb. 10	Suacor.....	Mosquito Inlet, Florida ..	A belated bicyclist who was traveling along the beach was afforded shelter overnight at the station.
Feb. 13	Fire extinguished..	North Beach, Maryland ..	The keeper was informed at 9.30 p. m. that a house near the station was on fire. Surfmen hastened to the scene, taking buckets, axes, and their fire extinguisher. By energetic work the fire was quickly controlled and soon extinguished.
Feb. 16	Medical assistance to injured boy.	Oswego, New York, Lake Ontario.	A boy was thrown from his sled while coasting near the station and, striking on his head, received a severe scalp wound which rendered him unconscious. The keeper carried him to the station, applied restoratives, dressed and bandaged the wound, and after the lad had regained consciousness sent him home.
Feb. 17	Recovery of body ..	Monomoy, Massachu- setts.	Surfmen took charge of a body which was found 2 miles S. of station and delivered it to the proper authorities at Chatham.
Feb. 18	Recovery and transportation of body.	Lone Hill, New York ....	Found body of a man on the beach 1 mile E. of station, and held it to hear from coroner. The next day surfmen hauled it across the ice on a sled and delivered it to the coroner at Sayville.
Feb. 23	Recovery of body ..	Old Harbor, Massachu- setts.	Patrol picked up the body of a man on Chatham beach, which was supposed to be that of one of the two men lost in the surf while attempting to land in a dory from the wrecked schooner <i>Elsie M. Smith</i> on February 13.
Feb. 23	Recovery and transportation of body.	Chatham, Massachusetts ..	The body of a man was discovered on the beach 1 mile N. of station, to which it was taken by the patrol. At request of selectmen of Chatham it was transported in a boat to that place and turned over to the authorities.
Feb. 23	Recovery of body and property.	North Beach, Maryland ..	The N. patrol was notified during the sunrise to 8 a. m. watch that a man who had been driving a team of two horses along the beach the night previous had disappeared, that there was no trace of either man or horses, and it was feared that some accident had befallen them. The night had been stormy with thickly falling snow. Keeper and surfmen started in quest of the missing man, and, after a diligent search lasting several hours, found one of the horses uninjured. The other was lying dead in a creek, and the wagon to which it had been hitched was discovered mired near by. Shortly afterwards the body of George Powell, the driver of the wagon, was found on the meadows. He had apparently been dead several hours. It was supposed that the man missed his way in the storm, drove his team into the creek, and had died subsequently from cold and exposure. The keeper procured oxen and, with the assistance of his crew, recovered the wagon and turned it and the live horse over to their owner, who took charge of the body of the driver for burial.
Feb. 24	Assistance at fire ...	Brant Rock, Massachu- setts.	The Hotel Churchill, located about $\frac{1}{2}$ mile S. of station, was discovered to be on fire at 2 a. m. Keeper and crew hastened to the scene and assisted the inhabitants of the resort to extinguish the flames and to prevent their spreading to adjacent property.
Feb. 26	Property saved and succor.	Southside, California....	At 1 p. m. a gigantic wave swept over a mining plant on the shore, $\frac{1}{2}$ mile S. from station, doing great damage to the engine house, engine, pumps, platforms, and bulkheads, and flooded and undermined the residence of the owner, rendering it uninhabitable. Upon learning of the disaster the life-saving crew has-

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. Feb. 26	Property saved and succor.	South Side, California....	tened to the scene, and assisted in saving engine, pumps, and furniture, and took the owner and his wife to the station, where they were provided with food and shelter. (See letter of acknowledgment.)
Mar. 1	Recovery of body ..	New Shoreham, Rhode Island.	Having learned that two men in a dory, George Griffith and Thomas Smith, had been lost in a fog from the schooner Mattie and Lena, the day watch was doubled on that and the present date. Early this morning Griffith's body was found by the patrol.
Mar. 1	Fire extinguished ..	Golden Gate Park, California.	At 6 p. m. the watchman at the Park Observatory reported the structure on fire. The keeper instantly ordered out the crew, provided with hose, buckets, and axes, and extinguished the fire, leaving the hose stretched for further emergency.
Mar. 2	Recovery of body ..	Milwaukee, Wisconsin, Lake Michigan.	The relatives of John Wilmert, a man supposed to be drowned, applied at the station for aid. The keeper at once responded with skiff and grappling hooks, and after two hours' work recovered the body.
Mar. 3	Burial of a suicide ..	Aransas, Texas.....	A man named George S. Wentworth, who had resided near the station, was found to have committed suicide on the previous day, leaving written directions to keeper regarding the disposal of his affairs. The keeper carried out the directions, caused a coffin to be made by members of the crew, and buried the remains with suitable ceremonies.
Mar. 5	Recovery of a buoy.	Metomkin Inlet, Virginia.	The bar buoy at the inlet was found adrift by the crew. They towed it ashore and secured it, the keeper reporting the facts to the light-house inspector of the district.
Mar. 6	Recovery of body ..	North Scituate, Massachusetts.	At 11.20 p. m. the S. patrol found the body of a man in the edge of the surf, and the life-savers removed it to a secure place. On the following day the keeper reported the facts to a medical examiner and the body was delivered to an undertaker. The body was later learned to be that of Bartholomew Forbes.
Mar. 6	Oil furnished.....	Metomkin Inlet, Virginia.	A man in charge of an oyster boat was given a quantity of oil, his supply having become entirely exhausted.
Mar. 10	Property saved .....	Louisville, Kentucky ....	The lookout observed a live hog drifting in the river. The station crew pulled out, rescued it, and delivered it to its owner on shore.
Mar. 11	Rescue from danger	Ottawa Point, Michigan, Lake Huron.	At 6.30 p. m. S. C. Palmer, in charge of the lighthouse, came to the station and stated that he had heard cries for assistance from the direction of the bay. A thick fog prevailed, the night was intensely dark, and the bay was covered with very rotten ice. Taking a lantern, compass, and megaphone, the keeper and Mr. Palmer started over the ice in the direction indicated, but after going about 500 yards the keeper broke through to his armpits and they returned to shore in search of a more feasible route. Going along shore for some distance, the keeper again started over the ice, leaving Mr. Palmer on the land to guide him by shouting. After a perilous journey he found two men who were lost, and one of them, of advanced years, nearly exhausted. Keeper Small succeeded in getting them safely to the land and took them to the station, provided them with clothing from stores of Women's National Relief Association, and with needed stimulants and proper care, until they were able to go to their homes.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. Mar. 11	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	At 12.30 a. m. a watchman having only one arm came to the station and reported that a man had fallen overboard from a pier about 600 yards away. The keeper jumped out of bed, seized a piece of rope, and ran to the place, where he found a man in the water clinging to a fragment of ice and nearly exhausted. Making one end of his line fast, Keeper Sinnigen lowered himself from the wharf and made the other end fast to the drowning man, then climbing back, with the aid of the watchman hauled him up on the wharf. They carried him to a near-by watchhouse, stripped him of his wet clothing, and, after thoroughly rubbing him to restore circulation, the keeper called a patrol wagon and sent him to a hospital.
Mar. 13	Property saved .....	Fire Island, New York ...	The station crew picked up a chest of tea and six bags of tapioca found on the beach, and the keeper notified owner of same.
Mar. 14	Transportation .....	Point Adams, Oregon ...	The master of a schooner anchored $\frac{1}{2}$ mile NE. of station, endeavored to reach Astoria in a small boat, but was unable to stem the wind and tide. Station crew manned boat and carried him to Hammond, where he took a train for his destination.
Mar. 23	Property saved .....	Cape Fear, North Carolina.	Station crew picked up four casks of turpentine found on the beach, and delivered them to the owner.
Mar. 25	Transportation .....	Brenton Point, Rhode Island.	The lifeboat carried an urgent telegram to Brenton Reef light-ship for a member of her crew, and the recipient, learning therefrom that his father was dying, was taken ashore by the life-savers.
Mar. 25	Locating buoy .....	Metomkin Inlet, Virginia.	The bar buoy having been out of place for some time, the keeper went on board light-house steamer Zizania and assisted to replace it.
Mar. 28	Aid to sick .....	Spermaceti Cove, New Jersey.	A sick man near station was assisted to reach the hospital at Long Branch, New Jersey, by a surferman detailed for that duty by keeper.
Mar. 30	Recovery of body...	Saint Joseph, Michigan, Lake Michigan.	The body of a man named Herman Kloss, who was drowned last fall, was taken out of the river by the keeper and delivered to the coroner.
Apr. 1	Rescue from peril..	Gurnet, Massachusetts ...	Two boys on a raft were observed drifting helplessly to sea with the tide. Surfmen pulled to their rescue, and landed them safely.
Apr. 1	Fresh water supplied.	Fort Lauderdale, Florida.	Four men from a sloop applied to the keeper for fresh water, their supply having run out. They were supplied from station tank.
Apr. 2	Shelter .....	Townsend Inlet, New Jersey.	Two fishermen, belated and weary, were sheltered in station over night.
Apr. 4	Aid to sick .....	Fort Lauderdale, Florida.	A sailboat brought a sick man to the station and asked that he be given care and shelter. The keeper complied with request, and the next day carried the man to the railway station in supply boat.
Apr. 5	Transportation .....	New Shoreham, Rhode Island.	In response to a whistle, the surfboat pulled to a steamer and transported to shore the pilot, his wife and son, and a passenger, other conveyance not being available.
Apr. 5	Aid to sick .....	Biscayne Bay, Florida....	A sick man, unable to travel farther, came to station and was afforded shelter for the night. While there he had a severe epileptic fit, but was restored to consciousness by the keeper, who applied the remedies at hand. On the following day the sufferer was better, and proceeded to his home.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. Apr. 5	Rescue from drowning.	Saint Joseph, Michigan, Lake Michigan.	At 9.50 p. m. the lookout heard a splash, as of a falling body, in the water near the railroad bridge. He sounded the alarm, and the surfboat went speedily to the rescue. The surfmen found a man in the water clinging to a pile, and calling for help. He was taken ashore, and, being wet, cold, and destitute, was furnished with clothing from the stores of the Women's National Relief Association.
Apr. 6	Recovery of body ..	Galveston, Texas.....	Receiving notice that a man had been drowned on the beach in the morning, the keeper with two surfmen repaired to the place and found the body. They tried resuscitation, but life was extinct.
Apr. 6	Recovery of property.	Point Bonita, California..	The keeper assisted the crew of a wrecked barge to recover some wreckage from vessel.
Apr. 7	Succor.....	Old Chicago, Illinois, Lake Michigan.	Two men who had been accidentally knocked into the river from a wharf were brought to the station in a launch. They were wet and chilled, and were therefore supplied with dry clothing from the stores of the Women's National Relief Association and kept at station until they had recovered from the ill effects of their mishap.
Apr. 9	Assistance at fire ...	Chester Shoal, Florida....	A fire started in the forest near the station and threatened to do much damage. The substitute keeper went with two fishermen and extinguished it.
Apr. 10	Fresh water supplied.	Fort Landerdale, Florida.	Three men in an open boat, destitute of fresh water, were given a supply from station cistern.
Apr. 10	Succor.....	do .....	Two women, from a small boat unfit to cross the inlet at night, were sheltered and entertained at the station till next day.
Apr. 11	Recovery of property.	Bonds, New Jersey .....	The station crew picked up 400 hides from the cargo of the wrecked barkentine Antilla, put them on the sand hills, and notified owners of same.
Apr. 12	Obstruction to navigation reported.	Sandy Hook, New Jersey.	A quantity of wreckage, adrift in the channel and an obstruction to navigation, was reported by keeper to Maritime Exchange.
Apr. 12	Furnished water ...	Saluria, Texas.....	The fishing schooner Josephine came into port short of fresh water, and was given a supply from the station cistern.
Apr. 13	Recovery of property.	Jerrys Point, New Hampshire.	At 7.30 p. m. station crew went up the river in the surfboat to aid district superintendent and a part of Wallis Sands crew in searching for the body of a man who had sunk, with his boat, on the previous day. The boat was located and raised, but the body was not found.
Apr. 13	Repair material furnished, and succor.	Eatons Neck, New York..	Two men came to the station stating that they had accidentally stove their boat on a rock several miles distant and had no means of making repairs. They were furnished with supper and the necessary material for repairing their boat.
Apr. 13	Succor.....	Fort Lauderdale, Florida.	Two women from a small, overcrowded, and belated boat, bound to Lake Worth, were sheltered at the station over night.
Apr. 15	Assistance at fire ...	Manomet Point, Massachusetts.	Surfmen assisted a resident near by to extinguish a fire that was beyond his control and endangered his property.
Apr. 15	Transportation.....	Point of Woods, New York.	Two laboring men, destitute of money, were transported to the mainland by surfmen.
Apr. 15	Recovery and transportation of body.	Ship Canal, Michigan, Lake Superior.	At 1 p. m. Mrs. Daniel Shannan came to station and requested aid in finding her husband who had left home the previous day in quest of his horses. A search was at once instituted, and at 5 p. m. the keeper found the lost man, dead, in woods 3 miles away, procured a team, and conveyed the body to the home of the deceased. Mr. Shannan came to his death through a hemorrhage of the lungs.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. Apr. 19	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	A fisherman fell overboard from a pier near by and was rescued from drowning by a surfman who pulled to his aid. He was taken to the station, given dry clothing from the stores of the Women's National Relief Association, and cared for till next morning.
Apr. 20	Rescue from danger.	.....do.....	Five fishermen lost their boat in a gale and sought refuge on the breakwater. The Whitehall boat put out, rescued them, and brought them to the shore.
Apr. 21	Recovery of body...	Saint Joseph, Michigan, Lake Michigan.	The chief of police of Benton Harbor, Michigan, came to the station and requested aid in searching for the body of a man who was supposed to have fallen overboard into the canal. Two surfmen repaired to the place and, after an hour's work dragging, recovered the body and delivered it to the authorities.
Apr. 23	Aid to injured.....	Michigan City, Indiana, Lake Michigan.	An aged man fell into a pier pocket and was seriously injured. Surfmen took him out, rendered what immediate aid they could, and sent him to his home in the city ambulance.
Apr. 23	Succor and recovery of property.	Racine, Wisconsin, Lake Michigan.	At 10 a. m. a man accidentally rode his bicycle through an open draw into the river. He swam ashore and, being chilled and wet, went to the station for relief. He was furnished dry clothing from the stores of the Women's National Relief Association, and proper stimulant, when he went home. The keeper and a surfman dragged for the bicycle and recovered it. On the following day the man returned the clothing and received his wheel.
Apr. 24	Aid in placing buoys.	Fire Island, New York...	Upon request of master, the life-savers went on board the buoy tender and assisted in locating and placing buoys in the channel.
Apr. 24	Aid in identifying the dead.	Manistee, Michigan, Lake Michigan.	Upon the request of two women, the keeper accompanied them with an undertaker to a place 8 miles distant, where a drowned man had been buried some time previous. The body was exhumed and identified by one of the women as the remains of her husband, who had been missing for a long time.
Apr. 25	Recovery of property.	Michigan City, Indiana, Lake Michigan.	A large crib belonging to contractors for Government work, broke adrift at 11 p. m. in a gale. Station crew got out blocks and tackles and hove it to a secure place alongside a dock.
Apr. 28	Succor and transportation.	Eatons Neck, New York...	The schooner Uncle Joe, anchored in Huntington Bay, took fire on the night of the 27th, and the crew were forced to abandon her. They arrived at the station the morning of the 28th, where they were given breakfast. They were then taken to Northport, where the keeper procured them free passage to New York on the steamer Northport, and gave them sufficient money to take them from that place to their homes at Perth Amboy, New Jersey.
Apr. 29	Rescue from drowning.	Oswego, New York, Lake Ontario.	At 11.15 p. m. the lookout heard a cry for help up the river and gave the alarm. The keeper and two surfmen manned the dingey, pulled in the direction indicated, and found a man overboard and clinging to the wharf. They rescued him, and, as he was exhausted, the keeper and a surfman assisted him to his home.
Apr. 29	Succor and transportation.	Cape Arago, Oregon.....	The master of a schooner, with one of his crew, was trying in a small boat to reach the vessel, which lay at anchor off the station. Owing to heavy weather they became badly drenched, and were compelled to land. They were provided with



*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. Apr. 29	Succor and transportation.	Cape Arago, Oregon.....	food at the station, also with dry clothing from the supplies of the Women's National Relief Association, and surfmen then launched surfboat and put them aboard their vessel.
Apr. 30	Property saved.....	Bellport, New York.....	During the day surfmen found 22 barrels of cement on the beach, and keeper notified Maritime Exchange of same. The next day surfmen carted it to station, and on June 14 it was delivered to the owners.
Apr. 30	Succor.....	Eatons Neck, New York..	A man who had fallen overboard from a wharf was supplied with dry clothing from the stores of the Women's National Relief Association.
Apr. 30	Recovery of body ..	Michigan City, Indiana, Lake Michigan.	At 6.05 p. m. keeper received telephone message that a boy had been drowned, three-fourths of a mile distant. Surfmen pulled to the place and soon recovered the body by dragging. Efforts at resuscitation were made, but life was extinct.
Apr. 30	.....do.....	Old Chicago, Illinois, Lake Michigan.	Surfmen recovered the body of a man from the water and delivered it to the city authorities.
May 3	Body found.....	Pecks Beach, New Jersey.	Patrolman found the body of a young man who had drowned in Egg Harbor Bay on April 21 lying on the strand. It was taken to the station and turned over to the coroner, by whom it was restored to the lad's parents.
May 4	Succor.....	Biscayne Bay, Florida....	A man landed from a sailboat and requested that the keeper give him medical assistance. He was given medicines and supplied with dry clothing from the chest provided by the Women's National Relief Association.
May 4	Recovery of bodies (2).	Sabine Pass, Texas.....	Surfmen dragged for the bodies of a woman and child, who were drowned on the 3d instant. After a search which lasted ten hours the body of the child was recovered and delivered to its relatives. That of the woman was found on the 7th instant, on the beach 5 miles S. of station. Surfmen drove to the spot, in company with relatives of the deceased, and transported the body to town.
May 5	Recovery of body ..	Ashtabula, Ohio, Lake Erie.	A man was struck by a steamer's wire cable, knocked overboard from a wharf, and drowned. Keeper was notified of the accident by telephone and immediately went to the scene in the skiff with one surfman. They recovered the body and, as life was extinct, it was taken to an undertaker.
May 5	.....do.....	Thunder Bay Island, Michigan, Lake Huron.	A fisherman, whom the keeper had requested to watch for the body of a man drowned near North Point, reported that he had found the body. Life-savers pulled to the place in the surfboat, took the body to the station, and delivered it to an undertaker, who had been sent for it by the coroner.
May 7	Medical aid, transportation.	Core Bank, North Carolina.	Rev. P. C. Howard, of Ocracoke, was stricken with paralysis while holding divine service at the station. Keeper rendered all medical aid possible, using stores from the station medicine chest, and succored the minister at the station until the next day, when they took him to his home.
May 8	Succor.....	Fort Lauderdale, Florida.	Keeper gave food and shelter to a man who had wandered on the beach until exhausted.
May 8	Property saved.....	Two Heart River, Michigan, Lake Superior.	At the request of a lumberman, surfmen went in the launch and towed ashore, at Muskallonge Lake station, an "apron," used for sluicing logs out of the river, which had broken adrift from its moorings.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality	Nature of casualty.
1902. May 8	Recovery of body ..	Ship Canal, Michigan, Lake Superior.	After a long search life-savers recovered the body of Abel Sevin from the depths of Lake Michigan and turned it over to his parents. It was in 50 feet of water and partially covered with mud. The search for it by local parties had been practically abandoned. (See letter of acknowledgement.)
May 9	Rescue from danger.	Nahant, Massachusetts...	Surfman extricated from his dangerous position and restored to his owner a horse which had gone over an embankment into a deep trench.
May 11	Rescues from danger (2).	Racine, Wisconsin, Lake Michigan.	Patrolman picked up a drunken man, who was sleeping between the railroad tracks, and took him to a safe place. Later in the night, another man under the influence of liquor was found lying asleep on the edge of the N. pier, where he was in danger of falling into the water. The surfman removed him to a fish shanty, where he remained until sober.
May 13	Assistance to a woman.	Chicago, Illinois, Lake Michigan.	Surfman on N. patrol saw a woman on the pier whose actions were so extraordinary as to attract attention. He hastened toward her and arrived just in time to prevent her precipitating herself into the lake. He escorted her to her home, which was about three blocks distant.
May 14	Shelter .....	Cold Spring, New Jersey ..	Keeper afforded shelter for the night to ten fishermen from Holly Beach, who were prevented from returning to their home by the fresh easterly wind.
May 14	Saved an engine....	Vermilion Point, Michigan, Lake Superior.	Surfman proceeded to Little Lake in the surfboat and succeeded in saving a traction engine belonging to John Clarke, of Little River, which was settling in the quicksand. After working all day they placed it in a secure position high up on the bank.
May 15	Rescue from drowning.	Two Rivers, Wisconsin, Lake Michigan.	A man named Lawrence Altmeyer was fishing from the dock when he tripped and fell overboard. Two surfmen in the small boat pulled him out of the water and took him across the river to facilitate his going home.
May 16	Assistance at fire ...	Gloucester, Massachusetts.	Surfmen proceeded to a large fire in the woods about 2 miles from station, which threatened to burn a number of buildings. They held it in check until the city firemen arrived and extinguished it.
May 16	Aid to injured man.	Chicago, Illinois, Lake Michigan.	This man was climbing from pile to pile on the casino pier, about 1,000 feet from shore, when he wrenched his ankle severely and was rendered helpless. Surfmen pulled out in the Whitehall boat, took him off the piling, carried him ashore, and escorted him to a street car, which conveyed him to his home.
May 18	Clothing furnished.	Grand Haven, Michigan, Lake Michigan.	A young woman, who was fishing on the pier, was drenched by a sudden rain squall. She came to the station and was given dry clothing from the store donated by the Women's National Relief Association.
May 19	Succor.....	Long Beach, New York ..	Two fishermen, Charles H. Powers and Charles Olsen, got lost in the fog from their vessel, the schooner Reporter, and landed on the beach. They were succored at the station until the next day, when they left for New York to join their ship.
May 19	Extinguished fire ..	Bethel Creek, Florida....	A blaze started in the woods about 8 miles S. of station, and soon developed into a large fire, which extended across the peninsula and threatened to consume everything in its path. Keeper called for volunteers among the people in the vicinity, and proceeded with his crew to the conflagration. Upon reaching the fire ground they started to dig a road

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. May 19	Extinguished fire ..	Bethel Creek, Florida ....	across the peninsula to check the advance of the flames. On the following day they succeeded in subduing the fire, with the loss of a single house, which it was impossible to save.
May 19	Transportation .....	Bois Blanc, Michigan, Lake Huron.	A man came to the station at 11 a. m. and requested to be taken to a surgeon at Cheboygan. He had cut off three of his fingers, and the keeper afforded him the transportation desired.
May 21	Aid to injured.....	Point of Woods, New York.	The superintendent of the fish factory at this place went to the station and stated that one of his employees had been struck on the head with a wooden mallet and severely injured. At his request the keeper sent a surfman to accompany the injured man to a place on the mainland where he could obtain medical aid.
May 21	Recovery of body...	Cleveland, Ohio, Lake Erie.	At 11.45 a. m. keeper received a telephone message which informed him that a boy had drowned while bathing in the river at a point 3 miles SE. of station. He took dragging apparatus in the skiff, and, in company with one of the crew, proceeded to the locality. They dragged for and recovered the body, which was identified as that of Charles Bender. Keeper telephoned for an undertaker, and delivered the remains to him upon his arrival.
May 22	Succor.....	Fourth Cliff, Massachu- setts.	A fisherman landed at the station from his dory and requested material to repair his boat. He stated that he had been lost from his vessel and picked up by a fishing schooner, which took him to Gloucester. He was traveling along the beach from Gloucester to New Bedford and was out of provisions and water. Keeper gave him some putty, tacks, and old canvas, and sheltered him at the station over night.
May 22	.....do .....	Point of Woods, New York.	Keeper granted lodging for the night to three men who were traveling along the coast in an open boat and who sought shelter at the station.
May 22	.....do .....	Fort Lauderdale, Florida.	Several lady members of a picnic party were sheltered over night at the station, as they were unprovided with clothing suitable to the wet weather which set in.
May 23	Recovery of body...	Chicago, Illinois, Lake Michigan.	At 3.30 p. m. a park policeman went to the life-saving station and informed the keeper that he had found a man's hat and a small boat adrift in the lagoon $\frac{1}{2}$ mile SW. of station. Surfmen proceeded to the spot indicated and searched for the body. At 3.50 p. m. they found the body of a man, which was identified as that of James Tracy. They carried it to the station and delivered it to the police authorities, who removed it.
May 24	Succor.....	Manomet Point, Massa- chusetts.	A fisherman journeying along the coast was succored at the station, being given food and lodging, and also a pair of oars upon his departure the ensuing day.
May 24	Rescue from danger.	Galveston, Texas .....	During the afternoon a participant in a swimming contest was picked up in an exhausted condition, taken to the station in the surfboat, and cared for until he had recuperated.
May 25	Body found.....	Great Boars Head, New Hampshire.	At 9 p. m. an unknown man was killed near the station by an electric car, which was derailed in a collision. Keeper took charge of the body and notified the coroner by telephone. He also telephoned to the officials of the railroad to send a crew to lift the car.
May 26	Rescue from drown- ing.	Ludington, Michigan, Lake Michigan.	Andrew Larsen, one of the crew of the schooner Jennie Weaver, fell overboard from that vessel when she was abreast the station. Surfmen picked him up in the surfboat and took him to the station

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. May 26	Rescue from drowning.	Ludington, Michigan, Lake Michigan.	where he was given dry clothes from the supplies of the Women's National Relief Association, and warm drinks to restore his circulation.
May 27	Succor.....	Peaked Hill Bars, Massachusetts.	Keeper gave meals and lodging to a fisherman who landed near the station at 1.30 p. m. The next day he went aboard a fishing steamer bound to the southward.
May 30	.....do.....	Nauset, Massachusetts....	The master and one man from the catboat Varina were wet through by a big sea which broke over their boat as they were landing at the station at 7.30 a. m. Keeper took them to the station and supplied them with dry clothing from the stores donated by the Women's National Relief Association. Afterwards they were given breakfast and put to bed, as they had been up all the previous night and were chilled from exposure. In the afternoon they left the station and sailed down the coast to Chatham, where they made a harbor.
May 30	Body found .....	Monomoy, Massachusetts.	The body of Edgar C. Small was found on the inside beach, $\frac{1}{2}$ mile W. of station, and was taken to Chatham and delivered to an undertaker by surfmen.
May 30	Transportation of sick man.	Sand Beach, Michigan, Lake Michigan.	Surfmen took a sick man from the schooner Eugenia Vesta, at anchor in the harbor, and transported him to the shore in the surfboat, using a wooden cot and bedding to ease the discomfort caused by moving him. He was taken to a hotel, where he received medical aid.
May 31	Recovery of body...	Point Marblehead, Ohio, Lake Erie.	In response to a telephone message, which was received from the officials of the Lake Shore Railroad, stating that two lads had been struck and killed by a train on the bridge at Marblehead Junction, and that their bodies had been hurled into the bay, surfmen took grapnel hooks and proceeded to the scene of the accident by rail. Upon their arrival they procured a boat and, after dragging for about fifteen minutes, recovered one of the bodies, which they turned over to the dead lad's father. The other corpse had been recovered prior to their arrival.
May 31	Body found .....	Old Chicago, Illinois, Lake Michigan.	The master of the tugboat Cisco reported that a corpse of a man was floating near the outer breakwater. The Whitehall boat was launched and the surfmen proceeded to the breakwater, where they found and picked up the body. They took it to the station and telephoned to the police authorities, by whom it was removed. It was unidentified.
June 1	Fire extinguished ..	Cahoons Hollow, Massachusetts.	At 2 p. m. keeper observed a fire about 2 miles to southwestward of station. After carefully watching it he found it to be spreading and at once sent for four surfmen (inactive season), who soon arrived. They fought the fire for several hours and saved the station and out-buildings as well as arrested the flames.
June 1	Recovery of body ..	Louisville, Kentucky.....	Keeper received notice by telephone that a boy had been drowned about 2 miles distant. He sent two of the crew to the locality with lines and drags, and they recovered the body and delivered it to coroner.
June 2	.....do.....	Duluth, Minnesota, Lake Superior.	At 1 p. m. a passing tug blew a signal for the life-saving crew. They put out in surfboat and were informed that a body had been seen drifting with the current outside canal entrance. The surfmen pulled in the direction indicated, found the body, towed it to Lake Avenue slip, and notified coroner.
June 4	Recovery of property.	Cape Disappointment, Washington.	While practicing in Monomoy boat, surfmen recovered a valuable net, found drifting, and later returned it to owner.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. June 7	Rescue from peril ..	Duluth, Wisconsin, Lake Superior.	At 1.30 p. m. lookout sighted two small boys on two railroad ties adrift off the docks. Two life-savers went to them in dingy, rescued the boys from their perilous position, and landed them on shore.
June 7	.....do .....	Milwaukee, Wisconsin, Lake Michigan.	Lookout reported an intoxicated man on north pier and in danger of falling overboard. Surfmen pulled to the pier and carried the man ashore.
June 8	Transportation .....	City Point, Massachusetts.	Station crew transported nine persons from Thompsons Island to the shore in 16-foot boat, they being unable to float their boats, which were aground on the beach.
June 8	Recovery of body ..	Louisville, Kentucky.....	At 3 p. m. keeper received notice by telephone that a boy had been drowned by falling from the coal dock at the foot of East Fifth street. Surfmen went to the location with drags and soon recovered the body, delivering it to the parents of the boy.
June 9	.....do .....	City Point, Massachusetts.	A man named David Fleming was drowned by the accidental capsizing of a boat on the 8th, and at 9 a. m., this date, the life-saving crew recovered the body by dragging and delivered it to the coroner.
June 9	Recovery of property.	Louisville, Kentucky.....	Two live hogs that had got overboard from a steamer were taken from the river by station crew and delivered to the owners.
June 9	.....do .....	Thunder Bay Island, Michigan, Lake Huron.	Surfmen assisted owner to gather up part of a cargo of lumber that had drifted on the beach on a previous date.
June 9	Aid to a diver .....	Racine, Wisconsin, Lake Michigan.	A contractor who was laying a pipe across the river could not find a competent man to assist his diver, and asked keeper to allow one of the station crew, who was familiar with such work, to help him. The keeper granted the request, the contractor furnishing a substitute surfman.
June 9	Recovery of property.	Cape Disappointment, Washington.	Surfmen assisted two fishermen to recover a valuable net that had drifted foul of a fish trap, and rendered a similar service to another fisherman on the 11th instant.
June 11	Succor.....	Kill Devil Hills, North Carolina.	Two fishermen, whose boat had been disabled, were given food and lodging overnight.
June 11	Recovery of body ..	Ludington, Michigan, Lake Michigan.	At 5 p. m. the keeper received information by telephone that a man had been drowned in Pere Marquette Lake. Proceeding to the locality in surfboat, with grapnels, crew recovered the body after two hours' work, and delivered it to coroner.
June 12	Rescue from drowning.	Charlevoix, Michigan, Lake Michigan.	At 12.30 p. m. the lookout saw a small boy fall overboard from South Harbor Pier, and gave the alarm. Two surfmen manned the skiff and pulled to the rescue, while the rest of the crew ran to the spot. Surfman Wright, who arrived first, saw the boy sink, and instantly diving brought him up and held him till the boat arrived. The boy was taken to the station and provided with dry clothing from the stores of the Women's National Relief Association, and a surfman then took him to his home.
June 12	Rescue from peril..	Golden Gate Park, California.	At 4 p. m. a police officer came to the station and informed keeper that three women were at the foot of the bluff at the Cliff House, and were cut off by the rising tide. The keeper took his crew to the top of the bluff, lowered a man by a rope, then bending the rope around each woman in turn, hoisted them all to the top of the bluff in safety.
June 13	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Keeper received information that a body had been seen floating near the outer breakwater, and sent surfmen in Whitehall boat to search for it. The men recovered the body and towed it to station, when keeper notified city authorities.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902. June 13	Transportation .....	Plum Island, Wisconsin, Lake Michigan.	Keeper sent a surfman with a boat to Detroit Harbor to carry new light keeper to Rock Island, he having no means of transportation.
June 13	Recovery of property.	Umpqua River, Oregon ..	Surfmen found two dead horses in harness floating near the station. They removed the harness and later delivered it to owner.
June 14	Recovery of body...	Ashtabula, Ohio, Lake Erie.	Keeper received information by telephone that a man had been drowned from a steamer lying up the river. He went with a surfman to the place in skiff, recovered the body by dragging, and delivered it to undertaker.
June 14	Aid to injured .....	Pentwater, Michigan, Lake Michigan.	A small boy came to station with a bad cut in his head, caused by his falling into a pier pocket. A surfman washed and dressed the wound and started the boy for his home.
June 15	Rescue from drowning.	Grand Haven, Michigan, Lake Michigan.	At 7 a. m. the lookout saw a man fall into the river from a near-by pier and gave the alarm. The life-savers ran to his aid with lines, rescued the man, took him to station, and provided him with dry clothing from the stores of the Women's National Relief Association.
June 15	Recovery of body ..	Michigan City, Indiana, Lake Michigan.	A young man named George Finney was knocked overboard from a yacht by the boom, and sank immediately. The accident occurred near the station, and was witnessed by the life-savers, who launched their boat, pulled to the spot, grappled for the body, and recovered it in less than five minutes. Every effort at resuscitation was made by three physicians, aided by the life-saving crew, but life proved to be extinct.
June 17	Succor.....	City Point, Massachusetts.	At 8.15 a. m. yacht Spray came to station bringing six young men that had been rescued from a capsized boat in Quincy Bay. The rescued men were wet and badly chilled. Station crew helped them to strip and rub down before a fire, gave them hot drinks, and provided them with dry clothing from the supply donated by the Women's National Relief Association.
June 18	Recovery of property.	Cleveland, Ohio, Lake Erie.	At 10.20 a. m. keeper received a request by telephone for help in recovering a horse and wagon that had fallen overboard at the foot of St. Clair street. He went to the place with two surfmen in dingey, and soon recovered horse and wagon, which were hoisted on the dock.
June 18	Succor.....	Chicago, Illinois, Lake Michigan.	Two women, with eight little children, were caught in a heavy rain storm and were shown to the station by a police officer. They were all badly drenched and chilled, and keeper supplied them with dry clothing from the stores provided by the Women's National Relief Association.
June 18	Recovery of property	Cape Disappointment, Washington.	At 1 p. m. the lookout discovered a valuable fish net drifting out with the tide. Surfmen recovered it and delivered it to owner.
June 19	.....do .....	Racine, Wisconsin, Lake Michigan.	Surfmen grappled for a truck that had fallen overboard from the steamboat dock, recovered it, and delivered it to owner.
June 21	Aid in recovering property.	Ottawa Point, Michigan, Lake Huron.	A large raft of logs drifted ashore during the high winds prevailing, and surfmen assisted owner in getting the logs clear of the beach at a later date, so that a tugboat might tow them into port.
June 21	Assistance at fire ...	Manistee, Michigan, Lake Michigan.	At 3.40 a. m. the lookout reported a cottage on fire $\frac{1}{2}$ mile distant. The surfmen ran to the place and assisted to save household goods and extinguish fire.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902.			
June 22	Recovery of bodies (3).	Milwaukee, Wisconsin, Lake Michigan.	Three men were drowned at a point about 4 miles from station, and keeper received a request for help in finding the bodies. Repairing to the place in boat with three surfmen, he dragged the locality and found two bodies, and on the following day the third, delivering them to the proper authorities.
June 23	Transportation and aid to injured.	South Brigantine, New Jersey.	A woman residing near station received a severe injury by falling, and upon request of her husband keeper took her to Atlantic City in naphtha launch to obtain medical treatment.
June 23	Transportation and recovery of property.	Muskallonge Lake, Michigan, Lake Superior.	At 6.30 a. m. the tug J. W. Ward stopped off station, while in search of a lost raft of logs, and signaled for boat. Upon master's request keeper gave him a passage ashore, telephoned keeper of Crisps station and located the lost raft, then carried the master back to his vessel.
June 23	Recovery of body ..	Old Chicago, Illinois, Lake Michigan.	At 5 p. m. the keeper learned that a boy had drowned near the light-house dock and surfmen dragged for the body, but without success. On the following day they found the body and delivered it to the parents of the boy.
June 24	Recovery of property.	Vermilion Point, Michigan, Lake Michigan.	Station crew picked up a thousand feet of drifting lumber and took it to station; owner unknown.
June 24	Rescue from drowning.	Kenosha, Wisconsin, Lake Michigan.	A small boy fell overboard from a pier near by and Surfman Rothman pulled out in Whitehall boat, rescued the lad, and sent him home.
June 26	Succor.....	Velasco, Texas .....	At 8 p. m. five women, who had been camping close by, came to station on account of a heavy storm prevailing, and were sheltered for the night.
June 26	.....do .....	Aransas, Texas .....	A heavy storm prevailed this day, with an unusually high tide. About 8 p. m. several families, whose dwellings the water had reached, came to the station for shelter, also about 20 people from the hotel—47 in all. On the following morning the storm had abated and all returned to their homes.
June 26	Transportation .....	Plum Island, Wisconsin, Lake Michigan.	In response to a signal from Pilot Island the Mackinaw boat pulled to that place and brought the light-house inspector to station.
June 27	Aid to sick man .....	Sand Beach, Michigan, Lake Huron.	In response to a signal from steamer Argonaut, lying offshore, station crew transported a physician to and from the vessel to treat a sailor who had been severely injured.
June 27	Rescue from peril ..	Charlevoix, Michigan, Lake Michigan.	At 5.30 p. m. a man fell overboard near the station from a passing tug. He immediately struck out for shore, but, fearing for his strength, Surfman Koch jumped overboard from the pier to his assistance, and other surfmen hauled them both out of the water.



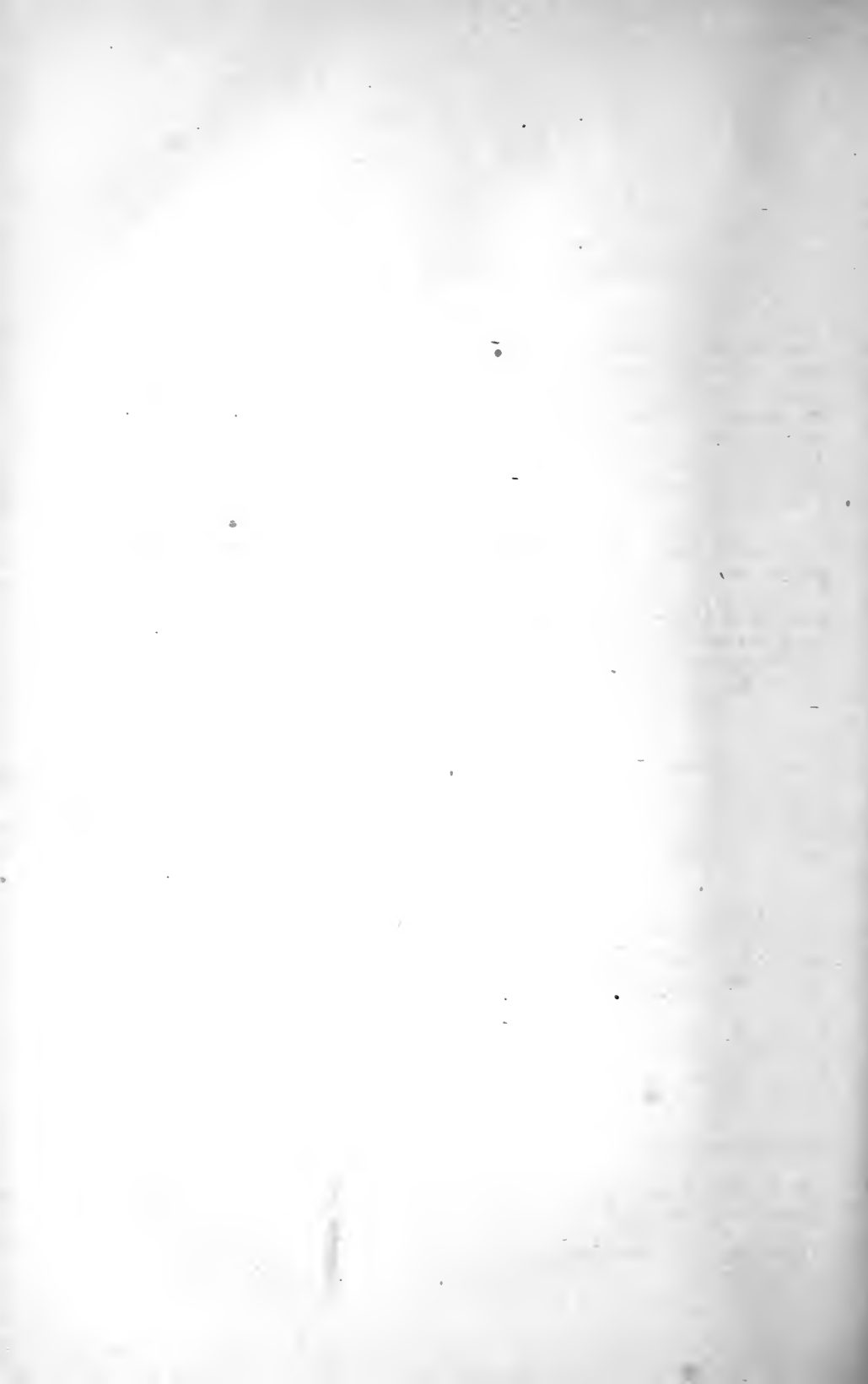


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VESSELS WARNED FROM DANGER.

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1901-1902.



## VESSELS WARNED FROM DANGER.

During the year 237 vessels were warned from danger by the patrolmen. The full import of this statement may be realized when the reader takes notice that in 210 cases the warnings were made during the hours of darkness, oftentimes amid fog, rain, and snow, and on such extremely dangerous portions of the coasts as Cape Cod, New Jersey, Virginia, and North Carolina on the Atlantic, and several especially perilous points on the Pacific.

Nearly 100 of the craft were steamers, 20 or more of large dimensions, and evidently carrying many people.

The average number of persons on board each of all the vessels warned may be safely estimated as not less than 10, and the average value of the vessels not less than \$10,000, exclusive of cargoes. Except the actual making of rescues from wrecks, no part of the work of the Service is of greater value to mariners and shipping interests than the patrol system, which guards the beaches every night from sunset to dawn, and during the daytime in thick and stormy weather.

### WARNED BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1901.		
Aug. 2	Marquette, Michigan .....	At 8.30 p. m. surfman burned a Coston signal and warned a steam launch, which was running too close to the shore.
Aug. 4	Cedar Creek, New Jersey.....	Shortly after sunset the patrol saw a large schooner drifting dangerously near the beach. He fired a danger signal, and she anchored at once and avoided stranding. A breeze sprung up during the night, and she got underway and stood offshore.
Aug. 8	Orleans, Massachusetts.....	The N. patrol flashed a red light to a three-masted schooner that was beating S. and dangerously near the shore. She tacked immediately and stood seaward.
Aug. 10	Brant Rock, Massachusetts...	At 12.30 a. m. the patrol burned a Coston signal and warned a small sailboat of her dangerous proximity to the beach.
Aug. 11	Wood End, Massachusetts....	During the middle watch the S. patrol discovered a small steamer at anchor near the surf. Upon seeing his danger signal she immediately weighed anchor and stood into the harbor.
Aug. 11	Sand Beach, Michigan .....	The patrol warned a steamer which started to enter the wrong dock. She recognized her mistake in time to avoid crashing into another vessel and causing a serious disaster.
Aug. 11	Cape Disappointment, Wash- ington.	The patrol discerned a large steamer approaching the harbor during a dense fog and burned a Coston signal. Fearing that the signal might not be seen, the keeper fired the gun as an additional warning, whereupon she turned and stood offshore.
Aug. 12	Knobbs Beach, Massachusetts	Shortly after dark the S. patrol discovered a sloop yacht dangerously near the breakers and at once flashed a warning signal, whereupon she anchored.
Aug. 12	Corson Inlet, New Jersey .....	At 10.30 p. m. a steamer standing too near the beach was warned out of danger by the surfman's signal.
Aug. 17	Muskallonge Lake, Michigan.	During the middle watch the patrol flashed a danger signal to a steamer approaching too near the beach 2 miles W. of station. She immediately hauled offshore.
Aug. 20	Wood End, Massachusetts ...	Between midnight and 4 a. m. the N. patrol sighted a tugboat with five barges in tow very close to the bar and in danger of striking. He at once ignited a red light, whereupon she stood seaward out of danger.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1901.		
Aug. 21	Gay Head, Massachusetts . . . .	At 10 p. m. the patrolman discovered a vessel standing into danger. He displayed a Coston signal and warned her off.
Aug. 21	Brigantine, New Jersey . . . . .	The watch from 8 to 12 p. m. discovered a yacht very close to the beach and warned her off with a Coston light.
Aug. 29	Great Boars Head, New Hampshire.	At 1.30 a. m. the patrol fired a danger signal to notify a passing sloop of her too near proximity to the beach.
Aug. 29	Orleans, Massachusetts . . . . .	At 7.30 p. m. patrolman ignited a red light and apprised a yacht of her too near approach to the shore. She tacked ship at once and acknowledged the warning by saluting with her cannon.
Sept. 5	. . . . do . . . . .	At midnight the N. patrol sighted a fishing schooner heading for and in close proximity to the beach. He flashed a warning signal, whereupon she wore ship and stood seaward.
Sept. 6	Wallis Sands, New Hampshire.	At 1 a. m. the patrol saw a vessel dangerously near the shore and warned her off by burning a Coston light.
Sept. 6	Metomkin Inlet, Virginia . . . .	The middle watch, upon seeing a steamer dangerously near the beach, fired a red light and acquainted her of her danger.
Sept. 8	Little Beach, New Jersey . . . .	At 2 a. m. the patrol warned a steamer off a course which was carrying her too far inshore.
Sept. 11	Cranberry Isles, Maine . . . . .	Shortly after dark the patrol sighted a schooner standing into danger, and immediately burned a Coston signal which apprised her of her danger, whereupon she anchored.
Sept. 12	Wood End, Massachusetts . . . .	During the watch from 8 p. m. to midnight the S. patrol burned a red light to warn a schooner of her proximity to the beach. She immediately tacked and stood out into deep water.
Sept. 17	Saluria, Texas . . . . .	During the first night watch the SW. patrol made out a vessel heading directly for the breakers and displayed a danger signal, which caused her to shape a new course and pass clear.
Sept. 17	Muskallonge Lake, Michigan . . .	During the middle watch patrolman burned a danger signal to a schooner too close to the shore, whereupon she hauled out to a safe course.
Sept. 19	Cobb Island, Virginia . . . . .	During the middle watch the beach patrol warned a vessel off a course which was taking her into danger.
Sept. 19	False Cape, Virginia . . . . .	The morning patrol sighted a steamer in close proximity to Pebble Shoal. He burned a Coston signal, which caused her to change her course and stand out clear.
Sept. 21	Brant Rock, Massachusetts . . . .	At 11 p. m. the S. patrol warned a steamer which was dangerously near High Pine ledge.
Sept. 23	High Head, Massachusetts . . . .	The middle watch burned a red light, which caused a vessel too near the bar to change her course and stand farther out.
Sept. 26	Pecks Beach, New Jersey . . . . .	At 7.45 p. m. the patrol warned a sloop which was standing into danger. She hauled out clear and proceeded.
Sept. 26	Metomkin Inlet, Virginia . . . .	The first watch saw a vessel in peril near the beach and flashed a Coston light to her, which caused her to sail seaward at once.
Sept. 30	Plum Island, Massachusetts . . . .	At 7.30 p. m. the N. patrol discovered a schooner steering a course which would soon cause her to strand on the bar. Upon seeing the warning signal which he promptly displayed she stood seaward on a safe tack.
Oct. 2.	Gurnet, Massachusetts . . . . .	At 7 p. m. one of the surfmen on watch burned a danger signal to warn away a schooner which was standing too close to the shore for safety. She immediately hauled off-shore.
Oct. 3.	San Luis, Texas . . . . .	A steamer dangerously near the bar of San Luis Pass altered her course and steamed safely away upon seeing the warning signal of the station patrol at 10 p. m.
Oct. 4.	Popes Island, Virginia . . . . .	Seeing a steamer whose course was taking her much too near the beach at 7.10 p. m., station patrolman flashed a Coston signal, which caused her to sheer out at once.
Oct. 4.	Cobb Island, Virginia . . . . .	A vessel standing into danger at 7.30 p. m. was warned off by the Coston signal of the station patrolman.
Oct. 5	Portsmouth, North Carolina . . .	During the middle watch the station patrol saw a steamer dangerously near the S. breakers at Ocracoke Inlet. He fired a warning signal, whereupon she steered out into deep water.
Oct. 6.	Peaked Hill Bars, Massachusetts.	The south patrol warned a schooner off Peaked Hill Bars at 6.30 p. m.
Oct. 6.	South Brigantine, New Jersey	A steamer standing directly on shore turned and headed down the beach upon seeing the warning signal of the station patrol at 3 a. m.
Oct. 6.	Chicamacomico, North Carolina.	The N. patrol from 6 to 9 p. m. saw a steamship approach dangerously close to shore and warned her away by burning a Coston light.
Oct. 11.	Cobb Island, Virginia . . . . .	At 2.10 a. m. station patrol saw a vessel standing into danger and at once flashed a warning signal. She changed her course without delay and went clear.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1901.		
Oct. 12	Wood End, Massachusetts....	Shortly after sunset, during a thick fog, the station patrol made out a small steamer much too near the beach for safety. He fired a Coston signal to warn her away, and then, in response to a call from the steamer, gave the master his position.
Oct. 13	Cobb Island, Virginia .....	At 2.20 a. m. patrolman warned off a vessel which was standing into shoal water.
Oct. 14	Crumple Island, Maine.....	During a thick fog the patrol heard a vessel's horn sounding very close to the breakers at 9 p. m. He burned a danger signal, which caused her to haul offshore.
Oct. 17	Wood End, Massachusetts....	Surfman on patrol from midnight to 4 a. m. warned off a sloop which he discovered standing into danger.
Oct. 18	Little Beach, New Jersey ....	A steamer that was in unsafe water swung around and proceeded offshore upon seeing the danger signal of the station patrol.
Oct. 18	Hog Island, Virginia.....	During the middle watch surfman on patrol warned off a vessel whose course was taking her onto the shoals.
Oct. 19	Ilwaco Beach, Washington...	At 11.30 p. m. the N. patrol burned a Coston light, and thus warned off a steamer which was standing along too close to the beach.
Oct. 24	Orleans, Massachusetts.....	During a hallstorm between 8 p. m. and midnight the S. patrol discovered a large schooner approaching the beach. He fired a warning signal, which caused her to steer seaward at once.
Oct. 26	Assateague Beach, Virginia ..	At 3 a. m. patrolman burned a Coston signal to inform the master of a large steamer that he was approaching too near to the beach. He heeded the warning in time to avoid stranding.
Oct. 27	Peaked Hill Bars, Massachu- setts.	At 9 p. m. patrolman warned a schooner off Peaked Hill bars by burning a Coston signal.
Oct. 28	Plum Island, Massachusetts..	Soon after sunset keeper warned a vessel away from Newburyport Bar which was in a dangerous condition at that time. In the morning watch station patrol warned her away again. She crossed safely after the tide flooded.
Oct. 30	Great Boars Head, New Hampshire.	At 10.30 p. m. the S. patrol fired a Coston night signal to warn a schooner that was standing into danger, whereupon she tacked and stood seaward.
Nov. 1	Highland, Massachusetts.....	Between 8 p. m. and midnight the beach patrol fired a red night signal to warn a three-masted schooner steering an unsafe course in proximity to the shore. She acknowledged the warning by shaping a safer course.
Nov. 1	Corson Inlet, New Jersey.....	During the middle watch the patrol saw the light of a vessel perilously near shoal water and flashed a Coston light in warning, whereupon she heaved offshore at once.
Nov. 2	Gurnet, Massachusetts.....	Surfman on patrol from 4 to 8 p. m. noticed a schooner hugging the shore too close for safety and fired a night signal in warning, whereupon she stood out into deep water.
Nov. 4	Cape Henry, Virginia .....	At 7 p. m. the patrol ignited a Coston light and warned away a steamer heading for Cape spit.
Nov. 5	Lewes, Delaware .....	Seeing a steamer in danger of stranding on the Point of Cape, patrol immediately set off a red night signal in warning, which was heeded by the steamer backing her engines and shaping a safe course.
Nov. 7	White Head, Maine .....	About 7.30 p. m. the E. patrol sighted a schooner standing directly onshore and perilously near the rocks. He displayed a night danger signal, which caused her to change her course and pass clear.
Nov. 7	Oak Island, New York.....	During the first watch the E. patrol saw a vessel running too close to the beach and warned her off with a danger signal.
Nov. 7	San Luis, Texas .....	The SW. patrol, at 7.30 p. m., warned a steamer of her dangerous proximity to San Luis Pass. Her course was changed immediately and she stood offshore.
Nov. 8	High Head, Massachusetts...	A steamer with barges in tow was warned off the bars by the usual night signal.
Nov. 9	Ocean City, New Jersey .....	At 6.20 p. m. a vessel was kept from running on the beach by seeing the signal shown by the N. patrol.
Nov. 10	Pecks Beach, New Jersey ....	The patrol from 8 p. m. to midnight informed the master of a schooner in peril near the station of his position, when he set off a Coston light. She changed her course and avoided the shoals.
Nov. 10	Crisps, Michigan .....	During the morning watch the patrol saw a steamer heading directly onshore, 1½ miles E. from station. He burned a Coston signal, whereupon she backed out clear and stood on a safe course.
Nov. 12	Hog Island, Virginia .....	During a NW. gale the patrol saw a vessel's green light close to the beach. He burned a danger signal and the vessel hauled out and anchored in 6 fathoms.
Nov. 13	Peaked Hill Bars, Massachu- setts.	At 8.30 p. m. a schooner was warned off the beach by the patrol, who flashed a Coston signal.
Nov. 13	Gay Head, Massachusetts.....	At midnight the S. patrol discovered a schooner standing dangerously near the shore, and at once burned a night signal, which caused her to go about on a safe tack.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1901, Nov. 14	San Luis, Texas.....	During the first watch the S. patrol warned a steamer whose course was taking her too near the dangers of San Luis Pass.
Nov. 14	Vermilion Point, Michigan...	Three steamers were warned out of danger during the first night watch.
Nov. 14	Crisps, Michigan.....	The patrol saw a large steamer, through a snow squall, very close to the beach, and flashed a Coston light. Four lights were expended before the warning was heeded, and she then hauled out into the lake.
Nov. 14	Two Heart River, Michigan...	At 9 p. m. the surfman on patrol saw a steamer bearing too close to the shore and fired the usual signals of warning. She quickly hauled out to a safe course.
Nov. 14	Muskallonge Lake, Michigan.	Shortly after dark a steamer was warned of her proximity to the beach by the burning of a Coston.
Nov. 15	High Head, Massachusetts...	At 7.15 p. m. surfman on patrol saw a steamer dangerously near the shore and burned a Coston, warning her of her peril.
Nov. 17	Cobb Island, Virginia.....	At 2.10 a. m. the patrol saw a vessel standing into shoal water and at once warned her off.
Nov. 19	Mecox, New York.....	At 8 p. m. a vessel was apprised by the patrol of her proximity to the shore and she hauled out to sea.
Nov. 22	Peaked Hill Bars, Massachusetts.	At 7.30 p. m. the patrol warned off a schooner which was heading too near the shoals.
Nov. 22	Highland, Massachusetts....	The patrol on the first night watch burned a signal to warn a vessel that was too close in, and she stood off in time to avoid disaster.
Nov. 23	Old Harbor, Massachusetts...	The mid watch burned a Coston signal to a schooner dangerously near to Chatham Bars, and caused her to head off into deep water.
Nov. 26	South Brigantine, New Jersey.	The sunrise patrol warned a large tugboat with three barges in tow of her dangerous position, and she hauled out to sea.
Nov. 27	Peaked Hill Bars, Massachusetts.	Patrol burned a warning signal to a steamer and she hauled seaward clear of the shoals.
Nov. 30	Humboldt Bay, California ...	At 6.30 p. m. the patrol warned a steamer whose course was taking her too close in, and she hauled about four points and stood down the coast clear of the bar buoys.
Dec. 2	Plum Island, Massachusetts..	Shortly before daybreak the S. patrol burned a Coston signal and thus warned off a schooner that was standing dangerously near the beach.
Dec. 3	.....do.....	At 10 p. m. a vessel perilously close to the bar at the mouth of the Merrimac River was warned away by the red light of the station patrolman.
Dec. 3	Peaked Hill Bars, Massachusetts.	At 8.30 p. m., during thick weather, a steamer was warned off Peaked Hill Bars.
Dec. 3	Cobb Island, Virginia.....	Station patrol saw a vessel standing into danger at 8.30 p. m. and at once flashed a warning signal, whereupon she altered her course and went clear.
Dec. 4	Wachapreague, Virginia.....	Seeing a steamer stand in much too near the shoals, station patrol fired a danger signal, which caused her to stand off for deep water.
Dec. 4	Cobb Island, Virginia.....	Soon after darkness had set in the station patrol observed a vessel whose course was taking her into danger. He burned a warning signal and thus caused her to haul offshore.
Dec. 6	Crumple Island, Maine.....	About midnight station patrolmen saw a schooner's lights which showed her to be much too near the ledge off Pond Point. One of the patrolmen burned a Coston light, whereupon the master of the schooner changed his course and cleared the ledge.
Dec. 6	Little Egg, New Jersey.....	During the middle watch the station patrol warned a vessel off the shoals.
Dec. 13	Jerrys Point, New Hampshire.	Perceiving a schooner standing toward the rocks at 6 p. m., during a thick fog, the station patrol fired a warning signal. She at once went about and anchored until the fog cleared.
Dec. 13	Pecks Beach, New Jersey....	Between midnight and 4 a. m. the station patrol warned off a steamer whose course was tending to take her on the beach.
Dec. 15	Popes Island, Virginia.....	Surfmen on patrol from 8 p. m. to midnight burned a warning signal to inform a large steamer that she was approaching too near the shore. Upon seeing the signal she hauled off into deep water.
Dec. 17	Green Run Inlet, Maryland..	Soon after sunset the station patrol warned off a 3-masted schooner that was dangerously close to the beach.
Dec. 17	Popes Island, Virginia.....	About 8 p. m. one of the station patrolmen burned a red light to caution a large vessel that was dangerously near shore. She at once changed her course and went seaward.
Dec. 21	Wood End, Massachusetts...	The surfmen on N. patrol from sunset to 8 p. m. saw a schooner standing toward the bar during a snow squall. He fired a warning signal and she immediately tacked offshore.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1901.		
Dec. 23	Ocean City, Maryland.....	At 2.30 a. m. the S. patrol saw a vessel in peril near the beach and warned her away by flashing a patrol signal.
Dec. 24	Ship Bottom, New Jersey ....	The N. patrol at 4 a. m. burned a danger signal to notify a steamer that she was approaching too near the beach for safety. She at once hauled out.
Dec. 28	Plum Island, Massachusetts..	The N. patrol warned a vessel away from the bar by flashing a danger signal at 7.30 p. m.
Dec. 28	Coskata, Massachusetts.....	At 6.30 p. m. the S. patrol perceived a vessel's light very near the beach. He fired a warning signal, whereupon it disappeared, the night being too dark to make out the vessel.
Dec. 30	Cobb Island, Virginia .....	A vessel standing into danger was warned away by the station patrol at 10 p. m.
Dec. 30	False Cape, Virginia .....	At 8.30 p. m. the N. patrol burned a Coston signal to caution a steamer that was heading toward the beach. She stopped her engine and backed in time to avoid stranding.
Dec. 30	Yaquina Bay, Oregon .....	The N. patrol burned a red night signal at 10.30 p. m. to inform a steamer that she was much too near the reefs. Upon seeing the signal she steered seaward and cleared the danger.
1902.		
Jan. 1	Block Island, Rhode Island ..	During the middle watch the S. patrol saw a schooner dangerously near the shore and burned a Coston light to warn her off.
Jan. 1	Point Lookout, New York ....	East patrol from 8 p. m. to midnight saw a vessel too near shore and warned her off with a danger signal.
Jan. 1	Hog Island, Virginia .....	The patrol sighted a steamer near the shoals and burned a Coston signal which was unheeded. The steamer struck the shoals but shortly afterwards backed off and stood clear.
Jan. 2	Plum Island, Massachnsetts ..	Seeing the lights of a steamer and a barge close to the shore, the patrol burned a warning signal and they hauled off to the northward and eastward.
Jan. 2	Cobb Island, Virginia .....	At 10 p. m. the patrol sighted a vessel standing into danger and at once burned a Coston. She changed her course and stood clear of danger.
Jan. 5	Quonochontaug, Rhode Is- land.	During the first watch the patrol burned a Coston light to a vessel apparently in distress, but got no response.
Jan. 7	Smiths Creek, Florida.....	The keeper burned two Coston signals to warn a steamer whose course was taking her too near the shore.
Jan. 11	Ilwaco Beach, Washington...	During the first watch the patrol warned off a vessel standing close to the breakers.
Jan. 12	High Head, Massachusetts...	The patrol on first watch burned three danger signals to vessels, apprising them of the proximity of the beach.
Jan. 12	Gurnet, Massachusetts.....	The patrol on mid watch saw a schooner heading directly for the shore and in danger of stranding on the sandbars. In response to his danger signal she put about and stood offshore.
Jan. 13	Wachapreague, Virginia .....	The patrol flashed a night signal to a steamer heading too close to the beach, whereupon she hauled out clear of danger.
Jan. 17	False Cape, Virginia.....	The patrol during the middle watch saw a steamer dangerously near Pebble Shoals. He burned two danger signals and in response she backed out and stood clear.
Jan. 18	Race Point, Massachusetts...	Surfman on patrol from 4 a. m. to sunrise warned off a schooner by burning a Coston light.
Jan. 25	Isle of Wight, Maryland.....	The N. patrol from sunset to 8 p. m. saw a schooner standing in too near the beach and burned a Coston to warn her off. She at once went about and took a safe course.
Jan. 28	High Head, Massachusetts...	Patrol from sunset to 8 p. m. saw a steamer perilously near the shore, and burned a Coston light, when she altered her course in response.
Jan. 28	Pea Island, North Carolina...	A steamer standing too close to the beach was warned by a danger signal and she hauled offshore.
Jan. 30	Barnegat, New Jersey .....	The sunset patrol warned off a steamer whose course was taking her into danger.
Jan. 30	False Cape, Virginia.....	At 6.40 p. m. the patrol burned a Coston signal in warning to a steamer. She immediately stopped, backed, and stood on a safe course.
Feb. 2	Point Allerton, Massachu- setts.	At 3 a. m. the surfman on watch observed a vessel running dangerously near to Point Allerton Bar, and burned a Coston signal to apprise her of her danger. She immediately hauled into the channel.
Feb. 2	Blue Point, New York.....	The W. patrol saw a ship standing directly on the beach and in imminent peril of stranding. At once he displayed a night signal, when she wore and stood offshore.
Feb. 2	Core Bank, North Carolina ..	A schooner was observed approaching the beach and was warned off by the patrolman's signal.
Feb. 3	Cobb Island, Virginia .....	A vessel was sighted standing into danger, at 10.15 p. m., and stood off into deep water upon seeing the Coston signal shown by a surfman.
Feb. 3	Core Bank, North Carolina...	The patrolman on watch warned a schooner which was dangerously near the beach. She bore away offshore.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1902. Feb. 3	Race Point, Massachusetts ...	The beach patrol displayed a danger signal to warn a schooner which was apparently aground abreast the station. She stood seaward immediately. Soon afterwards the W. patrol burned a red light to a steamer running directly on shore. She changed her course and went clear.
Feb. 3	Ilwaco Beach, Washington...	The S. patrol warned off a steamer that was getting dangerously close to the breakers.
Feb. 4	Wachapreague, Virginia .....	A steamer which was too near the shoals was shown her danger by the flash of the surfman's signal. She steered out into deep water.
Feb. 9	Pecks Beach, New Jersey .....	A Coston signal was shown at 4.30 a. m. to warn a steamer that was running dangerously near the beach. She changed her course without delay and went clear.
Feb. 9	Sea Isle City, New Jersey .....	At 5 a. m. the beach patrol saw a steamer standing toward the beach and at once flashed a warning signal. She took no notice of the first warning, but acknowledged a second by turning and standing offshore.
Feb. 9	Hog Island, Virginia .....	A steamer standing directly for the shore was admonished of her danger by the warning signal of the patrol, and at once shaped a safe course.
Feb. 10	Turtle Gut, New Jersey .....	Station patrol fired a danger signal at 10.45 p. m. to warn off a vessel that was perilously near Cold Spring Inlet Bar.
Feb. 12	Pamet River, Massachusetts..	Between 8 p. m. and midnight the S. patrol burned a Coston signal to warn away a steamer which was much too near the bar.
Feb. 13	Wachapreague, Virginia .....	A steamer approaching too near the beach changed her course and stood clear upon seeing the warning signal of the station patrol.
Feb. 13	Hog Island, Virginia .....	At 1 a. m. the patrol burned a red light to a schooner dangerously near the shoals. She acknowledged the signal by standing offshore at once.
Feb. 17	Brigantine, New Jersey .....	A steamer that was standing in near the shoals saw her danger and shaped a safe course when the surfman ignited a Coston signal.
Feb. 17	Chicamacomico, Virginia ...	Patrol burned two Coston lights at 3 a. m. and warned a steamship off the beach. She answered the signal with her whistle and steamed away.
Feb. 19	Green Run Inlet, Virginia ...	A schooner was warned off the beach at 10.10 p. m.
Feb. 22	Wood End, Massachusetts ...	The S. patrol displayed a red light at 9 p. m. to a four-masted schooner which was much too near the shore, whereupon she went about and stood out of danger.
Feb. 22	Pea Island, North Carolina...	At 10 p. m. a schooner close to the outer bar was made aware of her dangerous position by the flash of the surfman's signal, and at once hauled out into deep water.
Feb. 22	New Inlet, North Carolina ...	During the first night watch the beach patrol burned two danger signals to a steamship which was groping uncertainly about, perilously close to the bar. Upon seeing the second signal, she backed and then steamed seaward.
Feb. 24	Race Point, Massachusetts ...	Surfman on the 4 a. m. to sunrise watch displayed a danger signal to show a schooner that she was perilously near the beach. She stood out clear of danger.
Feb. 26	Currituck Inlet, North Carolina.	A steamer was warned off Currituck beach during the middle watch.
Feb. 27	Ocean City, Maryland .....	The surfman on the S. patrol discovered a schooner standing into danger, but not until he had fired two Coston signals did she heed the warning and shape a safe course.
Feb. 28	Knobbs Beach, Massachusetts.	The S. patrol from 8 p. m. to midnight discovered a schooner near the beach and in danger of stranding. He at once flashed a Coston light, whereupon she went in stays and worked offshore.
Feb. 28	High Head, Massachusetts ...	A schooner approaching the beach kept away on seeing the danger signal shown at 3.10 a. m. by the surfman on the W. patrol.
Feb. 28	Squan Beach, New Jersey....	The N. patrolman at 4.35 a. m. sighted a large schooner very close to the beach, and steering such a course that she would soon run aground. He instantly fired a danger signal, whereupon she at once went about and thus avoided disaster.
Mar. 2	Humboldt Bay, California ...	At 11.15 p. m. the station patrol sighted a steamer heading for the beach. He burned a Coston signal in warning, and the vessel stood offshore.
Mar. 3	Isle of Wight, Maryland .....	During the morning watch, before daylight, the N. patrol saw a schooner sailing dangerously near the land. He flashed a Coston signal and she immediately went about. In the first watch a steamer standing on shore was warned by the N. patrol, who flashed a night signal. The steamer turned seaward.
Mar. 4	Kill Devil Hills, North Carolina.	The night patrol S. saw a vessel perilously near the outer shoals off Oregon Inlet, and burned a red light in warning.



*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1902.		
Mar. 5	Point Allerton, Massachusetts.	At 7.30 p. m. the lookout flashed two lights in warning to a vessel on dangerous bearings off Point Allerton Beacon.
Mar. 5	High Head, Massachusetts....	At 7.30 p. m. the station patrol discovered a vessel venturing too near the shore, and burned a Coston light in warning.
Mar. 5	Pecks Beach, New Jersey ....	At 7 p. m. a patrolman sighted a steamer standing into danger and flashed a night signal to her.
Mar. 5	Townsend Inlet, New Jersey.	On the mid watch the patrol noticed a steamer with a tow very close to Townsend Inlet Bar, and warned her with a Coston.
Mar. 6	Manomet Point, Massachusetts.	At 9 p. m. the N. patrol discovered a vessel in danger of striking the beach, and flashed a Coston signal to warn her off.
Mar. 7	Race Point, Massachusetts ...	Shortly after dark a patrolman burned a night signal to a schooner too close to the shore, and she hauled off.
Mar. 9	Cobb Island, Virginia .....	At 2.15 a. m. the station patrol saw a vessel in shoal water and burned a Coston light, when she kept off for deep water.
Mar. 13	Oregon Inlet, North Carolina.	Just after dark the patrol burned three Coston signals to a schooner standing in too close. After the third signal she hauled up on a safe course.
Mar. 15	Little Island, Virginia .....	During the first watch a vessel was warned off the beach by a night signal.
Mar. 16	Rehoboth Beach, Delaware ..	A vessel in a perilous position near the shore was warned by a danger signal just before daybreak.
Mar. 19	Point Lookout, New York ....	During the last watch the patrol sighted a schooner in danger of running ashore and warned her off with a Coston light.
Mar. 20	Sea Isle City, New Jersey ....	At 2 a. m. the lookout sighted a steamer with a tow, evidently off her course, and in danger of striking the bar. He burned three Coston signals, whereupon the vessel hauled up and cleared the bar in safety.
Mar. 20	Wachapreague, Virginia .....	The patrol on the mid watch warned a vessel off the shoal by burning a Coston light.
Mar. 22	Mecox, New York .....	During the morning watch the patrol saw a schooner heading on shore and warned her off with a danger signal.
Mar. 29	Georgia, New York.....	During the mid watch the patrol warned a vessel too close in, by a Coston signal.
Mar. 30	Ilwaco Beach, Washington ..	At 11.10 p. m. a south-bound steamer was observed by the patrolman to be heading on shore. He burned a Coston signal and the vessel hauled out to a safe course.
Mar. 31	Highland, Massachusetts ....	The first night patrol saw a schooner in dangerous proximity to the bar, and warned her off with a danger signal.
Apr. 1	Coskata, Massachusetts .....	At 10 p. m. the E. patrol sighted a schooner heading for Great Pollock Rip. He fired two Coston signals, whereupon the vessel anchored just in time to avoid disaster.
Apr. 1	Townsend Inlet, New Jersey ..	At 7.40 p. m. the first patrol fired a Coston to warn a steamer of the dangerous proximity of Townsend Inlet Bar.
Apr. 3	False Cape, Virginia .....	Shortly before daybreak the N. patrol sighted a steamship close to the beach. He burned a Coston, when she backed out and went clear.
Apr. 5	Cobb Island, Virginia .....	At 2.15 a. m. the lookout saw a vessel standing into shoal water. He burned a signal, and she stood offshore.
Apr. 7	Muskallonge Lake, Michigan.	At 2.30 a. m. the lookout sighted a steamer dangerously close to shore. He burned three signals, whereupon the vessel changed to a safe course. The E. patrol also burned signals to this ship.
Apr. 8	Cape Henlopen, Delaware ...	Just before daylight a patrolman sighted a large steamer heading for the beach, and warned her with a Coston light in time to save her from going into the breakers.
Apr. 9	Popes Island, Virginia .....	The surfman on first night watch saw a schooner dangerously near the beach and warned her with a red light. She altered her course just in time to escape disaster.
Apr. 10	Race Point, Massachusetts ...	Shortly after dark a patrolman sighted a steamer about to run ashore and burned a night signal. She responded with her whistle and hauled up for deep water.
Apr. 12	Cuttyhunk, Massachusetts ...	During the mid watch the W. patrol saw a small cr. t too close in and warned her off with a Coston.
Apr. 12	Aransas, Texas.....	At 10.45 p. m. a patrolman sighted a schooner close in to the breakers. He showed a night signal, and she promptly went about and stood offshore.
Apr. 13	Nauset, Massachusetts.....	At 11.15 p. m. a surfman burned a Coston signal, warning a steamer that she was in a dangerous position.
Apr. 13	Ilwaco Beach, Washington...	During the mid watch the south patrol sighted a steamer heading on shore. He flashed a night signal, when the vessel immediately hauled up on a safe course.
Apr. 14	Point Allerton, Massachusetts	At 1.15 a. m. a surfman saw a vessel running perilously near Toddy Rocks and warned her by flashing a night signal.
Apr. 14	Race Point, Massachusetts ...	Shortly before daybreak the W. patrol discovered a schooner about to run on the bar and warned her off by burning a Coston light.
Apr. 16	Great Boars Head, New Hampshire.	At 7.15 p. m. the S. patrolman prevented a schooner from running ashore by flashing a danger signal.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1902. Apr. 16	Ilwaco Beach, Washington ..	During the mid watch the S. patrol sighted a vessel close to the breakers and warned her off with a Coston. Later the N. patrol saw a vessel, presumably the same, heading for the beach and flashed a danger signal, when she hauled out to sea.
Apr. 21	.....do .....	About midnight the N. patrol flashed a signal to a steamer too near the beach, and she shifted to a safe course.
Apr. 23	Long Beach, New York .....	In the first watch a surfman sighted a bark too near the land for safety and flashed a signal in warning. The bark burned a signal in reply, then hauled off for deep water.
Apr. 26	Point Allerton, Massachusetts	About 9 p. m. a surfman burned a Coston, warning a vessel of the dangerous proximity of Toddy Rocks.
Apr. 29	Turtle Gut, New Jersey .....	At 11.45 p. m. W. patrolman burned a Coston to warn a vessel with a tow that she was dangerously near the bar.
May 2	Great Neck, Massachusetts ...	The patrol from 8 p. m. until midnight sighted a schooner standing directly for the beach and burned two Coston lights in quick succession to warn her of her peril. She immediately hauled into the wind and anchored. After daylight she got under way and stood offshore.
May 2	Shoalwater Bay, Washington.	Surfman on lookout showed a red danger signal at 11 p. m. to a steamer heading too close to the shore. She acknowledged the warning by steaming a safer course.
May 5	Cobb Island, Virginia .....	A schooner dangerously near shoal water stood seaward upon seeing the warning signal, which was ignited by the patrolman at 1.40 a. m.
May 5	Humboldt Bay, California....	A steamer running too close to the beach stood offshore when apprised of her danger by the patrolman touching off a red light.
May 6	Sandy Point, Rhode Island...	At 3 a. m. surfman on patrol displayed a Coston signal and warned a schooner which was in imminent danger of stranding. She immediately hauled out into deep water.
May 6	Cape Disappointment, Wash- ington.	A steamer, which hove to off the bar and made signal for a pilot, was made aware of her position and enabled to anchor in a safe place when the patrolman set off a Coston signal.
May 6	Humboldt Bay, California ...	The beach patrol ignited a danger signal at 2.30 a. m. and showed a steamer her peril. She turned and stood offshore at once.
May 8	Brigantine, New Jersey .....	Surfman on patrol, from sunset to 8 p. m., burned a Coston light to a steamer in jeopardy of running ashore, whereupon she altered her course and went clear.
May 8	South Brigantine, New Jersey.	The first night watch fired a red danger signal and warned a large steamer bound north and in imminent peril of running on the shoals. She at once stood seaward out of danger.
May 9	Point Allerton, Massachusetts.	At 11.30 p. m. a steamer in peril near Point Allerton Bar recognized the surfman's warning signal by immediately going about and standing out into the channel.
May 13	San Luis, Texas .....	A schooner too close to the dangers at San Luis Pass altered her course and stood offshore when the SW. patrol ignited a Coston signal at 3 a. m.
May 14	Cobb Island, Virginia .....	At 11 p. m. the station patrol warned off a vessel that was steering a dangerous course.
May 20	Assateague Beach, Virginia..	Shortly after midnight a schooner was made aware of her too near approach to the beach by the surfman's warning signal. She went about and sailed away.
May 25	North Beach, Maryland .....	The N. patrol fired two Coston lights to warn a schooner which was running into danger. The first signal failed to burn, but she stood seaward when a second one was ignited.
May 26	Orleans, Massachusetts .....	At 3.15 a. m. the S. patrol sighted a fishing schooner lying on an inshore tack and in danger of stranding. He immediately burned a Coston light, which was not seen by the schooner on account of the number of lights on board. He then ran back until abreast of the vessel and fired another warning, whereupon she at once went about and stood seaward.
May 27	Yaquina Bay, Oregon .....	Upon seeing a steamer dangerously close to the reef, at 10.30 p. m., the N. patrol burned a red light and warned her away.
May 29	North Beach, Maryland .....	The first night watch, S., displayed a danger signal and warned off a schooner that was too near the breakers. Later in the night the N. patrol fired a Coston light and apprised a vessel, that was running into peril, of her danger. She went about and sailed seaward.
May 29	Ilwaco Beach, Washington...	A steamer approaching the beach, 3 miles S. of station, at 10.40 p. m., changed her course and went clear upon seeing the warning signal fired by the patrol.
May 30	Cobb Island, Virginia .....	At 9.30 p. m. station patrol sighted a steamer steering a course which would soon run her on the shoals. He at once burned a Coston light, which admonished her of her danger, whereupon she steered out into deep water.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1902. May 31	Yaquina Bay, Oregon .....	The S. patrolman saw a steamer steering an unsafe course close to the beach and warned her off at 10.45 p. m. Later the N. patrolman displayed a red light in front of the station and apprised a steamer near the reef of her peril. She changed her course and stood farther offshore.
June 1	Marquette, Michigan .....	Surfman on patrol burned two Coston signals at 11.45 p. m. to warn a steamer heading toward the beach, and the vessel kept off on a safe course.
June 6	Charlevoix, Michigan.....	Patrolman on first night watch saw a steamer in danger of running ashore and burned three night signals, warning her of her dangerous position.
June 17	White River, Michigan.....	At 11 p. m., during foggy weather, patrolman heard a steamer's whistle in close proximity to the beach and burned a night signal warning her of danger at hand.

BY DAY SIGNALS.

1901. Aug. 7	Great Boars Head, New Hampshire.	At 10 a. m. the keeper hoisted the signal J D (You are standing into danger) to a lumber-laden schooner which was standing perilously close to the rocks. She heeded the warning and kept farther out.
Aug. 21	Rocky Point, New York.....	At 4.10 p. m., during a thick fog, surfmen called out to the yacht Magnolia and gave them warning of their too close approach to the shore. (See letter of acknowledgment.)
Aug. 25	Great Boars Head, New Hampshire.	The International Code signal J D was hoisted at the station to warn a sloop yacht which was dangerously near a sunken rock.
Aug. 26	.....do .....	At 3.30 p. m. the keeper had the signal J D hoisted to warn a passing sloop of her too close proximity to outlying dangers. She tacked at once and stood offshore.
Sept. 6	Plum Island, Massachusetts..	At 9 a. m. station lookout hoisted signal L M G to warn a schooner that intended to cross the bar. Upon being notified that the bar was dangerous, she stood offshore.
Sept. 6	.....do .....	At 5 p. m. keeper hoisted International Code signal, "The bar is dangerous," and gave warning to two yachts which were seeking to enter the harbor.
Sept. 7	.....do .....	A small steamer was warned against crossing the bar on account of the dangerous sea which was running.
Sept. 9	False Cape, Virginia.....	Surfman on watch observed a steamer dangerously near Pebble Shoal and in imminent peril of stranding. He hoisted the code signal J D, whereupon she changed her course and went clear.
Sept. 21	Plum Island, Massachusetts..	At 10.30 a. m. keeper hoisted International Code signal L M G to warn a yacht that was contemplating crossing the bar. She anchored until high water, when she crossed in safety.
Oct. 13	Coquille River, Oregon.....	The bar having shoaled from 13 to 7 feet during the two previous days, surfmen pulled out and warned the master of the steamer Mandalay that he could not cross, whereupon he went on to Coos Bay.
Oct. 21	Petersons Point, Washington.	Keeper hoisted International Code signal JD (You are standing into danger) to warn off a schooner standing dangerously close to the beach. She immediately tacked offshore.
Oct. 23	Ilwaco Beach, Washington...	During a thick fog, about noon, keeper heard a steamer's whistle which indicated that she was heading toward the beach. He fired two shots from the Lyle gun, which caused her to steam seaward.
Nov. 30	Fort Point, California.....	The patrol discerned through the fog a launch on the edge of the breakers in a hazardous position and called out lustily, giving its occupants timely notice of their peril. He guided them down the beach to a safe place.
Dec. 9	Plum Island, Massachusetts..	At 8.30 a. m. keeper hoisted International Code signal LMG (The bar is dangerous) to prevent a steamer with tow from attempting to cross the bar upon which a very heavy sea was breaking. She heeded the warning and kept away on a safe course.
1902. Jan. 4	San Luis, Texas .....	At 10 a. m. the keeper hoisted the signal MSR (You are too close in; keep further off) to a steamer very close inshore. She at once headed offshore and hoisted signal CPBQ (What is your longitude?), which was replied to from the station, when she stood off on her course.
Feb. 10	Bethel Creek, Florida .....	About 2 p. m. a two-masted steamer, bound to the southward, was sighted NE. of the station, dangerously close to the beach, and was informed of her peril when the International Code signal JD was hoisted at the station. The steamer replied by hoisting her ensign, and shaped a safe course.

*By day signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1902.		
Feb. 23	False Cape, Virginia.....	A large steamer, perilously near the Pebble Shoals, was apprised of her danger and shaped a good course upon seeing the danger signal, which was hoisted at the station.
Feb. 24	Plum Island, Massachusetts..	Keeper saw a vessel about to cross the bar, heavy sea running at the time, and hoisted a signal to warn the master of his danger. He disregarded the warning and by chance the vessel crossed safely.
Mar. 3	Chester Shoal, Florida .....	A large steamer, bound south, was observed from the station to be heading inside the shoal. The keeper hoisted signal JD (You are standing into danger) and the steamer cleared the shoal all right.
Mar. 17	Fort Lauderdale, Florida.....	A yacht coming down the sound was observed to be heading for the shoal water. The keepersignaled her with his handkerchief, when she changed her course and went clear.
Mar. 20	.....do .....	A small launch, apparently working badly, was seen heading for the strong current near the inlet, where she could hardly avoid being swept to sea. She was warned by station signal and watched until she had passed clear of danger.
Mar. 29	Oak Island, North Carolina ..	At 4 p. m. a bark was seen standing perilously near the shoals to westward of the bar. The signal JD (You are standing into danger) was hoisted by the keeper, and the vessel changed her course.
May 6	Fort Lauderdale, Florida ....	A steam launch was in close proximity to some submerged wreckage and steering a course which would soon run her upon it. The keeper, who was out in a boat, succeeded in apprising the wheelman of the danger, whereupon he altered his course and went clear.
May 19	Rocky Point, New York.....	The surfman on patrol observed a British bark in dangerous proximity to Rocky Point, and shouted lustily to warn her of danger. She attempted to tack, but missed stays, and anchored to avoid going on the rocks. Later she weighed anchor and stood on her way.
June 7	Two Heart River, Michigan..	At 6 a. m., during foggy weather, a steamer's whistle was heard close to station, and the time bell was sounded to apprise her of her position.
June 11	Frankfort, Michigan.....	During a fog the S. patrol heard a steamer sounding her whistle about 300 feet from the beach, and warned her by shouting and throwing stones.
June 13	Beaver Island, Michigan.....	The keeper fired two shots from the Lyle gun to guide the mail steamer into harbor in thick weather.

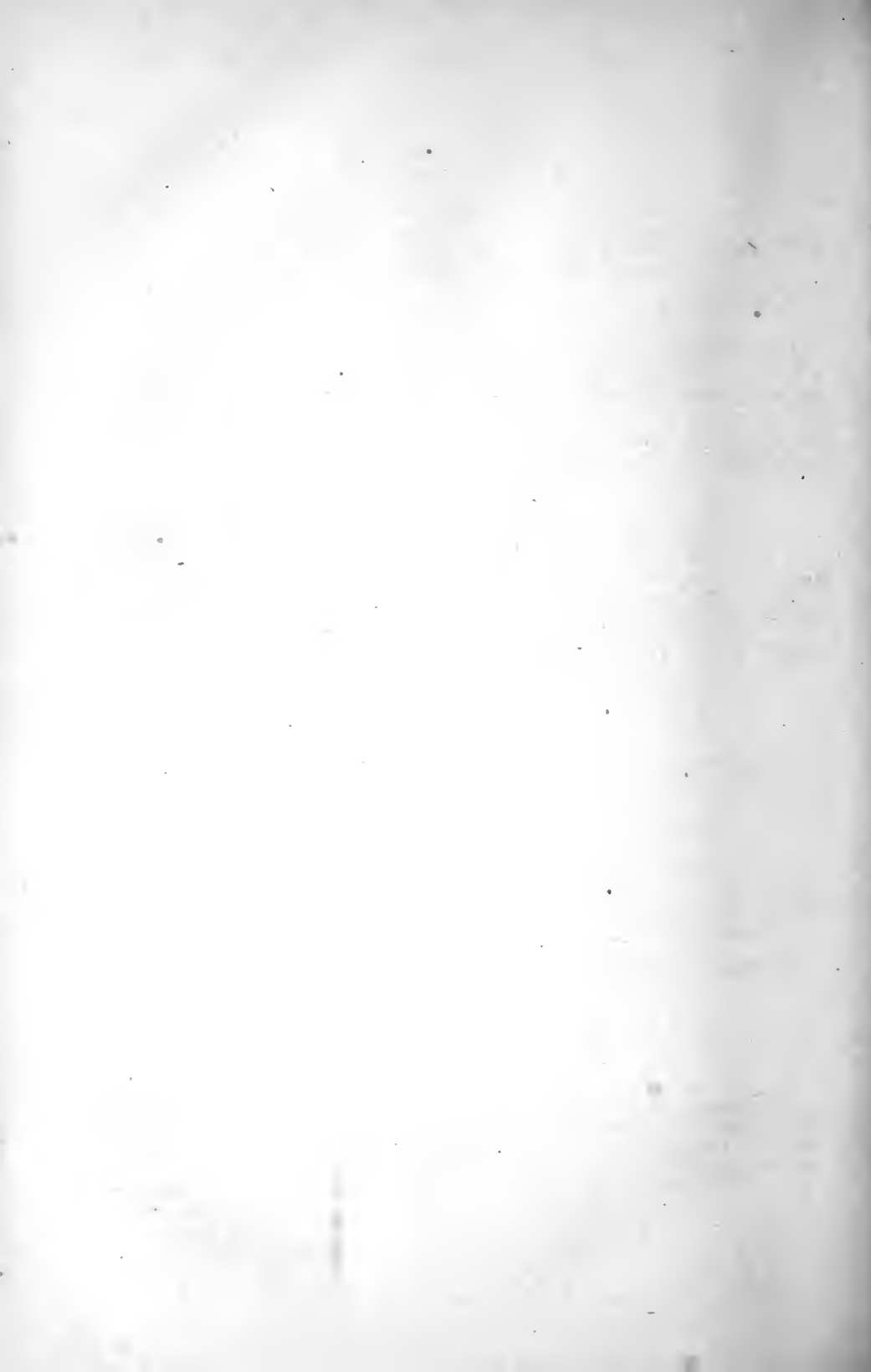
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LETTERS OF ACKNOWLEDGMENT.

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## LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

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The following letters and other testimonials of valuable assistance rendered by the surfmen to vessels in distress have been received during the year at the office of the General Superintendent. The gratitude of those who have received aid in numerous other instances has been noted in wreck reports and transcripts of journals, but not in such form as to be readily shown here:

MANISTEE LIFE-SAVING STATION, MICHIGAN,  
*July 26, 1901.*

SIR: We wish to make a little acknowledgment of the benefit we have derived from the Life-Saving Service, and to send you a word of praise which we consider due Keeper Hanson and his crew for rendering such prompt and timely assistance on the 23d instant, when our schooner, the *Ida Jane*, capsized 8 miles south of this station. Had they not come to our rescue so quickly, we certainly would have perished. They righted the schooner, pumped her out, cleared away the wreckage, and repaired her. This was a great help to us, as we were almost destitute, having lost clothes, sails, and what little money we had.

\* \* \* \* \*

Respectfully,

JAMES MURPHY.  
WILLIAM MURPHY.

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

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ANAHUAC, TEXAS, *July 28, 1901.*

DEAR SIR: Please accept the thanks of the undersigned for the prompt and effective measures taken by Superintendent W. A. Hutchings, of the Ninth Life-Saving District, in rescuing us from a most perilous position after the sinking of the sloop *Caroline* on the night of July 9, 1901. He is all right.

Yours, respectfully,

J. T. WATSON.  
G. W. PAGE.

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

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ROCKINGHAM, NEW HAMPSHIRE, *August 17, 1901.*

DEAR SIR: We again desire to express our thanks to you and your crew for the timely assistance you rendered the steam yacht *Chetolah* and our party on the evening of August 15 last, when she grounded off your station during a fog. We feel that your timely aid saved the vessel from greater injury than she received and extricated us from a position of much danger. With renewed thanks,

Believe us, very truly, yours,

EDWIN N. BUNSON, JR.  
GEORGE J. CLARK.  
J. M. DICKINSON.  
ALEXANDER BUNSON.  
PHILEMON DICKINSON.

Capt. S. F. WELLS,  
*Life-Saving Station, Rye North Beach, New Hampshire.*

PORTLAND, MAINE, *August 20, 1901.*

DEAR SIR: I wish to thank you and your crew for the valuable service rendered to the steamer *Ocean View* when ashore on Small Point, Maine, last night. I feel that the results would have been much different had you not been there to take charge. As it was, we sustained no damage, which is miraculous when the position of the vessel and dangerous nature of the coast is considered.

Thanking you again for your kindness,

I remain, very truly, yours,

EDWARD POLAND,  
*Master of American Steamer Ocean View.*

Captain Z. H. SPINNEY,  
*United States Life-Saving Station, Hunniwells Beach, Maine.*

GREENPORT, NEW YORK, *August 24, 1901.*

SIR: I desire to thank the patrolman who made a signal to my vessel on the morning of August 20 and gave us warning which prevented the vessel from stranding.

Respectfully, yours,

HENRY BELENAP,  
*Master American Steam Yacht Magnolia.*

Captain HARVEY S. BROWN,  
*Keeper Rocky Point Life-Saving Station.*

NORTH SCITUATE BEACH, MASSACHUSETTS, *September 9, 1901.*

SIR: Permit me to pay tribute to the bravery and gallantry of a crew of men in your district which served four companions and myself so nobly on Friday evening, September 6. I had been engaged in a swim from Boston to New York, accompanied by Peter F. Donnellan, of Brooklyn, New York, J. Fred. O'Donnell, Charles A. Bignue, and Mark H. Jacobs, of Boston, with two dories, one an attendant boat and the other a supply boat. We left the Glades about 5 o'clock Friday evening, and at 7 o'clock, or thereabouts, we made the North Scituate Life-Saving Station. A tremendous sea was running at the time, and the hardy corps of coast guards, who had heard of our coming, fortunately for us, were on the lookout and ready to render assistance. Fires were lighted to illuminate our way inshore, and the life guards stood by. Both of my boats were caught upon the heavy seas and carried inshore at a tremendous rate of speed. The first boat, containing Bignue and O'Donnell, was dashed to pieces, the boys being thrown as if from a catapult. Bignue was badly injured and would have been lost but for the prompt assistance of the life-savers, who went into the water with their clothing on. O'Donnell was slightly injured about the head. Donnellan and Jacobs had a close call, too, but not only were they saved, but the supply boat also. I was swimming and got on shore after an exciting struggle. Keeper Brown was almost shoulder deep in the seas ready to render me aid. The whole incident was dramatic in the extreme, and was witnessed by hundreds of people. Every hospitality was extended us by Keeper Brown and his crew, and, with the heroic "skipper," the names of John E. Murphy, Jeremiah McCarthy, John Curran, Richard W. Tobin, James Curran, and Thomas P. Stanley will be cherished among us as long as we live. The United States Life-Saving Service can always command me.

I am, most respectfully,

Captain B. C. SPARROW,  
*East Orleans, Massachusetts.*

PETER S. McNALLY.

ASSATEAGUE, VIRGINIA, *September 17, 1901.*

MY DEAR SIR: This is to certify that the crew of Assateague Life-Saving Station boarded the schooner *Joseph J. Pharo* on the night of September 16 within an hour after the schooner went ashore in Assateague Harbor and assisted in running out hawsers and kedge anchors. Nothing else could be done at the time on account of the ebb tide, but on the 17th they came on board and helped to heave the vessel head to wind, but could not float her. On the 18th they came on board again, and by their efforts the vessel was successfully floated. All credit is due the life-savers for service rendered in floating the schooner.

HERMAN THORNBLOM, *Master.*

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



HUDSON, FLORIDA, *September 17, 1901.*

DEAR SIR: On August 14 one of my schooners, the *Tortugas*, was wrecked at Pensacola, Florida. The master, J. A. Brady, set signals of distress, to which Captain Robert Broadbent and his crew of life-savers promptly responded. These men were the instruments in saving the lives of two of the crew of the *Tortugas*, who had been knocked overboard into the water by a wild cable, which severely wounded them and rendered them helpless. To attempt to save them was to risk one's own life—this was promptly done by these brave men, who rescued the drowning men. The master, together with the two sailors (James A. Strawn and Daniel Jackson), and myself wish to express our gratitude for the services rendered us all. With one accord we praise the brave deed of Captain Broadbent and his faithful crew.

Yours, very truly,

M. L. MOSELY.

Captain W. A. HUTCHINGS,  
*Superintendent Ninth District, Galveston, Texas.*

MUSKEGON, MICHIGAN, *September 18, 1901.*

DEAR SIR: I take this opportunity to let you know of the great assistance rendered me by the crew of the life-saving station at this place. In connection with a Government contract, I am operating a large pile driver, which is usually moored in a bay opposite the life-saving station. On September 15 the man in charge of the pile driver left his situation without giving notice, and, as a high sea arose very shortly thereafter, the pile driver would have become a total loss had it not been for the prompt action of Keeper Henry J. Woods and his crew. I do not understand how it was possible for them to get it to a place of safety without the assistance of a tug in such a sea. I am duly grateful to them for saving my property under such difficulties and dangers.

Respectfully, yours,

D. A. McLEOD.

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

The following card of thanks was published in the Detroit Free Press, dated September 22, 1901:

We desire to express to the public our appreciation, and also to thank Captain J. H. Frahm and his gallant crew of life-savers located at Pointe aux Barques Life-Saving Station, for the valuable work done in rescuing the crew and securing the lumber from our vessel, the *Andrew Jackson*, wrecked on Pointe aux Barques reef during the terrible night of September 7, 1901. The vessel proves to be a total loss, but through the efforts of the life-saving crew and excellent judgment of Captain Frahm we were enabled to get the lumber from the wreck. Only those who sail the Great Lakes and are exposed to the storms and dangers of navigation appreciate the value of our Life-Saving Service. Words fail to express the praise that Captain Frahm and his noble crew are entitled to.

Yours, truly,

F. J. HAYNES & Co.

BRIGHTON, BOSTON, MASSACHUSETTS, *September 29, 1901.*

MY DEAR SIR: I desire to express my appreciation and return thanks for services rendered by the life-saving crew located at Plum Island to William E. Wood, while in transit in my launch from Portland to Beverly, when off Plum Island.

Most sincerely,

HORACE E. MARION.

Hon. S. I. KIMBALL,

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

SUMMIT, NEW YORK, *October 5, 1901.*

DEAR SIR: I wish to praise the keeper and crew of the Gay Head Life-Saving Station for their promptness and efficiency in rescuing my son and myself from possible death on September 25. While cruising in the small yacht *Natica* we were caught in a

sudden northeast gale at night, and after battling with it for five hours without making any headway, and getting numb with wet and cold and exhausted from hard work, we were obliged to cast anchor on a lee shore just outside of a dangerous bar. We swung a lantern a few times and received a response through the darkness from the patrol on the beach by the burning of a red light. In due time the lifeboat was alongside and we were rescued more dead than alive.

With good care and attention we soon revived. They put a crew aboard afterwards and saved the yacht. I can not commend their services too highly, fully appreciating their noble rescue at a time when hope was almost gone.

Yours, very truly,

EDWARD H. RAYMOND, D. D. S.

Hon. S. I. KIMBALL,

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

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MILWAUKEE, WISCONSIN, *October 8, 1901.*

MY DEAR SIR: I wish to thank you and your gallant crew for the able and willing assistance that you gave me after the stranding of the schooner *Mary Ellen Cook*. Your work was very hard, and the way you went at it was enough in itself to put courage into a man in distress. Again I thank you and your crew.

Respectfully, yours,

HERMAN OLSEN,

*Master American Schooner Mary Ellen Cook.*

Captain INGAR OLSEN,

*Keeper Milwaukee Life-Saving Station.*

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The following letter of acknowledgment was forwarded to the General Superintendent of the Life-Saving Service from the Maritime Exchange, Philadelphia, Pennsylvania.

ANGLESEA, NEW JERSEY, *October 10, 1901.*

GENTLEMEN: I wish in behalf of myself and passengers to express our sincere thanks to Keeper H. W. Hildreth and crew at Hereford Inlet Life-Saving Station for rescuing us from the bottom of capsized launch on bar of inlet on October 9, 1901. The sea was breaking over us and we were in great danger of being washed off of bottom when station crew arrived. We were taken in boat and taken to station as quickly as possible, where we were kindly treated by keeper and crew, dry clothing being furnished. We were nearly used up when rescued, and could not have held on much longer.

Yours, respectfully,

FRANK SNYDER,

*Owner of Launch Annie S.*

The MARITIME EXCHANGE, *Philadelphia, Pennsylvania.*

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SHIP CANAL, MICHIGAN, *October 14, 1901.*

DEAR SIR: Through you I wish to thank the crew of Ship Canal station for the assistance rendered me on the above date. On the schooner *Donaldson* we arrived at 5 a. m., in tow of steamer *Spokane*, which picked us up at Outer Island; our deck load of lumber had gone overboard, our canvas had been carried away, and there was 8 feet of water in the hold. As soon as we landed your crew boarded us and kindly offered their assistance, which I gladly accepted, and then they turned to with a will and worked faithfully until the ship was ready for sea again. Thanking them kindly once more, I remain,

Yours, truly,

J. W. DEMPSTER,

*Master of the Schooner Donaldson.*

Superintendent JEROME G. KIAH,

*Eleventh Life-Saving District, Harbor Beach, Michigan.*

DEAR SIR: We desire to express our sincere thanks and appreciation to the keeper and crew of Grand Marais Life-Saving Station, who rendered such good and efficient service to us while our schooner, the *Keveenaw*, was stranded, November 8, 1901. They rendered all possible aid in running lines and in sounding the depth of water. We are very grateful indeed to Keeper Truedell for signaling to keep the boats up to windward while entering the harbor. But for these signals the boats would have missed the end of the pier, and the consequence would have been a total wreck.

JOHN MCCARTHY,

*Master American Schooner Keveenaw.*

E. J. PEABODY,

*Master American Barge Mary N. Bourke.*

F. W. TRENT,

*Master American Schooner George Nester.*

JOSEPH BOURASSO,

*Master American Steamer Schoolcraft.*

TO JEROME G. KIAH,

*Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.*

Mr. M. J. Bonner, owner and master of the American schooner *Peoria*, makes the following statement in his report of the loss of his vessel, dated November 16, 1901:

Assistance was rendered by the Baileys Harbor life-saving crew, which rescued our entire crew. The storm was the severest in twenty years, and the life-savers can not be praised too highly for their conduct during the storm.

PORTSMOUTH, NORTH CAROLINA, *November 25, 1901.*

DEAR SIR: I desire to call to your notice the great service that the keeper and crew of the life-saving station at this place rendered myself and crew by taking us off of the wreck of the schooner *Leading Breeze*, which stranded off Ocracoke Inlet on the afternoon of November 23 and immediately broke up. Caught in a heavy southeast gale with sails split, we were unable to weather the breakers, and were driven ashore by the wind and sea at a place where the surf was the heaviest. Our boats were soon stove in by the big seas that boarded us. With tremendous seas breaking over her, our schooner soon commenced to break up, and the thick fog hanging over us made it impossible for us to see the land or to see the way through the surf. We lashed ourselves to the cabin top and drifted clear of the wreck as she went to pieces, the breakers washing us shoreward with only what we stood in. We had small prospect of reaching land and were abandoning all hope when, just before dark, we sighted the life-savers in their surfboat making their way out through the shoals and breakers, winding through narrow channels and heavy surf, and with difficulty avoiding the floating wreckage which was drifting in their way and adding more danger to the difficult task of taking us off. Despite all obstacles, their object was successfully accomplished just as it was growing dark, and we were speedily landed and at once taken to the station, where we were furnished with dry clothing, every want attended to, and made to feel that we were among friends whose attentions were heartfelt and sincere.

We wish to thank you as the head of the service which saved our lives and placed us under so great an obligation.

Yours, truly,

BRADISH W. JOHNSON,

*Master American Schooner Leading Breeze.*

CHARLES W. ANTONSON, *Mate.*

OLAF FASMER, *Seaman.*

T. S. TRUMBLE, *Seaman.*

Hon. S. I. KIMBALL,

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

NEWBURYPORT, MASSACHUSETTS, *December 21, 1901.*

DEAR SIR: I wish to express my heartfelt thanks to you and your crew for the gallant services rendered to myself and crew on the night of December 17, 1901, and I wish also to thank you on behalf of the owners of the schooner *Onward* for the valuable assistance which you lent us, and which was the means of saving the vessel.

I feel that the highest praise is not sufficient reward for you and your men. You did all that was in your power to do for us.

Again thanking you kindly, I am,

Very truly, yours,

Keeper THOMAS J. MADDOCK,  
*Plum Island Life-Saving Station.*

W. R. KALLOCH,  
*Master of Schooner Onward.*

NEW YORK, *January 1, 1902.*

DEAR SIR: This is to certify that, in my opinion, the keeper and crew of the Monmouth Beach station, assisted by the keeper and crew of the Seabright station, did all in their power to save the lives of the crew of the ship *Flottbek*, which stranded off Monmouth Beach in an easterly gale on the night of November 23, 1901.

In behalf of the officers and crew of my ship, I desire to testify to the kind treatment we received from the life-savers, both at the time of the disaster and subsequently during our stay at the station. In fact the kindness of all the crew is beyond description and a credit to the nation they are serving. Their conduct will never be effaced from our memory.

LEO ZINGLER,  
*Captain German Ship Flottbek.*

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

The following is a copy of an affidavit sent to the General Superintendent of the Life-Saving Service:

STATE OF WISCONSIN, *County of Milwaukee, ss:*

Be it known that on this 1st day of February, 1902, before me, Carl C. Joys, a notary public duly commissioned and sworn and dwelling in the city of Milwaukee, county and State aforesaid, personally appeared George L. Thompson, master of the steamer *Pere Marquette 16*, and does solemnly swear, to wit:

I was master of the steamer *Pere Marquette 16* on the 21st day of December, 1901, and on said date, while approaching Ludington piers as usual, about 11 p. m., a heavy sea running, with a high wind from the southwest, and while in the trough of a sea, struck a small bar about 200 feet outside of the channel, breaking the steam pipes from the two after boilers, scalding and killing Michael Taffa, coal passer; badly but not seriously scalding Frank Leo, coal passer, and scalding William Weber, fireman, about the hands and arms.

After the steam pipes burst the steamer drifted over toward the north pier, her stern blowing around to the northward and fetching up on a sand bar. The life-saving crew responded readily to our signals of distress, but there was such a gale blowing and the steamer resting easy (she having been scuttled), it was decided that it would be useless to try to do anything toward getting the crew off until the next morning.

About 7 a. m. on the morning of the 22d the life-saving crew were again called, a line shot from the north pier to steamer, and breeches buoy put in operation; the entire crew of 36, including the 2 injured men and the dead man, were taken ashore in the breeches buoy. No member of the steamer's crew was injured in any manner while being thus taken ashore.

The life-saving crew deserves the highest praise for the manner in which they performed their work, which was of the highest order.

GEO. L. THOMPSON,  
*Master of Steamer Pere Marquette 16.*

Subscribed and sworn to before me this 1st day of February, 1902.

CARL C. JOYS, *Notary Public.*

OAK HILL, FLORIDA, *February 5, 1902.*

SIR: A week ago to-day my naphtha launch, with a party on board, became disabled near Oak Hill, and, after unsuccessful efforts on the part of the engineer to repair the engine, I was advised to send word to Captain Elwin S. Coutant, in charge of the life-saving station a few miles south of Oak Hill.

I followed the advice, and Captain Coutant promptly responded, rendering assistance which was most acceptable and highly valuable, not alone on account of the mechanical skill he displayed, but particularly because there was no one else within a long distance who had sufficient technical knowledge to warrant him in undertaking the task of making the repairs.

After he had gotten us out of our difficulty I offered Captain Coutant pecuniary compensation, which he declined to accept, stating that what he had done was only in the line of his duty. I was aware that he was expected to aid in saving lives and to render assistance to persons who were wrecked, but had no idea that his duty included rendering mechanical assistance in making repairs to disabled craft.

Since he refused to allow me to pay him for his services, which were so valuable at the time and which under ordinary circumstances would have been rather expensive, I feel that I ought in justice to him advise you of the incident, for I have no doubt that it is gratifying to you to learn of meritorious service on the part of those in the service under your jurisdiction, and it affords me pleasure to testify to the promptness with which Captain Coutant responded to my request for assistance and the efficiency and skill with which he rendered it.

Congratulating you upon having in your service, which, as is well known, requires good men, one with the mechanical skill and obliging disposition of Captain Coutant, I am,

Yours, very respectfully,

WM. A. WARNOCK.

Hon. S. I. KIMBALL,

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

BOSTON, MASSACHUSETTS, *February 17, 1902.*

SIR: I wish to call your attention to the noble work of Keepers Charles and Doane and their brave crews, of Old Harbor and Orleans Life-Saving Stations, at the wreck of the schooner *Elsie M. Smith*, which stranded on Orleans beach during the night of February 13.

We all feel that if it had not been for the prompt aid and noble work of those brave men there would now be only three of the crew of eighteen men left to tell of that fearful disaster. Five of the crew took to the dories, but only three reached the shore, the other two being drowned by the dreadful sea. There was not a moment lost from the time the signal was given until we were landed, and there was not one mistake made from beginning to end. The highest praise is due the keepers and crews for their management of the apparatus; each man knew his duty, and did it quickly and well.

Respectfully, yours,

CHARLES L. NICKERSON,

*Late Master of American Schooner Elsie M. Smith.*

Mr. S. I. KIMBALL,

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

The following card of thanks was printed in the Rockland Opinion of March 3, 1902:

ROCKLAND, MAINE, *March 3, 1902.*

EDITOR ROCKLAND OPINION: I desire through your paper to express my thanks in behalf of myself, crew, and owners of the schooner *Addie Schlaefer* for services rendered to said schooner on the 28th of February and 1st day of March, while ashore and afterwards floated, to Captain Herbert Elwell and his splendid crew of the Burnt Island Life-Saving Station, off Port Clyde, Maine. For twenty hours they stood by us and succeeded finally in landing the vessel in safety at Port Clyde. Even when she was in an almost sinking condition they pumped steadily for twelve hours, and by so doing kept us in such a condition that we could get a tug and tow to Rockland.

I can not say enough in their praise.

F. E. AYLWARD,

*Master Schooner Addie Schlaefer.*

The following card of thanks was published in the New York Herald shortly after the burning of the American barge *Carbon*:

[Card of thanks.]

The undersigned desires to express, on behalf of himself and crew, through the Herald, thanks to the Cold Spring life-saving crew for standing by, with great peril to themselves, when the *Carbon* was on fire and sinking.

HENRY A. THOMPSON, *Master*.

MARCH 3, 1902.

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SAN FRANCISCO, CALIFORNIA, *March 3, 1902.*

DEAR SIR: I beg leave to state that on February 26, about 1 p. m., a gigantic wave utterly destroyed my mining plant, located below the Southside Life-Saving Station. The property destroyed consisted of engine, pumping plant, elevator, engine house, bulkheads, and platform, and the water also undermined my house and nearly drowned my wife.

I solicited the aid of Captain Smith, keeper of the station, and his crew, who worked to save my effects at great risk to themselves, and I can not speak too highly of those brave and noble fellows in their efforts to save my property. My loss will exceed \$1,000, but would be much more but for the labors of the Southside crew. My wife was injured and everything in the house drenched, and Captain Smith and his men gave us temporary shelter, for which I am truly grateful.

I shall always feel thankful to these men for the service they rendered me in the hour of need.

Respectfully submitted.

WILLIAM PATTERSON.

Major THOS. J. BLAKENEY,

*Superintendent Life-Saving Service, San Francisco, California.*

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BARK ALICE ET ISABEL,

*Off Assateague, Virginia, March 8, 1902.*

SIR: We do not know how to thank you for the unlimited kindness you lavished upon us at the stranding of our ship upon your coast and since then. Believe us entirely grateful for the care and foresight that you had for us, and be our interpreter to your faithful assistants.

Respectfully, yours,

LE BLAIS,

*Master of Bark Alice et Isabel.*

Captain J. M. FEDDEMAN,

*Keeper Assateague Life-Saving Station.*

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SAN FRANCISCO, CALIFORNIA, *March 24, 1902.*

SIR: I wish to express my thanks to you, and, through you, to the life-saving crews which so promptly came to the rescue of myself and crew when my schooner, the *Reporter*, stranded 2 miles south of Point Lobos, California, on the morning of March 13, 1902. My first signal was promptly answered by two lookout men, and within a short time two life-saving crews were at the work of rescue. Shortly after daylight I noted a third crew outside with a tug.

After throwing lines aboard, which we made fast to the schooner, the *Golden Gate* crew took us off in the surfboat, and I wish to compliment Captain Varney and his crew for their manner of handling the boat, and to thank them for their courtesy and kindness to myself and crew after we were taken off the wreck. If all crews are as efficient as these that came under my observation, you have an organization second to none.

I remain, respectfully yours,

ADOLPH HANSEN, *Master*.

Major THOMAS J. BLAKENEY,

*Superintendent Life-Saving District No. 13, San Francisco, California.*

TWO RIVERS, WISCONSIN, *April 5, 1902.*

DEAR SIR: On behalf of myself and crew I wish to thank Captain Hansen and his life-saving crew for our rescue from the wrecked schooner *Anna O. Hanson*, March 30, at Manistee, Michigan. In such a snowstorm and with such a sea it was a wonderful piece of work, and though the vessel was a total loss we can but feel grateful that our lives were saved.

I would also thank the head of a service of such great inventions.

Respectfully,

S. RIDGEWOOD, *Master.*

Mr. S. I. KIMBALL,

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

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The following card of thanks was published in the *Rockland Opinion* in April, 1902, relative to assistance rendered by the Burnt Island life-saving crew to the schooner *Myra Sears*:

The undersigned wishes to express appreciation and thanks to Captain Herbert Elwell and crew, of Burnt Island Life-Saving Station, for the timely and effective service rendered to him on the night of the 13th of April, in getting his vessel from a very dangerous position while ashore on the Sisters Ledges.

EDWARD W. HARRIS, *Master.*

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CHARLESTON, SOUTH CAROLINA, *April 19, 1902.*

DEAR SIR: Permit me to thank you and the men under you for rescuing my fishing smack *Star* and her crew on the night of the 7th instant.

Were it not for your timely aid both boat and crew might have been lost, and in behalf of the rescued men as well as myself I again thank you and your brave men, and pray that when your labors here shall have been ended you shall be safely guided into a port where storms are not.

Very truly, yours,

E. C. JONES.

Captain JOHN ADAMS,

*Keeper Life-Saving Station, Sullivan's Island, South Carolina.*

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DULUTH, MINNESOTA, *April 20, 1902.*

DEAR SIR: Captain Benjamin Truedell came to my boat while it was ashore at Pointe au Sable, and I wish to thank you, Captain Truedell, and his crew for the services rendered by them.

They never tired of doing everything they could from April 9 to April 14. When I got my tow-barge off the shore there was a heavy sea running and a high wind with snow. I had to take my boats to Grand Island for shelter, and the life-savers towed behind Barge 130 for 30 miles in that sea, standing by the people aboard the barge. She had 37 men and 1 woman on board, all of whom would have had to be taken off had she gone down.

Please remember me to Captain Truedell when you write him. He is a man of iron courage, and one I never shall forget.

Yours, truly,

A. R. ROBINSON,

*Master Steamer Crescent City.*

Mr. J. G. KIAH,

*Superintendent Eleventh Life-Saving District.*

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WOODS HOLE, MASSACHUSETTS, *April 24, 1902.*

DEAR SIR: Permit me to thank you for your ready permission granted through Mr. Maynard for the use of your Bureau's wire between Pasque Island and Cuttyhunk, on the occasion of the wreck of the steamer *Indian*, March 30.

I anticipated that a heavy press and other business would result, and before making this use of the wire thought it expedient to get your permission.

The passengers of the ill-fated steamer were able to communicate with their friends after they reached the shore, and the agents of the steamer were able to keep in touch with your station there until assistance was sent from Boston.

I congratulate you upon having such an able man as Captain Weeks and efficient crew at Cuttyhunk. They handled the rescuing of the passengers with distinguished courage and judgment.

Very truly, yours,

H. G. HADDON,  
*General Manager Marthas Vineyard Telegraph Company.*

Mr. SUMNER I. KIMBALL,  
*Superintendent Life-Saving Service, Washington, D. C.*

CHICAGO, ILLINOIS, *April 30, 1902.*

DEAR CAPTAIN: I have just sent owner's wreck report (schooner *Annie M. Peterson*) to the Superintendent of Life-Saving Service, and I would state that I did ample justice to you and your command. I appended a note stating that I, as well as most vessel owners, would be glad to see the brave life-savers pensioned, even if the floating property had to contribute more than its share.

\* \* \* \* \*

I ask you to accept my best thanks for yourself and members of your charge.

I remain your most indebted friend,

JNO. J. WARDE,  
*Managing Owner.*

Keeper JAMES A. CARPENTER,  
*Vermilion Point Life-Saving Station, Chippewa County, Michigan.*

MICHIGAMME, MICHIGAN, *May 10, 1902.*

MY DEAR SIR: I wish to thank you for your kindness in granting Captain McCormick, of Ship Canal Life-Saving Station, permission to come here to superintend the search for my son's body.

After a two day's search he was successful in bringing the remains to the surface. The body was buried in 3 feet of mud, and unless we had had the captain it would have never been recovered.

Myself and family send our most sincere thanks for the assistance rendered by Captain McCormick.

Very truly, yours,

MARCUS LEVIN.

Captain J. G. KIAH,  
*Superintendent Eleventh Life-Saving District.*

CHINCOTEAGUE ANCHORAGE, VIRGINIA, *June 7, 1902.*

DEAR SIR: I feel that I must write you a few lines of thanks for the timely and valuable assistance you have rendered me this day, without which I think I should have been in a very serious scrape. I had a green crew, as you soon found out, and I want to tender you and your men my hearty thanks for the way you came and got us out of trouble, and if ever I can be of any service to you I will endeavor to show how much I appreciate your services to me.

Yours, gratefully,

FRED H. MONTGOMERY,  
*Master of Yacht Celeste.*

J. W. FEDDEMAN,  
*Keeper Life-Saving Station, Assateague Beach, Virginia.*

NEW YORK, *June 23, 1902.*

DEAR SIR: I write to thank you on behalf of myself and crew of the schooner *Elsie M. Harris*, of New York, for the kind treatment received at your hands when we were certainly in need of it.



I can not express my feeling toward you in words, and hope some day to repay you for all you have done for me.

Yours, sincerely,

Captain B. S. POWELL,  
*Keeper Green Run Inlet Life-Saving Station.*

Captain JOHN E. ERICSON.

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LOUISVILLE, KENTUCKY, *June 27, 1902.*

DEAR SIR: In the name of the Louisville Boat Club I desire to thank you for the rescue of one of our members and three guests who were about to be swept through the chute on the night of June 23, at 10 p. m.

The fact that it was quite dark, that there was no light in the club boat, and that your crew were guided only by the voices of the young men who were in danger, speaks very highly of the watchfulness, promptness, and efficiency of the men under your charge. But for your men I think that it is almost certain that one or more of these young gentlemen would have been drowned.

Very truly, yours,

E. L. McDONALD,  
*Captain Louisville Boat Club.*

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



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MEDALS OF HONOR.

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## LIST OF MEDALISTS.

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

Detailed accounts of the rescues effected during the last year, for which medals have been awarded, may be found in another place in this volume under the caption "Award of medals."

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lucien M. Clemons	Marblehead, Ohio	Rescue of two of the crew of the schooner <i>Consuelo</i> , near Kelleys Island, Lake Erie, May 1, 1875. (An. Rpt., 1876.)	Gold medal	June 19, 1876
Hubbard M. Clemons	do	do	do	Do.
A. J. Clemons	do	do	do	Do.
Otis N. Wheeler	Cape Elizabeth, Me.	Rescue of two men from Watts Ledge, Maine, Nov. 30, 1875. (An. Rpt., 1876.)	Silver medal	June 23, 1876
John O. Philbrick	do	do	do	Do.
James Martin	Member of English lifeboat crew.	Rescue of eight of the crew of the wrecked American ship <i>Ellen Southard</i> , at the mouth of the River Mersey, England, Sept. 26 and 27, 1875. (An. Rpts., 1876 and 1877.)	Gold medal	Feb. 27, 1877
Hugh Beard	do	do	do	Do.
James Conley	do	do	do	Do.
William Gregory	do	do	do	Do.
Charles Danslow	do	do	do	Do.
John Dolman	do	do	do	Do.
George Lee	do	do	do	Do.
Philip Murphy	do	do	do	Do.
James Munday	do	do	do	Do.
William Ruffler	do	do	do	Do.
Samuel Richards	do	do	do	Do.
William Stewart	do	do	do	Do.
R. J. Thomas	do	do	do	Do.
Charles Eddington	do	do	do	Do.
William Griffith	do	do	do	Do.
James Godfrey	do	do	do	Do.
W. Jones	do	do	do	Do.
John Dean	do	do	do	Do.
James Duncan	do	do	do	Do.
James Harvey	do	do	do	Do.
Robert Lucas	do	do	do	Do.
Thomas Maloney	do	do	do	Do.
Charles McKenzie	do	do	do	Do.
John Powell	do	do	do	Do.
John Robinson	do	do	do	Do.
E. Crabtree	do	do	do	Do.
Henry Williams	do	do	do	Do.
J. Schuyler Crosby	New York	Rescue of Miss Edith May, and efforts to rescue others from the yacht <i>Mohawk</i> , which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	do	June 8, 1877
Carl Fosberg	do	do	do	Do.

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Henry M. Lee.....	Milwaukee, Wis..	Rescue of nine of the crew of the bark Tanner, which stranded near the harbor of Milwaukee, Sept. 9, 1875. (An. Rpt., 1877.)	Silver medal..	June 11, 1877
N. A. Petersen.....	do.....	do.....	do.....	Do.
Henry Spark.....	do.....	do.....	do.....	Do.
John McKenna.....	do.....	do.....	do.....	Do.
Bart Oleson.....	do.....	do.....	do.....	Do.
Anton Oleson.....	do.....	do.....	do.....	Do.
Charles H. Smith.....	Master of U. S. light-house tender Rose.	Rescue from drowning of a small boy named Thomas Walsh, who had fallen into the Christiana River at Wilmington, Del., Sept. 17, 1877. (An. Rpt., 1878.)	do.....	Nov. 23, 1877
Edward Nordall.....	Seaman on U. S. revenue cutter Tench Coxe.	Rescue from drowning of a man who had fallen from a capsized yacht into the Delaware River, and assisting in the rescue of several others, June 3, 1877. (An. Rpt., 1878.)	do.....	Do.
Malachi Corbell.....	Keeper of life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffey's Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	do.....	Do.
Philip C. Bleil.....	Metropolitan police, New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal...	Jan. 4, 1878
John Hussy.....	New York.....	Rescue of eighteen persons from drowning in and about the waters of New York Harbor. (An. Rpt., 1878.)	do.....	Mar. 28, 1878
H. C. T. Nye.....	Master, U. S. Navy.	Rescue from drowning of Lieut. J. James Franklin, U. S. Navy, off Monomoy Point, Cape Cod, Sept. 1, 1875. (An. Rpt., 1878.)	Silver medal..	Apr. 5, 1878
J. L. Hunsicker.....	do.....	do.....	do.....	Do.
Thomas McBride.....	Metropolitan police, New York.	Rescue of eighteen persons from drowning along his beat on the water front of the East River. (An. Rpt., 1878.)	Gold medal...	Do.
John Carey.....	Jersey City, N. J..	Rescue from drowning of Adolph Gabriel, who had fallen from a ferry-boat into the North River, May 17, 1877. (An. Rpt., 1878.)	do.....	Apr. 13, 1878
Joseph Napier.....	Keeper of life-saving station.	Rescue of the crew of the schooner D. G. Williams near the harbor of St. Joseph, Mich., Oct. 10, 1877. (An. Rpt., 1878.)	do.....	May 1, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of two men from drowning in the East River on Nov. 18, 1876, and Sept. 4, 1877, respectively. (An. Rpt., 1878.)	Silver medal..	May 3, 1878
Luefen Young.....	Ensign, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal...	June 12, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	do.....	Jan. 31, 1879

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Timothy C. Murphy....	Norwich, Conn ...	Rescue of a number of persons from drowning in the Thames River, at Norwich, Conn., at various times between 1874 and 1879. (An. Rpt., 1879.)	Silver medal..	Mar. 4, 1879
Antoine Williams.....	Seaman, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1879.)	Gold medal...	Mar. 13, 1879
William Burke.....	Chicago, Ill.....	Rescue of the crew of the wrecked schooner Jo. Vilas, on Lake Michigan, Oct. 9, 1876. (An. Rpt., 1879.)	Silver medal..	Apr. 2, 1879
Patrick Langan.....	Buffalo, N. Y.....	Rescue of Maurice Langan, who was swept overboard from the schooner Chandler J. Wells, during a gale on Lake Erie, Oct. 6, 1876. (An. Rpt., 1879.)	Gold medal...	Apr. 25, 1879
Frank M. McQuirk.....	.....do.....	.....do.....	.....do.....	Do.
William McGee.....	.....do.....	.....do.....	.....do.....	Do.
Garret J. Benson.....	Albany, N. Y.....	Rescue of a number of persons from drowning in the Hudson River during the several years prior to 1879. (An. Rpt., 1879.)	Silver medal..	May 10, 1879
Thomas F. Sandsbury..	Nantucket, Mass..	Rescue of the crew of the stranded schooner John W. Hall, and the survivors of the crew of the wrecked schooner Emma G. Edwards off Nantucket during the gale of Apr. 1, 1879. (An. Rpt., 1879.)	Gold medal...	Do.
James C. Sandsbury....	.....do.....	.....do.....	Silver medal..	Do.
Henry C. Coffin.....	.....do.....	.....do.....	.....do.....	Do.
Marcus W. Dunham.....	.....do.....	.....do.....	.....do.....	Do.
John B. Dunham.....	.....do.....	.....do.....	.....do.....	Do.
Andrew Brooks.....	.....do.....	.....do.....	.....do.....	Do.
Edwin R. Smith.....	.....do.....	.....do.....	.....do.....	Do.
George E. Coffin.....	.....do.....	.....do.....	.....do.....	Do.
Frederick Kendrick ...	Ludington, Mich.	Rescue of a number of persons from the rigging of the sunken grain barge J. H. Rutter, at Ludington, in the face of a raging storm, Nov. 1, 1878. (An. Rpt., 1879.)	Gold medal...	May 12, 1879
William Cousins.....	Fireman on U. S. revenue cutter Hartley.	Rescuing, at various times, three persons from drowning in the harbor of San Francisco, Cal. (An. Rpt., 1879.)	Silver medal..	Do.
Alex. Labre.....	New York.....	Rescuing in a heroic manner several persons from drowning in the East River, New York, during the years 1875 to 1878. (An. Rpt., 1879.)	Gold medal...	July 1, 1879
John H. Rapp.....	.....do.....	Rescue from drowning in the East River, New York, of two persons; one in August, 1877, and the other in September, 1878. (An. Rpt., 1879.) A gold medal was subsequently, on the 4th of March, 1882, awarded Mr. Rapp for saving life.	Silver medal..	July 2, 1879
Joseph O. Doyle.....	Keeper of life-saving station.	Rescuing the crews of the stranded schooners E. P. Dorr (September, 1878) and Star (October, 1878), under specially hazardous circumstances. (An. Rpt., 1879.)	Gold medal...	Aug. 2, 1879

## List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Devan.....	Louisville, Ky....	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1873, of no less than forty-five persons. (An. Rpt. 1879.)	Gold medal...	Sept. 3, 1879
John Gillooly.....	do.....	do.....	do.....	Do.
John Tully.....	do.....	do.....	do.....	Do.
Isaac F. Mayo.....	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod, Feb. 26, 1879. (An. Rpt., 1879.)	do.....	Nov. 10, 1879
Morris Dowd.....	Private, U. S. Army.	Rescue of a fellow-soldier named Charles Lock from drowning in Frenchmans Creek, Mont., July 20, 1879. (An. Rpt., 1880.)	Silver medal..	Feb. 4, 1880
John Delaney.....	Metropolitan police, New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. Rpt., 1880.)	do.....	Mar. 2, 1880
Cheney R. Prouty.....	Indianola, Tex....	Rescuing three men from a capsized boat on the Texas coast, May 5, 1878, after almost superhuman exertions. (An. Rpt., 1880.)	Gold medal...	Mar. 16, 1880
Thomas Farley.....	Metropolitan police, New York.	Rescuing a number of persons from drowning in the East River during the years 1877, 1879, and 1880. (An. Rpt., 1880.)	do.....	Apr. 2, 1880
Lovell K. Reynolds....	Ensign, U. S. Navy.	Rescuing at sea, during a gale, the crew of the wrecked Austro-Hungarian bark Olivo, Nov. 24, 1879, making several trips through the stormy sea between the U. S. frigate Constellation and the wreck in a small boat in effecting the rescue. (An. Rpt., 1880.)	do.....	Do.
William A. Clark.....	Glen Arbor, Mich.	Rescuing, at great risk to his life, two men, the survivors of the crew of seven of the wrecked schooner W. B. Phelps, Nov. 20, 1870, near Glen Arbor. (An. Rpt., 1880.)	do.....	Apr. 8, 1880
Charles A. Rosman.....	do.....	do.....	do.....	Do.
W. C. Ray.....	do.....	do.....	do.....	Do.
John Tobin.....	do.....	do.....	do.....	Do.
John Blanchfield.....	do.....	do.....	do.....	Do.
Charles H. Valentine...	Keeper of life-saving station.	Rescuing the crews of two vessels, the schooner E. C. Babcock and the Spanish brig Augustina, wrecked on the New Jersey beach during the terrible gale of Feb. 3, 1880. (An. Rpt., 1880.)	do.....	June 18, 1880
Garret H. White.....	Surfman.....	do.....	do.....	Do.
Nelson Lockwood.....	do.....	do.....	do.....	Do.
Benjamin C. Potter.....	do.....	do.....	do.....	Do.
William H. Ferguson...	do.....	do.....	do.....	Do.
John Van Brunt.....	do.....	do.....	do.....	Do.
Jerome G. Kiah.....	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the lifeboat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	do.....	Nov. 8, 1880



List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Richard Stockton.....	Trenton, N. J.....	Rescue from drowning of a gentleman who, while bathing at Long Branch, N. J., got beyond his depth and was being carried seaward by the current, July 31, 1879. (An. Rpt., 1880.)	Gold medal...	Nov. 9, 1880
Edith Morgan.....	Hamlin, Mich....	Rescuing and assisting to rescue two fishermen whose boat had capsized (Mar. 23, 1878), and the crew of the wrecked steamer City of Toledo (Dec. 21, 1879), near Grande Pointe au Sable, Mich. (An. Rpt., 1880.)	Silver medal .	Do.
Charles Gnewuch.....	Manistee, Mich ..	Rescuing from drowning twenty-four persons at various times between November, 1874, and October, 1880. (An. Rpt., 1881.)	Gold medal...	Apr. 18, 1881
William P. Chadwick..	Keeper of life-saving station.	Rescue of the crew of the schooner George Taulane, wrecked on the coast of New Jersey in the terrible storm of Feb. 3, 1880. (An. Rpt., 1881.)	.....do.....	June 10, 1881
Peter Sutfin.....	Surfman.....	do.....	do.....	Do.
Tylee C. Pearce.....	do.....	do.....	do.....	Do.
Benjamin Truex.....	do.....	do.....	do.....	Do.
William Vannote.....	do.....	do.....	do.....	Do.
Charles Seaman.....	do.....	do.....	do.....	Do.
John Flemming.....	do.....	do.....	do.....	Do.
William H. Brower.....	do.....	do.....	do.....	Do.
Lewis Truex.....	do.....	do.....	do.....	Do.
Abram J. Jones.....	do.....	do.....	do.....	Do.
Charles W. Flemming.....	do.....	do.....	do.....	Do.
Demerest T. Herbert.....	do.....	do.....	do.....	Do.
William L. Chadwick..	Volunteer.....	do.....	do.....	Do.
Isaac Osborn.....	do.....	do.....	do.....	Do.
David B. Fisher.....	do.....	do.....	do.....	Do.
David B. Clayton.....	do.....	do.....	do.....	Do.
Abner R. Clayton.....	do.....	do.....	do.....	Do.
Abner Herbert.....	do.....	do.....	do.....	Do.
Charles P. Smith.....	Queens County, N. Y.	Heroic conduct at the time of the burning of the steamer Seawanaka, of which he was captain, June 28, 1880, whereby nearly all of the three hundred persons on board were saved. (An. Rpt., 1881.)	.....do.....	June 25, 1881
Ida Lewis-Wilson.....	Keeper of Lime Rock light-house, Newport, R. I.	Rescuing from drowning at various times at least thirteen persons, and particularly for the rescue of two soldiers who had broken through the ice near Lime Rock on the afternoon of Feb. 4, 1881. (An. Rept., 1881.)	.....do.....	July 16, 1881
Isaac H. Grant.....	Keeper of White Head light-house, Maine.	Rescue of two men from drowning, Aug. 7, 1881. (An. Rpt., 1882.)	Silver medal .	Jan. 31, 1882
John H. Rapp.....	New York.....	Rescuing a number of persons from drowning in the East River since the silver medal of the Service was awarded him in July, 1879. (An. Rpt., 1882.)	Gold medal...	Mar. 4, 1882
William Ross.....	Seaman on U. S. revenue cutter Commodore Perry.	Rescue from drowning of one of his shipmates, Charles Bates, on the 9th of June, 1877. (An. Rpt., 1882.)	Silver medal .	Mar. 14, 1882

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Samuel S. Cox.....	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-1881 four persons. (An. Rpt., 1882.)	Silver medal..	Mar. 15, 1882
C. A. J. Queckberner....	New York.....	Rescuing from drowning some thirty-five persons between the years 1876 and 1881. (An. Rpt., 1883.) A silver bar was awarded Mr. Queckberner June 14, 1886, for saving life in July and August, 1882.	.....do.....	May 17, 1882
William H. Daily.....	Santa Cruz, Cal...	Rescue of some twenty-eight persons from drowning at various times, and notably the saving of Mr. J. W. De Woolfe, at Santa Cruz, July 5, 1881. (An. Rpt., 1883.)	Gold medal...	Nov. 1, 1882
Dominick J. Ryder.....	New York.....	Rescue from drowning of eleven persons at Rockaway Beach, Long Island, between the years 1876 and 1881. (An. Rpt., 1883.)	.....do.....	Do.
Charles R. Rosevear....	.....do.....	Rescue of James Haggerty from drowning, he having fallen overboard from a tug in the harbor of New York, June 10, 1882. (An. Rpt., 1883.)	Silver medal.	Do.
John H. Theis.....	.....do.....	.....do.....	.....do.....	Do.
Julius W. Rohn.....	Milwaukee, Wis..	Rescuing some thirty-nine persons from drowning at various times, and particularly for saving a party of eight excursionists in the harbor of Milwaukee, June 20, 1880. (An. Rpt., 1883.)	.....do.....	Mar. 16, 1883
Joseph Cardran.....	Mackinac Island, Michigan.	Rescuing from drowning, after heroic and persistent effort and at the imminent risk of his own life, the keeper of the Spectacle Reef lighthouse, Lake Huron, and two of his assistants, Apr. 15, 1883. (An. Rpt., 1883.)	Gold medal...	June 7, 1883
Alfred Cardran.....	.....do.....	.....do.....	.....do.....	Do.
Alfred M. Palmer.....	Second lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, Cal., Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal..	Mar. 15, 1884
William E. Bowman....	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	.....do.....	Do.
William Wilsou.....	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., of a twelve-year-old lad, Oct. 22, 1882. (An. Rpt., 1884.)	.....do.....	Mar. 31, 1884
F. C. Bartholomew.....	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	.....do.....	June 19, 1884
C. A. Harrison.....	.....do.....	.....do.....	.....do.....	Do.
John Sanders.....	Metropolitan police, New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, several persons at various times during the summer of 1883. (An. Rpt., 1884.)	Gold medal...	June 27, 1884

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hewitt.....	New Haven, Conn.	Rescue of the crew of the schooner <i>Jane</i> , wrecked off New Haven, Conn., during the furious gale of Feb. 29, 1884. (An. Rpt., 1885.)	Silver medal..	Nov. 29, 1884
Aaron Bradley .....	do .....	do .....	do .....	Do.
Frank Waters .....	do .....	do .....	do .....	Do.
James McFee .....	do .....	do .....	do .....	Do.
Thomas W. Perry .....	do .....	do .....	do .....	Do.
George E. Ball .....	do .....	do .....	do .....	Do.
Eugene Payne .....	do .....	do .....	do .....	Do.
John Burns .....	do .....	do .....	do .....	Do.
A. A. Gould .....	do .....	do .....	do .....	Do.
Alden C. Roberts .....	do .....	do .....	do .....	Do.
William J. Wilson .....	do .....	do .....	do .....	Do.
Charles Parketon .....	do .....	do .....	do .....	Do.
Henry C. Tuncks .....	do .....	do .....	do .....	Do.
E. P. H. Ley .....	do .....	do .....	do .....	Do.
Edward Smeed .....	Providence, R. I.	do .....	do .....	Do.
Carl Johnson .....	Charlestown, Mass.	do .....	do .....	Do.
Ross Ingalls .....	Baltimore, Md.	do .....	do .....	Do.
Charles C. Goodwin ....	Keeper of life-saving station.	Rescuing the crews, twenty-nine persons, of the schooners <i>Sophia Minch</i> , <i>John B. Merrill</i> , and <i>John T. Johnson</i> , sunk off Cleveland, Ohio, on Oct. 31, and Nov. 1 and 11, 1883, respectively. Each service was performed at night and during the prevalence of a terrific gale. (An. Rpt., 1885.) <i>Frederick T. Hatch</i> was subsequently—see under date of Feb. 26, 1891—awarded a gold bar for saving life.	Gold medal..	Dec. 3, 1884
Lawrence Distel .....	Surfman .....	do .....	do .....	Do.
John L. Eveleigh .....	do .....	do .....	do .....	Do.
Joseph Goodroe .....	do .....	do .....	do .....	Do.
William Goodwin .....	do .....	do .....	do .....	Do.
Frederick T. Hatch .....	do .....	do .....	do .....	Do.
Delos Hayden .....	do .....	do .....	do .....	Do.
Charles Learned .....	do .....	do .....	do .....	Do.
Jay Lindsay .....	do .....	do .....	do .....	Do.
Charles W. Fraser .....	Caldwell, N. Y. ....	Rescue of three men from a small sloop yacht capsized on Lake George, N. Y., Oct. 25, 1884. (An. Rpt., 1885.)	Silver medal..	Dec. 18, 1884
Dean Worden .....	Great Captains Island, New York.	Rescue from drowning of Mr. Charles P. Cowles, who broke through the ice while skating near Great Captains Island, Long Island Sound, Feb. 23, 1885. (An. Rpt., 1885.)	do .....	Apr. 24, 1885
Benjamin B. Dailey....	Keeper of life-saving station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine <i>Ephraim Williams</i> , off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles offshore during a gale and through a tremendous sea. (An. Rpt., 1885.)	Gold medal..	Do.
Patrick H. Etheridge .....	do .....	do .....	do .....	Do.
Isaac L. Jennett .....	Surfman .....	do .....	do .....	Do.
Thomas Gray .....	do .....	do .....	do .....	Do.
John H. Midgett .....	do .....	do .....	do .....	Do.
Jabez B. Jennett .....	do .....	do .....	do .....	Do.
Charles Fulcher .....	do .....	do .....	do .....	Do.

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cornelius Roach.....	Boston, Mass.....	Rescuing several persons from drowning in the harbor at Boston during the years 1883-84, at the imminent risk of his own life. (An. Rpt., 1885.)	Gold medal ..	Apr. 24, 1885
Marcus A. Hanna.....	Keeper of Cape Elizabeth Light Station, Maine.	Rescue of two of the crew of the schooner Australia wrecked on Cape Elizabeth, Jan. 28, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	.....do .....	Apr. 25, 1885
Harry Rutter.....	Atlantic City, N. J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal.	May 20, 1885
John P. F. Hagen.....	Philadelphia, Pa.	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal ..	May 22, 1885
David Miller.....	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal.	June 2, 1885
Daniel F. Miller.....	Mate .....	.....do .....	Gold medal..	Do.
Patrick H. Daly.....	Seaman .....	.....do .....	.....do .....	Do.
Charles H. Biller.....	Newark, N. J.....	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal.	Aug. 12, 1885
Joseph Greenwald.....	St. Louis, Mo.....	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	.....do.....	Dec. 2, 1885
James Larson.....	Sister Bay, Wis ...	Rescuing, unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and snow-storm. (An. Rpt., 1886.)	Gold medal..	June 10, 1886
C. A. J. Queckberner ..	New York.....	Rescue of several persons from drowning in July and August, 1882. A silver medal had previously been awarded Mr. Queckberner for saving life. (See under date of May 17, 1882.)	Silver bar ....	June 14, 1886
Joseph Devine.....	Cranston, R. I.....	Rescuing several persons from drowning in April, 1884, and in July, 1885. (An. Rpt., 1887.)	Silver medal.	July 22, 1886
Michael J. Bradford ...	Of the Volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug. 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal...	July 26, 1886
Jesse B. Bean.....	.....do .....	.....do .....	Silver medal .	Do.
E. Owens.....	.....do .....	.....do .....	.....do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Hiram Dudley Buck...	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	Silver medal.	July 26, 1886
George W. Bloomer...	Chatham, Mass.	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of Dec. 6, 1885. (An. Rpt., 1887.)	do	Do.
Benjamin Patterson	do	do	do	Do.
Andrew H. Bearse	do	do	do	Do.
Zenas W. Hawes	do	do	do	Do.
Otis C. Eldredge	do	do	do	Do.
Zenas H. Gould	do	do	do	Do.
Francisco Bloomer	do	do	do	Do.
William A. Bloomer	do	do	do	Do.
Willis I. Bearse	do	do	do	Do.
Wilber H. Patterson	do	do	do	Do.
Thomas Reynolds.	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	do	Dec. 17, 1886
Charles Richardson...	Mate of light-house tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 7, 1884. (An. Rpt., 1887.)	do	Dec. 24, 1886
John Jones.	Seaman	do	do	Do.
Nicolas Dorie	do	do	do	Do.
Peter Nesman	do	do	do	Do.
August Ripetz	do	do	do	Do.
Axil Wiklund	do	do	do	Do.
John C. Patterson.	Keeper of life-saving station.	Rescue of the crew of the yacht Foam, off Key East, N. J., on the 27th of July, 1885, during a heavy onshore gale. (An. Rpt., 1887.)	Gold medal.	Feb. 3, 1887
John Redmond	Surfman	do	Silver medal.	Do.
John H. Pearce	do	do	do	Do.
John H. Smith	do	do	do	Do.
David Kittell	do	do	do	Do.
Henry A. Bennett	do	do	do	Do.
Edward Brand.	do	do	do	Do.
William Newman	Volunteer	do	do	Do.
Dixon McQueen	Of the fire boat Zophar Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, N. Y., during the years 1878-1887. (An. Rpt., 1887.)	do	Feb. 4, 1887
Thomas Conroy.	Niagara Falls, N. Y.	Rescuing a man from a rock in the Niagara River, just above the falls, where his boat had been swept by the strong current, on the night of Oct. 15, 1886. (An. Rpt., 1887.)	Gold medal.	Mar. 28, 1887
Frederic Kernochan.	New York	Rescue from drowning, at Highlands, N. J., on the 4th of Oct., 1886, of a young woman. (An. Rpt., 1887.)	do	Apr. 7, 1887
Edith Clarke.	Oakland, Cal.	Rescue from drowning in Lake Chabot, on Aug. 31, 1886, while a pupil at the convent of Our Lady of the Sacred Heart, at Oakland, of a schoolmate. (An. Rpt., 1887.)	do	May 26, 1887

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Babb.....	Goderich, Ontario, Canada.	Rescuing the entire crew, seven people, of the American schooner A. C. Maxwell, stranded near Goderich, on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Gold medal...	Nov. 12, 1887
Thomas Finn.....	do.....	do.....	Silver medal..	Do.
Daniel Melver.....	do.....	do.....	do.....	Do.
Malcolm McDonald.....	do.....	do.....	do.....	Do.
John McDonald.....	do.....	do.....	do.....	Do.
Neill Melver.....	do.....	do.....	do.....	Do.
John McLean.....	do.....	do.....	do.....	Do.
Henry H. Everett.....	Chicago, Ill.....	Rescue of several persons from drowning in Lake Michigan at different times in the years 1883-1885. (An. Rpt., 1888.)	do.....	Do.
William B. Everett.....	do.....	do.....	do.....	Do.
John F. Kilty.....	Boston, Mass.....	Rescue of ten persons from drowning on various occasions during the years 1874-1886. (An. Rpt., 1888.)	do.....	Do.
Frederick A. Walker ..	Schenevus, N. Y..	Rescuing from drowning two boys who had broken through the ice while skating, Mar. 4, 1887. (An. Rpt., 1888.)	do.....	Jan. 21, 1888
James Huston.....	Bayfield, Ontario, Canada.	Rescuing the crew of eight men of the American schooner George W. Davis, wrecked near Bayfield, Dec. 1, 1886, during a heavy gale and snowstorm. (An. Rpt., 1888.)	do.....	Do.
Cornelius W. Johnston.	Winneconne, Wis.	Rescuing four persons from drowning during the years 1883-1886. (An. Rpt., 1888.)	do.....	Do.
Marie D. Parsons.....	Fireplace Point, Long Island, N. Y.	Rescuing a young man and a little girl from drowning, July 7, 1883. At that time the rescuer was but 10 years old. (An. Rpt., 1888.)	do.....	Feb. 7, 1888
James Behan.....	Metropolitan police, New York.	Rescue from drowning of a lad who had fallen from a dock into the East River, and was being swept away by the strong tide, Aug. 18, 1887. (An. Rpt., 1888.)	do.....	Do.
Thomas Sampson.....	New York.....	Rescue from drowning of five boys, three near Fort Hamilton, N. Y., June, 1854, and two in Hell Gate, East River, June, 1856. These rescues were effected in so heroic and gallant a manner that a medal was awarded Mr. Sampson by special act of Congress. (An. Rpt., 1888.)	Gold medal...	May 14, 1888, by an act of Congress, approved that date.
Henry F. Paige.....	Schenevus, N. Y..	Rescuing a companion from drowning in a deep pond near Schenevus, Aug. 8, 1887. (An. Rpt., 1888.)	Silver medal..	May 31, 1888
Charles Gibbons, jr....	Philadelphia, Pa.	Rescue from drowning, at great personal risk, of a man at Beach Haven, N. J., July 28, 1883. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
William J. Venable....	New York.....	Rescuing from drowning at Coney Island, New York, at various times between 1879 and 1888, some thirty persons. (An. Rpt., 1889.)	Silver medal..	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Mollhagen.....	St. Joseph, Mich..	Rescuing four men, the survivors of the crew of seven of the schooner Havana, wrecked and sunk during the severe gale of Oct. 3, 1887. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
August Kuehn.....	do .....	do .....	do .....	Do.
John H. Langley.....	do .....	do .....	Silver medal..	Do.
John Carrow.....	do .....	do .....	do .....	Do.
August Habel.....	do .....	do .....	do .....	Do.
George Schneider.....	do .....	do .....	do .....	Do.
Louis Mollhagen.....	do .....	do .....	do .....	Do.
Robert Mollhagen.....	do .....	do .....	do .....	Do.
Alexander Cran.....	do .....	do .....	do .....	Do.
Augustus S. Heckler...	New York.....	Rescue of two persons from drowning in the surf at Asbury Park, N. J., Aug. 11, 1885. (An. Rpt., 1889.)	do .....	Do.
William A. Harris.....	San Bernardino, Cal.	Rescue from drowning of a lad who was caught by the undertow while seining for fish and swept offshore beyond the line of breakers, Aug. 2, 1886. (An. Rpt., 1889.)	Gold medal...	Nov. 17, 1888
Mary Whiteley .....	Charleston, S. C..	Rescuing three men whose boat was capsized in the harbor of Charleston by the heavy wind prevailing on Aug. 21, 1888. (An. Rpt., 1889.)	Silver medal..	Do.
Maud King .....	do .....	do .....	do .....	Do.
Dennis O'Hara .....	Metropolitan police, New York.	Rescue from drowning of a woman who fell from a pier into the North River early in the morning of Dec. 2, 1885. (An. Rpt., 1889.)	do .....	Do.
Walter Claus.....	Ontario, Canada..	Rescuing, on Oct. 15, 1886, during a severe storm, four men from the rigging of the American schooner O. M. Bond, wrecked near Rondeau, Canada. (An. Rpt., 1889.)	do .....	Do.
Christopher Ludlam...	Keeper of life-saving station.	Rescuing, on the night of Dec. 4, 1886, during a heavy northeast gale and snowstorm, the entire crew, five men, of the schooner D. H. Ingraham, afire and stranded amongst the breakers on the bar at Hereford Inlet, N. J. (An. Rpt., 1889.)	Gold medal...	Do.
Jason Buck .....	Surfman.....	do .....	Silver medal..	Do.
Henry W. Hildreth.....	do .....	do .....	do .....	Do.
Willard F. Ware .....	do .....	do .....	do .....	Do.
Somers C. Godfrey.....	do .....	do .....	do .....	Do.
Smith S. Hand.....	do .....	do .....	do .....	Do.
Providence S. Ludlam.....	do .....	do .....	do .....	Do.
Harry A. George.....	Charlottesville, Va.	Rescuing from drowning a companion who had broken through the ice while skating, Jan. 28, 1888. (An. Rpt., 1889.)	do .....	Do.
James Manning.....	Private Co. B, 6th U. S. Infantry.	Rescue of a fellow-soldier from drowning while crossing the Grand River, Utah, June 6, 1886. (An. Rpt., 1889.)	do .....	Do.
John Coyle .....	Co. B, 22d U. S. Infantry.	Rescuing a lady who but for his gallant action would have lost her life in the "Old Faithful Geyser," Yellowstone Park, Aug. 9, 1888 (An. Rpt., 1889.)	do .....	Do.

## List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	A ward.	Date of award.
John F. Condon .....	New York .....	Rescuing from drowning two persons, one a boy who had broken through the ice, the other a man who had ventured too far from shore while swimming. (An. Rpt., 1889.)	Silver medal..	Nov. 17, 1888
John T. De Liesseline..	Charleston, S. C..	Rescuing from drowning an insane woman who had escaped from her keepers and jumped into the Ashley River, Aug. 13, 1888. (An. Rpt., 1889.)	.....do .....	Dec. 4, 1888
Silas H. Harding.....	Keeper of life-saving station.	Rescuing, on June 26, 1888, during a severe storm and heavy sea, four men from the schooner Oliver Dyer, wrecked on the rocks near the Jerrys Point Station. N. H. (An. Rpt., 1889.)	Gold medal...	Jan. 10, 1889
George W. Randall ...	Surfman .....	.....do .....	.....do .....	Do.
Winslow A. Amazeen..	.....do .....	.....do .....	.....do .....	Do.
Ephraim S. Hall .....	.....do .....	.....do .....	.....do .....	Do.
Selden F. Wells .....	.....do .....	.....do .....	.....do .....	Do.
Ernest Robinson .....	.....do .....	.....do .....	.....do .....	Do.
John Smith .....	.....do .....	.....do .....	.....do .....	Do.
Joshua James .....	Volunteer of the Massachusetts Humane Society.	Rescuing the crew of eight men of the schooner Gertrude Abbott, wrecked on the rocks at Nantasket Roads by the furious gale early in the evening of Nov. 25, 1888. The heavy sea, together with the darkness and driving snowstorm, rendered the service extremely hazardous. Capt. Joshua James had charge of the rescuing boat. (An. Rpt., 1889.)	.....do .....	Do.
Oseola F. James .....	.....do .....	.....do .....	.....do .....	Do.
Alonzo L. Mitchell .....	.....do .....	.....do .....	.....do .....	Do.
H. Webster Mitchell .....	.....do .....	.....do .....	.....do .....	Do.
Ambrose B. Mitchell .....	.....do .....	.....do .....	.....do .....	Do.
John L. Mitchell .....	.....do .....	.....do .....	.....do .....	Do.
Eben T. Pope .....	.....do .....	.....do .....	.....do .....	Do.
George F. Pope .....	.....do .....	.....do .....	.....do .....	Do.
Joseph T. Galiano .....	.....do .....	.....do .....	.....do .....	Do.
Louis F. Galiano .....	.....do .....	.....do .....	.....do .....	Do.
Frederick Smith .....	.....do .....	.....do .....	.....do .....	Do.
Eugene Mitchell .....	.....do .....	Rescue of the survivors, five men, of the schooner H. C. Higginson, stranded on Nantasket Beach, Nov. 26, 1888. Two of the schooner's crew were washed overboard and lost, and one was frozen to death in the rigging before succor arrived. Capt. Joshua James, who figured so conspicuously in the preceding case, had charge of the boat on this occasion, and, besides the five men here named, was accompanied by several of his crew of the previous day. (An. Rpt., 1889.)	Silver medal..	Do.
Eugene Mitchell, jr. ....	.....do .....	.....do .....	.....do .....	Do.
William B. Mitchell .....	.....do .....	.....do .....	.....do .....	Do.
Alfred Galiano .....	.....do .....	.....do .....	.....do .....	Do.
George Augustus .....	.....do .....	.....do .....	.....do .....	Do.
John H. Hanley .....	New York .....	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-88. (An. Rpt., 1890.)	.....do .....	June 2, 1889



*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Quigley.....	Metropolitan police, New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	Silver medal..	June 2, 1889
William B. Miller.....	Elkton, Md.....	Rescue from drowning of a lad who, together with several companions, of whom young Miller was one, was swimming in Big Elk Creek, Md., June 28, 1888. (An. Rpt., 1890.)	.....do.....	Do.
James S. Kintz.....	Surfman of life-saving station.	Rescuing two men from the yacht Collingwood, capsized at the mouth of the Genesee River, N. Y., Aug. 13, 1888. (An. Rpt., 1890.)	.....do.....	Do.
Thomas J. Truxton ...	Keeper of life-saving station.	Rescue from drowning of a bather at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	.....do.....	Do.
C. Allen Maull.....	Lewes, Del.....	Rescue of a woman from drowning in the surf at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	.....do.....	Do.
James Macdonald.....	Gloucester, Mass..	Rescuing, on Jan. 2, 1882, during a northeast gale and snowstorm, the crew of three men of the small schooner Dorado. (An. Rpt., 1890.)	.....do.....	Do.
Patrick G. McInnis ..	.....do.....	.....do.....	.....do.....	Do.
Alexander Brimmer ..	.....do.....	.....do.....	.....do.....	Do.
Fugi Hachitaro .....	Cabin steward of U. S. S. Trenton.	Rescue from drowning, at great personal risk, of Lieut. John C. Wilson, navigating officer of U. S. S. Vandalia, in Apia Harbor, Samoan Islands, during the great hurricane of Mar. 16, 1889. (An. Rpt., 1890.)	Gold medal..	Nov. 5, 1889
Albert K. Pike.....	Glens Falls, N. Y..	Rescuing a child from drowning in Glen Lake, Sept. 20, 1889. (An. Rpt., 1890.)	Silver medal..	Dec. 9, 1889
Jonas Johns.....	Indian of the Quinault Agency, Wash.	Rescuing the entire crew (fourteen men) of the schooner Lilly Grace, wrecked near Grays Harbor, January, 1887, and, about a year later, rescuing three of the crew of the British ship Abercorn, wrecked not far from the same place. (An. Rpt., 1890.)	.....do.....	Do.
Sampson Johns .....	.....do.....	.....do.....	.....do.....	Do.
Richard F. Warren....	Wilmington, N. C.	Rescuing from drowning at great hazard to himself, a young lady, who, while bathing at Wrightsville Beach, N. C., was carried out beyond the breakers by the strong current, June 15, 1889. (An. Rpt., 1890.)	Gold medal..	Apr. 23, 1890
John Bo,ne.....	South Haven, Mich.	Rescue from drowning of a child that had fallen from a wharf into the harbor of South Haven, Aug. 10, 1889. (An. Rpt., 1890.)	Silver medal..	Do.
Andrew M. Taylor.....	Rondout, N. Y....	Rescuing several persons from drowning during the years 1882-83. (An. Rpt., 1890.)	.....do.....	Do.

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph B. Sears.....	Brooklyn, N. Y....	Rescuing the crews— forty-one persons— of the steamers Cleopatra and Crystal Wave, wrecked in a collision off the capes of the Delaware early in the morning of Oct. 29, 1889. (An. Rpt., 1890.)	Silver medal..	Apr. 23, 1890
Dennis Tracy .....	Bangor, Me.....	Rescue of several persons from drowning in the Penobscot and Kenduskeag rivers at various times during the year 1880. (An. Rpt., 1890.)	.....do.....	Do.
Frank Tompkins.....	Governors Island, N. Y.	Rescue from drowning in the Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An. Rpt., 1890.)	.....do.....	Do.
James S. Donahue.....	Keeper of light- house at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875-1889. (An. Rpt., 1890.)	.....do.....	May 20, 1890
James McMahon.....	New York.....	Rescue of a man from drowning in the surf off Normandie, N. J., at the imminent risk of his life, July 26, 1890.	Gold medal...	Aug. 20, 1890
Jesse Howland.....	Seabright, N. J....	.....do.....	.....do.....	Do.
Arthur L. Finch.....	Lackawaxen, Pa..	Rescue from drowning of a lad who had fallen in- to Lackawaxen Creek, which at the time was much swollen by recent heavy rains, July 27, 1890.	Silver medal..	Sept. 11, 1890
Harry H. Moore.....	Brooklyn, N. Y. ...	Rescuing a girl from drowning near Coscob, Conn., Aug. 6, 1890.	.....do.....	Sept. 30, 1890
Lawrence O. Lawson ..	Keeper of life- saving station.	Rescue of the crew of the steamer Calumet, wrecked some fifteen miles from the Evans- ton Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous, and the res- cue was effected only after the display of ex- traordinary courage and heroism by the boat's crew.	Gold medal...	Oct. 17, 1890
George Crosby .....	Surfman.....	.....do.....	.....do.....	Do.
William M. Ewing .....	.....do.....	.....do.....	.....do.....	Do.
Jacob Lohning .....	.....do.....	.....do.....	.....do.....	Do.
Edson B. Fowler .....	.....do.....	.....do.....	.....do.....	Do.
William L. Wilson .....	.....do.....	.....do.....	.....do.....	Do.
Frank M. Kindig .....	.....do.....	.....do.....	.....do.....	Do.
Thomas M. Webb .....	Wilmington, N. C.	Rescue from drowning in the surf off Wrightsville, N. C., of two ladies who had been carried be- yond their depth by the tide, Aug. 30, 1890.	.....do.....	Do.
Daniel J. Reagan .....	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal..	Dec. 22, 1890
Thomas F. Freel .....	New York.....	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884-1889.	.....do.....	Jan. 9, 1891
Alfred Mitchell .....	Erie, Pa.....	Rescuing, while in com- mand of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young, while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal...	Jan. 10, 1891

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jacob N. Lanstra.....	Assistant keeper of Grosse Point light - vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890.	Silver medal..	Jan. 28, 1891
Frederick T. Hatch....	Keeper of light-house, Cleveland, Ohio.	Rescue of a lady from drowning at the entrance to the harbor of Cleveland on the night of Oct. 26, 1890. Mr. Hatch had previously, while a surfman at the Cleveland Life-Saving Station, received the gold medal of the Service. (See under date of Dec. 3, 1884.)	Gold bar.....	Feb. 26, 1891
C. A. Carlssen.....	Boatswain's mate on the U. S. S. Despatch.	Rescuing from drowning a man who had broken through the ice off the Washington Navy-Yard, Jan. 9, 1891.	Silver medal..	Feb. 27, 1891
Patrick Kennedy.....	Ordinary seaman	.....do.....	.....do.....	Do.
William Penn.....	Seaside Park, N. J.	Rescue from drowning of a boy who had fallen into the water from the railroad bridge at Barnegat Bay, N. J., Sept. 13, 1890.	.....do.....	Apr. 7, 1891
Eugene Longstreet....	Brielle, N. J.....	.....do.....	.....do.....	Do.
Custis Harrison.....	Corporal, Troop D, 5th U. S. Cavalry.	Rescuing three persons from drowning in the Red River, Texas, Nov. 23, 1890.	.....do.....	Do.
Mabel Mason .....	Mamajuda light-station, Detroit River.	Rescuing a man who had been thrown from his boat into Detroit River by the wash of a passing steamer, May 11, 1890.	.....do.....	Apr. 15, 1891
Calvin Gunn.....	Washington, D. C.	Rescuing from drowning, with great peril to his own life, a boy who had fallen into the river from a wharf at Washington, D. C., May 25, 1891.	.....do.....	July 11, 1891
Albert Owen.....	Trescott, Me.....	Rescue from drowning, with a frail craft, of two men whose boat had capsized near Pembroke, Me., in the swift current, July 10, 1887.	.....do.....	July 16, 1891
Harry T. Thompson....	New York.....	Rescuing a number of persons from drowning at various times during the years 1882-1886, and particularly for gallantly taking six persons from a boat capsized in New York Bay, September, 1886.	Gold medal...	Oct. 14, 1891
Reuben Held.....	.....do.....	Rescue from drowning, June 18, 1891, of a boy who had gone beyond his depth while bathing, at Marion, Mass.	Silver medal..	Oct. 23, 1891
Moritz Rosenthal.....	Riverside, Cal....	Rescuing from drowning, Aug. 29, 1891, a man who was bathing in Spring Brook, San Bernardino County, Cal. The service was rendered particularly arduous and meritorious by the youth of the rescuer, a boy of 14 years.	.....do.....	Do.
Joseph Fernald .....	Surfman of life-saving station.	Rescuing a number of persons from drowning in Portsmouth Harbor, N. H., at various times during the year 1891.	.....do.....	Do.

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John W. Brindley.....	Private, 15th U. S. Infantry.	Rescue from drowning, at great risk to his own life, of a boy whose boat had capsized in Lake Michigan, July 24, 1891.	Silver medal..	Jan. 20, 1892
Charles Van Buren.....	.....do.....	.....do.....	.....do.....	Do.
William Oakmore.....	.....do.....	.....do.....	.....do.....	Do.
John Regnier.....	Surfman of life-saving station.	Recovering the body of a child drowned on Dec. 22, 1888. While aiding in saving lives from the steam collier Mendocino, wrecked on Humboldt bar, he sprang into the furious surf and took the child from the water after the surfboat had twice failed to make a recovery. (An. Rpt. 1889.)	Gold medal...	Feb. 6, 1892
John Bergman.....	Gardner, Oreg....	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883. The work was accomplished in the face of great danger, the heavy surf several times capsizing the frail boats in which rescue was made.	.....do.....	Do.
Benjamin Dexter.....	Grays Harbor, Wash.	.....do.....	Silver medal..	Do.
Robert Breen.....	Empire City, Oreg.	.....do.....	.....do.....	Do.
Edward D. Ballentine..	Captain of steamer Elfin-Merc.	Rescuing under circumstances of great hazard and difficulty the entire crew—thirteen men—of the steamer Oswegatchie, sinking off Sturgeon Point, Lake Huron, Nov. 26, 1891.	.....do.....	Feb. 23, 1892
John E. Johnson.....	Keeper of life-saving station.	Rescue of nineteen men from the wreck of the Spanish steamer San Albano, off Hog Island, Va., Feb. 23, 24, 1892. Two heroic but futile attempts were made to reach the vessel with the surfboat. Communication was finally made with the beach apparatus by means of the keeper's ingenuity, and all on board were landed in the life car. Medals were also bestowed upon Keeper Johnson and his crew, named below, by the Spanish Government, and their acceptance was authorized by Congress. (An. Rept., 1892.)	Gold medal...	Mar. 21, 1892
James K. Carpenter...	Surfman.....	.....do.....	Silver medal..	Do.
James A. Doughty.....	.....do.....	.....do.....	.....do.....	Do.
John R. Dunton.....	.....do.....	.....do.....	.....do.....	Do.
John E. Smith.....	.....do.....	.....do.....	.....do.....	Do.
John H. Dewald.....	.....do.....	.....do.....	.....do.....	Do.
Robert C. Joynes.....	.....do.....	.....do.....	.....do.....	Do.
William B. Goffigon.....	.....do.....	.....do.....	.....do.....	Do.
Joshua E. Berton.....	Substitute.....	.....do.....	.....do.....	Do.
Frank Lasley.....	Mackinac Island, Mich.	Rescuing, with great skill and heroism, three soldiers whose boat had been capsized in Mackinac Strait in the heavy wind and sea prevailing, Nov. 23, 1891.	Gold medal...	April 2, 1892
Nicholas Shomin.....	.....do.....	.....do.....	.....do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Walter N. Chase.....	Keeper of life-saving station.	Rescuing, during heavy gale and sea, the crew of seven men from the rigging of the Canadian schooner H. P. Kirkham, wrecked on Rose and Crown Shoal, 15 miles seaward from Coskata Station, Nantucket, Mass., Jan. 21, 1892. The men were saved only by the utmost skill and bravery, and were brought to land after battling for twenty-three hours against wind and sea. (An. Rpt., 1892.)	Gold medal...	Apr. 2, 1892
Jesse H. Eldridge.....	Surfman.....	.....do.....	Silver medal..	Do.
Roland H. Perkins.....	.....do.....	.....do.....	.....do.....	Do.
Charles H. Cathcart.....	.....do.....	.....do.....	.....do.....	Do.
John Nyman.....	.....do.....	.....do.....	.....do.....	Do.
Josiah B. Gould.....	Temporary surfman.	.....do.....	.....do.....	Do.
George J. Flood.....	.....do.....	.....do.....	.....do.....	Do.
Mrs. Martha White.....	Copalis, Wash....	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark Ferndale, wrecked on the coast of Washington, Jan. 29, 1892.	Gold medal...	Apr. 18, 1892
Frank D. Ring.....	Chicago, Ill.....	Rescuing, during a period of six or seven years, several persons from drowning, and particularly for marked heroism in saving the lives of a girl (May 1, 1889) and an old man (Sept. 12, 1890), both of whom had fallen into North River, New York.	.....do.....	Apr. 25, 1892
Elias S. Wingate.....	Charleston, S. C...	Rescuing from drowning a young woman who had fallen overboard in Charleston Harbor, Nov. 7, 1877.	Silver medal..	Do.
Herman C. Schumm...	Second lieutenant, U. S. Army.	Rescuing, under circumstances which imperiled his own life, two men clinging to a capsized boat off Fort Schuyler, N. Y., June 16, 1891.	.....do.....	June 4, 1892
William Jones.....	Sergeant, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
Harry Kenrick.....	Sergeant, Battery M, Second Artillery.	.....do.....	.....do.....	Do.
Waldo B. Carpenter...	Corporal, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
William A. Monck.....	Private, Battery M, Second Artillery.	.....do.....	.....do.....	Do.
James Ryan.....	Private, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
James Quinlisk.....	.....do.....	.....do.....	.....do.....	Do.
Cyrus S. VanAmringe..	Wilmington, N. C..	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	.....do.....	Do.

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin U. Jackson..	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	Silver medal..	June 10, 1892
Bertie O. Burr.....	Lincoln, Nebr....	Rescuing from drowning, with heroic bravery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal...	June 14, 1892
Samuel Arundale.....	Charlottesville, Va	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal..	June 20, 1892
William N. Blow, jr....	First lieutenant, U. S. Army.	Rescuing, with an unseaworthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	.....do.....	Do.
Michael Kynan.....	Private, Company H, Fifteenth Infantry.	.....do.....	.....do.....	Do.
Daniel H. Cleveland..	U. S. Fish Commission steam launch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J., Apr. 22, 1892.	.....do.....	Do.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886; and on Nov. 15, 1887, after many trials and with great personal risk, rescued a man from a rock just above the American Falls.	.....do.....	July 21, 1892
George Nobles.....	Seaman on U. S. revenue cutter Morrill.	Rescuing in a meritorious and heroic manner, by swimming and diving several times, a boy who had fallen into the water and become entangled at the bottom of the custom-house slip, Charleston, S. C., Aug. 1, 1892.	.....do.....	Sept. 14, 1892
John Nelson.....	.....do.....	.....do.....	.....do.....	Do.
Massie Milne.....	Newark, N. J.....	Rescued, by swimming to her assistance and bringing her ashore at Avon, N. J., Aug. 23, 1892, a woman who was going out to sea with the tide and who became unconscious. She was resuscitated after considerable effort.	.....do.....	Sept. 19, 1892
John J. Hayes.....	Wilmington, N. C.	Rescued on Aug. 19, 1892, at Wrightsville Beach, N. C., Jacob Eron from the surf, where he was in danger of drowning.	.....do.....	Sept. 28, 1892
Godfrey H. Macdonald.	First lieutenant, First U. S. Cavalry.	Rescued on the night of Aug. 14, 1892, by leaping from the ferryboat Atlantic in midstream, New York Harbor, a man who had fallen overboard, and who would have drowned but for the timely assist-	Gold medal...	Do.

List of medalists—Continued.

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

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Devine.....	Fire department, Providence, R. I.	Rescued by jumping from a wharf at Providence, R. I., July 17, 1890, a man who had fallen into the water. The current was strong and the man unable to swim. Mr. Devine having received a silver medal previously (see record of July 22, 1886), a silver bar was awarded for his service.	Silver bar ....	Feb. 20, 1893
W. G. Lee .....	Savannah, Ga. ....	Rescuing on five different occasions—four of them being at night—between Dec. 18, 1878, and July 5, 1885, eight persons who had fallen into the waters on the coasts of Georgia and Florida. The assistance was rendered at great personal risk, placing the life of the rescuer in jeopardy.	Gold medal...	Feb. 23, 1893
F. D. Webster .....	Lieutenant, U. S. Army.	Rescuing a man and his wife who had fallen through an air hole while crossing the ice between Jersey City and Bedloes Island, New York Harbor, on the evening of Jan. 18, 1893. The rescue was accomplished after arduous labor and at great hazard, the ice bending and almost giving way beneath the men engaged in the work, who were in imminent danger of being submerged.	Silver medal .	Do.
Denis Barry.....	Private, Co. A, Sixth Infantry.	.....do.....	.....do.....	Do.
John Buerger.....	.....do.....	.....do.....	.....do.....	Do.
Denis Guiney.....	.....do.....	.....do.....	.....do.....	Do.
Leroy S. Hotchkiss.....	.....do.....	.....do.....	.....do.....	Do.
Charles F. Rodenstein.....	.....do.....	.....do.....	.....do.....	Do.
Alex. M. Wetherill, jr.....	.....do.....	.....do.....	.....do.....	Do.
Benjamin Hewlett.....	Wilmington, N. C.	Rescuing on Aug. 8, 1892, two young girls bathing near the mouth of Hewletts Creek, Wrightsville Sound, North Carolina, who had got beyond their depth and were drifting out with the current. After a heroic struggle he reached shore with them, but was disabled several days by exhaustion and cuts on the feet caused by running over oyster beds to reach them.	.....do.....	Mar. 16, 1893
Harvey A. White .....	Bangor, Me.....	Rescued two boys from drowning in the Penobscot River, Maine, Aug. 15, 1892. One of the boys clutched him, but he shook himself free, and by using both hands in holding each by the hair, carried them safely ashore.	.....do.....	Do.
Valentine Jones .....	Master of the steamer Hudson.	Rescuing in the steamer Hudson, by superior seamanship and persistent courage, the crew of the barge Sunshine, consisting of six men and a woman, on the night of Oct. 29, 1892, on Lake Erie. The barge went to pieces soon after the crew had been saved.	.....do.....	Mar. 29, 1893



*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Ed. F. Wiese.....	Milwaukee, Wis..	Rescuing, on the evening of Aug. 24, 1890, a man who had become helpless while bathing in the Milwaukee River. Wiese was then a lad only 17 years old.	Silver medal..	Apr. 15, 1893
James Whittaker .....	Corporal, U. S. Marine Corps.	Bravely attempting the rescue of a comrade, who had fallen into the icy waters of the Piscataqua River at the Portsmouth Navy-Yard, on the evening of Jan. 20, 1893. When the accident occurred the thermometer stood at zero, but he plunged boldly into the river and grasped the imperiled man, who so hampered his movements, however, that other assistance was necessary to get them safely ashore.	.....do.....	May 3, 1893
P. J. Lowe, jr.....	Second lieutenant, U. S. Army.	Assisting to rescue, by swimming to his relief after he had sunk twice and supporting him while returning to the shore, one of a party of scouts with whom they were crossing the swiftly flowing Pecos River, Texas, May 14, 1890. The service required the incurrence of danger and extraordinary exertion.	.....do.....	May 4, 1893
Julian Longorio.....	Corporal of Scouts, U. S. Army.	.....do.....	.....do.....	Do.
Martin Knudsen.....	Keeper of Porte des Morts light-station.	Rescuing, on the night of Oct. 28, 1892, the crew of the schooner A. P. Nichols, stranded on Pilot Island at the entrance to Green Bay, Wisconsin. The keeper waded to a sunken wreck where he was exposed in the storm and darkness to the waves as well as the falling spars of the stranded vessel, and from there guided and assisted the ship's company of eight persons to the shore.	.....do.....	May 8, 1893
Ingar Olsen .....	Surfman of life-saving station.	Rescued, by superior intelligence, remarkable strength, and courageous daring, a man, the sole survivor of fifteen men, from the water-works crib, Milwaukee, Wis., Apr. 20, 1893.	Gold medal...	May 24, 1893
G. W. S. Jenkins .....	Master of the tug Juno.	Rescuing, on Apr. 11, 1893, the mate and seven sailors of the Norwegian bark Riga, which stranded on that date off Bay Point, near Beaufort, S. C., in a northeast gale, and was completely wrecked and broken up. Captain Jenkins went out in the tug Juno with a crew of nine men, and picked up the castaways, who were adrift on the	.....do.....	June 22, 1893

*List of medalists—Continued.*

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

List of medalists—Continued.

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

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin G. Cameron .	Keeper of life-saving station.	Rescuing and assisting to rescue 108 persons from shipwreck on various occasions from 1875 to 1897.	Silver medal..	Feb. 20, 1899
Michael F. Barry.....	Brooklyn, N. Y. ....	Heroic services in rescuing from drowning, at the peril of his life, several people under the most trying difficulties on several occasions between the years 1887 and 1897.	Gold medal...	Apr. 25, 1899, by joint resolution of Congress, approved Feb. 27, 1899.
Alvin H. Cleveland ....	Vineyard Haven, Mass.	Rescuing and assisting to rescue fifteen persons from the wrecks of the American schooners E. J. Hamilton, Annie A. Booth, and Leora M. Thurlow, in the Harbor of Vineyard Haven, Mass., during the great hurricane of Nov. 27, 1898. This work was accomplished in the face of grave difficulties, and at the imminent risk of his own life.	.....do.....	July 28, 1899
Isaac C. Norton .....	.....do.....	.....do.....	.....do.....	Do.
F. Horton Johnson.....	.....do.....	Rescuing and assisting to rescue ten persons from the wrecks of the American schooners Annie A. Booth and Leora M. Thurlow, at the same time and under the same conditions as the foregoing.	.....do.....	Do.
Frank Golart, jr. ....	.....do.....	Rescuing and assisting to rescue five persons from the wreck of the American schooner E. J. Hamilton, at the same time and under the same conditions as described above.	.....do.....	Do.
Stanley Fisher .....	Cottage City, Mass.	Rescuing and assisting to rescue four persons from the wreck of the American schooner Leora M. Thurlow, at the same time and under the same conditions as described above.	.....do.....	Do.
Conrad F. Strand .....	Master of steamer Point Arena.	Bravely assisting in the rescue of twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896. Captain Strand stood by the wreck in a dangerous sea and sent a boat to it several times, saving all who had stayed by the wreck.	Silver medal..	Oct. 17, 1899
Lars E. Olsen.....	Member of crew of steamer Point Arena.	Bravely rescuing and assisting to rescue twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896, by making several trips to the wreck through a dangerous sea.	.....do.....	Do.
P. Anderson.....	.....do.....	.....do.....	.....do.....	Do.
A. Henrikson.....	.....do.....	.....do.....	.....do.....	Do.
Andrew O. Lilleland.....	.....do.....	.....do.....	.....do.....	Do.

List of medalists—Continued.

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

*List of medalists—Continued.*

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

List of medalists—Continued.

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

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Seih L. Ellis.....	Harwich port, Mass. (surfman, Monomoy Station).	At great hazard endeavored to save crew of barge Wadena, which was ashore on Shovelful Shoal, Mass., and afterwards aided members of life-saving crew on their overturned boat until their strength was exhausted. (For detailed account see caption "Loss of life.")	Gold medal ..	Mar. 28, 1902
Robert E. Mills.....	New York, N. Y..	Rescued, with great skill and heroism, two men who had capsized in a small boat on the Hudson River, off 175th street, New York City, Aug. 25, 1901.	.....do .....	Mar. 31, 1902
Morgan L. Steele.....	Washington, D. C.	Rescuing a man who had broken through the ice on the James River, near Richmond, Va., on the night of Feb. 9, 1895.	Silver medal..	Do.
Chas. A. Blank.....	San Francisco, Cal.	Rescued a woman who had jumped overboard from the ferryboat Oakland, in San Francisco Bay, Cal., on the morning of Apr. 17, 1901.	Gold medal...	Do.
Henry Thorn .....	Cleveland, Ohio..	Rescued from death in the early morning of Aug. 14, 1901, eighteen men who were imperiled on crib No. 2, of the Cleveland waterworks tunnel in Lake Erie.	Silver medal..	Apr. 12, 1902
Alfred Sorensen .....	Boston, Mass.....	Jumped from his steamer at the peril of his own life and rescued a man who fell from the tug Elsie, July 29, 1900, near Boston light-ship.	Gold bar .....	Apr. 16, 1902
Fred. Johnson .....	Chicago, Ill.....	Rescued, with great skill, on Nov. 12, 1900, the crews of two barges, which were helplessly adrift on Lake Erie in a heavy sea, and in danger of foundering.	Silver medal..	June 3, 1902
John J. O'Connor.....	New York, N. Y..	Rescuing from the Harlem River, at great personal hazard, an insane woman who jumped from the steamer Thomas A. Brennan on the morning of June 22, 1901.	Gold medal ..	June 7, 1902



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## TABLE OF CASUALTIES

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

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SEASON OF 1901-1902.

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Table of casualties,

DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
July 2	One and one-quarter miles west of station.	Burnt Island .....	Slp. Goldsmith Maid, St. George, Me.	.....	.....
July 19	Two miles north-northwest of station.	Jerrys Point .....	Small boat .....	.....	.....
July 25	Seal Harbor.....	White Head .....	Sc. A. Hooper, Calais, Me.	French .....	80
Aug. 8	Two hundred yards north-northeast of station.	Damariscove Island.	Slp. Chandler R., Portland, Me.	Webber.....	8
Aug. 11	Five miles north-northwest of station.	Crumple Island ..	Sc. Edith and May, <sup>a</sup> Machias, Me.	Kelley.....	128
Aug. 11	Aldens Rock.....	Cape Elizabeth ...	Bkn. Jessie MacGregor, Portland, Me.	Young.....	608
Aug. 15	One and one-quarter miles south by west of station.	Wallis Sands.....	St. y. Chetolah, New York City.	Frost .....	91
Aug. 18	One mile north of station.	Fletchers Neck...	Sc. Glenesk, Boston, Mass.	Smith .....	17
Aug. 18	Horn Island .....	Jerrys Point .....	Sailboat, Portsmouth, N. H.	.....	.....
Aug. 19	Marshall Point.....	Burnt Island .....	Sc. Henry Whitney, Bucksport, Me.	Gray.....	146
Aug. 20	Three-quarters of a mile south by west of station.	Hunniwells Beach	Slp. Guida, <sup>a</sup> Portland, Me.	.....	.....
Aug. 20	Smallpoint.....	.....do .....	Str. Ocean View, Portland, Me.	Poland .....	45
Aug. 23	Seal Harbor.....	Cranberry Isles...	Sc. Coquette, Ellsworth, Me.	Coombs.....	58
Aug. 25	One and one-quarter miles west-northwest of station.	Burnt Island .....	Slp. Thea, Boston, Mass.	.....	.....
Aug. 28	Sugar Loaf.....	Hunniwells Beach	Slp. Annie May, Bath, Me.	.....	.....
Aug. 31	Pumpkin Island Reef...	Damariscove Island.	Sc. Pinta, Gloucester, Mass.	Rose .....	99
Sept. 1	Two-sevenths of a mile south of station.	.....do .....	Slp. y. Shiloh, Cincinnati, Ohio.	Barter .....	6
Sept. 1	Two-thirds of a mile east by south of station.	Hunniwells Beach	Catboat Bess, Bath, Me.	.....	.....
Sept. 6	Two miles southeast by south of station.	.....do .....	Sc. Mentor, Bath, Me.	Abbot .....	82
Sept. 8	One mile south-southeast of station.	.....do .....	Sailboat .....	.....	.....
Sept. 17	Two miles east of station.	Quoddy Head ...	Sailboat, Grand Manan, New Brunswick.	.....	.....
Sept. 17	One mile north of station	Fletchers Neck...	Catboat Petrel, St. Louis, New Brunswick.	.....	.....
Sept. 18	Two-thirds of a mile southeast by south of station.	Hunniwells Beach	Slp. Two Brothers, Wiscasset, Me.	.....	.....
Sept. 20	One-half mile south of station.	White Head .....	St. y. Beatrice, <sup>a</sup> Philadelphia, Pa.	Frye.....	12
Sept. 22	Two-thirds of a mile east of station.	Hunniwells Beach	Sailboat Break of Day, Bath, Me.	.....	.....
Oct. 6	Three-quarters of a mile west-northwest of station.	Jerrys Point .....	Slp. Josephine, Portsmouth, N. H.	.....	.....
Nov. 2	One and one-half miles south-southwest of station.	Damariscove Island.	Slp. Edna, Salem, Mass.	Frye.....	12
Nov. 11	Six and three-quarters miles north of station.	.....do .....	Sc. Moses B. Linscott, Portland, Me.	Johnston ..	41
Nov. 13	Two miles east-northeast of station.	Quoddy Head ...	Sc. Zampa, <sup>a</sup> Machias, Me.	Berry.....	144
Nov. 23	Nine miles northeast of station.	White Head .....	Sc. E. Arcularius, Rockland, Me.	Johnston ..	99
Nov. 23	One-quarter mile north by west of station.	Hunniwells Beach	Sc. Clara E. Comee, Bath, Me.	Barter .....	138
Nov. 24	One mile northeast of station.	Rye Beach .....	Small boats (2) .....	.....	.....

<sup>a</sup> In dangerous position, from which life-saving crew extricated her.

season of 1901-2.

OF MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Cushing to Shark Island, Me.		\$300		\$300	\$40	\$260	2	2			
Pleasure trip.....		40		40	40		2	2			
Calais, Me., to Boston, Mass.	Lumber ..	1,000	\$1,400	2,400	2,300	100	3	3			
Portland, Me., to fishing grounds.		575		575	575		3	3			
Exeter, N. H., to Calais, Me.		5,000		5,000	5,000		4	4			
Philadelphia, Pa., to Portland, Me.	Coal .....	10,000	2,500	12,500	9,500	3,000	8	8			
Gloucester, Mass., to Portsmouth, N. H.		30,000		30,000	29,700	300	16	16			
Southwest Harbor to Biddeford Pool, Me.		2,500		2,500	2,500		5	5			
Pleasure trip.....		100		100	100		11	11			
Franklin, Me., to New York City.	Paving blocks.	1,500	800	2,300	2,300		4	4			
Portland to Boothbay, Me.		200		200	200		2	2			
Mount Desert to Portland, Me.	Lobsters ..	3,500	300	3,800	3,800		3	3			
Somes Sound to Bar Harbor, Me.	Stone.....	400	110	510	50	460	3	3			
Deer Isle to Boothbay, Me.		400		400	400		5	5			
Fishing trip.....		700		700	700		3	3			
do.....		8,500		8,500	8,000	500	15	15			
Pleasure trip.....		800		800	785	15	2	2			
Dragged anchor and stranded.		50		50	50		2	2			
Bath, Me., to Boston, Mass.	Lumber ..	1,000	2,000	3,000	3,000		4	4			
Pleasure trip.....		20		20	20		3	3			
Grand Manan, New Brunswick, to Lubec, Me.		15		15	15		2	2		2	2
Pleasure trip.....		150		150	150		6	6			
Adrift.....		100		100	100						
Bar Harbor, Me., to Philadelphia, Pa.		5,000		5,000	4,985	15	2	2			
Pleasure trip.....		100		100	100		6	6		2	2
Parted moorings.....		300		300	300						
Camden, Me., to Beverly, Mass.		800		800	800		4	4			
Fishing trip.....	Fish.....	1,500	400	1,900	1,800	100	11	11			
New York City to Lubec, Me.	Coal.....	1,800	675	2,475	2,475		6	6			
Portsmouth, N. H., to Rockland, Me.		5,000		5,000	4,860	140	4	4			
Boston, Mass. to Bath, Me.		3,500		3,500	3,500		4	4			
Lying at moorings.....		55		55	55						

Table of casualties, season

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
Nov. 25	One and one-half miles east-northeast of station.	Quoddy Head ....	Bk. Culdoon, St. John, New Brunswick.	Adams ....	372
Nov. 25	One-half mile northwest of station.	.....do .....	Sailboat, Lubec, Me.....	.....	.....
Nov. 25	One mile southeast by south of station.	Hunniwells Beach	Sc. J. Nickerson, Portland, Me.	Kelley.....	179
Nov. 29	One and one-half miles west of station.	Cranberry Isles...	Slp. Wanderer, South-west Harbor, Me.	Jordan ....	7
Dec. 1	One-half mile east-northeast of station.	Hunniwells Beach	Sc. Josie Hook, Bangor, Me.	Tickett ....	90
Dec. 4	Three-quarters of a mile northwest of station.	Cross Island .....	Sc. Clement, Machias, Me	Dann .....	45
Dec. 9	Three miles northeast of station.	White Head .....	Sc. Oriole, <sup>a</sup> St. Johns, New Brunswick.	Shanklin ..	130
Dec. 18	One-half mile north of station.	Hunniwells Beach	Sc. Rosie May, Phippsburg, Me.	.....	.....
Dec. 23	One and one-half miles northeast of station.	White Head .....	Sc. George E. Prescott, <sup>b</sup> Rockland, Me.	Doyle.....	139
Dec. 24	Garden Island Reef.....	.....do .....	Sc. Valetta, St. John, New Brunswick.	Cameron ..	108
Dec. 31	One-quarter mile south by east of station.	Hunniwells Beach	Slp. Mertv, Portland, Me.	Wallace ...	7
Dec. 31	One and three-quarters miles north-northeast of station.	Jerrys Point .....	Sc. Frank G. Rich, Boothbay, Me.	McClintock	105
1902.					
Jan. 1	One-half mile north by west of station.	Crumple Island ..	Slp. Xantho, Machias, Me.	Dunbar....	5
Jan. 1	Little Cranberry Island Harbor.	Cranberry Isles...	Sc. Mary F. Chisholm, Salem, Mass.	Perry.....	73
Jan. 3	One and one-half miles east of station.	White Head .....	Sc. Helena, New York City.	Fernald ...	184
Jan. 9	One and two-thirds miles east of station.	Quoddy Head ....	Slp. Jennie G. Logan, Eastport, Me.	Anderson..	16
Jan. 13	One-seventh mile northeast of station.	Damariscove Island.	Slp. Ida E. McIntyre, Harpswell, Me.....	.....	.....
Jan. 28	One and one-quarter miles east of station.	White Head .....	Sc. Zampa, Machias, Me.	Berry.....	144
Jan. 29	One and one-half miles north of station.	Jerrys Point .....	Sc. James A. Brown, Thomaston, Me.	Simmons ..	198
Feb. 4	Three miles north of station.	Burnt Island .....	Slp. Vivian, Waldoboro, Me.	Osier .....	8
Feb. 18	One-quarter mile north-northeast of station.	Damariscove Island.	Houseboat, Southport, Me.	.....	.....
Feb. 22	Three miles east-northeast of station.	White Head .....	Sc. Ella Francis, <sup>a</sup> Rockland, Me.	Thorndike.	153
Feb. 28	One mile west-northwest of station.	Burnt Island .....	Sc. Addie Schlaefter, Rockland, Me.	Aylward...	178
Mar. 13	One mile north of station.	Fletchers Neck...	Sc. Dacotah, Rockland, Me.	Duncan ...	57
Mar. 13	Two and one-quarter miles north-northeast of station.	Jerrys Point .....	.....do .....	.....do .....	57
Mar. 19	One-half mile north by east of station.	Hunniwells Beach	Sc. James Young, Thomaston, Me.	Somborn ..	261
Mar. 30	One and one-half miles north of station.	White Head .....	Sloop, South Thomaston, Me.	.....	.....
Apr. 3	One and one-half miles south-southeast of station.	Great Boars Head.	Fishboat.....	.....	.....
Apr. 8	High Island Bar.....	White Head .....	Slp. Helen A., St. George, Me.	.....	.....
Apr. 8	One-half mile southeast by east of station.	Hunniwells Beach	Sc. Old Squaw, Portland, Me.	.....	.....
Apr. 13	Sister Ledges, 2 miles north-northeast of station.	Burnt Island .....	Sc. Myra Sears, St. George, Me.	Harris.....	38

<sup>a</sup>In distress, requiring the assistance of the life-saving crew.

of 1901-2—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Sydney, Cape Breton, to St. Johns, New Brunswick.	Coal .....	\$6,000	\$1,200	\$7,200	\$6,025	\$1,175	9	9	....	7	28
Fishing trip.....	.....	250	.....	250	250	.....	1	1	.....	.....	.....
Bath, Me., to New York City.	Lumber ..	3,000	2,800	5,800	5,750	50	5	5	.....	.....	.....
Fishing trip.....	Lobsters ..	500	10	510	510	.....	1	1	.....	.....	.....
Bangor, Me., to Boston, Mass.	Lumber ..	700	1,300	2,000	2,000	.....	3	3	.....	.....	.....
Calais to Jonesport, Me.	.....do....	700	450	1,150	950	200	2	2	....	2	6
Bridgeport, Conn., to St. John, New Brunswick.	.....	3,500	.....	3,500	3,470	30	5	5	.....	.....	.....
Adrift.....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Portsmouth, N. H., to Vinalhaven, Me.	.....	5,000	.....	5,000	5,000	.....	4	4	.....	.....	.....
Portsmouth, N. H., to St. John, New Brunswick.	.....	2,700	.....	2,700	2,660	40	4	4	.....	.....	.....
Port Clyde to Portland, Me.	Fish .....	300	40	340	265	75	2	2	.....	.....	.....
Weymouth, Mass., to Boothbay, Me.	.....	3,000	.....	3,000	3,000	.....	5	5	.....	.....	.....
Fishing trip.....	.....	400	.....	400	400	.....	2	2	.....	.....	.....
Dragged anchors and stranded.	Fish .....	2,000	300	2,300	2,250	50	10	10	.....	.....	.....
Perth Amboy, N. J., to Frankfort, Me.	Coal .....	6,000	1,500	7,500	7,300	200	6	6	.....	.....	.....
Cutler to Eastport, Me.	.....	900	.....	900	825	75	3	3	.....	.....	.....
Fishing trip.....	.....	550	.....	550	550	.....	2	2	.....	.....	.....
Boston, Mass., to Machias, Me.	General ..	2,000	1,000	3,000	2,900	100	4	4	.....	.....	.....
Rockland, Me., to New York City.	Lime .....	3,000	2,000	5,000	4,600	400	5	5	....	1	1
Bremen to Port Clyde, Me.	.....	600	.....	600	590	10	3	3	.....	.....	.....
Sunk at moorings.....	.....	50	.....	50	25	25	.....	.....	.....	.....	.....
Boston, Mass., to Rockland, Me.	.....	3,500	.....	3,500	3,460	40	5	5	.....	.....	.....
New York City to Rockland, Me.	Coal .....	5,000	1,000	6,000	5,925	75	5	5	.....	.....	.....
Gloucester, Mass., to Rockland, Me.	.....	700	.....	700	700	.....	2	2	.....	.....	.....
.....do.....	.....	700	.....	700	700	.....	2	2	.....	.....	.....
Dragging anchor .....	Feldspar ..	2,000	2,400	4,400	4,400	.....	9	9	.....	.....	.....
Parted moorings and stranded.	.....	300	.....	300	290	10	2	2	.....	.....	.....
Fishing trip.....	Fish .....	40	10	50	50	.....	1	1	.....	.....	.....
Wheeler's Bay to Tenants Harbor, Me.	.....	200	.....	200	200	.....	5	5	.....	.....	.....
Rockland to Portland, Me.	.....	60	.....	60	60	.....	1	1	.....	.....	.....
Portland to North Haven, Me.	Grain.....	800	1,200	2,000	1,800	200	2	2	.....	.....	.....

<sup>b</sup> In dangerous position, from which life-saving crew extricated her.

Table of casualties, season

## DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
May 3	Grindstone Ledge.....	White Head .....	Sc. Lone Star, Machias, Me.	Pettigrew ..	45
May 8	Negro Island Ledge.....	Fletchers Neck ...	Sc. Annie R. Lewis, Bangor, Me.	Hodgdon ..	216
May 9	One and one-half miles east of station.	White Head .....	Sc. C. M. Gillmor, <sup>a</sup> St. George, Me.	Elwell.....	43
May 9	Negro Island Ledge.....	Fletchers Neck ...	Sc. Grace Webster, Bucksport, Me.	Pomeroy ..	337
May 30	Crescent Island .....	White Head.....	Sc. Menawa, Southwest Harbor, Me.	Ladd .....	211
June 6	Hart Island Bar.....	Burnt Island .....	Sc. Viking, Boston, Mass.	Harding...	65
June 12	.....do.....	.....do.....	Slp. Columbia, Southwest Harbor, Me.	Cushman..	6
June 14	One-third mile south-southeast of station.	Hnnniwells Beach	Str. Kennebec, Bath Me.	Thompson..	1,652
June 20	Three and one-half miles northeast of station.	Damariscove Island.	Sc. H. S. Boynton, Rockport, Me.	Nelson ....	86
June 25	Long Ledge, Great Cranberry Island.	Cranberry Isles...	Slp. Sasie B., Eastport, Me.	Brown.....	18
June 26	One and one-half miles north of station.	Crumple Island ..	Sc. Mary Lee Newton, Lubec, Me.	Jameson...	112
June 29	Four miles north-northeast of station.	Burnt Island .....	Slp. Silver Dart, Friendship, Me.	.....	.....
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 2.—EMBRACING

1901.					
July 2	One-half mile west-northwest of station.	City Point .....	Slp. y. Mystic, Boston, Mass.	.....	.....
July 2	One-quarter mile northwest of station.	.....do.....	Catboat Bubble, Boston, Mass.	.....	.....
July 2	.....do.....	.....do.....	Catboat Nereid, Boston, Mass.	.....	.....
July 2	.....do.....	.....do.....	Slp. y. Perhaps, Boston, Mass.	.....	.....
July 2	.....do.....	.....do.....	Slp. y. Veruna, Boston, Mass.	.....	.....
July 2	.....do.....	.....do.....	Launch Helene, Boston, Mass.	.....	.....
July 5	One and one-quarter miles northeast of station.	.....do.....	Sailboat Eaglet, Boston, Mass.	.....	.....
July 6	One and one-quarter miles east-northeast of station.	Gay Head .....	Sc. Wm. Marshall, Boston, Mass.	Campbell..	305
July 11	One mile north by east of station.	City Point .....	Catboat Lotta, Boston, Mass.	.....	.....
July 14	Two miles southeast of station.	Nahant.....	Sc. Vesta, Boston, Mass.	.....	.....
July 16	One and two-thirds miles northeast by east of station.	City Point .....	Catboat Undine, Boston, Mass.	.....	.....
July 18	One-half mile north-northeast of station.	Brant Rock.....	Slp. Anna, Plymouth, Mass.	Williamson.	12
July 28	One-half mile north of station.	City Point .....	Slp. Dorothy D., Boston, Mass.	.....	.....
July 28	Toddy Rocks .....	Point Allerton....	Slp. y. Camilla, Boston, Mass.	Olsen.....	8
Aug. 3	One-half mile north by east of station.	City Point .....	Slp. y. Winona, Gloucester, Mass.	McCloskey.	8
Aug. 3	Nauset Bars.....	Orleans.....	Catboat May B., Bar Harbor, Me.	.....	.....
Aug. 4	One mile west of station.	Race Point .....	Str. Mary E. Harty, Gloucester, Mass.	Harty .....	122

<sup>a</sup> In dangerous position, from which life-saving crew extricated her.

of 1901-2—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Machias, Me., to Portsmouth, N. H.	Lumber ..	\$1,200	\$900	\$2,100	\$2,075	\$25	3	3	.....	.....	.....
St. John, New Brunswick, to City Island, N. Y.	.....do.....	3,000	2,500	5,500	4,700	800	5	5	.....	.....	.....
Rockland to Sprucehead, Me.	General ..	600	525	1,125	1,105	20	2	2	.....	.....	.....
Bangor, Me., to New York City.	Lumber ..	1,000	3,500	4,500	4,500	.....	6	6	.....	.....	.....
.....do.....	.....do.....	3,000	4,880	7,880	7,680	200	6	6	.....	.....	.....
Boothbay to St. Georges River, Me.	.....	6,000	.....	6,000	6,000	.....	14	14	.....	.....	.....
Fishing trip.....	.....	500	.....	500	485	15	2	2	.....	.....	.....
Boston, Mass., to Gardiner, Me.	Miscellaneous.	125,000	10,000	135,000	135,000	.....	295	295	.....	.....	.....
Boston, Mass., to Portland, Me.	Powder....	1,600	5,000	6,600	6,400	200	4	4	.....	.....	.....
Fishing trip.....	Fish .....	1,200	65	1,265	1,265	.....	4	4	.....	.....	.....
Saco to Lubec, Me ..	.....	2,000	.....	2,000	1,950	50	4	4	.....	.....	.....
Friendship to Port Clyde, Me.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
.....	.....	285,055	50,765	335,820	326,865	8,955	602	602	.....	14	39

COAST OF MASSACHUSETTS.

Sunk at moorings.....	.....	\$800	.....	\$800	\$745	\$55	2	2	.....	2	2
.....do.....	.....	75	.....	75	75	.....	.....	.....	.....	.....	.....
.....do.....	.....	250	.....	250	225	25	.....	.....	.....	.....	.....
.....do.....	.....	500	.....	500	470	30	.....	.....	.....	.....	.....
.....do.....	.....	800	.....	800	790	10	.....	.....	.....	.....	.....
Adrift .....	.....	1,000	.....	1,000	1,000	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	1,800	.....	1,800	1,800	.....	2	2	.....	.....	.....
St. John, New Brunswick, to Washington, D. C.	Lumber ..	5,000	\$2,500	7,500	7,500	.....	7	7	.....	.....	.....
Parted moorings .....	.....	175	.....	175	175	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	150	.....	150	100	50	6	6	.....	2	2
.....do.....	.....	175	.....	175	155	20	2	2	.....	.....	.....
From Green Harbor, Mass.	.....	800	.....	800	750	50	4	4	.....	.....	.....
Winthrop to City Point, Mass.	.....	450	.....	450	440	10	2	2	.....	.....	.....
Fishing trip.....	.....	600	.....	600	570	30	25	25	.....	.....	.....
Dragged anchor and stranded.	.....	1,000	.....	1,000	1,000	.....	1	1	.....	.....	.....
New York City to Bar Harbor, Me.	.....	600	.....	600	600	.....	3	3	.....	.....	.....
Fishing trip.....	Barrels and fish.	16,000	1,000	17,000	17,000	.....	21	21	.....	.....	.....

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
Aug. 5	One-half mile north of station.	Fourth Cliff .....	Sloop, Boston, Mass. ....	.....	.....
Aug. 6	Three miles south of station.	Brant Rock .....	.....do .....	.....	.....
Aug. 7	One-half mile northeast of station.	City Point .....	Slp. y. Leora, Boston, Mass. ....	.....	.....
Aug. 7	One-half mile north of station.	.....do .....	Slp. y. Hester, Boston, Mass. ....	.....	.....
Aug. 7	Three miles east of station.	North Scituate ..	Slp. y. Dorothy, Dorchester, Mass. ....	.....	.....
Aug. 7	One hundred and seventy-five yards west of station.	Gurnet .....	Launch Elsa, Boston, Mass. ....	.....	.....
Aug. 9	One-half mile east of station.	Plum Island .....	Yt. Truant, Newburyport, Mass. ....	.....	.....
Aug. 9	Five-eighths of a mile east-northeast of station.	Gap Cove .....	Sc. Dawson City, Boston, Mass. ....	O'Neil .....	83
Aug. 9	One-half mile east of station.	City Point .....	Small boat, Boston, Mass. ....	.....	.....
Aug. 10	Two and one-quarter miles southwest of station.	.....do .....	Tender, Boston, Mass. ....	.....	.....
Aug. 10	Seventy-five yards west of station.	Gurnet .....	Sailboat Gipsy Girl, Duxbury, Mass. ....	.....	.....
Aug. 10	Three miles north of station.	Manomet Point ..	Sailboat .....	.....	.....
Aug. 10	One mile east-northeast of station.	Muskeget .....	Catboat Millie, Nantucket, Mass. ....	Nickerson ..	7
Aug. 12	One-sixth mile east of station.	Knobbs Beach .....	Slp. y. Maud S., <sup>a</sup> Boston, Mass. ....	.....	.....
Aug. 14	One mile north of station.	Plum Island .....	Small boat, Amesbury, Mass. ....	.....	.....
Aug. 17	Shovelful Shoal .....	Monomoy .....	Sc. John T. Cullinan, St. John, New Brunswick. ....	Cameron ..	108
Aug. 18	Tuckernuck Shoal .....	Muskeget .....	Sc. Kate B. Ogden, New York City. ....	Wilbert .....	625
Aug. 25	Two miles west-northwest of station.	Plum Island .....	Catboat Flirt, Newburyport, Mass. ....	.....	.....
Aug. 25	One-quarter mile west by south of station.	City Point .....	Small boat, Boston, Mass. ....	.....	.....
Aug. 29	Three miles east-southeast of station.	Muskeget .....	Catboat Samoset, Nantucket, Mass. ....	Roberts .....	10
Aug. 30	One and one-quarter miles north by east of station.	City Point .....	Slp. y. Mary R., Boston, Mass. ....	.....	.....
Aug. 31	Three and three-quarters miles northeast of station.	.....do .....	Slp. y. Violet, Boston, Mass. ....	.....	.....
Sept. 3	One mile north by east of station.	.....do .....	Sailboat, Boston, Mass. ....	.....	.....
Sept. 3	Shovelful Shoal .....	Monomoy .....	Sc. Siassa, Parshoro, Nova Scotia. ....	Michener ..	130
Sept. 5	One and three-quarters miles north by east of station.	City Point .....	Sc. Mary F. Chisholm, Salem, Mass. ....	Purney .....	73
Sept. 6	Off station .....	North Scituate .....	Small boats (2), Boston, Mass. ....	.....	.....
Sept. 6	One-half mile south of station.	.....do .....	Slp. y. Dorothy, Dorchester, Mass. ....	.....	.....
Sept. 8	One-quarter mile south of station.	.....do .....	Small boat, North Scituate, Mass. ....	.....	.....
Sept. 8	One-quarter mile north of station.	.....do .....	Sailboat, North Scituate, Mass. ....	.....	.....
Sept. 8	Two-thirds of a mile west by south of station.	City Point .....	Slp. Maud S., Boston, Mass. ....	.....	.....
Sept. 8	Two-thirds of a mile west of station.	.....do .....	Sc. Rambler, Boston, Mass. ....	.....	.....

<sup>a</sup> In dangerous position, from which life-saving crew extricated her.



of 1901-2—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Boston to Provincetown, Mass.		\$150		\$150	\$150		1	1		1	1
Boston to Plymouth, Mass.		50		50	50		1	1			
Parted moorings and stranded.		150		150	150						
Adrift		400		400	400		1	1			
do		150		150	150						
Yarmouth to Boston, Mass.		1,000		1,000	1,000		3	3		3	3
Newburyport to Gloucester, Mass.		500		500	495	\$5	2	2			
Boston to Newburyport, Mass.		10,000		10,000	10,000		18	18			
Adrift		5		5	5		4	4			
Capsized		75		75	75		1	1			
Fishing trip		75		75	75		2	2		2	2
do		25		25	25		2	2			
Cruising		600		600	600		9	9			
Boston to Newburyport, Mass.		300		300	300		3	3		3	3
Capsized		25		25		25	3	3		3	3
St. John, New Brunswick, to Hartford, Conn.	Lumber	800	\$1,500	2,300	750	1,550	5	5		6	17
Baltimore, Md., to Boston, Mass.	Coal	15,000	3,765	18,765	18,765		8	8			
Sunk in harbor		100		100	100						
Capsized		25		25	25		3	3			
Adrift		1,300		1,300	1,300						
do		350		350	350						
City Point to Gloucester, Mass.		2,200		2,200	1,600	600	15	15			
Capsized		10		10	10		1	1			
Apple River, Nova Scotia, to New York City.	Lumber	2,000	1,600	3,600	2,800	800	5	5			
Fishing trip	Fish	2,500	800	3,300	3,300		16	16			
Boston, Mass., to New York City.		50		50	25	25	4	4		5	20
Adrift		150		150	150						
do		30		30	30						
Parted moorings and stranded.		150		150	145	5					
Dragged anchor		375		375	375						
Adrift		300		300	300						

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
Sept. 8	One-half mile west-southwest of station.	City Point.....	Slp. y. Tiptop, Boston, Mass.		
Sept. 8	One-quarter mile southwest of station.	Nahant.....	Slp. Cynthia, Beachmont, Mass.		
Sept. 8	.....do.....	.....do.....	Slp. Blanche.....		
Sept. 8	.....do.....	.....do.....	Slp. Fox, Beachmont, Mass.		
Sept. 9	Five miles southeast by south of station.	City Point.....	Slp. y. Ruth W., Boston, Mass.		
Sept. 9	One mile northwest of station.	Plum Island.....	Yt. Tyrant, Newburyport, Mass.		
Sept. 15	One and one-half miles north of Plum Island station.	Plum Island and Salisbury Beach.	Sc. Julia A. Decker, Boston, Mass.	Larkin.....	95
Sept. 17	One-quarter mile northwest of station.	City Point.....	Catboat, Boston, Mass.		
Sept. 19	Devils Back Ledge.....	Point Allerton.....	Sc. Maggie, Portland, Me.	Moxom.....	43
Sept. 19	One-eighth mile northwest by west of station.	Cuttyhunk.....	Sc. y. Betsy, Marblehead, Mass.	Washington.....	16
Sept. 20	Four-sevenths of a mile north-northwest of station.	Plum Island.....	Launch Sparhawk, Beverly, Mass.		
Sept. 24	One-half mile northeast of station.	Gay Head.....	Sailboat, Gay Head, Mass.		
Sept. 25	Six miles southwest of station.	Wood End.....	Yawl y. Adventure, New York City.	Clements.....	18
Sept. 25	Two miles east of station.	Gay Head.....	Catboat Natica, Edgartown, Mass.		
Sept. 27	One and one-half miles north of station.	Plum Island*	Small boat, Salisbury Beach, Mass.		
Oct. 2	One and three-quarters miles east of station.	Wood End.....	Sc. Gladstone, Provincetown, Mass.	McKay.....	102
Oct. 6	Six and one-half miles southeast of station.	City Point.....	Sc. y. Ida, Boston, Mass.	McLellan.....	10
Oct. 6	One-quarter mile west-northwest of station.	.....do.....	Slp. y. Sallie, Boston, Mass.		
Oct. 7	One mile northeast of station.	Point Allerton.....	Sc. Columbia, Boston, Mass.	Thomas.....	40
Oct. 7	Four-sevenths of a mile east of station.	Manomet Point.....	Sloop, New Bedford, Mass.		
Oct. 7	Three and one-half miles south by east, one-half east, of station.	Monomoy.....	Sc. Victor, St. John, New Brunswick.	Rapusse.....	126
Oct. 13	One-half mile east of station.	Gloucester.....	Rowboat, Gloucester, Mass.		
Oct. 11	One-half mile north by east of station.	City Point.....	Sailboat Nike, Boston, Mass.		
Oct. 14	One and one-half miles east of station.	Wood End.....	Sc. Colonia, Lunenburg, Nova Scotia.	Westhauser.....	98
Oct. 19	One-quarter mile north of station.	City Point.....	Slp. Empire, Boston, Mass.		
Oct. 19	Two-thirds of a mile north by east of station.	.....do.....	Slp. y. Amero, Boston, Mass.		14
Oct. 19	One-quarter mile north by west of station.	.....do.....	Slp. Fanchon, Boston, Mass.		6
Oct. 19	One mile north by east of station.	.....do.....	Slp. Gracie Belle, Boston, Mass.	Stevens.....	12
Oct. 19	One-quarter mile north of station.	.....do.....	Slp. y. Izeyl, Boston, Mass.		
Oct. 19	.....do.....	.....do.....	Slp. y. Eska, Boston, Mass.		
Oct. 19	.....do.....	.....do.....	Slp. y. Tiptop, Boston, Mass.		
Oct. 19	One-half mile north by east of station.	.....do.....	Slp. y. Mary, Boston, Mass.		
Oct. 19	Six miles east of station..	North Scituate.....	Rowboat, Scituate, Mass.		
Oct. 21	The Londoner.....	Gap Cove.....	Sc. Ruth Robinson, Boston, Mass.	Thealt.....	496

of 1901-2—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Adrift.....		\$200		\$200	\$200						
Pleasure trip.....		250		250	250		1	1			
.....do.....		400		400	400		1	1			
.....do.....		100		100	100		1	1			
.....do.....		1,600		1,600	1,600		4	4			
Rockport to Plum Island, Mass.		250		250	245	\$5	1	1			
Gloucester to Boston, Mass.	Sand.....	800	\$100	900		900	4	4			
Adrift.....		200		200	200						
.....do.....		1,000		1,000	700	300					
Pleasure trip.....		2,000		2,000	2,000		3	3			
Portsmouth, N. H., to Beverly, Mass.		600		600	600		2	2		2	2
Fishing trip.....		75		75	75		1	1			
Gloucester, Mass., to New York City.		4,000		4,000	3,850	150	2	2			
Pleasure trip.....		800		800	800		2	2		2	2
Adrift.....		25		25	25						
Boston to Provincetown, Mass.	Salt.....	5,000	300	5,300	5,300		16	16			
Pleasure trip.....		500		500	375	125	(a)				
.....do.....		700		700	695	5	5	5			
Fishing trip.....	Fish.....	2,500	250	2,750	1,400	1,350	10	10		3	3
Adrift.....		100		100		100					
St. John, New Brunswick to Vineyard Haven, Mass.	Lumber..	1,000	1,500	2,500	2,450	50	5	5			
Fishing trip.....		10		10	10		4	4			
Parted moorings.....		600		600	595	5					
Lunenburg, Nova Scotia, to New York City.	Lumber..	6,000	700	6,700	6,700		6	6			
Adrift.....		500		500	500						
.....do.....		1,500		1,500	1,500						
.....do.....		700		700	700						
.....do.....		900		900	900						
.....do.....		1,500		1,500	1,400	100					
.....do.....		350		350	225	125					
Adrift.....		200		200	175	25					
Dragged anchor.....		200		200	190	10					
Pleasure trip.....		20		20	20		2	2			
Hillsboro, New Brunswick, to New York City.	Rock plaster.	10,000	800	10,800	10,800		8	8			

<sup>a</sup>No one on board when life-saving crew arrived upon the scene.

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
Oct. 28	One-half mile northwest of station.	Wood End.....	Sc. Zephyr, Provincetown, Mass.	Enos.....	48
Oct. 28	Two miles east of station.	Gay Head.....	Catboat Vivian, Gay Head, Mass.	.....	
Nov. 4	Handkerchief Shoal.....	Monomoy.....	Sc. Atrato, Halifax, Nova Scotia.	Welch.....	199
Nov. 7	One-half mile northeast of station.	Orleans.....	Sc. John S. Parker, St. John, New Brunswick.	Ernst.....	268
Nov. 8	One and three-quarters miles southwest of station.	Race Point.....	Sc. Lizzie Griffin, Boston, Mass.	Malone.....	107
Nov. 8	Ten miles northeast by east of station.	Gay Head.....	Sc. R. S. Graham, New Bedford, Mass.	Johnston..	341
Nov. 9	Two miles southwest of station.	Race Point.....	Sc. Addison Center, Provincetown, Mass.	Caton.....	74
Nov. 10	One-quarter mile southwest of station.	Plum Island.....	Sailboat Newsboy, Newburyport, Mass.	.....	
Nov. 10	One-half mile south of station.	Cahoons Hollow..	Sc. Florida, Rockland, Me.	Greenlaw..	79
Nov. 11	One and one-half miles southeast of station.	Gloucester.....	Sc. Jonathan Cone, Newburyport, Mass.	Tremont..	122
Nov. 12	One mile south of station.	Nahant.....	Small boat.	.....	
Nov. 18	Three-quarters of a mile southwest by west of station.	Gurnet.....	Sc. Georgia E., St. John, New Brunswick.	Barton.....	89
Nov. 27	One and five-eighths miles southeast of station.	Gap Cove.....	Sc. Lucy Belle, Mt. Desert Ferry, Me.	Martin.....	91
Dec. 2	Three-quarters of a mile east of station.	Point Allerton....	Catboat Santee, Boston, Mass.	.....	
Dec. 8	One and one-half miles northwest by north of station.	Gap Cove.....	Slp. Shawmut, <sup>b</sup> Gloucester, Mass.	Oleson.....	74
Dec. 15	One and one-half miles west of station.	Chatham.....	Sc. Amanda E., New London, Conn.	Dawes.....	72
Dec. 17	One mile north of Plum Island Station.	Plum Island and Salisbury Beach.	Sc. Onward, Rockland, Me.	Kalloch...	71
Dec. 19	Two and one-third miles north-northwest of station.	Point Allerton....	Sc. M. C. Moseley, Boston, Mass.	Grant.....	199
1902.					
Jan. 1	One-quarter mile south by east of station.	Gurnet.....	Sc. Joe, <sup>c</sup> Machias, Me...	Kelley.....	119
Jan. 1	Four and one-half miles east-southeast of station.	Chatham.....	Sc. Emma D. Endicott, New York City.	Rogers.....	335
Jan. 2	One hundred yards northwest of station.	Race Point.....	Fishboats (5).....	.....	
Jan. 12	One-half mile east of station.	Wood End.....	Sc. Caviare, Gloucester, Mass.	O'Neal.....	62
Jan. 14	One-half mile south by west of station.	Gurnet.....	Sc. M. Madeleine, Boston, Mass.	Brewer.....	31
Jan. 26	One and one-quarter miles north of station.	Plum Island.....	Small boat, Salisbury Beach, Mass.	.....	
Jan. 29	One-quarter mile east of station.	Wood End.....	Sc. Manomet, Plymouth, Mass.	Price.....	73
Feb. 1	Hardings Beach.....	Chatham.....	Sc. Alice T. Boardman, Calais, Me.	Rich.....	123
Feb. 7	One and three-quarters miles east of Peaked Hill Bars Station.	Peaked Hill Bars and High Head.	Sc. Jennie C. May, Bridgeport, Conn.	Pearce.....	882
Feb. 7	Nauset Bars.....	Orleans and Nauset.	Sc. Horace W. Macomber, Boston, Mass.	Bray.....	1,050
Feb. 11	One mile east of station..	Peaked Hill Bars.	Sc. Henry, Machias, Me..	Coffin.....	139
Feb. 12	One mile north-northwest of station.	Plum Island.....	Sc. Eastern Light, Marblehead, Mass.	Brewster..	70

<sup>a</sup> Crew taken off by passing vessel before schooner came ashore.<sup>b</sup> No assistance required of life-saving crew.

of 1901-2—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip.....		\$1,000		\$1,000	\$1,000		14	14			
Menemsha Bight to New Bedford, Mass.		250		250	250		2	2			
Sheet Harbor, Nova Scotia, to New York City.	Lumber ..	5,500	\$2,000	7,500	6,200	\$1,300	9	9			
St. John, New Brunswick, to New York City.	.....do	8,000	3,500	11,500	3,160	8,340	6	6		7	38
Fishing trip.....		5,000		5,000	5,000		23	23			
Athens, N.Y., to Lynn, Mass.	Sand .....	7,000	1,000	8,000	8,000		6	6			
Fishing trip.....	Fish .....	2,000	500	2,500		2,500	16	16			
Parted moorings and stranded.		200		200	200						
Provincetown, Mass., to Newcastle, Me.	Coal .....	1,500	750	2,250		2,250	(a)				
Bangor, Me., to Stamford, Conn.	Lumber ..	3,000	2,500	5,500	5,500		4	4			
Capsized		10		10	10		3	3		3	3
New Bedford, Mass. ....		3,000		3,000	3,000		4	4			
Ellsworth, Me., to Boston, Mass.	Stone .....	2,000	720	2,720		2,720	3	3		3	6
Boston to Hull, Mass. ....		100		100	100		1	1			
Bay View to Boston, Mass.	Stone.....	2,500	225	2,725	25	2,700	4	4			
Boston to Monomoy, Mass.	Lumber ..	1,500	1,300	2,800	2,700	100	2	2			
Boston, Mass., to Rockland, Me.	Kerosene, etc.	1,200	500	1,700	1,450	250	4	4		4	4
Sullivan, Me., to Boston, Mass.	Stone.....	4,000	1,800	5,800	5,500	300	6	6			
Cohasset, Mass., to Millbridge, Me.		3,000		3,000	3,000		4	4			
New York City to Portland, Me.	Coal .....	2,500	1,800	4,300	4,150	150	7	7			
Fishing trip.....	Fish .....	250	125	375	375		10	10		10	10
.....do.....	.....do	6,000	300	6,300	6,300		14	14			
.....do.....	.....do	4,000	420	4,420	4,420		10	10			
Plum Island to Salisbury Beach, Mass.		15		15	15		1	1			
Boston to Provincetown, Mass.		9,000		9,000	9,000		14	14			
Calais, Me., to Chatham, Mass.	Lumber ..	4,000	2,000	6,000	6,000		4	4			
Philadelphia, Pa., to Boston, Mass.	Coal .....	24,000	4,050	28,050		28,050	8	8		4	12
Newport News, Va., to Boston, Mass.	.....do	20,000	6,800	26,800	26,800		10	10			
Lloyds Neck to Boston, Mass.	Gravel....	1,700	450	2,150		2,150	5	5		5	5
Plum Island to Boston, Mass.	Sand .....	400	25	425	375	50	3	3			

<sup>a</sup> In distress, requiring assistance.

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Feb. 13	Two miles south, one-half east, of Orleans station.	Orleans and Old Harbor.	Sc. Elsie M. Smith, Gloucester, Mass.	Nickerson	112
Feb. 24	One mile west of station.	Race Point	Small boats (6)		
Feb. 25	Three-quarters of a mile southwest of station.	Gurnet	Sc. Tecumseh, Gloucester, Mass.	Coney	41
Feb. 28	Three miles south of station.	Gap Cove	Str. Wilster, <sup>a</sup> West Hartlepool, England.	Fookes	2,101
Mar. 11	Shovelful Shoal	Monomoy	Str. Sweepstakes, Cleveland, Ohio.	Morse	227
Mar. 11	.....do.....	.....do.....	Sc. Wadena, Cleveland, Ohio.	Olsen	1,076
Mar. 11	.....do.....	.....do.....	Sc. John C. Fitzpatrick, Cleveland, Ohio.	Welsh	1,270
Mar. 14	Two miles east of station.	Wood End	Sc. Faxinos, Philadelphia, Pa.	Smith	954
Mar. 19	Handkerchief Shoal	Monomoy	Sc. Elwood Burton, New York City.	McLean	394
Mar. 20	Eight miles southeast of station.	Surfside	Sc. Fly Away, Boston, Mass.	Brooks	159
Mar. 22	One-half mile northwest of station.	Old Harbor	Slp. Lark, Chatham, Mass.		
Mar. 24	One mile west of station.	Race Point	Fish boats (3)		
Mar. 29	Two miles west $\frac{1}{2}$ south of Cuttyhunk Station.	Cuttyhunk and Gay Head.	Str. Indian, Boston, Mass.	Crowell	2,110
Apr. 1	One-half mile north-northwest of station.	Cuttyhunk	Small boat, New Bedford, Mass.		
Apr. 5	Three miles northwest of station.	Coskata	Catboat Allons, Chatham, Mass.		
Apr. 10	Seven miles north by east of Gay Head Station.	Gay Head and Cuttyhunk.	Sc. Maggie Miller, St. John, New Brunswick.	McLean	93
Apr. 11	Pollock Rip Shoal	Monomoy	Sc. Faxinos, Philadelphia, Pa.	Smith	954
Apr. 13	Two miles northwest of station.	Point Allerton	Sc. Joseph Warren, Boston, Mass.	McKeeny	52
Apr. 20	Five miles southeast of station.	North Scituate	Sailboat, Scituate, Mass.		
Apr. 27	Three-quarters mile east of station.	Point Allerton	Slp. Anemone, Hull, Mass.		
May 7	One-quarter mile north of station.	City Point	Slp. y. Georgia, Boston, Mass.	Crandon	9
May 9	One mile northwest of station.	Plum Island	Sc. Albert H. Harding, Boston, Mass.	Swinberg	64
May 9	Three-quarters mile west-northwest of station.	Gap Cove	Sc. Veteran, Plymouth, Mass.	Contrano	14
May 9	One-third mile east-northeast of station.	.....do.....	Slp. Annie, Rockport, Mass.		
May 9	One-half mile west-southwest of station.	Nahant	Slp. Tess, Lynn, Mass.		
May 9	One and one-quarter miles west by south of station.	City Point	Sloop-yacht, Boston, Mass.		
May 9	One mile west of station.	.....do.....	Small boat, Boston, Mass.		
May 9	One-quarter mile west of station.	.....do.....	Sloop-yacht, Boston, Mass.		
May 9	One-half mile west of station.	.....do.....	Small boat, Boston, Mass.		
May 9	One and one-quarter miles west of station.	.....do.....	Small boats (3), Boston, Mass.		
May 9	Two-thirds mile northwest of station.	.....do.....	Slp. y. Vega, Provincetown, Mass.		8
May 9	One-half mile west-northwest of station.	.....do.....	Sloop-yacht, Boston, Mass.		
May 15	Three-quarters mile west-northwest of station.	Plum Island	Launch Viking, Newburyport, Mass.		

<sup>a</sup> On March 9, during a gale, 21 persons engaged in efforts to save vessel and cargo were rescued by means of line and boat.

of 1901-2—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip.....	Fish.....	\$7,000	\$300	\$7,300	.....	\$7,300	18	16	2	8	9
.....do.....	.....do.....	300	150	450	\$445	5	12	12	.....	.....	.....
.....do.....	.....do.....	6,000	.....	6,000	6,000	.....	12	12	.....	.....	.....
Fiume, Austria, to Boston, Mass.	Sugar.....	125,000	100,000	225,000	150,000	75,000	23	23	.....	16	48
Newport News, Va., to Boston, Mass.	.....do.....	35,000	.....	35,000	35,000	.....	12	12	.....	.....	.....
.....do.....	Coal.....	30,000	5,700	35,700	.....	35,700	5	.....	b5	5	15
.....do.....	.....do.....	30,000	7,000	37,000	28,000	9,000	6	6	.....	6	18
Boston, Mass., to Port Richmond, Pa.	.....do.....	40,000	.....	40,000	40,000	.....	5	5	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber..	4,000	2,500	6,500	5,500	1,000	7	7	.....	6	6
Calais, Me., to New York City.	.....do.....	3,200	3,400	6,600	2,600	4,000	5	5	(c)	5	5
Pleasure trip.....	.....do.....	400	.....	400	400	.....	2	2	.....	.....	.....
Fishing trip.....	Fish.....	150	50	200	175	25	6	6	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	General..	240,000	200,000	440,000	365,000	75,000	30	30	.....	.....	.....
Adrift.....	.....do.....	20	.....	20	20	.....	1	1	.....	.....	.....
Chatham to Nantucket, Mass.	Salt.....	400	10	410	400	10	1	1	.....	1	1
Wareham, Mass., to St. John, New Brunswick.	.....do.....	1,000	.....	1,000	1,000	.....	4	4	.....	.....	.....
Philadelphia, Pa., to Portland, Me.	Coal.....	40,000	3,000	43,000	42,900	100	5	5	.....	.....	.....
Fishing trip.....	.....do.....	2,500	.....	2,500	2,470	30	12	12	.....	.....	.....
Adrift.....	.....do.....	10	.....	10	10	.....	2	2	.....	.....	.....
Parted moorings and stranded.	.....do.....	250	.....	250	250	.....	.....	.....	.....	.....	.....
Chelsea to City Point, Mass.	.....do.....	600	.....	600	600	.....	2	2	.....	.....	.....
Boston to Plum Island Point, Mass.	.....do.....	800	.....	800	800	.....	5	5	.....	.....	.....
Boston to Rockport, Mass.	.....do.....	1,800	.....	1,800	1,800	.....	5	5	.....	.....	.....
Fishing trip.....	.....do.....	15	.....	15	.....	15	2	2	.....	.....	.....
Adrift.....	.....do.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
.....do.....	.....do.....	225	.....	225	225	.....	.....	.....	.....	.....	.....
.....do.....	.....do.....	15	.....	15	15	.....	.....	.....	.....	.....	.....
.....do.....	.....do.....	125	.....	125	125	.....	.....	.....	.....	.....	.....
.....do.....	.....do.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
.....do.....	.....do.....	25	.....	25	25	.....	4	4	.....	.....	.....
.....do.....	.....do.....	850	.....	850	850	.....	.....	.....	.....	.....	.....
.....do.....	.....do.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....do.....	300	.....	300	300	.....	2	2	.....	2	2

bThese were lost on March 17. They were wreckers who had gone on board to get the vessel afloat. Seven of the life-saving crew were also lost on this occasion.

cOne was lost at sea about 25 miles from the station.

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
May 20	One-quarter mile southeast of station.	City Point .....	Slp. y. Saturn, Boston, Mass.	Weir.....	13
May 22	Two-thirds mile north of station.	.....do .....	Slp. y. Nydia, Boston, Mass.	.....	.....
May 22	Five and three-quarters miles northeast of station.	Muskeget.....	Sc. Jonathan Sawyer, Portsmouth, N. H.	Reynolds..	399
May 24	Two and one-half miles north-northwest of station.	Salisbury Beach..	Pile driver, Boston, Mass.	.....	.....
May 25	Newburyport Bar .....	Plum Island.....	Str. Globe, Bath, Me .....	Brenner .....	137
May 25	Ten and one-half miles west-southwest of station.	Muskeget.....	Sc. Frank A. Palmer, Portland, Me.	Kawdry .....	2,014
May 28	One mile east-southeast of station.	City Point .....	Sailboat, Boston, Mass .....	.....	.....
May 29	One mile northeast of station.	.....do .....	Slp. y. Mina, Boston, Mass.	.....	.....
May 30	One and one-eighth miles northeast of station.	Gap Cove.....	Sc. James Baker, Boston, Mass.	Romes.....	62
May 30	Two-thirds mile west of station.	City Point .....	Slp. y. Tiptop, Boston, Mass.	.....	.....
May 30	Two-thirds mile north of station.	.....do .....	Slp. y. Evelyn, Boston, Mass.	.....	.....
May 30	One-quarter mile west of station.	.....do .....	Yawl, Boston, Mass .....	.....	.....
May 30	Four hundred yards north of station.	.....do .....	Launch Nellie Louise, Rockport, Mass.	.....	.....
May 30	One mile southeast of station.	Highland.....	Boat belonging to Yht. Firely, Hartford, Conn.	.....	.....
May 30	Three miles southeast of station.	Old Harbor.....	Yawl y. Marguerite, Hartford, Conn.	.....	.....
May 31	One-quarter mile east-southeast of station.	City Point .....	Sailboat, Boston, Mass .....	.....	.....
June 1	One and one-half miles south-southwest of station.	.....do .....	Small boat, Boston, Mass.	.....	.....
June 5	One and one-quarter miles northeast of station.	Point Allerton....	Str. Clara Clarita, Boston, Mass.	Berry.....	125
June 7	One-quarter mile north of station.	City Point .....	Tender, Boston, Mass .....	.....	.....
June 7	Two and one-quarter miles southeast of station.	.....do .....	Yht. Bobs, Philadelphia, Pa.	.....	.....
June 8	Two miles south of station.	Nahant.....	Small boat, Revere, Mass.	.....	.....
June 8	One and two-thirds miles southeast by south of station.	City Point .....	Slp. y. Venture, Boston, Mass.	.....	.....
June 8	Two-thirds mile northeast of station.	.....do .....	Slp. y. Tulip, Savin Hill, Mass.	.....	.....
June 8	One-eighth mile northeast of station.	Point Allerton....	Catboat Anita, Boston, Mass.	.....	.....
June 8	Three and one-half miles southwest of station.	Monomoy .....	Sc. Annie Laura, St. John, New Brunswick.	Palmer .....	99
June 10	One-half mile north-northeast of station.	City Point.....	Slp. Leora, Boston, Mass .....	.....	.....
June 10	Fifty yards southwest of station.	.....do .....	Slp. y. Yokomis, Boston, Mass.	.....	.....
June 16	One and one-quarter miles southwest of station.	.....do .....	St. y. Iolanthe, Neponsett, Mass.	.....	.....
June 16	One-half mile northeast by north of station.	.....do .....	Yawl Nausett, Boston, Mass.	.....	.....
June 16	One-quarter mile north by west of station.	.....do .....	Yht. Dorothy D., Boston, Mass.	.....	.....



of 1901-2—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Adrift.....		\$800		\$800	\$800						
do.....		225		225	225						
Stonington, Me., to New York City.	Granite...	12,000	\$2,300	14,300	14,300		7	7			
Hampton River, N. H., to Boston, Mass.		8,000		8,000	8,000		3	3			
Plum Island Point, Mass., to Portsmouth, N. H.	Sand.....	15,000	350	15,350	15,350		7	7			
Newport News, Va., to Portland, Me.	Coal.....	56,000	8,500	64,500	64,350	\$150	11	11			
Pleasure trip.....		20		20	20		1	1			
Adrift.....		150		150	150						
Ipswich to Boston, Mass.	Sand.....	1,000	90	1,090	1,090		3	3			
Dragged anchor.....		180		180	180						
do.....		500		500	500						
do.....		175		175	175						
Pleasure trip.....		500		500	500		3	3			
Capsized.....		25		25	25		2	2		2	2
Adrift.....		2,000		2,000	1,950	50	4	4		3	3
Capsized.....		10		10	10		1	1			
Pleasure trip.....		15		15	15		6	6			
Cruising in Boston Bay.		10,000		10,000	9,900	100	10	10			
Capsized.....		75		75	75		1	1		1	1
Pleasure trip.....		4,600		4,600	4,600		5	5			
Fishing trip.....		15		15	15		3	3			
Pleasure trip.....		400		400	400		5	5			
Parted moorings.....		50		50	50		3	3			
Pleasure trip.....		500		500	500		7	7		7	7
St. John, New Brunswick, to Providence, R. I.	Lumber..	1,000	1,500	2,500	1,200	1,300	4	4			
Adrift.....		100		100	100						
do.....		400		400	400						
On trial trip.....		800		800	795	5	2	2			
Dragged anchor.....		1,000		1,000	1,000						
do.....		350		350	350						

Table of casualties, season

## DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
June 17	One and one-eighth miles east by south of station.	City Point.....	Slp. y. Golden Rod, Boston, Mass.	.....	.....
June 17	One mile southwest by west of station.	.....do.....	Sailboat, Boston, Mass ..	.....	.....
June 20	One-half mile west-southwest of station.	.....do.....	Slp. Whisper, Boston, Mass.	.....	.....
June 21	One and one-quarter miles west-southwest of station.	.....do.....	Str. Ida M. Chase, Boston, Mass.	Newell.....	38
June 21	Two-thirds mile south of station.	.....do.....	Str. L'Aiglon, Savin Hill, Mass.	.....	.....
June 22	One-half mile northwest of station.	.....do.....	Tender, Savin Hill, Mass	.....	.....
June 23	One-quarter mile northeast of station.	.....do.....	Slp. y. Hypatia, Boston, Mass.	.....	.....
June 26	One-quarter mile west of station.	.....do.....	Slp. y. Ocean Lily, Boston, Mass.	.....	9
June 26	One-quarter mile north-northwest of station.	.....do.....	Rowboat, Boston, Mass ..	.....	.....
June 26	One-half mile north of station.	.....do.....	.....do.....	.....	.....
June 27	One-half mile north-west of station.	.....do.....	Catboat Eva, Boston, Mass.	.....	.....
June 28	One and one-quarter miles southwest of station.	.....do.....	Slp. y. Romance, Boston, Mass.	.....	.....
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 3.—EMBRACING COASTS OF

1901.					
July 25	Napatree Point .....	Watch Hill.....	Slp. y. Swawa, Providence, R. I.	.....	.....
Aug. 24	Two hundred yards south of station.	.....do.....	Launch Cosette, Providence, R. I.	.....	.....
Nov. 24	One and one-quarter miles west of station.	Point Judith .....	Sc. J. G. Fell, New York City.	Mackey .....	165
Dec. 17	One-quarter mile east of station.	New Shoreham....	Sc. North Star, Newport, R. I.	Rose.....	19
1902.					
Feb. 3	One and one-half miles northwest of station.	.....do.....	Sc. Ann Elizabeth, New London, Conn.	Smith .....	17
Mar. 5	One and one-quarter miles west-southwest of station.	Point Judith .....	Sc. Amanda E., <sup>a</sup> New London, Conn.	Dawes.....	72
Apr. 20	One mile south of station.	Quonochontaug ..	Slp. Lorna, New Haven, Conn.	.....	.....
June 16	One mile southeast of station.	New Shoreham....	Str. Federica, Trieste, Austria.	Zahci.....	3,551
	Total.....	.....	.....	.....	.....

<sup>a</sup>In dangerous position, requiring assistance.

of 1901-2—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons rescued at station.	Days' succor afforded.
Pleasure trip.....		\$4,000		\$4,000	\$3,650	\$350	8	8			
Capsized .....		150		150	150		1	1			
Adrift .....		300		300	300						
.....		10,000		10,000	10,000		3	3			
Pleasure trip .....		3,000		3,000	3,000		5	5			
.....do .....		75		75	75		3	3			
Adrift .....		2,500		2,500	2,500						
.....do .....		500		500	500						
Pleasure trip .....		20		20	20		1	1			
.....do .....		15		15	15		2	2	2	2	
Adrift .....		40		40	40						
Capsized.....		350		350	350		3	3			
.....		943,375	\$380,420	1,323,805	1,057,265	266,540	759	752	7	134	257

RHODE ISLAND AND FISHERS ISLAND.

Providence, R. I., to New York City.		\$1,200		\$1,200	\$1,200		2	2			
New York City to Newport, R. I.		5,000		5,000	5,000		2	2			
Tiverton, R. I., to Jersey City, N. J.	Iron	1,000	\$2,000	3,000		\$3,000	4	3	1	3	9
Fishing trip.....	Fish	700	200	900	850	50	5	5			
.....do.....		1,200		1,200	700	500	4	4		4	12
Chatham, Mass., to New London, Conn.		1,200		1,200	900	300	2	2			
Newport, R. I., to New Haven, Conn.		1,000		1,000	1,000		1	1		1	4
Trieste, Austria, to New York City.	General	200,000	80,000	280,000	280,000		29	29			
.....		211,300	82,200	293,500	289,650	3,850	49	48	1	8	25

Table of casualties, season

DISTRICT NO. 4—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
Aug. 4	One-quarter mile north-east of station.	Point of Woods...	Catboat, Patchogue, N. Y.	.....	.....
Aug. 4	.....do.....	.....do.....	Catboat Ben Hur.....	.....	.....
Aug. 6	One mile northeast of station.	Forge River.....	Catboat, Moriches, N. Y.	.....	.....
Aug. 6	Three-eighths of a mile east of station.	Eatons Neck.....	Catboat Edna, Northport, N. Y.	.....	.....
Aug. 23	One-half mile north of station.	Fire Island.....	Sc. y. Sunshine, New York City.	.....	22
Aug. 24	Two and one-half miles northeast of station.	.....do.....	Catboat America, Babylon, N. Y.	.....	.....
Aug. 24	Two and one-half miles east of station.	.....do.....	Slp. Jennie, Fire Island, N. Y.	.....	.....
Aug. 25	Two and one-half miles south-southeast of Oak Island Station.	Oak Island and Fire Island.	Sc. Eliza A. Scribner, Philadelphia, Pa.	Dodd.....	398
Sept. 8	One-quarter mile north of station.	Point of Woods...	Slp. y. Violet, Bay Shore, N. Y.	.....	.....
Sept. 11	One-half mile northeast of station.	Tiana.....	Catboat Tiana, Tiana, N. Y.	.....	.....
Sept. 11	Two miles west of station.	Moriches.....	Sc. Lucy W. Snow, Rockland, Me.	Silva.....	315
Sept. 14	Three-quarters of a mile east of station.	Oak Island.....	Catboat Priscilla.....	.....	.....
Oct. 8	Three miles northeast of station.	Fire Island.....	Yt. Alcatorda, New York City.	.....	.....
Nov. 28	Four miles west of Fire Island Station.	Fire Island and Oak Island.	Sc. Robert McClintock, Baltimore, Md.	Lewis.....	154
Dec. 6	Two miles northeast of station.	Fire Island.....	Slp. Martin M. Mott, Patchogue, N. Y.	Danes.....	15
Dec. 13	One-half mile east of station.	Eatons Neck.....	Slp. Minnie Van Name, New Haven, Conn.	Smith.....	16
Dec. 23	One-half mile northeast of station.	Point of Woods...	Slp. George Gerard, Patchogue, N. Y.	.....	.....
Dec. 25	Three and one-half miles west of station.	Long Beach.....	Slp. Linwood, Patchogue, N. Y.	Abrams.....	9
1902.					
Jan. 15	One mile northeast of station.	Fire Island.....	Sc. Benjamin Russell, Leesburg, N. J.	Thomas...	150
Jan. 31	One and one-half miles east of station.	Long Beach.....	Str. Cavour, Liverpool, England.	Kelly.....	4,914
Feb. 3	One mile southwest of Point Lookout Station.	Point Lookout and Long Beach.	Sp. L. Schepp, New York City.	Kendall...	1,850
Mar. 1	Jones Inlet Bars.....	Short Beach, Zachs Inlet, and Point Lookout.	Str. Acara, Liverpool, England.	Kilgour...	4,193
Mar. 16	Two and one-half miles east of station.	Long Beach.....	Bkn. Persia, Windsor, Nova Scotia.	Malcolm..	598
Apr. 2	Four miles east of station.	Rocky Point.....	Slp. J. G. Freeman, New London, Conn.	Holloway..	11
Apr. 12	One and one-half miles northeast of station.	Fire Island.....	Sc. Coral, New London, Conn.	.....	34
Apr. 16	Two and one-quarter miles east of station.	Point Lookout.....	Sc. Emma Jane, New Haven, Conn.	Wright....	25
Apr. 18	Two miles southwest of Short Beach Station.	Short Beach and Point Lookout.	Sc. George F. Carman, Greenport, N. Y.	Munsel....	36
Apr. 26	Two miles west-southwest of Rockaway Point Station.	Rockaway Point and Rockaway.	Sc. Cornelia Soule, New London, Conn.	Bernet.....	306
May 1	Jones Inlet Bar.....	Short Beach.....	Slp. Mary E. Seaman, New York City.	Miskin....	27
May 8	Two miles east of station.	Rockaway Point..	Launches (2), New York City.	.....	.....
May 10	Jones Inlet Bar.....	Short Beach.....	Sc. Belle, New York City.	Hackett...	26
	Total.....	.....	.....	.....	.....

of 1901-2—Continued.

COAST OF LONG ISLAND.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Dragged anchor and stranded.		\$300		\$300	\$300						
do.		150		150	150						
Pleasure trip.		200		200	200		3	3		3	3
Fishing trip.		300		300	300		5	5			
Atlantic Highlands, N. J., to Patchogue, N. Y.		1,000		1,000	1,000		4	4			
Fishing trip.		700		700	700		5	5			
Capsized and sunk.		250		250	250						
Promised Land, N. Y., to Charleston, S. C.	Fish scrap	4,000	\$12,000	16,000	5,000	\$11,000	8	8			
Broke from moorings and stranded.		300		300	300						
Capsized.		250		250	250		2	2			
Nassau, New Providence, to Providence, R. I.		10,000		10,000		10,000	7	7			
do.		150		150	110	40					
Pleasure trip.		6,000		6,000	6,000		3	3			
Patchogue to Staten Island, N. Y.		8,000		8,000	8,000		5	5			
New York City to Sayville, N. Y.	Coal	600	90	690	690		3	3			
Guilford to Mianus, Conn.		500		500	500		2	2			
Caught in the ice		300		300	300						
Rockaway to Woodsbury, N. Y.	Oysters	750	100	850	850		2	2			
Swansboro, N. C., to Patchogue, N. Y.	Lumber	10,000	3,500	13,500	13,400	100	6	6			
Buenos Ayres, South America, to New York City.	General	200,000	250,000	450,000	440,000	10,000	42	42			
Hongkong, China, to New York City.	do.	40,000	250,000	290,000	135,000	155,000	24	24			
China to New York City.	do.	200,000	900,000	1,100,000	700,000	400,000	61	61	4	4	
Bucnos Ayres, South America, to New York City.	Hides	18,000	140,000	158,000	110,000	48,000	10	10	10	10	
Fishing trip.		900		900	880	20	3	3			
Sayville to Greenport, N. Y.		2,500		2,500	2,500		3	3			
Greenport to Jones Inlet, N. Y.	Oysters	1,500	625	2,125	2,125		3	3			
Greenport to Freeport, N. Y.	do.	1,200	1,000	2,200	2,200		3	3			
Hurricane Island, Me., to Philadelphia, Pa.	Granite	9,000	1,200	10,200		10,200	6	6	6	18	
New York City to Freeport, N. Y.	Coal	300	150	450		450	3	3			
Center Moriches to New York City.		500		500		500	1	1	1	1	
New York City to Freeport, N. Y.	Coal	400	150	550		400	2	2			
		518,050	1,558,815	2,076,865	1,481,905	644,960	216	216	24	36	

Table of casualties, season

DISTRICT NO. 5.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
July 4	Two miles east of Barnegat Station.	Barnegat and Forked River.	Str. Alert, Philadelphia, Pa.	Steelman..	69
July 21	Two miles southwest of station.	Sandy Hook.....	Launch, Carteret, N. J. .	.....	.....
July 27	Three and one-half miles south of station.	Great Egg .....	Catboat Bessie, Somers Point, N. J.	Allen .....	6
July 28	Three-quarters of a mile south of station.	Brigantine .....	Slp. y. Naomi, <sup>a</sup> New York City.	Edison ....	7
Aug. 1	One mile northeast of station.	Shark River.....	Fishboat.....	.....	.....
Aug. 4	One mile northeast of station.	Sandy Hook.....	Sloop, New York City ..	.....	.....
Aug. 4	Point of Sandy Hook ...	.....do.....	Catboat Buster, New York City.....	.....	.....
Aug. 6	One-half mile south-southwest of station.	Atlantic City.....	Slp. y. Charlotte, <sup>b</sup> New York City.	Hagen.....	15
Aug. 6	One and one-half miles east-northeast of station.	Hereford Inlet ..	Sl. y. Taquita, Atlantic City, N. J.	.....	.....
Aug. 8	One-half mile west of station.	Townsend Inlet..	Launch Naiad, Cape May, N. J.	.....	.....
Aug. 13	Three miles southwest of station.	Sandy Hook.....	Launch Satumette, Atlantic Highlands, N. J.	.....	.....
Aug. 13	Three-quarters of a mile west of station.	Great Egg .....	Slp. Flying Scud, Chincoteague, Va.	Sharpley ..	17
Aug. 17	One and one-half miles southwest of station.	Mantoloking.....	Yt. Ruseel, Island Heights, N. J.	.....	.....
Aug. 19	One-quarter mile southwest of station.	Cape May .....	Sloop.....	.....	.....
Aug. 24	Two miles southwest of station.	Great Egg .....	Slp. Una, Somers Point N. J.	Frambes... 10	
Aug. 29	Two and one-half miles east of Cold Spring Station.	Cold Spring and Turtle Gut.	Yt. Marie, Cape May City, N. J.	.....	.....
Aug. 31	Three-quarters of a mile west of station.	Great Egg .....	Catboat Elsie Marie, South Atlantic, N. J.	.....	.....
Sept. 4	Two miles north-northwest of station.	Barnegat .....	Se. y. Ibis, Philadelphia, Pa.	Wall..... 18	
Sept. 5	One mile south of station.	Atlantic City.....	Fishboat M. B., Atlantic City, N. J.	.....	.....
Sept. 8	Three miles northwest of station.	Spermaceti Cove .	Slp. y. Hilgarda, New York City.	.....	.....
Sept. 8	One and one-quarter miles north-northeast of station.	Barnegat .....	Slp. y. Nomad, New York City.	Brister .... 9	
Sept. 13	Four miles southeast of station.	Shark River .....	Rowboat, Shark River, N. J.	.....	.....
Sept. 15	Three-quarters of a mile west of station.	Spermaceti Cove .	Launch White Cap, Highlands, N. J.	.....	.....
Sept. 16	One and one-half miles south of station.	Absecon .....	Launch, Ocean City, N. J.	.....	.....
Sept. 25	Two-thirds of a mile south of station.	Atlantic City.....	Slp. y. Edith Louise, Somers Point, N. J.	Vansant... 15	
Oct. 1	One-half mile southeast of station.	Hereford Inlet....	Slp. Stella, Bridgeton, N. J.	Ludlam ... 12	
Oct. 9	One mile south-southeast of station.	.....do.....	Launch Annie S., Gloucester, N. J.	.....	.....
Nov. 6	Two hundred yards east of station.	Monmouth Beach	Fish boat, Galilee, N. J. .	.....	.....
Nov. 6	One-half mile south of station.	.....do.....	Fish boat, North Long Branch, N. J.	.....	.....
Nov. 9	Three-quarters of a mile west-southwest of station.	Great Egg .....	Se. A. L. Lee, Somers Point, N. J.	Gaskill .... 87	
Nov. 9	Two and one-half miles east of Cold Spring Station.	Cold Spring and Turtle Gut.	Tender, U. S. Government.	.....	.....
Nov. 11	One mile northwest of station.	Ship Bottom.....	Se. Agnes, Toms River, N. J.	.....	.....

<sup>a</sup> Disabled, requiring assistance.

of 1901-2—Continued.

COAST OF NEW JERSEY.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons rescued at station.	Days' succor afforded.
Fishing cruise .....		\$5,000		\$5,000		\$5,000	16	16			
.....do.....		500		500	\$500		4	4			
.....do.....		400		400	350	50	6	6			
Toms River to Stone Harbor, N. J.		600		600	550	50	3	3			
Capsized .....		25		25	25		2	2			
Fishing trip.....		50		50	50		2	2			
.....do.....		200		200	200		2	2		2	2
New York City to Atlantic City, N. J.		2,500		2,500	2,500		3	3			
Atlantic City to Holly Beach, N. J.		500		500	500		2	2			
Atlantic City to Cape May, N. J.		1,000		1,000	950	50	4	4			
.....do.....		1,500		1,500	1,500		2	2			
Longport, N. J., to Chincoteague, Va.		1,000		1,000	1,000		3	3			
Pleasure trip.....		500		500	500		5	5			
Atlantic City to Camden, N. J.		150		150	100	50	1	1			
Atlantic City to Broadkill, N. J.		800		800	800		2	2			
Pleasure trip.....		400		400	400		5	5			
Fishing trip.....		75		75	75		6	6			
Pleasure trip.....		4,000		4,000	4,000		9	9			
Fishing trip.....		125		125	125		1	1			
Pleasure trip.....		3,000		3,000	2,900	100	4	4			
New York City to Barnegat, N. J.		2,000		2,000	2,000		10	10			
Fishing trip.....		15		15		15	4	4			
Sandy Hook to Highlands, N. J.		200		200	200		1	1			
Adrift.....		450		450	450						
Pleasure trip.....		3,500		3,500	3,500		7	7			
Fishing trip.....		1,200		1,200	1,200		4	4			
.....do.....		500		500	500		6	6		6	6
.....do.....		275		275	275		8	8			
.....do.....		275		275	275		7	5	2		
Haverstraw, N. Y., to South Atlantic, N. J.	Brick.....	3,000	\$400	3,400	3,400		4	4			
Five Fathom Bank to Cape May City, N. J.		400		400	400		4	4			
Bayhead to Atlantic City, N. J.	Telegraph outfit.	600	50	650	650		4	4			

*b* In dangerous position, requiring the assistance of the life-saving crew.

Table of casualties, season

DISTRICT NO. 5.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
Nov. 23	One and one-quarter miles south of Monmouth Beach Station.	Monmouth Beach, Seabright, and Long Branch.	Sp. Flottbek, Hamburg, Germany.	Zingler ....	1,971
Nov. 23	Two miles north of station.	Long Branch .....	Str. Robert Haddon, <sup>a</sup> New York City.	Stork .....	87
Nov. 24	One and one-half miles south of Chadwick Station.	Chadwick and Toms River.	Bge. Willmore, Fall River, Mass.	Herman ...	844
Dec. 10	Two miles southwest of station.	Harvey Cedars ...	Barge, West Creek, N. J. ....	.....	.....
Dec. 14	One and one-quarter miles south of Toms River Station.	Toms River and Island Beach.	Sc. Mark Gray, Boston, Mass.	Lynch.....	308
Dec. 15	One and one-half miles southwest of Ocean City Station.	Ocean City and Pecks Beach.	Bk. Sindia, London, England.	McKenzie ..	3,068
Dec. 18	One and one-half miles north of station.	Bonds .....	Sc. Edith E. Dennis, Greenport, N. Y.	Oliver .....	102
Dec. 26	Three-quarters of a mile north-northwest of station.	Sandy Hook .....	Sc. Lyman M. Law, New Haven, Conn.	Blake.....	1,300
Dec. 31	Two and one-half miles east of Cold Spring Station.	Cold Spring and Turtle Gut.	Sc. Belle, Bridgeton, N. J.	Johnson ...	16
1902.					
Jan. 12	Three miles southeast by east of station.	Tathams .....	Sc. Damon, Fall River, Mass.	Thurston ..	165
Feb. 2	Two miles southeast of South Brigantine Station.	South Brigantine and Brigantine.	Str. Claverdale, London, England.	Harding ...	3,307
Feb. 2	Three and one-half miles east of South Brigantine Station.	.....do .....	Sc. Edith L. Allen, New York City.	Gilkey.....	969
Feb. 17	Three-eighths of a mile west of station.	Brigantine .....	Catboat Hilda C., Leeds Point, N. J.	.....	.....
Feb. 17	One hundred and sixty yards northwest of station.	Great Egg .....	Yacht, Bakersville, N. J. ....	.....	.....
Mar. 3	Six and one-half miles south-southeast of station.	Cold Spring .....	Sc. Carbon, Philadelphia, Pa.	Thompson.	1,130
Mar. 5	One-quarter mile south-southwest of station.	Sandy Hook .....	Sc. Julia I. Gratton, <sup>c</sup> New York City.	Haley .....	55
Mar. 25	Two miles south of Forked River Station.	Forked River and Barnegat.	Launch Lotos, Bayside, N. Y.	.....	.....
Mar. 29	One-half mile northeast of Long Beach Station.	Long Beach and Ship Bottom.	Bkn. Antilla, St. John, New Brunswick.	Reed .....	466
Mar. 29	One mile west of station.	Bonds .....	Sc. Shamrock, Norfolk, Va.	Sturgis ...	37
Mar. 31	One mile south of station.	Spermaceti Cove .	Slp. Vigilant, Newark, N. J.	Dolkins ...	6
Apr. 6	One mile north of station.	Little Egg .....	Sc. Florence Rosenbaum, Cape Charles, Va.	Cravis .....	27
Apr. 6	Eight hundred yards east of station.	Atlantic City .....	Sc. Nettie R. Willing, Newport News, Va.	Little.....	55
Apr. 6	One and one-half miles south of Hereford Inlet Station.	Hereford Inlet, Holly Beach, and Tathams.	Sc. E. H. Taylor, <sup>d</sup> Chincoteague, Va.	Sheppard..	63
Apr. 20	One and one-half miles west-southwest of Tathams Station.	Tathams and Hereford Inlet.	Sc. James W. Lee, Bridgeton, N. J.	Buck .....	20
Apr. 30	One and three-quarters miles west of station.	Bonds .....	Sc. Virginia, Somers Point, N. J.	Brown.....	44
May 3	One-eighth mile south-east of station.	Holly Beach.....	Fish boat, Holly Beach, N. J.	.....	.....
May 5	One and one-half miles north of station.	Bonds .....	Sc. Annie E. Edwards, Chincoteague, Va.	Brazier .....	61

<sup>a</sup> No assistance by life-saving crew.<sup>b</sup> One lost overboard before the vessel stranded.



of 1901-2—Continued.

OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Plymouth, England, to New York City.	China clay and arsenic.	\$80,000	\$30,000	\$110,000	\$92,000	\$18,000	24	24	.....	23	13
Struck pier and sunk.	.....	14,000	.....	14,000	.....	14,000	7	7	.....	7	7
Philadelphia, Pa., to Fall River, Mass.	Coal	25,000	4,800	29,800	.....	29,800	2	2	(b)	2	6
Parted cables and stranded, Boston, Mass., to Brunswick, Ga.	Hay	250	50	300	300	.....	2	2	.....	.....	.....
.....	.....	8,000	.....	8,000	.....	8,000	7	7	.....	1	12
Kobe, Japan, to New York City.	General	110,000	215,000	325,000	76,000	249,000	33	33	.....	32	64
Greenport, N. Y., to Tuckerton, N. J.	Oysters	5,000	1,200	6,200	6,200	.....	5	5	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Coal	60,000	6,000	66,000	66,000	.....	10	10	.....	.....	.....
Wilmington, Del., to Cold Spring Inlet, N. J.	.....	400	.....	400	400	.....	1	1	.....	.....	.....
Perth Amboy, N. J., to Norfolk, Va.	Coal	2,000	1,000	3,000	3,000	.....	5	5	.....	.....	.....
China to New York City.	General	200,000	300,000	500,000	500,000	.....	28	28	.....	.....	.....
St. Simon, Ga., to New York City.	Lumber	25,000	13,000	38,000	31,625	6,375	9	9	.....	.....	.....
Parted moorings	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Broke from moorings and stranded.	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Philadelphia, Pa., to New Bedford, Mass.	Coal	5,000	4,500	9,500	.....	9,500	4	4	.....	.....	.....
Fishing trip	Fish	4,000	250	4,250	4,250	.....	8	8	.....	.....	.....
Bayside, N. Y., to Cape May, N. J.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Montevideo, South America, to New York City.	Hides	11,000	124,495	135,495	34,495	101,000	9	9	.....	9	53
Tuckerton Bay, N. J., to Oyster Bay, N. Y.	.....	2,000	.....	2,000	2,000	.....	3	3	.....	.....	.....
Newark to Highlands, N. J.	.....	500	.....	500	500	.....	5	5	.....	.....	.....
Virginia to Tuckerton Bay, N. J.	Clams and oysters.	2,000	800	2,800	2,800	.....	4	4	.....	.....	.....
Atlantic City, N. J., to Hampton, Va.	.....	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
Virginia to Anglesea, N. J.	Lumber	2,500	600	3,100	3,075	25	4	4	.....	.....	.....
Chincoteague, Va., to Hereford Inlet, N. J.	Oysters	1,000	500	1,500	1,500	.....	2	2	.....	.....	.....
Tuckerton, N. J., to Bridgeport, Conn.	.....	2,000	.....	2,000	2,000	.....	5	5	.....	.....	.....
Fishing trip	.....	80	.....	80	80	.....	2	2	.....	.....	.....
Oyster Bay, N. Y., to Tuckerton, N. J.	Oysters	4,000	1,500	5,500	5,500	.....	4	4	.....	.....	.....

<sup>c</sup> No assistance required of life-saving crews.

<sup>d</sup> Disabled, requiring the assistance of the life-saving crew.

Table of casualties, season

## DISTRICT NO. 5.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
May 7	One and one-half miles west of station.	Great Egg .....	Slp. Ina, Atlantic City, N. J.	.....	
May 8	One and three-quarters miles northeast of station.	Barnegat .....	Str. Wildwood, Camden, N. J.	Hoffman ..	7
May 9	One and one-half miles south-southwest of station.	Mantoloking .....	Slp. y. Rhoda, Silverton, N. J.	.....	
May 30	One-half mile west of station.	Great Egg .....	Sc. E. H. Taylor, Chincoteague, Va.	Sheppard..	63
May 31	One-half mile south of station.	Atlantic City .....	Sc. S. J. Delan, Chincoteague, Va.	Moffard ...	36
June 8	One mile southwest of station.	Spermaceti Cove..	Slp. y. Marion, New York City.	.....	
June 8	One and one-half miles northeast of station.	Seabright.....	Slp. United States, Patchogue, N. Y.	Maher.....	6
	Total.....	.....	.....	.....	

## DISTRICT NO. 6.—EMBRACING COAST BETWEEN

1901.					
July 26	Two miles south-southeast of station.	Assateague Beach	Sc. Monhegan, New York City.	Yarrow....	23
Aug. 11	One-third mile northwest of station.	Ocean City .....	Sharpie C. H. Ball, Ocean City, Md.	.....	
Sept. 10	Two miles north of Cape Henlopen Station.	Cape Henlopen and Lewes.	St. y. Rapidan, Chicago, Ill.	Staples ...	82
Sept. 16	One and one-half miles south-southeast of station.	Assateague Beach	Sc. Joseph J. Pharo, New York City.	Thornblom	261
Sept. 27	One-half mile south-southwest of station.	Metomkin Inlet ..	Slp. Undine, Chincoteague, Va.	Booth .....	10
Oct. 19	Four miles north by east of station.	North Beach.....	Sharpie Annie S., Chincoteague Island, Va.	.....	
Oct. 28	One mile east of station.	Metomkin Inlet ..	Sharpie Gertie Ray.....	.....	
Dec. 5	Two miles north by east of Indian River Inlet Station.	Indian River Inlet and Rehoboth Beach.	Sc. Estelle Phinney, New Haven, Conn.	Phinney...	922
Dec. 5	Isaac Shoals.....	Smith Island .....	Sc. Virginia Rulon, Philadelphia, Pa.	Cramer .....	280
1902.					
Jan. 12	One-sixth mile from station.	Hog Island .....	Sc. Three Johns, Cape Charles, Va.	Pearson ...	9
Feb. 3	Two miles east-northeast of station.	Wallops Beach ...	Slp. Crown, Chincoteague Island, Va.	Young.....	9
Feb. 8	Point of Cape Henlopen.	Cape Henlopen and Lewes.	Bk. France Marie, Marseilles, France.	Lacroix ...	2,088
Feb. 17	Two and one-half miles south of Indian River Inlet Station.	Indian River Inlet and Fenwick Island.	Sc. Anna Murray, New York City.	Queen .....	1,534
Feb. 21	Four miles north of Lewes Station.	Lewes and Cape Henlopen.....	Sc. Arthur C. Wade, Portland, Me.	Crockett...	699
Feb. 23	One-seventh mile northwest of station.	Lewes .....	Boat belonging to Sc. Melrose, Dennis, Mass.	.....	
Feb. 25	Two and one-half miles southeast of station.	Assateague Beach	Bk. Alice and Isabelle, Sables d'Orlonne, France.	Le Blais ...	647
Feb. 27	Two and one-quarter miles east of Lewes Station.	Lewes and Cape Henlopen.	Sc. Annie T. Bailey, Philadelphia, Pa.	Finley.....	448
Feb. 27	Two and one-quarter miles south of station.	Assateague Beach	Sc. Emma M. Robinson, Chincoteague, Va.	Benjamin .	63
Feb. 28	One-quarter mile north of Cape Henlopen Station.	Cape Henlopen, Lewes, and Rehoboth Beach.	Bk. N. B. Morris, Parrsboro, Nova Scotia.	Stuart .....	709
Mar. 4	Five and one-half miles south of Assateague Beach Station.	Assateague Beach and Wallops Beach.	Sc. Daniel Brown, New York City.	Hasselbaum.	204

of 1901-2—Continued.

OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Cruising .....		\$200 .....		\$200 .....	\$200 .....		1 .....	1 .....			
Toms River to Anglesea, N. J. ....		1,000 .....		1,000 .....	1,000 .....		3 .....	3 .....			
Silverton to Atlantic City, N. J. ....		1,000 .....		1,000 .....	1,000 .....		1 .....	1 .....			
Greenport, N. Y., to Pleasantville, N. J. ....	Oysters ...	2,500 .....	\$1,100 .....	3,600 .....	3,600 .....		4 .....	4 .....			
Haverstraw, N. Y., to Atlantic City, N. J. ....	Brick .....	1,500 .....	280 .....	1,780 .....	1,740 .....	\$40 .....	2 .....	2 .....			
Pleasure trip.....		500 .....		500 .....	495 .....	5 .....	4 .....	4 .....			
Fishing trip.....		300 .....		300 .....	300 .....		17 .....	17 .....		1 .....	1 .....
.....		608,070 .....	705,525 .....	1,313,595 .....	872,535 .....	441,060 .....	363 .....	361 .....	2 .....	86 .....	174 .....

CAPE HENLOPEN AND CAPE CHARLES.

New York City to Annapolis, Md. ....		\$3,750 .....		\$3,750 .....	\$3,750 .....		3 .....	3 .....	3 .....	12 .....
Taylor's Landing to Ocean City, Md. ....		100 .....		100 .....	\$100 .....		2 .....	2 .....		
New York City to Cape May, N. J. ....		40,000 .....		40,000 .....	40,000 .....		12 .....	12 .....		
New York City to Bermuda Hundred, Va. ....		3,000 .....		3,000 .....	3,000 .....		8 .....	8 .....		
Hog Island to Chincoteague, Va. ....	Oysters ...	500 .....	\$60 .....	560 .....	530 .....	30 .....	2 .....	2 .....		
Chincoteague Island, Va. ....		40 .....		40 .....	35 .....	5 .....	1 .....	1 .....	1 .....	1 .....
Fishing trip .....		35 .....		35 .....	25 .....	10 .....	3 .....	3 .....		
Boston, Mass., to Newport News, Va. ....		25,000 .....		25,000 .....	22,500 .....	2,500 .....	8 .....	8 .....		
New Haven, Conn., to Suffolk, Va. ....		5,000 .....		5,000 .....	4,000 .....	1,000 .....	6 .....	6 .....		
Cobbs Landing to Hog Island, Va. ....	Oysters ...	200 .....	20 .....	220 .....	220 .....		2 .....	2 .....	2 .....	2 .....
Cobbs Island to Franklin City, Va. ....	do .....	1,000 .....	115 .....	1,115 .....	1,090 .....	25 .....	2 .....	2 .....		
Marseilles, France, to Philadelphia, Pa. ....		75,000 .....		75,000 .....	75,000 .....		24 .....	24 .....		
Boston, Mass., to Baltimore, Md. ....		45,000 .....		45,000 .....	45,000 .....		10 .....	10 .....	10 .....	20 .....
Brunswick, Ga., to Providence, R. I. ....	Lumber ..	16,000 .....	5,000 .....	21,000 .....	14,000 .....	7,000 .....	8 .....	8 .....		
Caught in the ice .....		50 .....		50 .....	50 .....		3 .....	3 .....		
Sables d'Orlonne, France, to Philadelphia, Pa. ....		100,000 .....		100,000 .....	98,000 .....	2,000 .....	15 .....	15 .....	34 .....	34 .....
Savannah, Ga., to Philadelphia, Pa. ....	Lumber ..	12,000 .....	5,000 .....	17,000 .....	14,200 .....	2,800 .....	7 .....	7 .....		
James River, Va., to New York City. ....	Wood .....	2,000 .....	350 .....	2,350 .....	2,350 .....		4 .....	4 .....		
Rosario, South America, to Philadelphia, Pa. ....	Bones ....	10,000 .....	15,000 .....	25,000 .....	25,000 .....		10 .....	10 .....	10 .....	20 .....
Norfolk, Va., to New York City. ....	Lumber ..	2,000 .....	1,000 .....	3,000 .....	3,000 .....		7 .....	7 .....		

Table of casualties, season

## DISTRICT NO. 6.—EMBRACING COAST BETWEEN CAPE

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Mar. 6	Four miles east-north-east of station.	Cape Henlopen...	Sc. Jesse Hart, 2d, <sup>a</sup> Calais, Me.	Tinker ....	255
Mar. 12	Two miles north-north-west of station.	Green Run Inlet...	Scow Hatty Powell, North Beach, Md.	.....	.....
Apr. 6	Point of Cape Henlopen.	Cape Henlopen and Lewes.	Sc. R. S. Graham, New York City.	Robinson...	341
Apr. 17	Three-quarters mile south of station.	Wachapreague ...	Slp. Onancock City, Cape Charles, Va.	Young.....	13
Apr. 21	Two and one-half miles south of station.	Assateague Beach	Sc. Nettie R. Willing, Newport News, Va.	Williams ...	55
Apr. 22	One mile southwest of station.	Cobb Island .....	Sc. William Devries, Cape Charles, Va.	Hope .....	13
Apr. 28	Isaac Shoals .....	Smith Island .....	Sc. L. O. Muir, Cape Charles, Va.	Whitehead	13
May 6	Five miles northeast by east of station.	Hog Island .....	Catboat Lang, Myrtle Island, Va.	.....	.....
June 3	One mile north-north-east of station.	Green Run Inlet...	Sc. Elsie M. Harris, New York City.	Eriesson ...	50
June 7	Two miles south of station.	Assateague Beach	Sc. Celeste, Norfolk, Va.	Montgomery.	41
June 14	Five and one-half miles south-southwest of station.	Isle of Wight .....	Rowboat, Ocean City, Md.	.....	.....
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 7.—EMBRACING COAST BETWEEN

1901.					
July 14	One-quarter mile south-east of station.	False Cape .....	Sc. Malden, Boston, Mass.	McKown ..	538
Aug. 25	Seven-eighths mile west-northwest of station.	Cape Henry .....	Launch Cape Henry, Norfolk, Va.	.....	.....
Sept. 17	One mile north of station.	.....do .....	Sc. Edith G. Folwell, <sup>b</sup> Hartford, Conn.	Kelsey ...	1,263
Sept. 18	Four and one-half miles east-southeast of station.	Oak Island .....	Str. Seabright, Wilmington, N. C.	Hewlett ...	33
Oct. 27	Four miles northwest by west of Cape Fear Station.	Cape Fear and Oak Island.	Str. Tenby, <sup>c</sup> West Hartlepool, England.	Campbell..	3,969
Nov. 11	One and one-half miles northwest one-half north of station.	Portsmouth .....	Sc. J. R. Moffett, Chincoteague, Va.	Hill .....	44
Nov. 23	Two and one-half miles east-southeast of station.	.....do .....	Sc. Leading Breeze, Machias, Me.	Johnson ...	69
Dec. 13	One and one-quarter miles north-northeast of station.	Cape Lookout ....	Sc. y. Brunhilde, New York City.	Masury ....	127
Dec. 16	Four miles southwest of station.	Bodie Island .....	Sc. Little Tennyson, Kinnakeet, N. C.	.....	.....
Dec. 18	One and one-half miles north by east of station.	Cape Lookout ....	Sc. C. C. Wehrum, New York City.	Cavilier ...	395
Dec. 22	Two miles north of station.	Core Bank.....	Sc. Belle of Dover, Crisfield, Md.	Gilliken ...	38
Dec. 25	One-half mile southwest of station.	Paul Gamiels Hill.	Slp. Ella May, Elizabeth City, N. C.	.....	.....
Dec. 31	Five miles west of station.	Big Kinnakeet ...	Sc. Chas. T. Strann, Seaford, Del.	.....	215
1902.					
Jan. 3	One mile west-southwest of station.	Little Kinnakeet.	Sailboat Relief, Salvo, N. C.	.....	.....
Jan. 21	Five miles west of station.	Paul Gamiels Hill.	Skiff, Powells Point, N. C.	.....	.....

<sup>a</sup> In distress, requiring the assistance of the life-saving crew to keep her afloat.

of 1901-2—Continued.

HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Norfolk, Va., to New York City.	Lumber ..	\$4,000	\$3,000	\$7,000	\$7,000	.....	7	7	.....	.....	.....
Green Run Inlet, Va., to North Beach, Md.	Fertilizer ..	50	15	65	50	\$15	1	1	.....	1	1
Norfolk, Va., to New York City.	Lumber ..	4,000	5,000	9,000	9,000	.....	6	6	.....	.....	.....
Wachapreague to Chincoteague, Va.	Oysters ...	500	120	620	620	.....	2	2	.....	.....	.....
James River, Va., to Maurice River, N. J.	.....do ..	1,800	350	2,150	2,150	.....	4	4	.....	.....	.....
Long Point to Chincoteague, Va.	.....do ..	1,000	150	1,150	1,150	.....	6	6	.....	.....	.....
Norfolk to Brighton, Va.	Oyster shells.	500	25	525	505	20	2	2	.....	.....	.....
Myrtle Island to Metomkin Island, Va.	.....	250	.....	250	245	5	1	1	.....	.....	.....
New York City to Virginia.	Fish .....	4,000	200	4,200	.....	4,200	12	12	.....	7	7
North Carolina to New York City.	.....	2,800	.....	2,800	2,800	.....	5	5	.....	.....	.....
Fishing trip.....	Fish .....	25	15	40	40	.....	3	3	.....	.....	.....
.....	.....	359,600	35,420	395,020	261,660	133,360	186	186	.....	68	97

CAPE HENRY AND CAPE FEAR.

Boston, Mass., to Savannah, Ga.	.....	\$16,000	.....	\$16,000	\$14,500	\$1,500	8	8	.....	.....	.....
.....	.....	1,500	.....	1,500	1,400	100	(b)	.....	.....	.....	.....
Washington, D. C., to Portsmouth, N. H.	Coal .....	50,000	\$4,000	54,000	54,000	.....	17	17	.....	.....	.....
Wilmington to Smith Island, N. C.	.....	4,000	.....	4,000	400	3,600	3	3	.....	.....	.....
Wilmington, N. C., to Liverpool, England.	Cotton.....	300,000	598,500	898,500	898,500	.....	28	28	.....	.....	.....
Newbern to Elizabeth City, N. C.	Oysters ...	3,000	350	3,350	3,350	.....	4	4	.....	.....	.....
New York City to Key West, Fla.	Cinders and wrecking material.	1,200	800	2,000	.....	2,000	4	4	.....	4	31
Charleston, S. C., to Boston, Mass.	.....	70,000	.....	70,000	70,000	.....	15	15	.....	.....	.....
Oyster dredging .....	Oysters ...	300	25	325	325	.....	3	3	.....	.....	.....
Savannah, Ga., to New York City.	Lumber ..	16,000	4,000	20,000	20,000	.....	8	8	.....	.....	.....
Wit, N. C., to Baltimore, Md.	Oysters ...	2,000	6,000	8,000	8,000	.....	3	3	.....	.....	.....
Elizabeth City to Kitty Hawk, N. C.	.....	500	.....	500	500	.....	1	1	.....	.....	.....
Elizabeth City to Neuse River, N. C.	.....	10,000	.....	10,000	10,000	.....	9	9	.....	.....	.....
Buxton to Salvo, N. C.	.....	100	.....	100	100	.....	1	1	.....	1	2
Capsized .....	.....	50	.....	50	50	.....	2	2	.....	.....	.....

<sup>b</sup> No one on board.

<sup>c</sup> No assistance required of life-saving crew.

Table of casualties, season

## DISTRICT NO. 7.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Jan. 24	Four miles north-north-west of station.	Durants .....	Se. Millie Frank, Cold Spring, N. J.	Taylor.....	60
Jan. 25	One-half mile southeast of station.	Wash Woods.....	Bk. Vergine della Guardia, Naples, Italy.	Lubrano...	887
Jan. 27	Two and one-half miles south of Gull Shoal Station.	Gull Shoal, Chicamacomico and Little Kinnakeet.	Str. Daggrøy, Tvedgstrand, Norway.	Simonson...	1,206
Feb. 4	Inner Diamond Shoals...	Cape Hatteras, Creeds Hill, and Big Kinnakeet.	Se. Orlando V. Wootten, Seaford, Del.	Huston....	677
Feb. 9	Three miles west-north-west of station.	Little Kinnakeet.	Se. Zeovia, Edenton, N. C.	Scarborough.	10
Feb. 28	Two-thirds mile east of station.	Cape Henry .....	Str. Yeoman, Liverpool, England.	Lang.....	4,378
Mar. 6	One and one-half miles southeast of New Inlet Station.	New Inlet and Chicamacomico.	Se. John W. Hall, Wilmington, Del.	Boone.....	346
Mar. 15	Eleven miles south by east one-half east of station.	Cape Lookout ...	Str. Ea, Bilbao, Spain ...	Garay .....	2,632
Apr. 8	One and one-eighth miles north of station.	.....do .....	Se. Charles Linthicum, Crisfield, Md.	Colburn ...	131
Apr. 20	Willis Shoal.....	Durants .....	Se. Southern Cross, Newbern, N. C.	Gaskins ...	11
May 7	Four miles northwest of station.	Ocracoke .....	Str. Edgecombe, Washington, N. C.	.....	57
June 10	Pebble Shoal.....	False Cape.....	Str. Thomas Wayman, Newcastle, England.	Williams ...	2,210
June 14	Two miles southeast of station.	.....do .....	Str. Falcon, Newcastle, England.	Ross.....	3,049
	Total.....	.....do .....	.....do .....	.....do .....	.....do .....

## DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH

1901.					
July 8	One and one-half miles south-southwest of station.	Sullivans Island..	Se. John Stoddard, Charleston, S. C.	Townsend ..	23
July 21	One and one-half miles west-southwest of station.	.....do .....	Slp. Our Hampton, Charleston, S. C.	Jackson ...	21
Aug. 9	Five miles northwest of station.	Gilberts Bar .....	Launch Thelma, <sup>a</sup> Stuart, Fla.	.....	.....
Nov. 29	One and three-quarters miles south-southwest of station.	Sullivans Island..	Bateau, Charleston, S. C.	.....	.....
Dec. 6	Four miles south-southwest of station.	.....do .....	Catboat Belle, Mt. Pleasant, S. C.	.....	.....
1902.					
Jan. 12	Four miles southwest of station.	.....do .....	Slp. Edith, Charleston, S. C.	.....	.....
Mar. 18	Two miles north-northwest of station.	.....do .....	Slp. Virginia Bell, Charleston, S. C.	Leland....	8
Apr. 7	Two and one-half miles southwest of station.	.....do .....	Se. Star, Charleston, S. C.	Smith.....	5
	Total.....	.....do .....	.....do .....	.....do .....	.....do .....

<sup>a</sup> Disabled, requiring assistance.

of 1901-2—Continued.

CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons accounted at station.	Days' succor afforded.
Elizabeth City to East Bluff, N. C.		\$2,000		\$2,000	\$2,000		4	4			
Barbadoes to Philadelphia, Pa.		15,000		15,000	15,000		13	13		13	13
New York City to Mexico.	General	250,000	\$50,000	300,000	294,500	\$5,500	17	17		17	51
Savannah, Ga., to Baltimore, Md.	Lumber	25,000	7,150	32,150	28,350	3,800	8	8		8	24
Elizabeth City to Avon, N. C.	General	500	1,500	2,000	2,000		2	2			
Galveston, Tex., to Liverpool, England.	Cotton	500,000	\$60,000	1,360,000	1,360,000		45	45			
South Amboy, N. J., to Charleston, S. C.	Coal	12,000	2,200	14,200	9,630	4,570	7	7		7	7
Fernandina, Fla., to Hamburg, Germany.	Phosphate and rosin.	95,000	30,720	125,720		125,720	27	27			
Georgetown, S. C., to Baltimore, Md.	Lumber	8,000	2,000	10,000	10,000		5	5			
Cape Creek to Elizabeth City, N. C.	Railroad ties.	400	150	550	550		3	3			
Washington to Hatteras, N. C.		3,000		3,000	3,000		8	8			
Coosa, S. C., to Norfolk, Va.	Phosphate rock.	75,000	15,000	90,000	90,000		22	22			
Mobile, Ala., to Norfolk, Va.	Lumber	175,000	21,040	196,040	191,040	5,000	23	23			
		1,635,550	1,603,435	3,238,985	3,087,195	151,790	290	290		50	128

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Charleston, S. C., to fishing banks.	Ice	\$400	\$35	\$435	\$415	\$20	6	6			
McLellanville to Charleston, S. C.	Lumber	500	480	980	980		3	3			
	Honey	650	300	950	950		1	1			
Fishing trip.		15		15	10	5	2	2			
Adrift.	Wood	150	10	160	160		2	2			
Cruising		125		125	125		3	3		2	2
Charleston to McLellanville, S. C.	Fertilizer.	800	400	1,200	1,200		2	2			
Fishing trip.	Fish	800	75	875	825	50	3	3			
		3,440	1,300	4,740	4,665	75	22	22		2	2

Table of casualties, season

## DISTRICT NO. 9.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
July 7	One-quarter mile north-west of station.	Sabine Pass.....	Catboat, Sabine Pass, Tex.	.....	.....
July 9	Six miles southwest of station.	Galveston .....	Slp. Caroline, Galveston, Tex.	.....	.....
Aug. 14	Three and one-half miles west-northwest of station.	Santa Rosa .....	Se. Tortugas, Cedar Keys, Fla.	Brady .....	82
Aug. 15	Fifteen and one-half miles west of station.	.....do .....	Str. Evelyn, New York City.	Ritch .....	1,963
Aug. 25	Fifteen miles southwest of station.	Velaseo.....	Se. Josephine D., Galveston, Tex.	Smith .....	15
Sept. 17	Three and one-half miles northeast of station.	Santa Rosa .....	Fishboat Bill Bear, Pensacola, Fla.	.....	.....
Oct. 13	Two miles north of station.	Galveston .....	Catboat, Galveston, Tex.	.....	.....
Oct. 13	Three-quarters of a mile north of station.	Aransas .....	Slp. Alma, Corpus Christi, Tex.	.....	.....
Oct. 28	Four miles west-southwest of station.	San Luis.....	Slp. Henrietta, Velaseo, Tex.	.....	.....
Nov. 24	Two miles northwest of station.	Galveston .....	Sloop, Galveston, Tex.	.....	.....
Nov. 24	Seven-eighths of a mile east of station.	Aransas .....	Se. Ellen, Galveston, Tex.	Bauhsen...	26
Dec. 7	One-half mile west of station.	Santa Rosa .....	Slp. Fearless, Pensacola, Fla.	.....	.....
Dec. 7	One mile north-northwest of station.	Galveston .....	Se. Dauntless, Galveston, Tex.	Elson .....	38
Dec. 14	Four miles west of station.	Santa Rosa .....	Slp. Tyro, St. Andrews, Fla.	.....	.....
Dec. 19	Four miles northeast of station.	.....do .....	Se. Hilary, Pensacola, Fla.	Prinee .....	22
Dec. 22	One-quarter mile west of station.	Galveston .....	Launch, Galveston, Tex.	.....	.....
Dec. 28	One-quarter mile north-east of station.	Aransas .....	Se. Katie M., Corpus Christi, Tex.	Nolte .....	49
1902.					
Jan. 10	Five-eighths mile southeast of station.	Sabine Pass.....	Se. Lydia M. Deering, Bath, Me.	Dunton.....	1,224
Jan. 14	One-half mile northwest by west of station.	Brazos .....	Se. Pierce Simpson, Brownsville, Tex.	Walker .....	88
Jan. 14	One and one-half miles northwest of station.	.....do .....	Yawl, Baltimore, Md.	.....	.....
Jan. 24	One and three-quarters miles south-southeast of station.	Aransas .....	Se. Mary E. Lynch, Lake Charles, La.	Smith .....	39
Jan. 25	One-quarter mile north-northeast of station.	Galveston .....	Str. Citta di Messina, Messina, Italy.	Messario ..	2,478
Jan. 30	One-half mile east-northeast of station.	Brazos.....	Se. Caroline, Lake Charles, La.	Tobin .....	54
Feb. 19	One-half mile west of station.	Galveston .....	Catboat, Galveston, Tex.	.....	.....
Feb. 25	Two and one-half miles northwest of station.	Santa Rosa .....	Bk. Veronica, Windsor, Nova Scotia.	Shaw .....	1,167
Mar. 7	Three and one-quarter miles east of station.	.....do .....	Bge. Capt. Brainard, Mobile, Ala.	Butler .....	211
Mar. 18	One mile east-southeast of station.	Aransas .....	Se. Silas, Galveston, Tex.	Tacke .....	15
May 11	Three miles west of station.	Galveston .....	Sloop, Galveston, Tex.	.....	.....
	Total .....	.....	.....	.....	.....

## DISTRICT NO. 10.—EMBRACING LAKES

1901.					
July 2	One-quarter mile south-southwest of station.	Erie .....	Yt. Caprice, Erie, Pa.	.....	.....
July 4	One mile northeast of station.	Point Marblehead	Launch Lakeside, <sup>a</sup> Lakeside, Ohio.	.....	.....

<sup>a</sup> Disabled and drifting helplessly, requiring the assistance of life-saving crew



of 1901-2—Continued.

COAST OF THE UNITED STATES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Capsized .....		\$75	.....	\$75	\$60	\$15	1	1	.....	.....	.....
Turtle Bayou to Galveston, Tex.	Produce, hides, etc.	400	\$75	475	345	130	2	2	.....	.....	.....
Mobile, Ala., to Apalachicola, Fla.	Lumber ..	3,000	300	3,300	3,150	150	5	5	.....	.....	.....
New York City to Pensacola, Fla.	General ..	90,000	25,000	115,000	63,000	52,000	28	28	.....	.....	.....
Galveston to San Bernard River, Tex.	.....do ..	500	800	1,300	1,300	.....	2	2	.....	.....	.....
Fishing trip .....		80	.....	80	30	50	2	2	.....	2	4
Capsized .....		100	.....	100	100	.....	1	1	.....	.....	.....
Cruising .....		500	.....	500	500	.....	4	4	.....	.....	.....
Velasco to Galveston, Tex.	General ..	250	125	375	375	.....	2	2	.....	.....	.....
Fishing trip .....		20	.....	20	20	.....	2	2	.....	.....	.....
Corpus Christi to Galveston, Tex.	Wool and hides.	1,200	2,000	3,200	.....	3,200	3	3	.....	1	3
St. Andrews to Pensacola, Fla.	Oysters ..	200	30	230	210	20	2	2	.....	2	4
Fishing trip .....	Fish .....	3,000	1,000	4,000	4,000	.....	8	8	.....	.....	.....
St. Andrews to Pensacola, Fla.	.....	300	.....	300	235	65	2	2	.....	.....	.....
Pensacola to Choctawhatchee Bay, Fla.	.....	700	.....	700	700	.....	3	3	.....	.....	.....
Cruising .....		300	.....	300	300	.....	7	7	.....	.....	.....
Corpus Christi to Galveston, Tex.	Cotton and general.	4,000	3,500	7,500	7,500	.....	4	4	.....	.....	.....
Lying in harbor .....	Lumber ..	35,000	14,000	49,000	44,000	5,000	10	10	.....	.....	.....
Isabel to Galveston, Tex.	Cotton seed.	4,500	1,100	5,600	5,600	.....	5	5	.....	.....	.....
Capsized .....		100	.....	100	100	.....	2	2	.....	.....	.....
Lake Charles, La., to Corpus Christi, Tex.	Lumber ..	500	400	900	.....	900	3	3	.....	3	9
New York City to Galveston, Tex.	.....	160,000	.....	160,000	160,000	.....	28	28	.....	.....	.....
Lake Charles, La., to Isabel, Tex.	Lumber ..	2,000	870	2,870	285	2,585	4	4	.....	3	45
East Galveston Bay to Galveston, Tex.	Oysters ..	40	30	70	10	60	2	2	.....	1	2
Pensacola, Fla., to Rio Janeiro, South America.	Lumber ..	20,000	10,000	30,000	30,000	.....	18	18	.....	.....	.....
St. Andrews to Pensacola, Fla.	.....do ..	4,000	3,000	7,000	2,500	4,500	2	2	.....	.....	.....
Galveston to Brazos Santiago, Tex.	Oil .....	900	1,200	2,100	950	1,150	2	2	.....	2	6
Pleasure trip .....		30	.....	30	30	.....	3	3	.....	.....	.....
.....		331,695	63,430	395,125	325,300	69,825	157	157	.....	14	73

ERIE AND ONTARIO.

Pleasure trip .....		\$200	.....	\$200	\$200	.....	11	11	.....	.....	.....
Lakeside to Marblehead, Ohio.		1,200	.....	1,200	1,190	\$10	6	6	.....	.....	.....

Table of casualties, season

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
July 6	One hundred yards west of station.	Charlotte.....	Slp. y., Charlotte, N. Y.....		
July 6	Two miles west of station.	Fort Niagara.....	Rowboat, Niagara, Ontario.....		
July 7	One-third mile northwest of station.	Charlotte.....	Sloop.....		
July 11	One-sixth mile southeast of station.	Cleveland.....	Launch, Cleveland, Ohio.....		
July 13	Three miles west of station.	.....do.....	Catboat Iris, Cleveland.....		
July 21	Two hundred yards north of station.	Charlotte.....	Sailboat Slider, Charlotte, N. Y.....		
July 26	Two miles southwest of station.	Buffalo.....	Sailboat Jennie Orr, Buffalo, N. Y.....		
July 26	One-half mile west by south of station.	Erie.....	Yawl Marvel, Erie, Pa.....		
July 29	One-quarter mile northwest of station.	Buffalo.....	Slp. Echota, Buffalo, N. Y.....		
July 30	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.....		
Aug. 14	One-quarter mile southwest of station.	Big Sandy.....	Sc. M. J. Wilcox, Cape Vincent, N. Y.....	Failing.....	28
Aug. 14	Middle chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
Aug. 22	.....do.....	.....do.....	Shanty boat, Louisville, Ky.....		
Aug. 23	One-quarter mile northeast of station.	Charlotte.....	Sailboat, Charlotte, N. Y.....		
Aug. 28	Falls of the Ohio.....	Louisville.....	Skiff, Louisville, Ky.....		
Sept. 8	Middle chute, Falls of the Ohio.	.....do.....	.....do.....		
Sept. 15	Four miles northeast of station.	Charlotte.....	Slp. y. Anotoek, Charlotte, N. Y.....		
Sept. 19	Falls of the Ohio.....	Louisville.....	Sailboat and canoe, Louisville, Ky.....		
Sept. 21	.....do.....	.....do.....	Barge, Louisville, Ky.....		
Sept. 22	.....do.....	.....do.....	Sailboat Valiant, Louisville, Ky.....		
Sept. 22	.....do.....	.....do.....	Sailboat Defender, Louisville, Ky.....		
Oct. 3	.....do.....	.....do.....	Skiff, Cincinnati, Ohio.....		
Oct. 6	One mile northeast of station.	Charlotte.....	Sloop No. 10, Charlotte, N. Y.....		
Oct. 6	Three-quarters of a mile south-southwest of station.	Erie.....	Launch Florence, Erie, Pa.....		
Oct. 6	One and one-half miles northwest of station.	Buffalo.....	Yt. Jane, Cleveland, Ohio.....		
Oct. 16	Seven miles southwest of station.	Fairport.....	Seow, Buffalo, N. Y.....		
Oct. 23	One mile west of station.	Buffalo.....	Sc. Paisley, Duluth, Minn.....	Johnson.....	1,046
Nov. 3	Three-quarters of a mile west of station.	Erie.....	Slp. Jackson Kaeler, Erie, Pa.....		
Nov. 7	Three-quarters of a mile southwest of station.	Cleveland.....	Steam derrick, Cleveland, Ohio.....		
Nov. 10	One-quarter mile west-northwest of station.	Erie.....	Sailboat Agnes, Erie, Pa.....		
Nov. 14	Three-quarters of a mile east of station.	Ashtabula.....	Sc. F. M. Knapp, Port Huron, Mich.....	King.....	384
Dec. 20	One-fifth mile northwest of station.	Louisville.....	Shanty boat, Cincinnati, Ohio.....		
Dec. 31	Falls of the Ohio.....	.....do.....	Flat, Louisville, Ky.....		
1902.					
Feb. 5	.....do.....	.....do.....	Shanty boat, Louisville, Ky.....		
Feb. 27	One-quarter mile southwest of station.	Fort Niagara.....	Rowboat, Fort Niagara, N. Y.....		

of 1901-2—Continued.

ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip .....		\$600		\$600	\$600		5	5			
do .....		25		25	25		3	3			
do .....		50		50	50		3	3			
Sunk in harbor.....		250		250		\$250	2	1	1		
Cleveland to Rocky River, Ohio.		100		100	100		3	3			
Pleasure trip .....		75		75	75		1	1			
Capsized .....		250		250	250		3	3			
do .....		400		400	400		5	5			
In Buffalo Harbor....		1,000		1,000	1,000		2	2			
Fishing trip.....		10		10	10		1	1			
Oswego to Woodville, N. Y.	Coal	2,000	\$360	2,360	2,360		3	3			
In Louisville Harbor..		10		10	10		1	1			
Louisville, Ky., to Arkansas River.		20		20	20		1	1			
Pleasure trip .....		25		25	25		1	1			
do .....		10		10	10		3	3			
Fishing trip .....		5		5	5		4	4			
Pleasure trip.....		600		600	600		4	4			
do .....		70		70	70		2	2			
Adrift.....		500		500	500						
Pleasure trip .....		50		50	50		2	2			
do .....		75		75	75		3	3			
Cincinnati, Ohio, to Mound City, Ill.		5		5	5		2	2			
Pleasure trip.....		60		60	60		1	1			
do .....		1,400		1,400	1,400		2	2			
Parted chain and stranded.		1,200		1,200	1,200		3	3			
Amherstburg, Canada, to Ashtabula, Ohio.	Stone	14,000	400	14,400	14,375	25					
Erie, Pa., to Buffalo, N. Y.		35,000		35,000	30,000	5,000	7	7		2	2
Pleasure trip .....		50		50	50		5	5			
Parted line and stranded.		5,000		5,000	4,900	100	8	8			
Pleasure trip .....		150		150	150		2	2			
Ashtabula, Ohio, to Port Huron, Mich.		7,000		7,000	6,000	1,000	5	5			
Cincinnati, Ohio, to New Orleans, La.	Miscellaneous.	50	150	200	200		2	2			
	Coal	250	40	290	290		3	3			
Port Fulton, Ind., to Louisville, Ky.	Household goods.	300	100	400	400		2	2			
Adrift.....		5		5	5		4	4			

Table of casualties, season

## DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Apr. 19	One-fifth mile south of station.	Fort Niagara .....	Scow .....	.....	.....
Apr. 23	One-half mile northeast of station.	Charlotte .....	Sc. Reuben Dond, Detroit, Mich.	Ure .....	324
Apr. 23	One-sixth mile east-northeast of station.	Erie .....	Sc. L. S. Hammond, Ogdensburg, N. Y.	Anderson ..	329
Apr. 26	Three-quarters mile east of station.	Ashtabula .....	Sc. Pretoria, Port Huron, Mich.	Starky .....	2,790
Apr. 27	Falls of the Ohio.....	Louisville .....	Skiff, Jeffersonville, Ind.	.....	.....
May 8	Two and one-half miles north of station.	Fort Niagara .....	Str. Alert, <sup>a</sup> Cape Vincent, N. Y.	Hinkley .....	10
May 10	One-half mile west of station.	Oswego.....	Str. Iona, <sup>b</sup> Pictou, Ontario.	Digmault ..	157
May 21	One-quarter mile south of station.	Fort Niagara .....	Lighter May Bird, Toronto, Canada.	.....	.....
May 22	One-fifth mile northwest of station.	Buffalo .....	Launch, Buffalo, N. Y.	.....	.....
May 22	One-quarter mile northeast of station.	Cleveland .....	Catboat Iris, Cleveland, Ohio.	.....	.....
June 8	One mile west of station.	Point Marblehead.	Launch Guest, Sandusky, Ohio.	.....	.....
June 12	One-fifth mile northwest of station.	Buffalo .....	Scow, Buffalo, N. Y.	.....	.....
June 15	Two miles northwest of station.	Cleveland .....	Slp. Au Revoir, Rocky River, Ohio.	.....	.....
June 15	Falls of the Ohio.....	Louisville .....	Str. Tarascon, Louisville, Ky.	Zoll .....	660
June 20	Indiana chute, Falls of the Ohio.	.....do .....	Flat, Louisville, Ky.	.....	.....
June 21	One-half mile northeast of station.	Charlotte .....	Sloop, Charlotte, N. Y.	.....	.....
June 21	One-half mile southeast by east of station.	Erie .....	St. y. Arrow, Erie, Pa.	.....	.....
June 21	One-quarter mile southeast of station.	Cleveland .....	Launch, Cleveland, Ohio.	.....	.....
June 23	Indiana chute, Falls of the Ohio.	Louisville .....	Rowboat, Louisville, Ky.	.....	.....
June 26	Two miles south of station.	Big Sandy .....	Launch Lepoolo, Syracuse, N. Y.	.....	.....
June 26	One-half mile northeast of station.	Cleveland .....	Sailboat Mogul, Cleveland, Ohio.	.....	.....
June 28	One-half mile east of station.	Point Marblehead.	Dredge, <sup>c</sup> Venice, Ohio.	.....	.....
June 29	Three-quarters mile west of station.	Cleveland .....	Sc. y. Odd Fellow, Cleveland, Ohio.	.....	.....
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 11.—EMBRACING

1901.					
July 3	Four miles southeast of station.	Duluth .....	Launch Alice A., Duluth, Minn.	.....	.....
July 4	Sixteen miles northwest of station.	Marquette .....	Launch, Marquette, Mich.	.....	.....
July 5	False Presque Isle Point.	Middle Island .....	Str. Waverly, Sandusky, Ohio.	Kirby .....	1,104
July 5	.....do.....	.....do .....	Str. Venus, Fairport, Ohio.	Butts .....	3,719
July 9	One-half mile northeast of station.	Sand Beach .....	Slp. Can't Tell, Harbor Beach, Mich.	.....	.....
July 16	Five miles north by west of station.	.....do .....	Str. Richard Martini, Detroit, Mich.	Estell .....	299
July 18	Two-thirds mile south-southeast of station.	Duluth .....	Catboat, Duluth, Minn.	.....	.....
July 20	Three miles east of station.	Hammonds Bay ..	Sc. Aunt Ruth, Port Huron, Mich.	Campbell ..	111

<sup>a</sup> Disabled, drifting, and helpless, requiring the assistance of life-saving crew.<sup>b</sup> Vessel on fire; one person burned to death.

of 1901-2—Continued.

ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Adrift.....		\$5		\$5	\$5		3	3			
Fair Haven, N. Y., to Toronto, Ontario.	Coal.....	5,000	\$3,000	8,000	7,800	\$200	7	7			
Oswego, N. Y., to Toledo, Ohio.	.....do.....	2,000	2,000	4,000	3,500	500	6	6			
Escanaba, Mich., to Ashtabula, Ohio.	Iron ore..	100,000	12,000	112,000	107,000	5,000	8	8			
Pleasure trip.....		5		5	5		2	2			
Dalhousie, Ontario, to Dexter, N. Y.		800		800	795	5	2	2			
On fire at dock.....	Coal.....	12,000	1,000	13,000	2,800	10,200	8	8			
Adrift.....	Fertilizer.	100	50	150	150						
Pleasure trip.....		400		400	400		2	2		2	2
.....do.....		100		100	100		3	3			
Marblehead to Lakeside, Ohio.		800		800	790	10	1	1			
Pleasure trip.....		10		10	10		4	4			
Rocky River to Cleveland, Ohio.		800		800	750	50	5	5			
Adrift.....		20,000		20,000	19,800	200	15	15			
Fishing trip.....		20		20	20		2	2			
Capsized.....		60		60	60		1	1			
Pleasure trip.....		600		600	600		8	8			
.....do.....		300		300	275	25	3	3			
.....do.....		65		65	65		4	4			
Stranded and sunk.....		1,000		1,000	970	30	2	2			
Capsized.....		125		125	125		2	2	1	1	
Adrift.....		3,000		3,000	3,000		2	2			
Dragged anchor.....		500		500	500						
.....		219,685	19,100	238,785	216,180	22,605	205	204	1	5	5

LAKES HURON AND SUPERIOR.

In Duluth Harbor.....		\$500		\$500	\$350	\$150					
Marquette to Pine River, Mich.	Provisions	2,000	\$300	2,300	1,900	400	9	9			
Toledo, Ohio, to Racine, Wis.	Coal.....	20,000	2,000	22,000	20,650	1,350	13	13			
Ashtabula, Ohio, to Two Harbors, Minn.	.....do.....	200,000	9,500	209,500	191,500	18,000	20	20			
Pleasure trip.....		50		50	50		2	2			
Oscoda, Mich., to Sandusky, Ohio.	Lumber..	3,500	3,600	7,100	5,900	1,200	9	9			
Capsized.....		15		15	15		1	1			
Port Huron to Spenses Dock, Mich.	Lumber..	1,000	630	1,630	1,430	200	4	4			

<sup>c</sup>In dangerous position, from which life-saving crew assisted to extricate her.

Table of casualties, season

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
July 20	Two-fifths mile south-southwest of station.	Marquette.....	Rowboat, Marquette, Mich.	.....	.....
July 22	One-half mile southwest of station.	Duluth .....	Shell, Duluth, Minn .....	.....	.....
July 24	Two miles south of station.	.....do .....	Launch Newsboy, Duluth, Minn.	.....	.....
July 25	One and one-half miles northwest of station.	Sand Beach .....	St. y. Greta, Lexington, Mich.	.....	.....
Aug. 3	Three miles east of station.	Hammonds Bay ..	Sc. J. Duvall, Port Huron, Mich.	McKnight ..	131
Aug. 7	One hundred yards north of station.	Ship Canal .....	Fish boat, Hancock, Mich	.....	.....
Aug. 10	An Sable Reef.....	Ottawa Point.....	Str. Waverly, Sandusky, Ohio.	Kirby .....	1,104
Aug 25	One-quarter mile southeast of station.	Thunder Bay Island.	Yt. Caribou, Bay City, Mich.	.....	.....
Aug. 30	Nine miles northeast of station.	Ottawa Point.....	Sc. Boseobel, Port Huron, Mich.	Young.....	503
Aug. 30	One hundred yards south by east of station.	Marquette.....	Lighter, Marquette, Mich	.....	.....
Sept. 7	Two and one-half miles south by east of station.	Lake View Beach.	Str. John H. Pauly, Detroit, Mich.	Cael .....	259
Sept. 7	.....do.....	.....do .....	Sc. Marion W. Page, Cleveland, Ohio.	Moore .....	749
Sept. 7	.....do.....	.....do .....	Str. Wawatam, Duluth, Minn.	Phillips....	1,856
Sept. 7	.....do.....	.....do .....	Barge 202, Duluth, Minn.	Barron .....	948
Sept. 7	.....do.....	.....do .....	Sc. Amaranth, Detroit, Mich.	Briggs.....	272
Sept. 7	Two and three-quarters miles south by east of station.	.....do .....	Str. Sarnia, Sarnia, Ontario.	Moore .....	85
Sept. 7	One and one-half miles southeast of station.	Sand Beach.....	Sc. John Wesley, Port Huron, Mich.	Frederickson.	302
Sept. 7	Two and one-quarter miles east of station.	Pointe aux Barques.	Sc. Andrew Jackson, Port Huron, Mich.	Gleason ...	198
Sept. 7	One hundred yards east of station.	Vermilion Point..	Launch Lydia May, Sault Ste. Marie, Mich.	.....	.....
Sept. 8	One mile southeast of station.	Sand Beach .....	Sc. Vienna, Bowmanville, Ontario.	Rutherford	135
Sept. 8	One-half mile northwest of station.	Vermilion Point..	Str. W. H. Gilbert, Detroit, Mich.	Cowley .....	2,860
Sept. 8	.....do.....	.....do .....	Sc. Carrington, Duluth, Minn.	Olsen .....	3,180
Sept. 13	Three-quarters of a mile north-northwest of station.	Ottawa Point.....	Slp. y. Vera, East Tawas, Mich.	.....	.....
Sept. 15	One-third mile north-northwest of station.	.....do .....	Slp. y. Nepahwin, Bay City, Mich.	.....	.....
Sept. 16	Four miles north-northwest of station.	Sand Beach.....	Str. Bannockburn, Montreal, Ontario.	Melligan ..	1,620
Sept. 16	Three miles east-northeast of station.	Middle Island .....	Fish boat, Rogers City, Mich.	.....	.....
Sept. 17	Eighteen miles northwest of station.	.....do .....	Sc. George W. Wesley, Port Huron, Mich.	Eberts.....	280
Sept. 17	Eagle Harbor .....	Ship Canal .....	Barge Alexander Holly, Duluth, Minn.	Holdridge ..	2,721
Sept. 24	One-half mile north of station.	Duluth .....	Slcop, Duluth, Minn .....	.....	.....
Sept. 25	Ship Canal.....	Ship Canal .....	Sc. Paisley, Duluth, Minn.	Johnston ..	1,046
Sept. 30	Seventeen miles north of station.	Sand Beach.....	Sc. Mary D., Port Huron, Mich.	Miller .....	52
Oct. 3	One and one-half miles west of station.	Ottawa Point.....	Slp. y. Nepahwin, Bay City, Mich.	.....	.....
Oct. 5	One and one-half miles southeast of station.	Sand Beach .....	Sc. Queen of the Lakes, Kingston, Ontario.	Staley .....	.....
Oct. 15	Six miles west-northwest of station.	Thunder Bay Island.	Fish boat Maggie Wallace, Alpena, Mich.	.....	.....
Oct. 17	Two and one-half miles east-southeast of station.	Pointe aux Barques.	Sc. Julia Larson, Port Huron, Mich.	Roberts....	59

of 1901-2—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Capsized .....		\$30		\$30	\$30		4	3	1		
Pleasure trip .....		150		150	150		1	1			
Lying at dock .....		250		250	250		1	1			
Forest Bay to Harbor Beach, Mich.		400		400	400		2	2			
	Lumber ..	6,000	\$900	6,900	6,900		5	5			
Struck by a scow and sunk.		100		100	100						
Escanaba, Mich., to Cleveland, Ohio.	Iron ore ..	20,000	3,500	23,500	17,500	\$6,000	13	13			
Bay City to Mackinaw, Mich.		700		700	700		2	2			
Thessalon, Ontario, to Delray, Mich.	Pulp wood	3,000	2,500	5,500	4,200	1,300	7	7			
Lying at moorings .....		2,000		2,000	1,000	1,000					
Midland, Ontario, to Toledo, Ohio.	Laths .....	9,000	3,000	12,000	8,000	4,000	12	12			
Superior, Minn., to Cleveland, Ohio.	Iron ore ..	12,000	7,000	19,000	15,700	3,300	11	11			
Cleveland, Ohio, to Duluth, Minn.		150,000		150,000	150,000		22	22			
do .....		75,000		75,000	74,500	500	7	7			
Midland, Ontario, to Toledo, Ohio.	Laths .....	1,200	3,500	4,700	2,700	2,000	7	7			
Cruising for a tow .....		14,000		14,000	13,800	200	8	8			
Port Huron to Alpena, Mich.		2,500		2,500	900	1,600	8	8		3	9
Alpena to Port Huron, Mich.	Lumber ..	2,500	2,700	5,200	2,200	3,000	7	7		7	49
Parted moorings and stranded.		350		350	350						
Dresden to Collins Inlet, Ontario.		3,000		3,000	2,750	250	5	5		1	4
Duluth, Minn., to Cleveland, Ohio.	Iron ore ..	175,000	9,000	184,000	184,000		30	30			
Two Harbors, Minn., to Cleveland, Ohio.	do .....	150,000	12,750	162,750	162,750		12	12			
Pleasure trip .....		300		300	300		2	2			
Dragged anchors and stranded.		400		400	400						
Buffalo, N. Y., to Fort William, Ontario.	Coal .....	150,000	3,500	153,500	153,250	250	20	20			
Fishing trip .....		300		300	270	30	2	2		2	6
Cheboygan, Mich., to Cleveland, Ohio.	Lumber ..	4,000	3,960	7,960	7,360	600	6	6		2	2
Ashtabula, Ohio, to Duluth, Minn.		100,000		100,000	100,000		9	9			
Adrift .....		25		25	25						
Buffalo, N. Y., to Duluth, Minn.	Steel rails.	60,000	100,000	160,000	159,000	1,000	7	7			
Alpena to Port Sanilac, Mich.	Lumber ..	250	450	700	375	325	3	3		1	1
Point Lookout to Tawas Bay, Mich.		400		400	400						
Toledo, Ohio, to Blind River, Ontario.	Coal .....	5,000	1,200	6,200	6,150	50	7	7			
Turnbulls Mill to Alpena, Mich.	Cedar and scrap iron.	50	25	75	65	10	1	1			
Grand Marais to Harbor Beach, Mich.	Lumber ..	1,000	700	1,700	1,200	500	4	4		2	4

Table of casualties, season

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
Oct. 18	One-half mile northwest of station.	Ottawa Point.....	Catboat.....	.....	.....
Oct. 19	Two miles southeast of station.	Middle Island....	St. y. Maryette, Cleveland, Ohio.	.....	.....
Oct. 19	Three miles west of station.	Crisps.....	Sc. Montgomery, Sandusky, Ohio.	Duff.....	649
Oct. 19	One quarter mile south of station.	Grand Marais....	Sailboat, Grand Marais, Mich.	.....	.....
Oct. 26	One mile northwest of station.	Sand Beach.....	Sloop, Harbor Beach, Mich.	.....	.....
Oct. 31	Two and one-half miles east of station.	Pointe aux Barques.	Str. C. Hickox, Toledo, Ohio.	Hyde.....	208
Nov. 5	One-half mile southeast of station.	Grand Marais....	Str. J. W. Westcott, <sup>a</sup> Detroit, Mich.	Davidson..	18
Nov. 5	Two and one-half miles south of station.	Duluth.....	Skiff, West Superior, Wis.	.....	.....
Nov. 7	One-half mile southwest of station.	Marquette.....	Lighter, Marquette, Mich.	.....	.....
Nov. 8	One-quarter mile northwest of station.	Ottawa Point.....	Sailboat Sunshine, Tawas City, Mich.	.....	.....
Nov. 8	Two hundred and twenty yards east of station.	Grand Marais....	Str. Schoolcraft, Detroit, Mich.	Bourassa..	745
Nov. 8	One-quarter mile northeast of station.	.....do.....	Sc. Keweenaw, Detroit, Mich.	McCarthy..	493
Nov. 11	Scarecrow Island.....	Thunder Bay Island.	Sc. Thomas H. Howland, Milwaukee, Wis.	Purdy.....	298
Nov. 12	Three-quarters mile east-southeast of station.	Sand Beach.....	Sc. John Schuette, Toledo, Ohio.	Hansen....	269
Nov. 12	One and one-quarter miles northwest of station.	.....do.....	Skiff, Harbor Beach, Mich.	.....	.....
Nov. 13	Three miles east-northeast of Pointe aux Barques station.	Pointe aux Barques and Sand Beach.	Str. Emerald, Buffalo, N. Y.	May.....	348
Nov. 21	One-quarter mile northwest of station.	Duluth.....	Skiff, Duluth, Minn.....	.....	.....
Nov. 26	One-quarter mile south of station.	Grand Marais.....	Sailboat, Munising, Mich.	.....	.....
Dec. 2	Three-quarters of a mile southwest of station.	Middle Island....	Sc. Ann Maria, Milwaukee, Wis.	Swinburn..	256
1902.					
Apr. 7	Two miles northeast of station.	Bois Blanc.....	Str. Chas. R. Van-Hise, Duluth, Minn.	Campau... 5,117	
Apr. 7	One and one-half miles west of station.	Vermilion Point..	Sc. Annie M. Peterson, Chicago, Ill.	Bough.....	631
Apr. 9	Nine and one-half miles west of station.	Grand Marais.....	Str. Crescent City, Duluth, Minn.	Robinson... 4,213	
Apr. 9	.....do.....	.....do.....	Barge 130, Duluth, Minn.	Morey.....	1,310
Apr. 23	Three-quarters mile southeast of station.	Sand Beach.....	Lighter Harbor Beach, Mich.	.....	.....
Apr. 23	One and one-half miles west-northwest of station.	Thunder Bay Island.	Fish boat Maggie Wallace Alpena, Mich.	.....	.....
Apr. 26	Sand Beach Harbor.....	Sand Beach.....	Sc. H. W. Sage, Buffalo, N. Y.	Kelley.....	848
Apr. 26	One mile north-northwest of station.	Ottawa Point.....	Sc. Ida Keith, Buffalo, N. Y.	Hall.....	489
Apr. 26	Two miles south by west of station.	Marquette.....	Sc. Mary N. Bourke, Marquette, Mich.	Hanley....	920
Apr. 29	Five miles west of Crisps station.	Crisps and Two Heart River.	Str. J. T. Hutchinson, Cleveland Ohio.	Smith.....	3,734
May 7	One-half mile south of station.	Sand Beach.....	Skiff, Harbor Beach, Mich.	.....	.....
May 9	Two and one-half miles west-southwest of station.	Grindstone City..	Fish boat Viola, Port Austin, Mich.	.....	.....
May 9	Fifteen miles west of station.	Grand Marais.....	Sc. Lizzie A. Law, Cleveland, Ohio.	Werner....	747
May 22	Eight miles southwest of station.	Ottawa Point.....	Sc. John Magee, Buffalo, N. Y.	Gordon....	331

<sup>a</sup> Disabled, requiring assistance.



of 1901-2—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Capsized .....	Groceries ..	\$40	\$15	\$55	\$50	\$5	1	1			
Cleveland, Ohio, to Kewaunee, Wis.		3,500		3,500	3,300	200	4	4			
Ashland, Wis., to Cleveland, Ohio.	Lumber ..	7,000	10,000	17,000		17,000	7	7		1	8
Dragged anchor and stranded.		80		80	80						
Adrift.....		45		45	45						
Cutler, Canada, to Toledo, Ohio.	Laths.....	10,000	2,500	12,500	12,100	400	10	10			
Towing in harbor.....		4,000		4,000	3,975	25	3	3			
Adrift.....		5		5	5						
do.....		800		800	800						
do.....		20		20	20						
Tonawanda, N. Y., to Baraga Mich.		60,000		60,000	60,000		12	12			
do.....		28,000		28,000	27,950	50	7	7			
Blind River, Canada, to Detroit, Mich.	Pulp wood	5,000	1,250	6,250	4,950	1,300	6	6			
Alpena, Mich., to Toledo, Ohio.	Lumber ..	2,500	3,000	5,500	5,000	500	6	6			
Capsized .....		5		5	5		1	1		1	1
Alpena to Detroit, Mich.	Lumber ..	9,000	4,000	13,000	8,250	4,750	9	9			
Adrift.....		5		5	5		1	1			
Munising to Grand Marais, Mich.		600		600	595	5	1	1			
Buffalo, N. Y., to Milwaukee, Wis.	Coal .....	2,500	2,400	4,900	4,250	650	7	7			
Duluth, Minn., to Chicago, Ill.	Iron ore ..	300,000	22,500	322,500	319,625	2,875	25	25			
Chicago, Ill., to Ashland, Wis.		18,000		18,000	18,000		7	7			
Marquette, Mich., to Cleveland, Ohio.	Iron ore ..	360,000	12,000	372,000	370,500	1,500	27	27			
do.....	do .....	90,000	6,000	96,000	94,100	1,900	7	7			
Adrift.....		25		25	25						
Alpena to Sugar Island, Mich.		50		50	50		1	1		1	1
Ashland, Wis., to Toledo, Ohio.	Iron ore ..	15,000	6,000	21,000	19,750	1,250	7	7			
Saginaw, Mich., to Duluth, Minn.		8,000		8,000	8,000		7	7			
Duluth, Minn., to Tonawanda, N. Y.	Lumber ..	15,000	25,000	40,000	32,000	8,000	8	8			
Port Williams, Ontario, to Buffalo, N. Y.	Wheat.....	220,000	144,480	364,480	364,480		21	21			
Adrift.....		20		20	20						
Broke from moorings and stranded.		300		300	250	50					
Toledo, Ohio, to Duluth, Minn.	Coal .....	11,000	3,200	14,200	13,700	500	8	8		8	8
Alabaster, Mich., to Cleveland, Ohio.	Plaster rock.	3,000	2,000	5,000	4,920	80	6	6			

Table of casualties, season

## DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
May 25	One-fifth mile east of station.	Sand Beach .....	Se. J. Duvall, Port Huron, Mich.	Frame.....	131
May 27	Four miles west-southwest of station.	Thunder Bay Island.	Sc. Vienna, Bowmanville, Ontario.	Hunter....	135
June 7	One and one-half miles northeast of station.	Duluth .....	Str. Thomas Wilson, Duluth, Minn.	Cameron ..	1,713
June 7	do.....	do.....	Str. George G. Hadley, Chicago, Ill.	Fitzgerald.	2,073
June 9	Six miles northwest of station.	Sand Beach .....	St. y. Greta, <sup>a</sup> Harbor Beach, Mich.	.....	.....
June 13	Thirteen miles west-southwest of station.	Grindstone City..	Str. Adventure, Port Huron, Mich.	Conlin.....	141
June 13	Seven miles east of station.	Vermilion Point..	Str. Portage, Buffalo, N. Y.	Rice.....	1,608
June 26	One-quarter mile south of station.	Sand Beach .....	Skiff, Harbor Beach, Mich.	.....	.....
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 12—EMBRACING

1901.					
July 1	Two hundred yards south of station.	Beaver Island ....	Sc. Swan, St. Joseph, Mich.	Guenthner	23
July 6	Two miles east of station.	Racine .....	Skiff, Racine, Wis .....	.....	.....
July 7	One mile east of station..	Holland .....	Catboat, Macatawa Park, Mich.	.....	.....
July 9	One-half mile north-northwest of station.	Ludington .....	Str. Sport, Grand Haven, Mich.	Moran.....	45
July 9	One and one-half miles north of station.	Milwaukee .....	Launch Rover, Milwaukee, Wis.	.....	.....
July 11	Off station .....	Two Rivers.....	Str. Katzenjamer, Two Rivers, Wis.	.....	.....
July 16	One hundred yards northeast of station.	Muskegon .....	Scow, Muskegon, Mich ..	.....	.....
July 23	Eight miles south-southwest of station.	Manistee .....	Sc. Ida Jane, Manistee, Mich.	Murphy ...	13
July 27	One and one-half miles east of station.	Chicago .....	Slp. Peeps the Second, Chicago, Ill.	.....	.....
July 27	Two miles southeast of station.	Racine .....	Yt. Terror, <sup>a</sup> Racine, Wis.	.....	.....
July 28	Three and one-half miles southeast of station.	Chicago .....	Slp. Le Chat Noir, Chicago, Ill.	.....	.....
July 28	One-quarter mile northeast of station.	Old Chicago .....	Yacht, Chicago, Ill .....	.....	.....
July 31	One-fifth mile west of station.	Frankfort .....	Launch Lenore, Frankfort, Mich.	.....	.....
Aug. 3	Three and one-half miles north of station.	Manistee .....	Launch Santa Maria, Manistee, Mich.	.....	.....
Aug. 5	Three miles west of station.	Michigan City....	Lighter, Michigan City, Ind.	.....	.....
Aug. 6	Four and one-half miles south of station.	Grand Haven ....	Launch Lula M., Spring Lake, Mich.	.....	.....
Aug. 10	Two miles south of station.	Old Chicago .....	Se. y. Starlight, Chicago, Ill.	Eastman ..	30
Aug. 12	One and one-quarter miles north of station.	Point Betsie .....	St. y. Uno, Chicago, Ill ..	.....	.....
Aug. 17	Three miles north of station.	Old Chicago .....	Sailboat, Chicago, Ill ..	.....	.....
Aug. 17	One and one-half miles northeast of station.	Milwaukee .....	Sloop, Milwaukee, Wis ..	.....	.....
Aug. 20	One hundred yards east of station.	Manistee .....	Launch Edna T., Manistee, Mich.	.....	.....
Aug. 23	One-fifth mile west of station.	Holland .....	Slp. Delroe, Douglas, Mich.	.....	.....

<sup>a</sup> Disabled, requiring the assistance of life-saving crew.

of 1901-2—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Charlevoix to Harbor Beach, Mich.	Lumber ..	\$2,000	\$1,200	\$3,200	\$3,200	.....	5	5	.....	.....	.....
Spanish River to Dresden, Ontario.	.....do.....	2,000	1,500	3,500	3,500	.....	6	6	.....	.....	.....
Duluth, Minn., to Chicago, Ill.	Iron ore ..	200,000	7,000	207,000	.....	\$207,000	20	11	9	.....	.....
Cleveland, Ohio, to Duluth, Minn.	Coal .....	100,000	9,000	109,000	89,000	20,000	17	17	.....	.....	.....
Port Hope to Harbor Beach, Mich.	.....	400	.....	400	395	5	4	4	.....	.....	.....
Alabaster, Mich., to Cleveland, Ohio.	Alabaster.	5,000	1,000	6,000	5,930	70	9	9	.....	.....	.....
Duluth, Minn., to Buffalo, N. Y.	Flour, wheat and copper.	30,000	40,000	70,000	70,000	.....	20	20	.....	.....	.....
Adrift.....	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....
.....	.....	2,688,885	474,760	3,163,645	2,848,315	315,330	563	553	10	33	101

LAKE MICHIGAN.

Charlevoix to St. James, Mich.	General ..	\$1,500	\$100	\$1,600	\$1,600	.....	3	3	.....	.....	.....
Pleasure trip.....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
.....do.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Hamlin to Ludington, Mich.	.....	5,000	.....	5,000	5,000	.....	6	6	.....	.....	.....
Parted cable and stranded.	.....	150	.....	150	.....	\$150	.....	.....	.....	.....	.....
Sunk at dock.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Adrift.....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Ludington to Manistee, Mich.	.....	500	.....	500	470	30	2	2	.....	2	10
Pleasure trip.....	.....	350	.....	350	350	.....	3	3	.....	.....	.....
.....do.....	.....	200	.....	200	200	.....	3	3	.....	.....	.....
Capsized.....	.....	500	.....	500	500	.....	4	4	.....	.....	.....
.....do.....	.....	30	.....	30	30	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	3,500	.....	3,500	3,400	100	2	2	.....	.....	.....
.....do.....	.....	600	.....	600	600	.....	1	1	.....	.....	.....
Dragged anchor and stranded.	Gravel.....	800	75	875	870	5	15	15	.....	.....	.....
Pleasure trip.....	.....	400	.....	400	395	5	5	5	.....	.....	.....
Benton Harbor, Mich., to Chicago, Ill.	.....	4,000	.....	4,000	4,000	.....	5	5	.....	.....	.....
Leland to Chicago, Ill.	.....	350	.....	350	300	50	3	3	.....	3	3
Capsized.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
.....do.....	.....	175	.....	175	175	.....	3	3	.....	.....	.....
Manistee to Onkama, Mich.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	150	50	1	1	.....	.....	.....

Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master	Tonnage.
1901.					
Aug. 23	One-half mile east of station.	Holland .....	Catboat, Macatawa Park, Mich.	.....	.....
Aug. 23	Sixty-five yards south-east of station.	Evanston .....	Sloop, Evanston, Ill	.....	.....
Aug. 26	One-fifth mile west of station.	South Haven .....	Canoe, South Haven, Mich.	.....	.....
Aug. 30	Off station .....	Frankfort .....	Sc. E. M. Stanton, Chicago, Ill.	Johnson ...	152
Sept. 2	Two miles south of station.	Sheboygan .....	Sailboat, Sheboygan, Wis	.....	.....
Sept. 5	Two-sevenths mile east of station.	Frankfort .....	Fish boat Sea Bird, Frankfort, Mich.	.....	.....
Sept. 7	Four miles south-south-west of station.	Manistee .....	Sc. Mary L., Grand Haven, Mich.	Fitch .....	30
Sept. 7	One-quarter mile east of station.	Racine .....	St. y. Dewey, Racine, Wis.	.....	.....
Sept. 7	One and one-half miles northeast of station.	Milwaukee .....	Sc. Monitor, Erie, Pa.	Eriksen .....	307
Sept. 7	Nine miles northwest of station.	Sturgeon Bay Canal.	Yacht, Menominee, Mich	.....	.....
Sept. 8	Seventeen miles north of station.	Milwaukee .....	Sc. Mary Ellen Cook, Milwaukee, Wis.	Olsen .....	132
Sept. 9	One-quarter mile northeast of station.	Chicago .....	Sloop, South Chicago, Ill.	.....	.....
Sept. 9	Near breakwater .....	Milwaukee .....	Sc. Commerce, Grand Haven, Mich.	Mullen .....	327
Sept. 15	One-third mile east of station.	Frankfort .....	Sloop, Frankfort, Mich.	.....	.....
Sept. 15	Two hundred feet south of station.	Muskegon .....	Pile driver, Muskegon, Mich.	.....	.....
Sept. 15	One hundred yards west of station.	Michigan City ...	Slp. Michigan City, Ind.	.....	.....
Sept. 22	Four miles north of station.	Old Chicago .....	Str. Post Boy, Sandusky, Ohio.	Vanderhof ..	91
Sept. 23	Nine miles west of station	Beaver Island ...	Sc. Swan, Grand Haven, Mich.	Guenthner ..	23
Sept. 24	One-fifth mile southwest of station.	.....do .....	Rowboat, Beaver Island, Mich.	.....	.....
Sept. 24	Twenty miles northwest of station.	White River .....	Sc. Kate Lyons, Grand Haven, Mich.	Morse .....	201
Sept. 25	Manistee Harbor .....	Manistee .....	Sc. Mary E. Packard, Milwaukee, Wis.	Anderson ..	10
Sept. 28	One mile northeast of station.	Chicago .....	Rowboat, Chicago, Ill.	.....	.....
Sept. 29	One-quarter mile north of station.	Frankfort .....	Sc. Swan, Grand Haven, Mich.	Guenthner ..	23
Sept. 29	Three miles west-south-west of station.	Michigan City ...	Lighter, Michigan City, Ind.	.....	.....
Sept. 29	Fourteen miles north of station.	Milwaukee .....	Sc. Ellen Ellinwood, Grand Haven, Mich.	Flagsta .....	157
Oct. 4	Off station .....	South Chicago ...	Sc. Henry Cowles, Milwaukee, Wis.	Matson .....	94
Oct. 5	One-quarter mile west of station.	Holland .....	Slp. y. Ethel III, Grand Rapids, Mich.	.....	.....
Oct. 6	Three miles north of station.	Milwaukee .....	Slp. y. Neva, Chicago, Ill.	Bailey .....	17
Oct. 8	Two miles west of station.	Baileys Harbor ...	Str. Thomas Wilson, Duluth, Minn.	Cameron .....	1,713
Oct. 13	One mile east of station.	Chicago .....	Launch Eva Leonard, Chicago, Ill.	.....	.....
Oct. 14	Three and one-half miles north-northeast of station.	Plum Island .....	Sailboat, Detroit Harbor, Wis.	.....	.....
Oct. 15	One-quarter mile east of station.	Sturgeon Bay Canal.	Sc. Cynthia Gordon, Milwaukee, Wis.	Jepson .....	44
Oct. 18	Two miles northwest of station.	White River .....	Str. State of Michigan, Chicago, Ill.	Oliver .....	736
Oct. 19	Two hundred yards east of station.	St. Joseph .....	Yt. Gazelle, St. Joseph, Mich.	.....	.....
Oct. 19	One and one-half miles northeast of station.	Milwaukee .....	Slp. Irene, Milwaukee, Wis.	.....	.....
Oct. 20	Ten miles north of station.	.....do .....	Str. C. B. Lockwood, Cleveland, Ohio.	Dobson .....	2,323

of 1901-2—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$50		\$50	\$50		2	2			
Capsized.....		30		30	30		5	5			
Pleasure trip.....		5		5	5		2	2			
Traverse Bay, Mich., to Chicago, Ill.	Lumber..	1,500	\$2,000	3,500	3,400	\$100	6	6			
Capsized.....		90		90	90		2	1	1		
.....do.....		100		100	100		1	1			
Manistee to Grand Haven, Mich.	Shingles..	600	500	1,100	1,020	80	3	3			
Pleasure trip.....		175		175	175		2	2			
Empire, Mich., to Milwaukee, Wis.	Wood.....	500	450	950	890	60	3	3			
Menominee, Mich., to Sturgeon Bay, Wis.		500		500	300	200	10	10			
Chicago, Ill., to Milwaukee, Wis.		2,000		2,000	1,200	800	5	5			
Pleasure trip.....		30		30	30		1	1			
Sheboygan, Mich., to Chicago, Ill.	Cedar ties and posts.	3,500	4,000	7,500	7,500		7	7			
Capsized.....		50		50	45	5	1	1			
In Muskegon harbor.....		6,000		6,000	6,000						
Pleasure trip.....		20		20	20		2	2			
.....do.....		8,000		8,000	7,800	200	4	4			
Garden Island to St. Joseph, Mich.	Cedar posts.	1,500	140	1,640	1,630	10	2	2			
Pleasure trip.....		15		15	15		2	2			
East Jordan to Muskegon, Mich.	Slabs.....	1,500	600	2,100	2,010	90	5	5			
Pierport, Mich., to Port Washington, Wis.	Wood.....	1,000	300	1,300	1,300		4	4			
Adrift.....		40		40	40		1	1			
St. James to St. Joseph, Mich.	Cedar posts.	1,600	150	1,750	1,650	100	2	2			
Dragged anchors and stranded.	Gravel....	800	50	850	850		10	10			
Harbor Spring, Mich., to Milwaukee, Wis.	Bark and wood.	1,000	345	1,345		1,345	4	4			
Frankfort, Mich., to South Chicago, Ill.	Sawdust..	600	200	800	750	50	3	3			
Macatawa to Grand Haven, Mich.		500		500	400	100	3	3			
Chicago, Ill., to Sheboygan, Wis.		1,500		1,500	1,500		4	4			
Chicago, Ill., to Escanaba, Mich.		165,000		165,000	150,000	15,000	20	20			
Pleasure trip.....		400		400	400		2	2			
Capsized.....		75		75	75		1	1	1	1	
Hedgehog Harbor to Greenbay, Wis.	Wood.....	600	135	735	735		4	4			
Muskegon to Manistee, Mich.		30,000		30,000		30,000	14	14		14	14
Lying at moorings.....		300		300	300		1	1			
Adrift.....		75		75	75						
Cleveland, Ohio, to Milwaukee, Wis.	Coal.....	70,000	4,530	74,530	63,330	11,200	19	19			

Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1901.					
Oct. 26	Two-sevenths of a mile southeast of station.	Sturgeon Bay Canal.	Sc. Cora, Marquette, Mich.	Lackland..	44
Oct. 29	One and one-half miles northeast of station.	Chicago .....	Launch Eva Grace, Chicago, Ill.	.....	.....
Oct. 30	Eighty yards west of station.	Sturgeon Bay Canal.	Launch Bouquet, U. S. Government.	.....	.....
Nov. 3	Sturgeon Bay Canal entrance.	..... do.....	Sc. D. K. Clint, Detroit, Mich.	Peltier.....	729
Nov. 6	Three-quarters mile northeast of station.	Grand Haven ....	Str. A. B. Taylor, Grand Haven, Mich.	Dunbar.....	40
Nov. 10	One mile west of station.	Baileys Harbor ...	Str. Peoria, Grand Haven, Mich.	Bonner.....	166
Nov. 13	One-half mile south-southwest of station.	Beaver Island ...	Sc. Anna O. Hanson, Milwaukee, Wis.	Elder.....	185
Nov. 13	Eight miles south of station.	Baileys Harbor ...	Sc. Geo. W. Westcott, Grand Haven, Mich.	Olsen.....	122
Nov. 17	One-seventh mile west of station.	Pentwater.....	Str. R. J. Gordon, Grand Haven, Mich.	Smith.....	121
Nov. 22	Four-sevenths mile southwest of station.	Muskegon.....	Sc. Lettie May, Grand Haven, Mich.	Ludwig....	45
Nov. 30	Five miles northwest of station.	Charlevoix.....	Sc. Nellie Johnson, Grand Haven, Mich.	Johnson...	41
Dec. 1	Three-eighths mile west-northwest of station.	Grand Haven ....	Small boat, Muskegon, Mich.	.....	.....
Dec. 5	Six miles east of station..	Baileys Harbor ...	Sc. Challenge, Milwaukee, Wis.	Jackson ...	87
Dec. 21	One-quarter mile west of station.	Ludington.....	Str. Pere Marquette No. 16, Saginaw, Mich.	Thompson..	1,938
1902.					
Jan. 17	.....do.....	.....do.....	Str. Pere Marquette No. 3, Port Huron, Mich.	Dority.....	924
Mar. 30	Three and one-half miles south of station.	Manistee.....	Sc. Anna O. Hanson, Milwaukee, Wis.	Bigwood ..	185
Apr. 6	Two hundred yards east of station.	South Manitou Island.	Str. M. C. Neff, Milwaukee, Wis.	Gunderson	276
Apr. 7	Off station .....	Pentwater.....	Slp. M. M. B., Frankfort, Mich.	.....	.....
Apr. 11	Three-quarters mile north of station.	Frankfort.....	Scow, Frankfort, Mich. ..	.....	.....
Apr. 11	One mile east of station..	Chicago.....	Rowboat, Chicago, Ill. ...	.....	.....
Apr. 26	Three miles north of station.	Frankfort.....	Sc. Lake Forest, Chicago, Ill.	Kettears....	300
Apr. 29	Two miles north of station.	Plum Island.....	Str. Annie D., Milwaukee, Wis.	Wilson....	20
May 6	Eight miles south of station.	Charlevoix.....	Sc. Swan, Grand Haven, Mich.	Guentlmer	23
May 7	Three hundred yards east of station.	St. Joseph.....	Sloop, St. Joseph, Mich. ...	.....	.....
May 8	Three and one-half miles south of station.	Charlevoix.....	Sc. Volunteer, Grand Haven, Mich.	Snow.....	23
May 10	One-half mile west-northwest of station.	South Haven.....	Str. Edward S. Pease, Cleveland, Ohio.	Sloan.....	715
May 11	One-half mile southwest of station.	.....do.....	Slp. Spray, South Haven, Mich.	.....	.....
May 14	Seventy yards west of station.	Grand Haven.....	Str. C. J. Bos, Grand Haven, Mich.	Verduin ...	34
May 18	One and one-half miles south of station.	Plum Island.....	Str. Alex. McDougall, Duluth, Minn.	Kilby.....	3,686
May 22	Two and three-quarters miles southeast of station.	.....do.....	Bge. No. 137, Duluth, Minn.	.....	2,480
May 22	.....do.....	.....do.....	Str. James B. Colegate, Duluth, Minn.	Watson.....	1,713
May 25	Two and one-half miles northeast of station.	Chicago.....	Rowboat, Chicago, Ill. ...	.....	.....
May 25	Two miles southeast of station.	Racine.....	Launch, Racine, Wis. ....	.....	.....
May 28	One mile east of station..	Milwaukee.....	Skiff, Milwaukee, Wis. ...	.....	.....
June 2	Three miles north of station.	Charlevoix.....	Str. M. Sicken, Port Huron, Mich.	Kuhn.....	212
June 2	Three miles south of station.	.....do.....	Str. City of Charlevoix, Duluth, Minn.	Richardson.	835

of 1901-2—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Algoma to Egg Harbor, Wis.		\$800		\$800	\$700	\$100	2	2			
Pleasure trip		1,800		1,800	1,800		2	2			
Sunk at moorings		250		250	250						
Huron, Ohio, to Manitowoc, Wis.	Coal	12,000	\$3,600	15,600	15,600		7	7			
Burned at dock		8,000		8,000		8,000					
Charlevoix, Mich., to Chicago, Ill.	Lumber	1,500	1,500	3,000		3,000	6	6		6	12
Traverse Bay, Mich., to Milwaukee, Wis.	Wood	1,200	900	2,100	2,100		5	5			
Jacksonport to Milwaukee, Wis.	do	2,500	500	3,000	2,950	50	4	4			
Pentwater, Mich., to Milwaukee, Wis.	Potatoes	10,000	4,200	14,200	14,200		9	9			
Manistee to South Haven, Mich.	Lumber	500	700	1,200	1,190	10	3	3			
Charlevoix to St. James, Mich.	Provisions	1,000	200	1,200	1,150	50	2	2			
Adrift		1,000		1,000	1,000		4	4			
Milwaukee to Washington Island, Wis.	Merchandise	2,000	1,500	3,500	2,600	900	2	2		2	2
Milwaukee, Wis., to Ludington, Mich.	General	200,000	25,000	225,000	173,500	51,500	36	35	1		
do	Merchandise and grain.	90,000	30,000	120,000	70,000	50,000	37	37		20	20
Two Rivers, Wis., to Manistee, Mich.		1,500		1,500	1,500		4	4		5	11
Empire, Mich., to Milwaukee, Wis.	Lumber	20,000	1,000	21,000	21,000		12	12			
Keweenaw, Wis., to Frankfort, Mich.	Oats	300	125	425	425		2	2		2	2
Dragged anchor and stranded.	Stone	150	20	170	150	20	1	1			
Pleasure trip.		35		35	35		1	1			
East Tawas, Mich., to Milwaukee, Wis.	Cedar ties.	5,000	4,000	9,000	7,200	1,800	7	7			
Fishing trip.		1,000		1,000	1,000		6	6			
Ludington to Beaver Island, Mich.	Salt	1,600	200	1,800	1,450	350	3	3			
Capsized		25		25	25		2	2		2	2
Traverse City to Glen Haven, Mich.		1,000		1,000	985	15	3	3		2	10
Manistee, Mich., to South Chicago, Ill.	Salt	24,000	36,000	60,000	59,200	800	12	12			
Pleasure trip		100		100	100		2	2			
Grand Haven to Holland, Mich.		4,000		4,000	4,000		5	5			
South Chicago, Ill., to Escanaba, Mich.		125,000		125,000	125,000		24	24			
do		150,000		150,000	150,000		8	8			
do		200,000		200,000	200,000		20	20			
Fishing trip		25		25	25		2	2			
Pleasure trip		2,500		2,500	2,500		27	27			
do		20		20	20		2	2			
Marine City to East Jordan, Mich.		10,600		10,600	10,600		9	9			
Chicago, Ill., to Charlevoix, Mich.	Merchandise.	60,000	1,000	61,000	61,000		56	56			

Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
June 2	One and three-quarters miles northeast of station.	Milwaukee .....	Skiff, Milwaukee, Wis .....		
June 2	Two miles north-northeast of station.	.....do .....	Sc. y. Thistle, Chicago, Ill.	Brown.....	49
June 3	One-seventh mile south of station.	Two Rivers.....	Str. Julia C. Hammond, Milwaukee, Wis.	Leipkey ...	28
June 5	Six miles north of station.	Milwaukee .....	Str. Delaware, Erie, Pa.....	O'Neill .....	1,731
June 8	One-quarter mile east-southeast of station.	St. Joseph.....	Rowboat, St. Joseph, Mich.		
June 11	One hundred and thirty-five yards south of station.	Sturgeon Bay Canal.	Sc. Thomas C. Wilson, Milwaukee, Wis.	Codding...	30
June 15	Five and one-half miles south of station.	Ludington.....	Sc. Swan, Grand Haven, Mich.	Guenthner.	23
June 15	One-third mile west-northwest of station.	South Haven .....	Sip. Spray, South Haven, Mich.		
June 18	One-half mile west of station.	Charlevoix .....	Sailboat, Charlevoix, Mich.		
June 21	Seven miles north of station.	Beaver Island ...	Sc. Swan, Grand Haven, Mich.	Guenthner.	23
June 21	One and three-quarters miles northeast of station.	Milwaukee .....	Sailboat, Milwaukee, Wis.		
June 22	One and one-quarter miles northeast of station.	.....do .....	Sip. y. Swan, Milwaukee, Wis.		
June 24	One-half mile northwest of station.	South Haven .....	Rowboat, South Haven, Mich.		
June 25	One and three-quarters miles northeast of station.	Milwaukee .....	Rowboat, Milwaukee, Wis.		
	Total.....	.....	.....		

DISTRICT NO. 13.—EMBRACING

1901.					
July 9	Two miles south-southwest of station.	Umpqua River ...	Sc. Wing and Wing, San Francisco, Cal.	Anderson..	141
July 10	One and one-half miles south-southeast of station.	Cape Disappointment.	Fish boat, Astoria, Oreg.		
July 24	One-sixth mile east of station.	Point Adams .....	.....do .....		
July 31	One-half mile southwest of station.	Coquille River....	Str. Mandalay, San Francisco, Cal.	Reed .....	438
Aug. 25	Three miles southwest of Fort Point Station.	Fort Point and Golden Gate.	Fish boat, San Francisco, Cal.		
Aug. 28	Nine miles south of station.	Coquille River....	Bk. Baroda, Greenock, Scotland.	Marr .....	1,353
Oct. 23	Three-quarters of a mile west of station.	.....do .....	Sc. Albion, San Francisco, Cal.	Larson ....	79
Oct. 23	.....do .....	.....do .....	Sc. Parkersburg, San Francisco, Cal.	Ellingsen..	123
Nov. 6	Two and one-half miles northwest of station.	Point Adams .....	Launch Eagle, Astoria, Oreg.	Keating ...	14
Dec. 3	One mile east of station..	Cape Arago.....	Sc. Gõtoma, San Francisco, Cal.	Olson.....	198
Dec. 4	One mile north of station.	Yaquina Bay .....	Sc. C. H. Wheeler, Astoria, Oreg.	Peterson...	371
Dec. 25	One-quarter mile north of station.	Cape Disappointment.	Skiff, Ilwaco, Wash.....		
Dec. 26	South Bay .....	Humboldt Bay ...	Sailboat .....		
1902.					
Jan. 4	Three-quarters mile southwest of station.	Coquille River....	Str. Mandalay, San Francisco, Cal.	Reed .....	438
Jan. 10	One-half mile south of station.	Humboldt Bay ...	Rowboat .....		
Jan. 12	One-half mile east by north of station.	Fort Point.....	Sc. Carro True, San Francisco, Cal.	Brown.....	21



of 1901-2—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Adrift.....		\$20		\$20	\$20		1	1			
Dragged anchor .....		8,250		8,250	8,200	\$50	5	5			
Adrift.....		3,000		3,000	3,000						
Chicago, Ill., to Milwaukee, Wis. Capsized .....	General ..	50,000	\$13,400	63,400	63,400		18	18			
Algoma, Wis., to Menominee, Mich. .....		400		400	400		2	2			
South Haven to Ludington, Mich. Capsized .....		1,400		1,400	1,400		1	1			
Fishing trip.....		100		100	100		2	2			
Beaver Harbor to Scott Point, Mich. Adrift.....		50		50	50		8	8			
Pleasure trip.....		1,400		1,400	1,300	40	3	3			
.....do.....		20		20	20						
.....do.....		175		175	175		4	4			
.....do.....		30		30	30		2	2			
.....do.....		35		35	35		2	2			
.....		1,322,845	137,420	1,460,265	1,288,850	176,415	606	604	2	59	87

PACIFIC COAST.

San Francisco, Cal., to Gardiner, Ore. Fishing trip.....		\$6,000		\$6,000	\$5,925	\$75	6	6			
.....do.....		500		500	450	50	2	2		2	2
.....do.....		350		350	350		2	2			
Coquille River, Ore., to San Francisco, Cal. Fishing trip.....	Merchandise.	60,000	\$5,000	65,000	65,000		38	38			
Callao, Peru, to Portland, Ore. San Francisco, Cal., to Coquille River, Ore. .....do.....	Merchandise.	185		185	175	10	2	2			
From Astoria, Ore. ..		60,000		60,000	55,000	5,000	25	25			
Marshfield, Ore., to San Francisco, Cal. Nehalem, Ore., to San Francisco, Cal. Fort Canby to Ilwaco, Wash. Humboldt Bay to Eureka, Cal.	Lumber .. .....do.....	4,000		4,000	4,000		5	5			
San Francisco, Cal., to Coquille River, Ore. Pleasure trip.....	Merchandise.	7,000	3,000	10,000	9,950	50	6	6			
San Francisco to Presidio Beach, Cal.		3,000		3,000	3,000		3	3			
San Francisco, Cal., to San Francisco, Cal. Nehalem, Ore., to San Francisco, Cal. Fort Canby to Ilwaco, Wash. Humboldt Bay to Eureka, Cal.	Lumber .. .....do.....	6,000	2,000	8,000	7,860	140	7	7			
San Francisco, Cal., to Coquille River, Ore. Pleasure trip.....	Merchandise.	10,000	4,000	14,000		14,000	4	3	1	3	12
San Francisco to Presidio Beach, Cal.		25		25	25		2	2			
San Francisco, Cal., to Coquille River, Ore. Pleasure trip.....	Merchandise.	50		50	50		1	1			
San Francisco, Cal., to Coquille River, Ore. Pleasure trip.....	Merchandise.	55,000	10,000	65,000	65,000		30	30			
San Francisco to Presidio Beach, Cal.		30		30		30	2	2			
San Francisco to Presidio Beach, Cal.		1,000		1,000	975	25	2	2			

Table of casualties, season  
DISTRICT NO. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Jan. 29	Three and one-half miles southwest of station.	Fort Point.....	Sc. Mary E. Russ, <sup>a</sup> San Francisco, Cal.	Nyman....	235
Feb. 3	Four miles northwest of station.	Petersons Point..	Sc. A. B. Johnson, San Francisco, Cal.	Zeaglehas..	529
Mar. 7	Two miles northwest of station.	Coquille River....	Str. Welcome, Coos Bay, Oreg.	Willard....	30
Mar. 13	One and three-quarters miles south of Golden Gate Park Station.	Golden Gate Park and Southside.	Sc. Reporter, San Francisco, Cal.	Hanson....	350
Apr. 2	One-half mile south of station.	Humboldt Bay...	Sc. Lottie Carson, San Francisco, Cal.	Anderson..	295
Apr. 6	Two hundred and thirty yards east-southeast of station.	Point Bonita.....	Barge, San Francisco, Cal.	.....	.....
Apr. 28	One-half mile south-southwest of station.	Cape Disappointment.	Fish boat, Ilwaco, Wash.	.....	.....
Apr. 28	Three miles east-southeast of station.	.....do.....	Fish boat, Astoria, Oreg.	.....	.....
May 12	One and one-half miles southeast of station.	.....do.....	.....do.....	.....	.....
May 12	.....do.....	.....do.....	.....do.....	.....	.....
May 27	Two miles southeast of station.	.....do.....	.....do.....	.....	.....
May 31	Four miles west of station.	Point Adams.....	.....do.....	.....	.....
June 5	Three-quarters mile south-southwest of station.	Cape Disappointment.	.....do.....	.....	.....
June 7	Four and one-half miles west of station.	Point Adams.....	.....do.....	.....	.....
June 19	Five miles south by east of station.	Southside.....	Sc. Eureka, San Francisco, Cal.	Shaw.....	295
June 20	Three and one-half miles west of station.	Point Adams.....	Fish boat, Astoria, Oreg.	.....	.....
	Total.....	.....	.....	.....	.....

Table of casualties,  
RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	75	\$285,055	\$50,765
District No. 2.....	187	943,375	380,430
District No. 3.....	8	211,300	82,200
District No. 4.....	31	518,050	1,558,815
District No. 5.....	66	608,070	705,525
District No. 6.....	31	359,600	35,420
District No. 7.....	28	1,635,550	1,603,435
District No. 8.....	8	3,440	1,300
District No. 9.....	28	331,695	63,430
District No. 10.....	60	219,685	19,100
District No. 11.....	84	2,688,885	474,760
District No. 12.....	108	1,322,845	137,420
District No. 13.....	32	297,780	29,200
Aggregate.....	746	9,425,330	5,141,800

\* In dangerous position, from which life-saving crew assisted to extricate her.

of 1901-2—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
San Francisco, Cal., to Coos Bay, Oreg.		\$9,000		\$9,000	\$9,000		9	9			
Honolulu, Hawaii, to Aberdeen, Scotland.		38,000		58,000	38,000		9	9			
Coquille City to Bandon, Oreg.	Merchandise.	2,500	\$200	2,700	2,700		4	4			
Grays Harbor, Wash., to San Francisco, Cal.	Lumber ..	9,000	5,000	14,000	380	\$13,670	8	8	4		5
San Pedro to Eureka, Cal.		16,000		16,000	16,000		8	8			
Parted lines and stranded.		1,500		1,500		1,500					
Fishing trip.....		400		400	400		2	2			
.....do.....		400		400	400		2	2			
.....do.....		390		390	390		2	2			
.....do.....		400		400	400		2	2			
.....do.....		400		400	400		2	1	1		
.....do.....		400		400	380	20	2	2			
.....do.....		400		400	400		2	2			
.....do.....		400		400	400		2	2			
San Francisco to Eureka, Cal.		5,000		5,000		5,000	9	9			
Fishing trip.....		450		450	450		2	2			
		297,780	29,200	326,980	287,410	39,570	202	200	2	9	19

season of 1901-2.

LATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
\$335,820	\$326,865	\$8,955	602	602	.....	14	39	1
1,323,805	1,057,265	266,540	759	752	7	158	283	12
293,500	289,650	3,850	49	48	1	13	30	1
2,076,865	1,431,905	644,960	216	216	.....	30	43	4
1,313,595	872,535	441,060	363	361	2	109	198	7
395,020	261,660	133,360	186	186	.....	96	125	6
3,238,985	3,087,195	151,790	290	290	.....	96	186	2
4,740	4,665	75	22	22	.....	12	12	.....
395,125	325,300	69,825	157	157	.....	69	130	5
238,785	216,180	22,605	204	204	1	5	5	.....
3,163,645	2,848,315	315,330	563	553	10	39	112	5
1,460,265	1,283,850	176,415	606	604	2	61	89	5
326,980	287,410	39,570	202	200	2	10	20	3
14,567,130	12,292,795	2,274,335	4,220	4,195	25	b 712	b 1,272	51

<sup>b</sup>These figures include 206 persons to whom succor was given who were not on the vessels embraced in the tables, and 229 days of such succor, as follows:

- District No. 2, 24 persons 26 days.
- District No. 3, 5 persons 5 days.
- District No. 4, 6 persons 7 days.
- District No. 5, 23 persons 24 days.
- District No. 6, 28 persons 28 days.
- District No. 7, 46 persons 58 days.
- District No. 8, 10 persons 10 days.
- District No. 9, 55 persons 57 days.
- District No. 11, 6 persons 11 days.
- District No. 12, 2 persons 2 days.
- District No. 13, 1 person 1 day.

Total... 206                      229



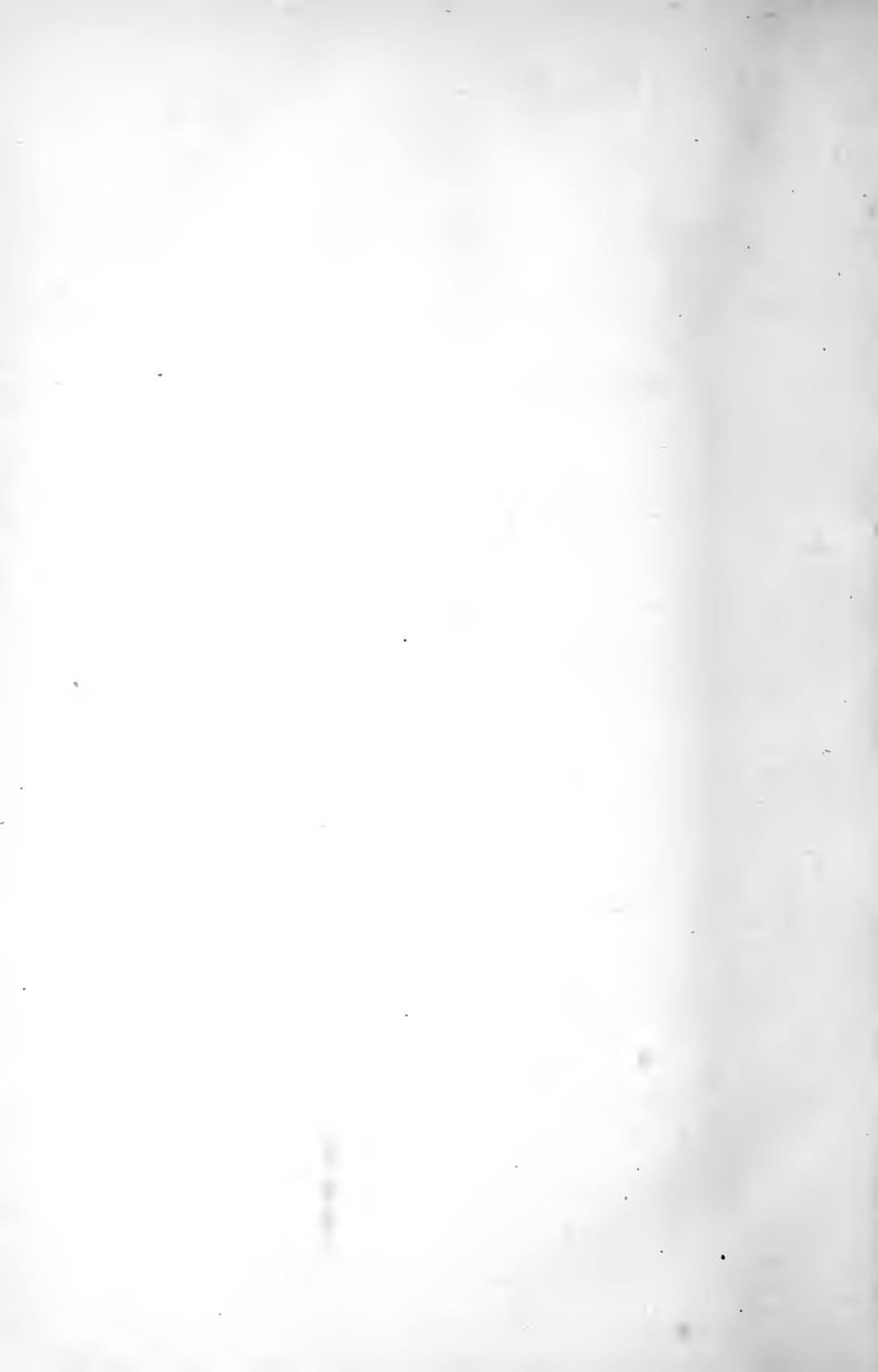
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APPROPRIATIONS AND EXPENDITURES

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# STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1902.

## APPROPRIATION—LIFE-SAVING SERVICE, 1902.

For salaries of superintendents of the life-saving and lifeboat stations and houses of refuge in the several districts on the sea and lake coasts of the United States, as follows:

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

For salaries of 280 keepers of life-saving and lifeboat stations and of houses of refuge.....	245, 100. 00
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For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, and at the building erected on the grounds of the Pan-American Exposition, at Buffalo, N. Y., under authority of the act of Congress approved March 3, 1899, for an exhibit of the United States Life-Saving Service, at the uniform rate of \$65 per month each during the period of actual employment, and \$3 per day for each occasion of service at other times; compensation of volunteers at life-saving and lifeboat stations for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed \$10 for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same, including use of additional land where necessary; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same, and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the United States.....	1, 472, 280. 00
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For Lyle gun, the beach apparatus used with it, and two surfboats of the latest improved construction for use on the coast at or near Cape Nome, Alaska, \$2,000, or so much thereof as may be necessary, to be expended under the direction of the Secretary of the Treasury.....	2, 000. 00
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For a Lyle gun and the necessary beach apparatus used in connection with it, together with a suitable boat, all to be placed at or near Port Day, on the Niagara River, at such point as the General Superintendent of the Life-Saving Service may recommend: <i>Provided</i> , That bond shall be given by proper individuals living in the neighborhood, conditioned for the care and preservation of the same and their application to the saving of life and property .....	\$575.00
Total .....	1, 742, 055. 00

## EXPENDITURES.

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

District No. 1, July 1, 1901, to June 30, 1902 .....	\$1, 600. 00	
District No. 2, July 1, 1901, to June 30, 1902 .....	1, 600. 00	
District No. 3, July 1, 1901, to June 30, 1902 .....	1, 600. 00	
District No. 4, July 1, 1901, to June 30, 1902 .....	1, 800. 00	
District No. 5, July 1, 1901, to June 30, 1902 .....	1, 800. 00	
District No. 6, September 10, 1901, to June 30, 1902.....	1, 291. 30	
District No. 7, July 1, 1901, to June 30, 1902 .....	1, 800. 00	
District No. 8, July 1, 1901, to June 30, 1902 .....	1, 500. 00	
District No. 9, July 1, 1901, to June 30, 1902 .....	1, 600. 00	
District No. 10, July 1, 1901, to June 30, 1902 .....	1, 800. 00	
District No. 11, July 1, 1901, to June 30, 1902 .....	1, 800. 00	
District No. 12, July 1, 1901, to June 30, 1902 .....	1, 800. 00	
District No. 13, July 1, 1901, to June 30, 1902 .....	1, 800. 00	
		\$21, 791. 30
Salaries of 262 keepers, Districts Nos. 1 to 13, inclusive, quarter ending September 30, 1901 .....	57, 885. 34	
Salaries of 263 keepers, Districts Nos. 1 to 13, inclusive, quarter ending December 31, 1901 .....	58, 212. 97	
Salaries of 265 keepers, Districts Nos. 1 to 13, inclusive, quarter ending March 31, 1902 .....	58, 554. 87	
Salaries of 265 keepers, Districts Nos. 1 to 13, inclusive, quarter ending June 30, 1902 .....	58, 873. 35	
		233, 526. 53
Pay of surfmen in District No. 1, from August 1, 1901, to May 31, 1902 .....	59, 304. 11	
Pay of surfmen in District No. 2, from July 1, 1901, to June 30, 1902 .....	131, 181. 43	
Pay of surfmen in District No. 3, from August 1, 1901, to May 31, 1902 .....	33, 800. 00	
Pay of surfmen in District No. 4, from August 1, 1901, to May 31, 1902 .....	126, 733. 14	
Pay of surfmen in District No. 5, from August 1, 1901, to May 31, 1902 .....	174, 197. 90	
Pay of surfmen in District No. 6, from August 1, 1901, to May 31, 1902 .....	77, 442. 19	
Pay of surfmen in District No. 7, from August 1, 1901, to May 31, 1902 .....	136, 932. 42	
Pay of surfmen in District No. 8, from August 1, 1901, to May 31, 1902 .....	3, 900. 00	
Pay of surfmen in District No. 9, from August 1, 1901, to May 31, 1902 .....	31, 974. 14	
Pay of surfmen in District No. 10, from July 1, 1901, to June 30, 1902 .....	45, 379. 17	
Pay of surfmen in District No. 11, from July 1 to December 12, 1901, and from April 5 to June 30, 1902.....	73, 077. 22	
Pay of surfmen in District No. 12, from July 1 to December 5, 1901, and from April 1 to June 30, 1902.....	105, 356. 08	
Pay of surfmen in District No. 13, from July 1, 1901, to June 30, 1902 .....	83, 918. 56	



Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 2 .....	\$1.50	
District No. 5 .....	17.00	
District No. 6 .....	8.00	
District No. 10 .....	3.00	
District No. 12 .....	12.00	
		\$41.50
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1 .....	\$35.60	
District No. 2 .....	51.00	
District No. 5 .....	18.00	
District No. 6 .....	32.50	
District No. 7 .....	21.00	
District No. 8 .....	15.00	
District No. 10 .....	23.00	
District No. 12 .....	121.50	
		317.60
		\$1,083,555.46
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	4,663.64	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	24,449.59	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	7,458.75	
		36,571.98
Apparatus .....	7,980.86	
Books, charts, stationery, advertising, etc.....	1,832.62	
Care of stations pending appointment of keepers .....	937.38	
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	5,536.04	
Compensation for special services, labor, etc.....	27,721.16	
Draft animals.....	9,386.03	
Equipments .....	11,495.34	
Freight, packing, storage, telegraphing, etc.....	3,841.93	
Fuel and water for stations .....	22,293.39	
Furniture.....	7,347.21	
Medals .....	1,870.26	
Protection of stations from encroachment of the sea.....	2,023.02	
Rebuilding, repair, and improvement of stations .....	42,509.53	
Removal of stations .....	802.27	
Rents .....	5,419.60	
Repairs to apparatus, equipments, and furniture.....	1,984.09	
Sites for stations .....	290.35	
Subsistence of persons rescued from wrecked vessels.....	95.60	
Supplies .....	15,510.90	
Telephones, telephone lines, and their maintenance .....	15,912.12	
Transporting apparatus to and from wrecks, at stations where horses are not kept .....	419.40	
Traveling expenses of officers .....	10,432.08	
		195,641.18
Pay of keeper and 10 surfmen at the station on the grounds of the Pan-American Exposition at Buffalo, N. Y., during the months of July, August, September, October, and November, 1901.....		3,141.07
Apparatus, etc., for Cape Nome, Alaska.....		642.38
Apparatus, etc., for Port Day, Niagara River.....		8.11
Total expenditures from appropriation "Life-Saving Service, 1902" .....		1,574,878.01
Balance of available funds July 1, 1902 .....		167,176.99
		1,742,055.00

At the beginning of the fiscal year there remained on hand, available from the appropriation of the preceding year, the following:

Unexpended balance, July 1, 1901.....	\$94,324.12
To which repayments have been made amounting to .....	1,827.18
	<hr/>
Total available funds .....	96,151.30

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, 1901,” available as above .....		\$96,151.30
		<hr/>
Pay of superintendent, sixth district, June 1 to 21, 1901.....		92.31
Pay of keepers in sixth district, June 1 to 30, 1901 .....		1,335.60
Pay of lost check drawn by B. S. Rich, late superintendent sixth district, in favor of Chas. A. Massey, surfman at Isle of Wight station .....	\$65.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at stations:		
District No. 1 .....	\$54.00	
District No. 2 .....	50.80	
District No. 5 .....	10.50	
District No. 6 .....	12.00	
District No. 7 .....	21.00	
District No. 8 .....	54.00	
District No. 9 .....	9.00	
		<hr/>
		211.30
		<hr/>
		276.30
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882 .....	3,233.11	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882 .....	11,264.90	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882 .....	4,662.76	
		<hr/>
		19,160.77
Apparatus .....	23,361.62	
Books, charts, stationery, advertising, etc.....	120.88	
Care of stations pending appointment of keepers.....	50.00	
Compensation for special services, labor, etc .....	1,423.71	
Draft animals .....	435.64	
Equipments.....	778.74	
Freight, packing, storage, telegraphing, etc .....	2,936.67	
Fuel and water for stations .....	485.05	
Furniture .....	1,421.26	
Rebuilding, repair, and improvement of stations .....	21,620.76	
Rents .....	1,379.20	
Repairs to apparatus, equipments, and furniture.....	195.67	
Sites for stations .....	607.66	
Supplies .....	2,248.91	
Telephones, telephone lines, and their maintenance .....	1,549.85	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	83.50	
Traveling expenses of officers .....	1,118.78	
		<hr/>
		59,817.90
		<hr/>
Total expenditures from appropriation “Life-Saving Service, 1901” .....	80,682.88	
Balance of available funds July 1, 1902 .....	15,468.42	
		<hr/>
		96,151.30

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1900, the following:

“Life-Saving Service, 1900” .....	\$37,303.25
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The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1900, were as follows:

"Life-Saving Service, 1900," available as above .....	\$37,303.25
Pay of keeper of Jones Beach station, fourth district, September 1 to 7, 1899 .....	\$17.12
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	\$444.00
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	600.00
	1,044.00
Equipments.....	56.00
Freight, packing, storage, telegraphing, etc.....	88.19
Rebuilding, repair, and improvement of stations.....	20.00
Repairs to apparatus, equipments, and furniture.....	7.19
Supplies .....	8.20
Telephones, etc .....	15.00
	194.58
Total expenditures from appropriation "Life-Saving Service, 1900" .....	1,255.70
Balance unexpended June 30, 1902 .....	36,047.55

This unexpended balance of \$36,047.55 was carried to the surplus fund June 30, 1902.

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

'Site, Long Branch Life-Saving Station:'	
Balance available July 1, 1901.....	\$13,070.92

There were no expenditures during the year from this appropriation, and the balance on hand June 30, 1902, remained the same.

"Rebuilding and improving life-saving stations (proceeds of sales):"	
Balance available July 1, 1901.....	\$9,088.78
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 .....	596.45
Total available funds June 30, 1902.....	9,685.23

There have been no expenditures during the year from the latter appropriation.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1902, were therefore as follows:

"Life-Saving Service, 1902".....	\$1,574,878.01
"Life-Saving Service, 1901" .....	80,682.88
"Life-Saving Service, 1900" .....	1,255.70
	1,656,816.59
Less the following:	
Repayments to appropriations:	
"Life-Saving Service, 1901" .....	\$1,827.18
Excess of deposits, appropriation, "Rebuilding and improving life-saving stations (proceeds of sales)" .....	596.45
	2,423.63
Total net expenditures of the Service .....	1,654,392.96

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1902, available as heretofore stated, the following balances:

"Life-Saving Service, 1902" .....	\$167, 176. 99
"Life-Saving Service, 1901" .....	15, 468. 42
"Life-Saving Service, 1900" .....	36, 047. 55
"Site, Long Branch Life-Saving Station" .....	13, 070. 92
"Rebuilding and improving life-saving stations (proceeds of sales)" .....	9, 685. 23

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1902, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants.....	\$1, 657, 072. 37
To which should be added the following amounts, as shown on page 298 of the report for 1901:	
In hands of George A. Bartlett, disbursing clerk, June 30, 1901:	
"Life-Saving Service, 1901" .....	\$4, 823. 21
In hands of B. S. Rich, disbursing agent, June 21, 1901, the date of his death:	
"Life-Saving Service, 1901" .....	1, 527. 50
	<u>6, 350. 71</u>
	1, 663, 423. 08

Less the following amounts:

In the hands of the disbursing clerk June 30, 1902:	
"Life-Saving Service, 1901" .....	38. 56
"Life-Saving Service, 1902" .....	3, 166. 41
Amounts reappropriated and expended by warrants, not included in the foregoing statement.....	81. 90
Payment from appropriation "Life-Saving Service, 1901," entered on books of the Life-Saving Service last fiscal year, but not entered on books of Division of Bookkeeping and Warrants until present fiscal year, as shown on page 298 of the report for 1901....	5, 743. 25
	<u>9, 030. 12</u>

Net expenditures from appropriations for the year..... 1, 654, 392. 96

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

APPROPRIATIONS.

"Salaries, office Life-Saving Service, 1902" .....

\$42, 780. 00

EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service .....

\$42, 552. 83

Amount unexpended .....

227. 17

42, 780. 00

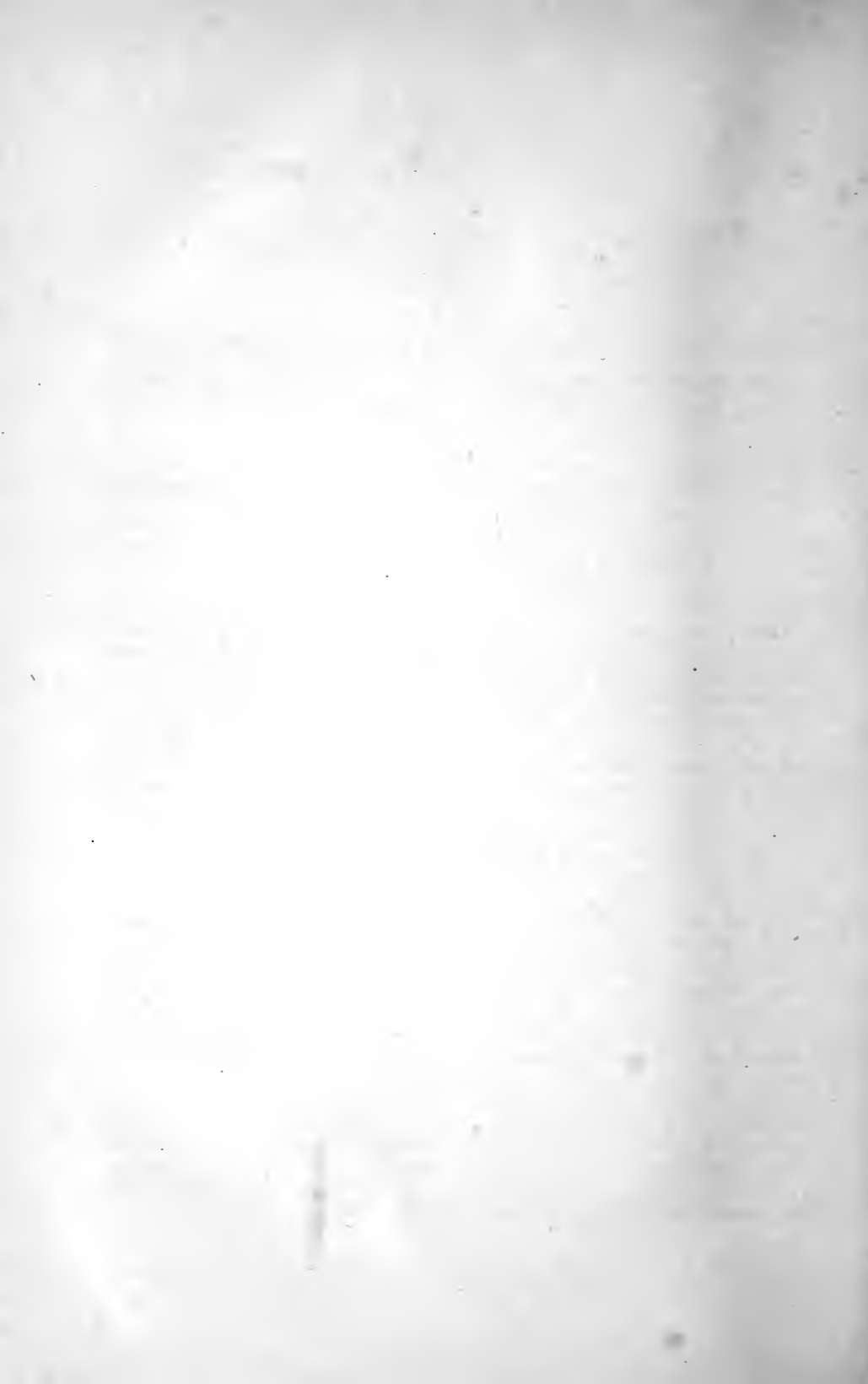
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INSTRUCTIONS TO MARINERS IN CASE  
OF SHIPWRECK.

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# INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK, WITH INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE COASTS OF THE UNITED STATES.

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

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## GENERAL INFORMATION.

Life-saving stations and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the lake coasts, as shown in the list in the latter part of this book, the latitude and longitude being given as far as determined.

Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the seaboard.

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

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

All life-saving stations are fully supplied with boats, wreck guns, beach apparatus, restoratives, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews. A keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast, with a view of ascertaining whether any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

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

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

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing into danger he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or, should the vessel be ashore, to let the crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned on board, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away on the other part of his beat.

*Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts, where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished.* Often when comparatively smooth at sea a dangerous surf is running, which is not perceptible three or four hundred yards offshore, and the surf, when viewed from a vessel, never appears so dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ships' boats.

The difficulties of rescue by operations from the shore are greatly increased when the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life are correspondingly lessened.

#### INSTRUCTIONS.

##### RESCUE WITH THE LIFEBOAT OR SURFBOAT.

The patrolman, after discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water or the lighter surfboat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented, and the captain of the vessel should remain on board to preserve order until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw it overboard.



## RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

Should it be inexpedient to use either the lifeboat or surfboat, recourse will be had to the wreck gun and beach apparatus for the rescue by the breeches buoy or the life car.

A shot with a small line attached will be fired across your vessel.

Get hold of the line as soon as possible and haul on board until you get a tail block with a whip or endless line rove through it. This tail block should be hauled on board as quickly as possible to prevent the whip drifting off with the set of the current or fouling with wreckage, etc. Therefore, if you have been driven into the rigging, where but one or two men can work to advantage, cut the shot line and run it through some available block, such as the throat or peak halyard block, or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

Attached to the tail block will be a tally board, with the following directions in English on one side and French on the other:

“Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot line, see that the rope in the block runs free, and show signal to the shore.”

The above instructions being complied with, the result will be as shown in fig. 1.

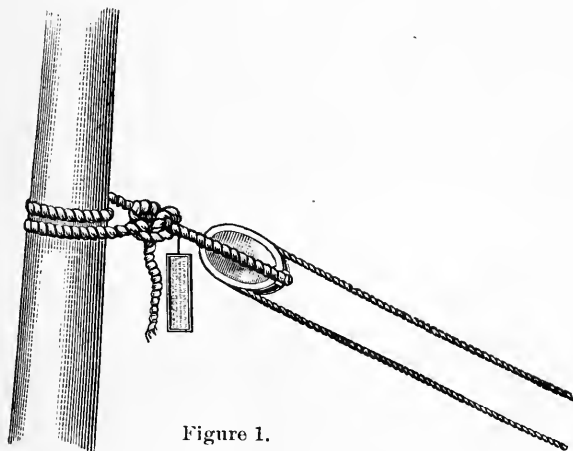


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent on to the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

“Make this hawser fast about two feet above the tail block; see all clear, and that the rope in the block runs free, and show signal to the shore.”

These instructions having been obeyed, the result will be as shown in fig. 2.

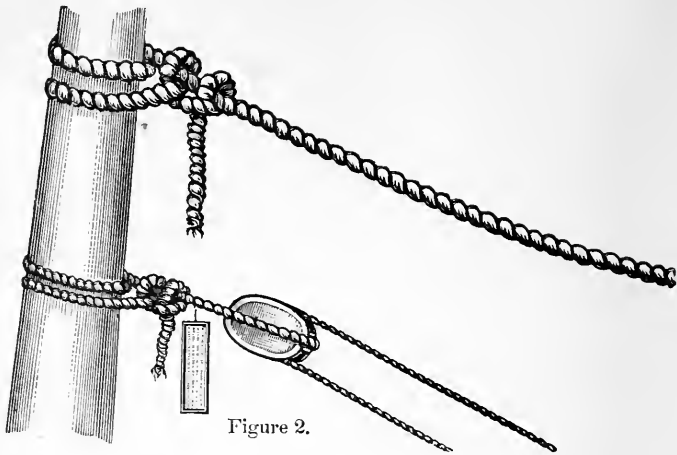


Figure 2.

*Take particular care that there are no turns of the whip line round the hawser; to prevent this, take the end of the hawser UP BETWEEN the parts of the whip before making it fast.*

When the hawser is made fast, the whip cast off from the hawser, and your signal seen by the life-saving crew, they will haul the hawser taut and by means of the whip will send off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

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

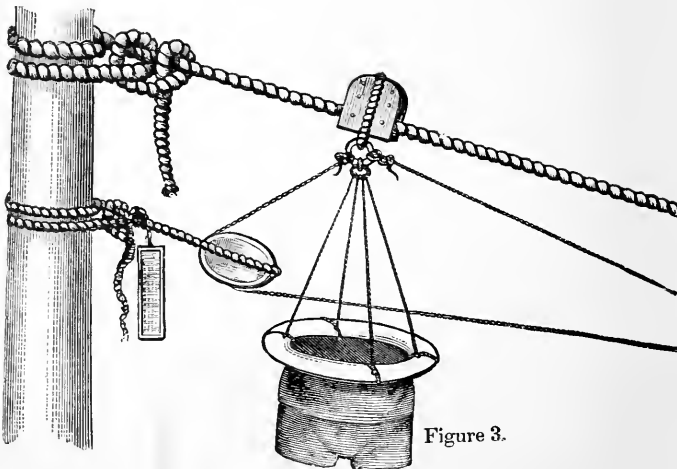


Figure 3.

If the breeches buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life car, remove the hatch, place as many persons in it as it will hold (four to six), and

secure the hatch on the outside by the hatch bar and hook, signal as before, and the buoy or car will be hauled ashore. This operation will be repeated until all are landed. On the last trip of the life car the hatch must be secured by the inside hatch bar.

In many instances two men can be landed in the breeches buoy at the same time, by each putting a leg through a leg of the breeches and holding on to the lifts of the buoy.

Children, when brought ashore by the buoy, should be in the arms of elder persons or securely lashed to the buoy. Women and children should be landed first.

In signaling, as directed in the foregoing instructions, if in the day-time, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

Circumstances may arise, owing to the strength or set of the long-shore current, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches buoy or life car will be hauled off by the whip, or sent off to you by the shot line, and you will be hauled ashore through the surf.

If your vessel is stranded through the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the life-saving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman may have to return to his station, perhaps three or four miles distant, and the life-saving crew draw the apparatus or surfboat through the sand or over bad roads to the place where your vessel is stranded.

Lights on the beach will indicate their arrival, and the sound of cannon firing from the shore may be taken as evidence that a line has been fired across your vessel. Therefore, upon hearing the cannon, make strict search aloft, fore and aft, for the shot line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck gun, and the first shot seldom fails.

#### RECAPITULATION.

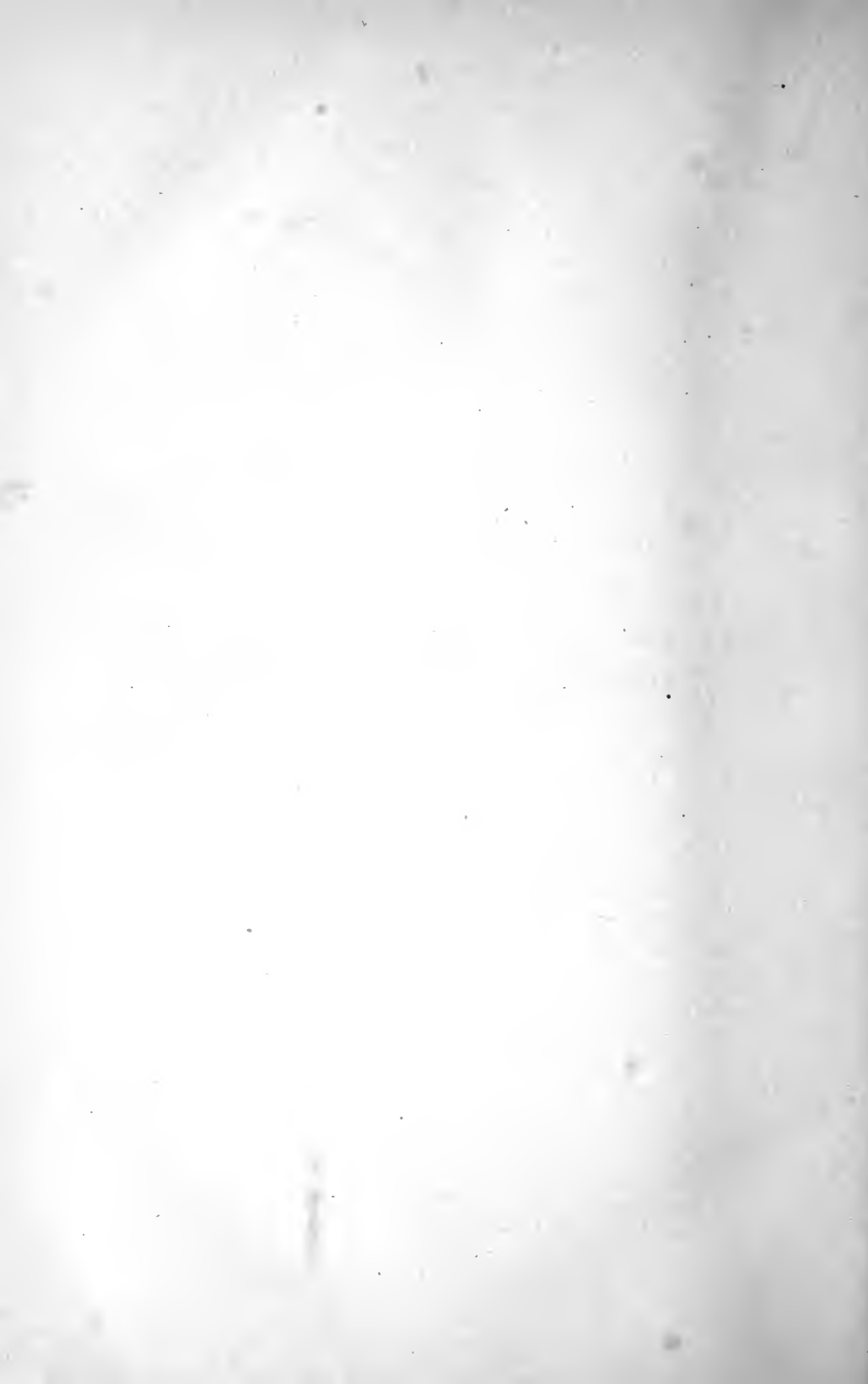
Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns of the whip line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of bringing you and your people safely to land.



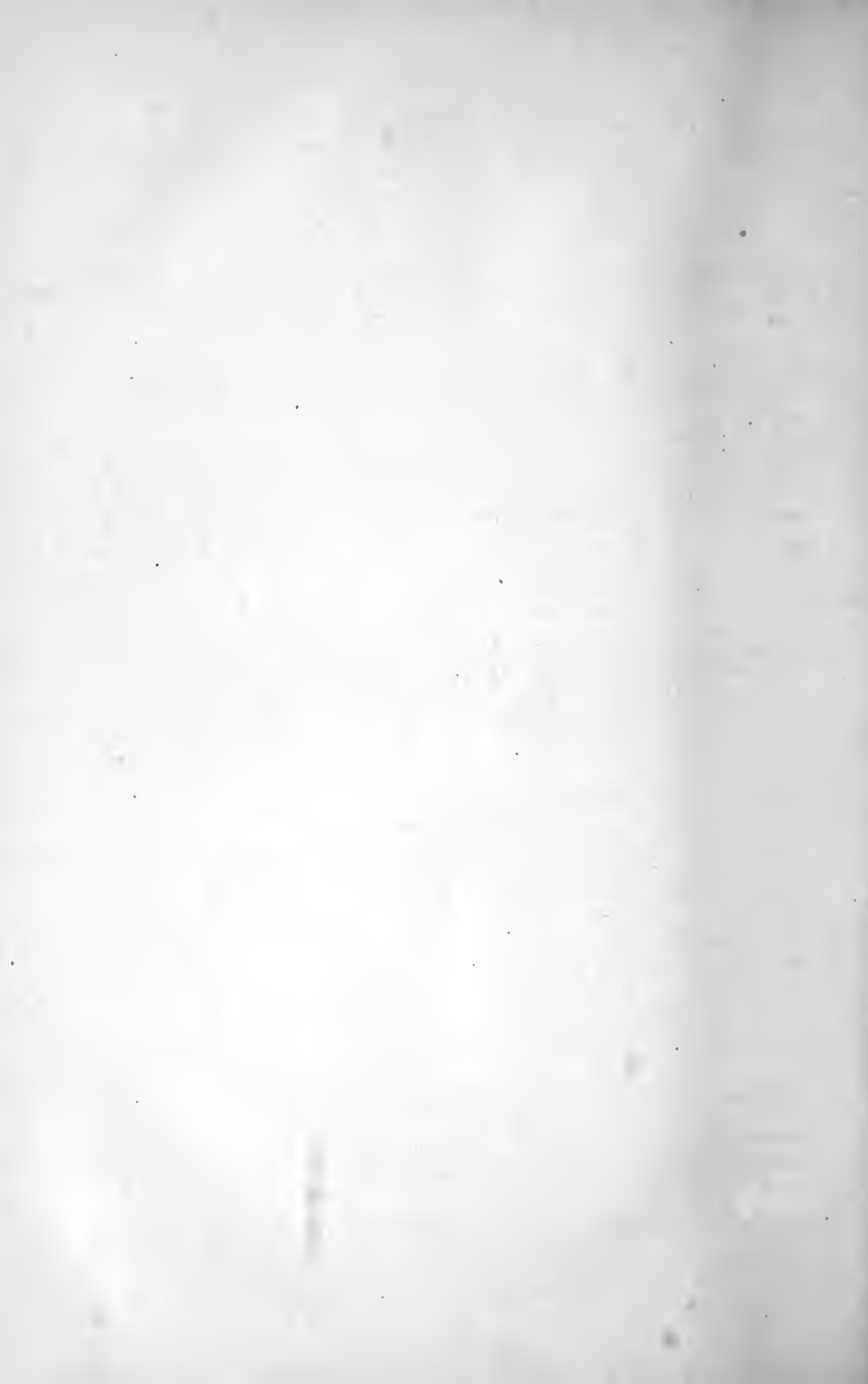
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LIST OF LIFE-SAVING DISTRICTS AND  
STATIONS IN THE UNITED STATES.

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# LIFE-SAVING DISTRICTS AND STATIONS.

## FIRST DISTRICT.—COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position. <sup>a</sup>	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Quoddy Head.....	Me .....	Carrying Point Cove .....	44 48 40	66 58 50
Cross Island.....	Me .....	Off Machiasport.....	44 36 45	67 16 30
Crumple Island.....	Me .....	Off Jonesport.....	44 26 40	67 36 10
Cranberry Isles.....	Me .....	Little Cranberry Island, off Mount Desert .....	44 15 30	68 12 40
White Head.....	Me .....	On southwest end White Head Island .....	43 58 40	69 08 00
Burnt Island.....	Me .....	Off mouth St. Georges River .....	43 52 20	69 17 40
Damariscope Island.....	Me .....	On the west shore of Damariscope Harbor.....	43 45 20	69 37 00
Hunniwells Beach.....	Me .....	On west side mouth Kennebec River.....	43 45 00	69 46 55
Cape Elizabeth.....	Me .....	Near the Lights.....	43 33 58	70 12 00
Fletchers Neck.....	Me .....	Biddeford Pool, Fletchers Neck.....	43 26 30	70 20 30
Jerrys Point.....	N. H.....	Southeast point Great Island, Portsmouth Harbor.....	43 03 30	70 42 45
Wallis Sands.....	N. H.....	One and three-fourths miles south of Odiorne's Point.....	43 01 15	70 41 00
Rye Beach.....	N. H.....	North end of Rye Beach.....	42 59 30	70 45 20
Great Boars Head.....	N. H.....	One and one-half miles north of Great Boars Head.....	42 56 20	70 47 40

## SECOND DISTRICT.—COAST OF MASSACHUSETTS.

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

<sup>a</sup> Obtained from latest Coast Survey charts.

<sup>b</sup> Formerly Davis Neck.

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

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Brenton Point .....	R. I. ....	On Prices Neck. ....	41 26 58	71 20 10
Narragansett Pier .....	R. I. ....	Northern part of the town .....	41 25 45	71 27 20
Point Judith .....	R. I. ....	Near light .....	41 21 40	71 29 00
Quonochontaug .....	R. I. ....	Seven and one-half miles east of Watch Hill light .....	41 19 50	71 43 10
Watch Hill .....	R. I. ....	Near light .....	41 18 20	71 51 30
Sandy Point .....	R. I. ....	Block Island, north side, near light .....	41 13 40	71 34 40
New Shoreham .....	R. I. ....	Block Island, east side, near landing .....	41 10 20	71 33 30
Block Island .....	R. I. ....	Block Island, west side, near Dickens Point .....	41 09 40	71 36 40

## FOURTH DISTRICT.—COAST OF LONG ISLAND.

Montauk Point <sup>a</sup> .....	N. Y. ....	At the light .....	41 04 00	71 51 30
Ditch Plain .....	N. Y. ....	Three and one-half miles southwest of Montauk light .....	41 02 10	71 54 30
Hither Plain .....	N. Y. ....	One-half of a mile southwest of Fort Pond .....	41 01 30	71 57 50
Napeague .....	N. Y. ....	Abreast of Napeague Harbor .....	40 59 45	72 02 40
Amagansett .....	N. Y. ....	Abreast of the village .....	40 58 00	72 08 20
Georgica .....	N. Y. ....	One mile south of village of East Hampton .....	40 56 40	72 11 40
Mecox .....	N. Y. ....	Two miles south of the village of Bridgehampton .....	40 54 10	72 18 00
Southampton .....	N. Y. ....	Three-fourths of a mile south of the village .....	40 52 10	72 23 40
Shinnecock .....	N. Y. ....	Two miles east-southeast of Shinnecock light .....	40 50 40	72 27 50
Tiana .....	N. Y. ....	Two miles southwest of Shinnecock light .....	40 49 40	72 31 30
Quogue .....	N. Y. ....	One-half of a mile south of the village .....	40 48 20	72 36 00
Potunk .....	N. Y. ....	One and one-half miles southwest of Potunk village .....	40 47 30	72 39 00
Moriches .....	N. Y. ....	Two and one-half miles southwest of Speonk village .....	40 46 30	72 43 10
Forge River .....	N. Y. ....	Three and one-half miles south of Moriches .....	40 44 30	72 49 00
Smiths Point .....	N. Y. ....	Abreast of the point .....	40 44 00	72 52 20
Bellport .....	N. Y. ....	Four miles south of the village .....	40 42 40	72 55 50
Blue Point .....	N. Y. ....	Four and one-half miles south of Patchogue .....	40 40 40	73 01 20
Lone Hill .....	N. Y. ....	Eight miles east of Fire Island light .....	40 39 40	73 04 20
Point of Woods .....	N. Y. ....	Four miles east of Fire Island light .....	40 38 50	73 08 10
Fire Island .....	N. Y. ....	One-half of a mile west of Fire Island light .....	40 37 40	73 13 20
Oak Island .....	N. Y. ....	East end of Oak Island .....	40 38 10	73 17 40
Gilgo .....	N. Y. ....	West end of Oak Island .....	40 37 20	73 22 20
Jones Beach .....	N. Y. ....	East end of Jones Beach .....	40 36 40	73 26 20
Zachs Inlet .....	N. Y. ....	West end of Jones Beach .....	40 36 10	73 28 50
Short Beach .....	N. Y. ....	One-half of a mile east of Jones Inlet .....	40 35 30	73 31 20
Point Lookout .....	N. Y. ....	Two miles west of New Inlet .....	40 35 10	73 35 40
Long Beach .....	N. Y. ....	Near west end of Long Beach .....	40 35 10	73 40 45
Far Rockaway <sup>b</sup> .....	N. Y. ....	.....	.....	.....
Rockaway .....	N. Y. ....	Near the village of Rockaway .....	40 35 30	73 47 30
Rockaway Point .....	N. Y. ....	West end of Rockaway Beach .....	40 34 10	73 51 50
Concy Island <sup>c</sup> .....	N. Y. ....	Manhattan Beach .....	40 34 20	73 55 30
Eaton's Neck .....	N. Y. ....	East side entrance to Huntington Bay, Long Island Sound .....	40 57 10	73 24 00
Rocky Point .....	N. Y. ....	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport .....	41 08 20	72 21 10

## FIFTH DISTRICT.—COAST OF NEW JERSEY.

Sandy Hook .....	N. J. ....	On Bay side, one-half of a mile south of point of Hook .....	40 27 51	74 00 27
Spermacetti Cove .....	N. J. ....	Two and one-half miles south of Sandy Hook light .....	40 25 40	73 59 00
Seabright .....	N. J. ....	About a mile south of Navesink light .....	40 22 50	73 58 30
Monmouth Beach .....	N. J. ....	About a mile south of Seabright .....	40 20 30	73 58 30
Long Branch .....	N. J. ....	Greens Pond .....	40 16 40	73 59 00
Deal .....	N. J. ....	Asbury Park .....	40 13 50	73 59 50
Shark River .....	N. J. ....	Near the mouth of Shark River .....	40 11 30	74 00 40
Spring Lake .....	N. J. ....	Two and one-half miles south of Shark River .....	40 09 20	74 01 20
Squan Beach .....	N. J. ....	One mile southeast of Squan village .....	40 07 00	74 02 00
Bayhead .....	N. J. ....	At the head of Barnegat Bay .....	40 04 00	74 02 40
Mantoloking .....	N. J. ....	Two and one-half miles south of head of Barnegat Bay .....	40 01 40	74 03 10

<sup>a</sup> In charge of keeper of Ditch Plain station. No crew employed.

<sup>b</sup> Station destroyed by sudden gale while being moved across the water to new site.

<sup>c</sup> Not in operation.



FIFTH DISTRICT.—COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position.	
			Latitude north.	Longitude west.
			° ' "	° ' "
Chadwick.....	N. J.....	Five miles south of head of Barnegat Bay.....	39 59 10	74 04 00
Toms River.....	N. J.....	On the Beach abreast mouth Toms River.....	39 56 10	74 04 30
Island Beach.....	N. J.....	One and one-fourth miles south of Seaside Park	39 53 40	74 05 00
Cedar Creek.....	N. J.....	Five and three-eighths miles north of Barne- gat Inlet.	39 51 10	74 05 10
Forked River.....	N. J.....	Two miles north of Barnegat Inlet.....	39 48 10	74 05 40
Barnegat.....	N. J.....	South side of Barnegat Inlet.....	39 45 30	74 06 10
Loveladies Island.....	N. J.....	Two and one-half miles south of Barnegat Inlet.	39 43 50	74 07 20
Harvey Cedars.....	N. J.....	Five and one-half miles south of Barnegat Inlet.	39 41 20	74 08 30
Ship Bottom.....	N. J.....	Midway of Long Beach.....	39 38 10	74 11 00
Long Beach.....	N. J.....	One and five-eighths miles north of Beach Haven.	39 35 00	74 13 20
Bonds.....	N. J.....	Two and one-fourth miles south of Beach Haven.	39 32 00	74 15 20
Little Egg.....	N. J.....	Near the light north of inlet.....	39 30 10	74 17 30
Little Beach.....	N. J.....	South side of Little Egg Inlet.....	39 27 30	74 19 30
Brigantine.....	N. J.....	Five and one-half miles north of Absecon light.	39 25 30	74 20 30
South Brigantine.....	N. J.....	Three and one-eighth miles north of Absecon light.	39 24 00	74 22 30
Atlantic City.....	N. J.....	At Absecon light.....	39 22 00	74 24 50
Absecon.....	N. J.....	Two and three-fourths miles south of Absecon light.	39 20 50	74 27 40
Great Egg.....	N. J.....	Six and three-fourths miles south of Absecon light.	39 19 00	74 31 10
Ocean City.....	N. J.....	South side of Egg Harbor Inlet.....	39 17 00	74 34 00
Pecks Beach.....	N. J.....	Three and one-half miles north of Corsons Inlet	39 14 50	74 36 50
Corson Inlet.....	N. J.....	Near the Inlet, north side.....	39 13 10	74 38 20
Sea Isle City.....	N. J.....	Three and one-fourth miles north of Townsend Inlet.	39 09 40	74 41 05
Townsend Inlet.....	N. J.....	Near the Inlet, north side.....	39 07 30	74 42 45
Avalon.....	N. J.....	Three and three-fourths miles southwest from Ludlam Beach light.	39 05 50	74 43 10
Tathams.....	N. J.....	Two and one-half miles northeast from Here- ford Inlet light.	39 02 30	74 45 50
Hereford Inlet.....	N. J.....	Near Hereford light.....	39 00 20	74 47 20
Holly Beach.....	N. J.....	Six miles northeast of Cape May City.....	38 58 40	74 49 50
Turtle Gut.....	N. J.....	Four miles northeast of Cape May City.....	38 57 10	74 51 10
Cold Spring.....	N. J.....	One-half of a mile east of Cape May City.....	38 56 00	74 54 30
Cape May.....	N. J.....	Near the light.....	38 55 40	74 57 30
Bay Shore <sup>a</sup> .....	N. J.....	Two and one-half miles west of Cape May City.	38 56 40	74 58 10

SIXTH DISTRICT.—COAST BETWEEN DELAWARE AND CHESAPEAKE BAYS.

Lewes.....	Del.....	Two miles west from Cape Henlopen light....	38 46 50	75 07 10
Cape Henlopen.....	Del.....	Seven-eighths of a mile southerly of Cape Henlopen light.	38 45 50	75 04 50
Rehoboth Beach.....	Del.....	Opposite north end of Rehoboth Bay.....	38 41 30	75 04 20
Indian River Inlet.....	Del.....	North of Inlet.....	38 37 50	75 03 40
Fenwick Island.....	Del.....	One and one-half miles north of light.....	38 28 20	75 03 00
Isle of Wight.....	Md.....	Three miles south of Fenwick light.....	38 24 10	75 03 30
Ocean City.....	Md.....	At village.....	38 20 00	75 05 00
North Beach.....	Md.....	Ten miles south of Ocean City.....	38 11 30	75 09 20
Green Run Inlet.....	Md.....	Thirteen and one-half miles northeast of Assa- teague light.	38 04 30	75 12 50
Popes Island.....	Va.....	Ten miles northeast of Assateague light.....	38 00 20	75 15 40
Assateague Beach.....	Va.....	One and one-eighth miles south of Assateague light.	37 53 40	75 21 40
Wallops Beach.....	Va.....	One and one-half miles south of Chincoteague Inlet.	37 52 00	75 26 50
Metomkin Inlet.....	Va.....	On Metomkin Beach, near the Inlet.....	37 40 45	75 34 50
Wachapreague.....	Va.....	South end of Cedar Island.....	37 35 20	75 36 40
Parramore Beach.....	Va.....	Midway of beach.....	37 32 20	75 37 20
Hog Island.....	Va.....	South end of Hog Island.....	37 22 20	75 42 45
Cobb Island.....	Va.....	South end of Cobb Island.....	37 17 30	75 47 00
Smith Island.....	Va.....	At Cape Charles light.....	37 07 00	75 53 40

<sup>a</sup>In charge of keeper of Cape May station. No crew employed.

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

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Cape Henry.....	Va.....	Three-fourths of a mile southeast of Cape Henry light.	36 55 10	75 59 50
Seatack.....	Va.....	Five and one-half miles south of Cape Henry light.	36 51 10	75 58 40
Dam Neck Mills.....	Va.....	Ten miles south of Cape Henry light.....	36 47 10	75 57 30
Little Island.....	Va.....	On beach abreast of North Bay.....	36 41 30	75 55 20
False Cape.....	Va.....	On beach abreast of Back Bay.....	36 36 00	75 52 50
Wash Woods.....	N. C.....	On beach abreast of Knotts Island.....	36 32 00	75 52 10
Currituck Inlet.....	N. C.....	Five and three-fourths miles north of Currituck Beach light.	36 27 30	75 50 40
Whales Head.....	N. C.....	Seven-eighths of a mile north of Currituck Beach light.	36 23 20	75 49 40
Poyners Hill.....	N. C.....	Six and one-half miles south of Currituck Beach light.	36 17 10	75 48 00
Caffeys Inlet.....	N. C.....	Ten and three-fourths miles south of Currituck Beach light.	36 13 40	75 46 20
Paul Gamiels Hill.....	N. C.....	Five miles north of Kitty Hawk.....	36 08 00	75 43 50
Kitty Hawk.....	N. C.....	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills.....	N. C.....	Four and one-half miles south of Kitty Hawk.	36 00 10	75 39 40
Nags Head.....	N. C.....	Nine miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie Island.....	N. C.....	Seven-eighths of a mile northeast of Bodie Island light.	35 49 40	75 33 20
Oregon Inlet.....	N. C.....	One-half of a mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island.....	N. C.....	Two miles north of New Inlet.....	35 43 15	75 29 30
New Inlet.....	N. C.....	One-half of a mile south of New Inlet.....	35 40 40	75 29 00
Chicamacomico.....	N. C.....	Five miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal.....	N. C.....	Eleven and three-fourths miles south of New Inlet.	35 29 50	75 28 40
Little Kinnakeet.....	N. C.....	Eleven and one-half miles north of Cape Hatteras light.	35 25 00	75 29 10
Big Kinnakeet.....	N. C.....	Five and one-half miles north of Cape Hatteras light.	35 20 00	75 30 20
Cape Hatteras.....	N. C.....	One mile south of Cape Hatteras light.....	35 14 20	75 31 20
Creeds Hill.....	N. C.....	Four miles west of Cape Hatteras light.....	35 14 30	75 35 15
Durants.....	N. C.....	Three miles east of Hatteras Inlet.....	35 12 35	75 41 10
Ocracoke.....	N. C.....	One and one-half miles west of Hatteras Inlet.	35 11 00	75 46 10
Portsmouth.....	N. C.....	Northeast end of Portsmouth Island.....	35 04 00	76 03 05
Core Bank.....	N. C.....	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.	34 51 30	76 18 30
Cape Lookout.....	N. C.....	One and one-half miles south of Cape Lookout light.	34 36 30	76 32 20
Cape Fear.....	N. C.....	On Smiths Island, Cape Fear.....	33 50 30	77 57 20
Oak Island.....	N. C.....	West side mouth Cape Fear River.....	33 53 20	78 01 20

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

Sullivans Island.....	S. C.....	At Moultrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 05
Smiths Creek <sup>a</sup> .....	Fla.....	Twenty miles south of Matanzas Inlet.....	29 26 10	81 06 25
Mosquito Lagoon <sup>a</sup> .....	Fla.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal <sup>a</sup> .....	Fla.....	Eleven miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar <sup>b</sup> .....	Fla.....	.....	.....	.....
Bethel Creek <sup>a</sup> .....	Fla.....	Sixteen miles north of Indian River Inlet.....	27 40 00	80 21 20
Indian River Inlet <sup>a</sup> .....	Fla.....	South side of inlet.....	27 29 45	80 17 50
Gilberts Bar <sup>a</sup> .....	Fla.....	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet <sup>c</sup> .....	Fla.....	One mile south of inlet.....	26 55 40	80 04 00
Orange Grove <sup>d</sup> .....	Fla.....	Five and one-half miles south of Lake Worth, 27 miles south of Lake Worth Inlet, and 37 miles south of Jupiter.	26 27 30	80 03 20
Fort Lauderdale <sup>a</sup> .....	Fla.....	Four miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay <sup>a</sup> .....	Fla.....	Six miles north of Norris Cut.....	25 54 10	80 08 00

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

NINTH DISTRICT.—GULF COAST OF UNITED STATES.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Santa Rosa .....	Fla .....	Santa Rosa Island, 3 miles east of Fort Pickens.	30 19 00	87 14 30
Sabine Pass .....	Tex .....	West side of pass .....	29 43 55	93 52 15
Galveston .....	Tex .....	East end of Galveston Island .....	29 20 10	94 46 10
San Luis .....	Tex .....	West end of Galveston Island .....	29 07 00	95 04 00
Velasco .....	Tex .....	Two and one-fourth miles northeast of mouth of Brazos River.	28 57 45	95 16 30
Saluria .....	Tex .....	Northeast end Matagorda Island .....	28 23 00	96 24 00
Aransas .....	Tex .....	Northeast end Mustang Island .....	27 51 00	97 03 00
Brazos .....	Tex .....	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

TENTH DISTRICT.—LAKES ERIE AND ONTARIO.

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

ELEVENTH DISTRICT.—LAKES HURON AND SUPERIOR.

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

<sup>a</sup> Destroyed by fire.

## TWELFTH DISTRICT.—LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Beaver Island <sup>a</sup> .....	Mich ...	Near light.....	o' "	o' "
Charlevoix.....	Mich ...	South side of harbor entrance.....		
North Manitou Island.....	Mich ...	Near Pickard's wharf.....		
Point Betsie.....	Mich ...	Near light.....		
Frankfort.....	Mich ...	South side entrance of harbor.....		
Manistee.....	Mich ...	North side entrance of harbor.....		
Grande Pointe au Sable.....	Mich ...	One mile south of light.....		
Ludington.....	Mich ...	North side entrance of harbor.....		
Pentwater.....	Mich ...	North side entrance of harbor.....		
White River.....	Mich ...	North side entrance of White Lake.....		
Muskogon.....	Mich ...	North side entrance of harbor, Port Sherman.....		
Grand Haven.....	Mich ...	North side entrance of harbor.....		
Holland.....	Mich ...	In the harbor, south side.....		
South Haven.....	Mich ...	North side entrance of Harbor.....		
Saint Joseph.....	Mich ...	In the harbor, north side.....		
Michigan City.....	Ind ...	East side entrance of harbor.....		
South Chicago.....	Ill ...	North side entrance of Calumet Harbor.....		
Chicago.....	Ill ...	About 7 miles S. by E. of Chicago River light.....		
Old Chicago.....	Ill ...	In the harbor.....		
Eranson.....	Ill ...	On the Northwestern University grounds.....		
Kenosha.....	Wis ...	In the harbor, on Washington Island.....		
Racine.....	Wis ...	In the harbor.....		
Milwaukee.....	Wis ...	Near entrance of harbor, south side.....		
Sheboygan.....	Wis ...	Entrance to harbor, north side.....		
Two Rivers.....	Wis ...	North side entrance of harbor.....		
Kewaunee.....	Wis ...	North side entrance of harbor.....		
Sturgeon Bay Canal.....	Wis ...	Eastern entrance of canal, north side.....		
Baileys Harbor.....	Wis ...	On easterly side of harbor.....		
Plum Island.....	Wis ...	Near northeast point of island, 2 miles north-west of Pilot Island light.....		

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

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

<sup>a</sup> No crew employed.<sup>b</sup> Discontinued December 17, 1890.<sup>c</sup> Destroyed by fire.

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DIRECTIONS FOR RESTORING THE  
APPARENTLY DROWNED.

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## DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

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



FIG. I.

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

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

If the patient does not revive proceed immediately as follows:

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

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

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

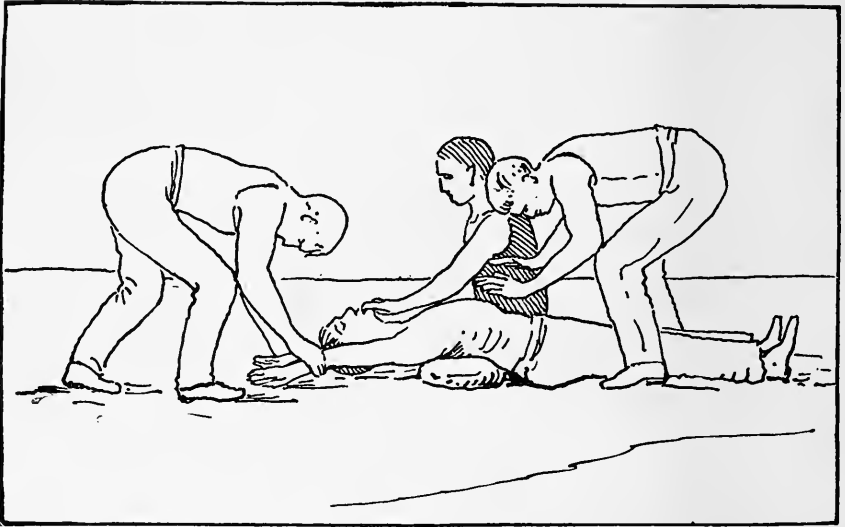


FIG. II.

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

<sup>a</sup> Changing hands will be found unnecessary after some practice; the tongue, however, must not be released.



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

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

Repeat these movements deliberately and perseveringly twelve to fifteen times in every minute—thus imitating the natural motions of breathing.

If natural breathing be not restored after a trial of the bellows movement for the space of about four minutes, then turn the patient a second time on the stomach, as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the pur-

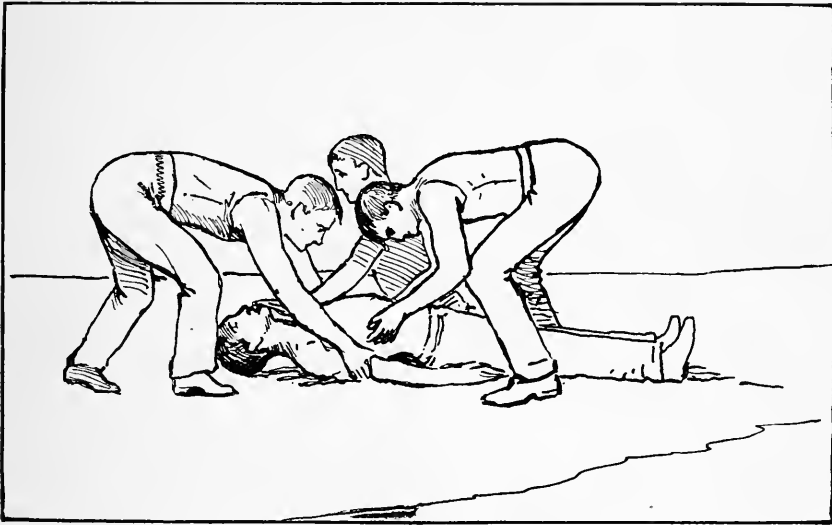


FIG. III.

pose of freeing the air passage from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practiced from the beginning by assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction toward the body, with firm-grasping pressure and energy, using the bare hands, dry flannels or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

"A child or very delicate patient must, of course, be more gently handled.

**RULE IV. AFTER-TREATMENT.**—*Externally:* As soon as breathing is established let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. *Internally:* Give whisky or brandy and hot water in doses of a teaspoonful to a tablespoonful, according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. *Later manifestations:* After reaction is fully established there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

### MODIFICATION OF RULE III.

[To be used after Rules I and II in case no assistance is at hand.]

**TO PRODUCE RESPIRATION.**—If no assistance is at hand and one person must work alone, place the patient on his back with the shoulders

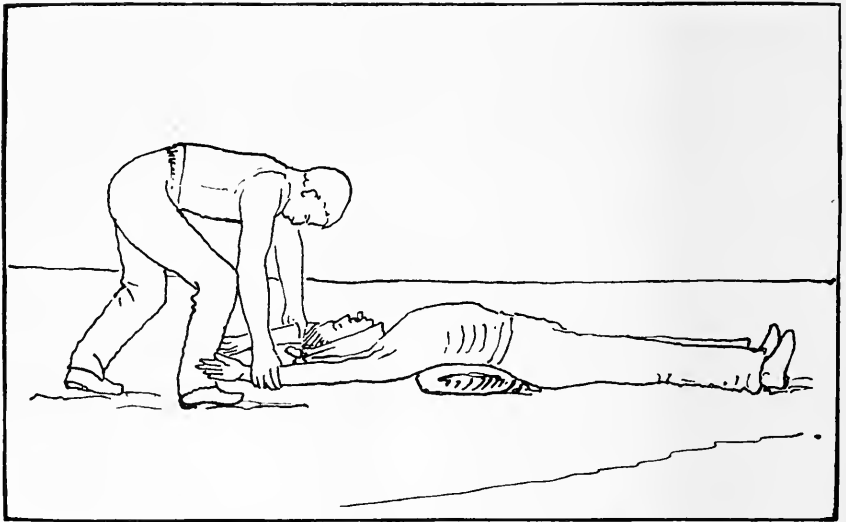


FIG. IV.

slightly raised on a folded article of clothing; draw forward the tongue and keep it projecting just beyond the lips; if the lower jaw be lifted the teeth may be made to hold the tongue in place; it may be necessary to retain the tongue by passing a handkerchief under the chin and tying it over the head.

Grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting. (See Fig. IV.)

Next lower the arms to the side and press firmly downward and inward on the sides and in front of the chest over the lower ribs, drawing toward the patient's head. (See Fig. V.)

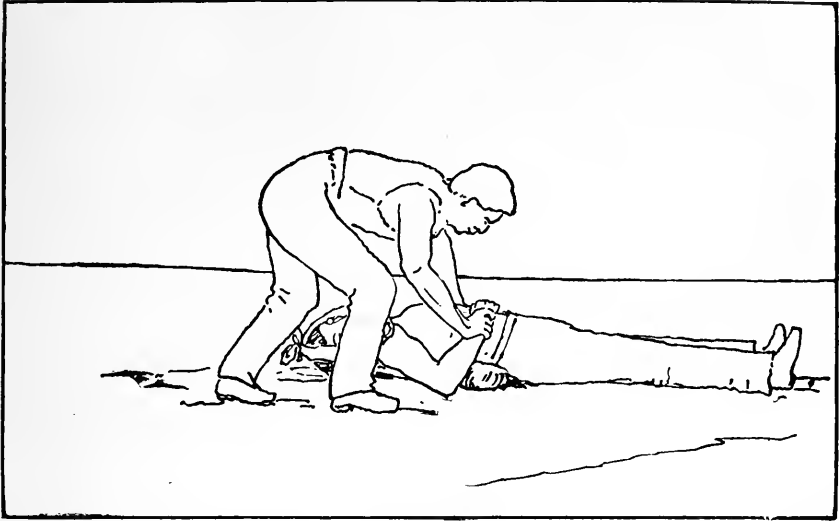


FIG. V.

Repeat these movements twelve to fifteen times every minute, etc.



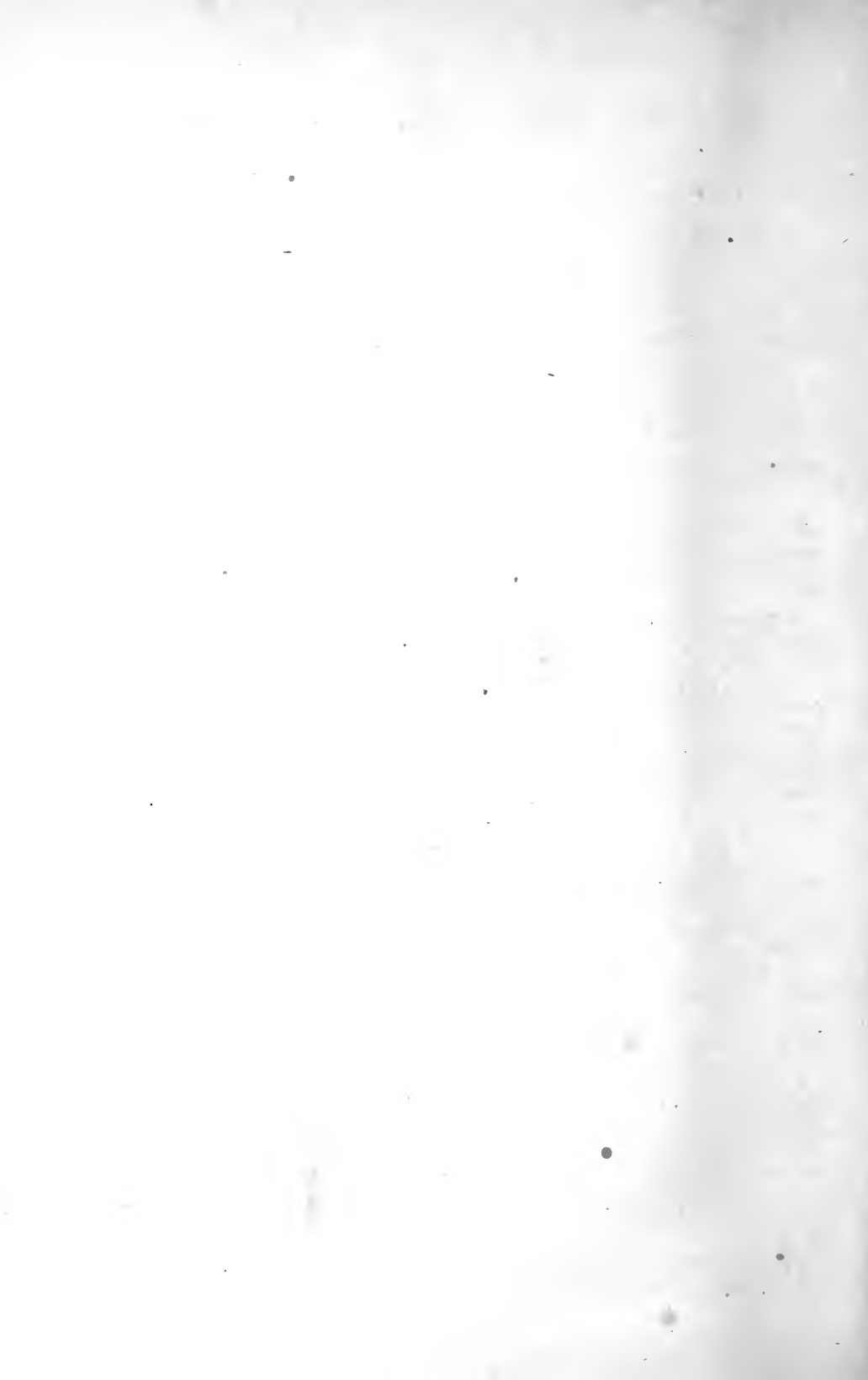
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WRECKS AND OTHER CASUALTIES

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## WRECKS, COLLISIONS, AND OTHER CASUALTIES AT HOME AND ABROAD.

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ABSTRACT OF RETURNS OF WRECKS AND OTHER CASUALTIES TO VESSELS WHICH HAVE OCCURRED ON AND NEAR THE COASTS AND ON THE RIVERS OF THE UNITED STATES, AND TO AMERICAN VESSELS AT SEA AND ON THE COASTS OF FOREIGN COUNTRIES DURING THE FISCAL YEAR ENDING JUNE 30, 1902.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1901-1902.

The following is the twenty-ninth annual statement of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries.

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

Those relating to disasters which have occurred to American shipping in foreign waters are derived from reports received from our consular officers abroad and through the courtesy of officers of foreign governments; an interchange of such information having been effected, through the Department of State, with most other maritime nations.

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

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

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

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

III. Disasters occurring on the Great Lakes, embracing—

1. All casualties occurring on Lakes Superior, Michigan, Huron, St. Clair, Erie, or Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;
2. All casualties occurring in rivers, straits, etc., connecting the several lakes named;
3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

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

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

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

1. *Foundering*s—Embracing foundering which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking any sunken wreck, or against piers, snags, or ice.

2. *Stranding*s—Embracing disasters resulting from running aground, striking a rock, reef, bar, or other natural object, although the vessel may have foundered as a result of such casualty.

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

4. *Other causes*—Embracing disasters resulting from various causes, as follows:

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

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1901.

Since the publication of the annual statement for the fiscal year ending June 30, 1901, information has been received of the occurrence of disasters during the year to 47 American vessels, involving the loss of 9 lives; also the loss of 15 lives on 13 vessels suffering no other casualty.

*Disasters to vessels and divisions in which they occurred.*

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<b>Foundering:</b>						
Vessels.....	3			2		5
Tonnage.....	382			58		440
Passengers.....						
Crews.....	5			4		9
Lives lost.....						
<b>Stranding:</b>						
Vessels.....	7	2	1		1	11
Tonnage.....	249	419	182		156	1,006
Passengers.....			260			260
Crews.....	38	24	16		10	88
Lives lost.....						
<b>Collisions:</b>						
Vessels.....	3		1			4
Tonnage.....	2,102		1,739			3,841
Passengers.....						
Crews.....	56		18			74
Lives lost.....						
<b>Other causes:</b>						
Vessels.....	2	2	4	6	13	27
Tonnage.....	40	786	2,238	1,577	13,144	17,785
Passengers.....		43	260	41	107	191
Crews.....	8	30	25	119	236	418
Lives lost.....					9	9
<b>Totals:</b>						
Vessels.....	15	4	6	8	14	47
Tonnage.....	2,773	1,205	4,159	1,635	13,300	23,072
Passengers.....		43	260	41	107	451
Crews.....	107	54	59	123	246	589
Lives lost.....					9	9



*Disasters to vessels and divisions in which they occurred—Continued.*

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<b>Vessels totally lost:</b>						
Vessels.....	13	1		1	4	19
Tonnage.....	1,012	112		98	673	1,895
Passengers.....						
Crews.....	41	7		7	19	74
Lives lost.....					9	9
<b>Vessels damaged:</b>						
Vessels.....	2	3	6	7	10	28
Tonnage.....	1,761	1,093	4,159	1,537	12,627	21,177
Passengers.....		43	260	41	107	451
Crews.....	66	47	59	116	227	515
Lives lost.....						
<b>Vessels not damaged:</b>						
Vessels.....	5			5	3	13
Tonnage.....	4,270			1,124	621	6,015
Passengers.....	150			64	1	215
Crews.....	97			110	86	293
Lives lost.....	6			5	4	15
<b>Aggregate:</b>						
Vessels.....	20	4	6	13	17	60
Tonnage.....	7,043	1,205	4,159	2,759	13,921	29,087
Passengers.....	150	43	260	105	108	666
Crews.....	204	54	59	233	332	882
Lives lost.....	6			5	13	24

Of the lives lost, reported above, 4 were lost from the American schooner *Leonora*, of Bucksport, Me., which sailed from Boston, Mass., on October 16, 1900, since which time she has not been heard from; 5 were lost from the American schooner *Florence Nightingale*, of New Bedford, Mass., which sailed from her home port for Cape Verde Islands on January 8, 1901, since which time she has not been heard from, and 15 were lost from 16 vessels sustaining no damages, as follows: Seven fell overboard; 2 by vessels colliding; 3 by the capsizing of small boats belonging to vessels; 1 was caught in machinery and killed; 1 jumped overboard while intoxicated, and 1 was drawn overboard by a line fast to a whale.

As the foregoing could not properly be included in the report for the fiscal year just closed, the general summary table of the previous year, amended so as to include the particulars furnished by the wreck reports relative to the disasters mentioned above, is reprinted. The table will be convenient for comparison with the corresponding table in the statements of the present and other years.

*Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1901.*

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
<i>Foundering.</i>						
Number of vessels.....	54	4	19	10	12	99
Tonnage of vessels totally lost.....	7,147	56	8,227	142	3,536	19,108
Tonnage of vessels damaged.....	1,453		1,381	530		3,364
Value of vessels..... dollars..	309,315	17,350	305,700	31,200	96,600	760,165
Value of cargoes..... do.....	280,820	200	44,165	1,830	39,485	361,500
Loss to vessels..... do.....	228,965	17,350	269,500	16,150	96,600	628,565
Loss to cargoes..... do.....	232,910	200	39,915	655	39,485	313,165
Insurance on vessels..... do.....	67,250		111,220	2,300	35,310	214,080
Insurance on cargoes..... do.....	26,800		25,135		23,375	75,310
Laden.....	36	1	15	6	11	69

Summary of disasters to vessels which occurred on and near the coasts, etc.—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
<i>Foundering—Continued.</i>						
In ballast .....	18	3	4	4	1	30
Wrecks involving total loss.....	39	4	16	2	12	73
Casualties involving partial and unknown damage .....	15	.....	4	8	.....	27
Number of passengers .....	248	.....	9	.....	.....	257
Number in crews .....	210	8	117	61	60	456
Total on board .....	458	8	126	61	60	713
Number of lives lost .....	9	.....	40	.....	5	54
<i>Strandings.</i>						
Number of vessels .....	189	65	81	16	26	377
Tonnage of vessels totally lost .....	20,839	15,823	4,435	276	5,391	46,764
Tonnage of vessels damaged .....	46,216	21,635	100,859	6,298	24,196	199,264
Value of vessels.....dollars.....	3,602,485	2,662,900	5,126,600	406,250	2,214,300	14,012,535
Value of cargoes.....do.....	943,505	1,355,555	1,373,450	175,750	853,940	4,702,200
Loss to vessels.....do.....	978,235	1,252,300	360,305	42,125	629,550	3,262,515
Loss to cargoes.....do.....	292,015	594,650	36,785	14,450	210,065	1,147,965
Insurance on vessels.....do.....	1,118,150	965,300	3,682,745	293,500	1,590,675	7,650,370
Insurance on cargoes.....do.....	307,335	66,700	543,025	7,500	641,050	1,565,610
Laden .....	115	42	61	8	21	247
In ballast .....	74	23	20	8	5	130
Wrecks involving total loss.....	99	40	15	4	12	170
Casualties involving partial and unknown damage .....	1	25	66	12	14	118
Number of passengers .....	2,636	443	603	154	149	3,985
Number in crews .....	1,470	1,210	1,011	291	536	4,518
Total on board .....	4,106	1,653	1,614	445	685	8,503
Number of lives lost .....	25	133	13	.....	1	172
<i>Collisions.</i>						
Number of vessels .....	216	20	100	44	30	410
Tonnage of vessels totally lost .....	3,526	3,576	4,370	677	694	12,843
Tonnage of vessels damaged .....	201,643	19,584	149,516	31,093	53,459	455,295
Value of vessels.....dollars.....	11,109,950	976,800	8,424,000	1,080,300	642,870	22,233,920
Value of cargoes.....do.....	2,027,795	99,500	1,639,960	104,300	409,230	4,280,785
Loss to vessels.....do.....	354,985	109,370	465,960	51,160	85,720	1,067,195
Loss to cargoes.....do.....	60,400	14,500	23,860	5,050	28,550	132,360
Insurance on vessels.....do.....	6,032,065	265,500	4,206,350	419,900	151,030	11,074,845
Insurance on cargoes.....do.....	1,294,420	.....	499,705	14,000	20,000	1,828,125
Laden .....	102	8	65	18	12	205
In ballast .....	74	8	29	20	7	138
Unknown whether laden or not.....	40	4	6	6	11	67
Wrecks involving total loss.....	17	1	5	3	6	32
Casualties involving partial and unknown damage .....	199	19	95	41	24	378
Number of passengers .....	4,091	505	157	518	.....	5,271
Number in crews .....	2,552	294	1,359	680	270	5,155
Total on board .....	6,643	799	1,516	1,198	270	10,426
Number of lives lost .....	9	.....	9	3	6	27
<i>Other causes.</i>						
Number of vessels .....	112	19	83	78	134	426
Tonnage of vessels totally lost .....	4,073	879	1,501	4,109	15,245	25,807
Tonnage of vessels damaged .....	45,759	7,505	56,416	18,335	153,168	281,183
Value of vessels.....dollars.....	4,271,650	650,000	3,328,075	1,545,900	11,891,375	21,687,000
Value of cargoes.....do.....	439,290	37,940	849,935	676,920	3,102,410	5,106,495
Loss to vessels.....do.....	381,250	169,850	458,440	349,800	775,230	2,134,570
Loss to cargoes.....do.....	84,565	2,600	99,900	145,770	220,350	553,185
Insurance on vessels.....do.....	2,710,350	287,800	1,573,170	705,000	8,464,425	13,740,745
Insurance on cargoes.....do.....	332,850	32,500	459,705	256,740	1,337,035	2,418,830
Laden .....	48	6	47	31	109	241
In ballast .....	64	12	36	47	24	183
Unknown whether laden or not.....	1	1	.....	.....	1	2
Wrecks involving total loss.....	24	7	8	30	30	99
Casualties involving partial and unknown damage .....	88	12	75	48	104	327
Number of passengers .....	1,129	475	348	1,543	2,702	6,197
Number in crews .....	1,193	234	956	1,601	3,517	7,501
Total on board .....	2,322	709	1,304	3,144	6,219	13,698
Number of lives lost .....	6	.....	12	16	160	194
<i>Recapitulation.</i>						
Number of vessels .....	571	108	283	148	202	1,312
Tonnage of vessels totally lost .....	35,585	20,334	18,533	5,204	24,866	104,522
Tonnage of vessels damaged .....	295,071	48,784	308,172	56,256	230,823	939,106
Aggregate tonnage .....	330,656	69,118	326,705	61,460	255,689	1,043,628

Summary of disasters to vessels which occurred on and near the coasts, etc.—Continued.

Nature of disaster, etc.	Atlantic and gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
<i>Recapitulation—Continued.</i>						
Laden .....	301	57	188	63	153	762
In ballast .....	230	46	89	79	37	481
Unknown whether laden or not .....	40	5	6	6	12	69
Wrecks involving total loss .....	175	52	44	39	60	370
Casualties involving partial and unknown damage .....	396	56	239	109	142	942
Number of passengers .....	8, 104	1, 423	1, 117	2, 215	2, 851	15, 710
Number in crews .....	5, 425	1, 746	3, 443	2, 633	4, 383	17, 630
Total on board .....	13, 529	3, 169	4, 560	4, 848	7, 234	33, 340
Number of lives lost .....	49	133	74	19	172	647
Total value of vessels.....dollars.	19, 293, 400	4, 307, 050	17, 184, 375	3, 063, 650	14, 845, 145	58, 693, 620
Total value of cargoes.....do.	3, 691, 410	1, 493, 495	3, 907, 510	958, 800	4, 405, 065	14, 456, 280
Aggregate .....	22, 984, 810	5, 800, 545	21, 091, 885	4, 022, 450	19, 250, 210	73, 149, 900
Total losses to vessels.....do.	1, 943, 435	1, 548, 870	1, 554, 205	459, 235	1, 587, 100	7, 092, 845
Total losses to cargoes.....do.	669, 890	611, 950	200, 460	165, 925	498, 450	2, 146, 675
Aggregate .....	2, 613, 325	2, 160, 820	1, 754, 665	625, 160	2, 085, 550	9, 239, 520
Total insurance on vessels.....do.	9, 927, 815	1, 518, 600	9, 573, 485	1, 420, 700	10, 239, 440	32, 680, 040
Total insurance on cargoes.....do.	1, 961, 405	99, 200	1, 527, 570	278, 240	2, 021, 460	5, 887, 875
Aggregate .....	11, 889, 220	1, 617, 800	11, 101, 055	1, 698, 940	12, 260, 900	38, 567, 915

<sup>a</sup> In addition to the number of lives lost here reported, 259 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 706.

COMPARATIVE STATEMENT.

The subjoined table shows by localities the total number of vessels meeting with casualties, the total value of such vessels and their cargoes, the total losses to both and the total tonnage involved, and the tonnage of vessels totally lost during the fiscal years 1900-1901 and 1901-2, with the percentage of increase or decrease of the latter compared with the former:

	1900-1901.	1901-2.	Increase (+) or de- crease (-).
Number of vessels involved:			
Atlantic and Gulf coasts .....	556	604	+ 8.63
Pacific coast.....	104	99	- 4.81
Great Lakes .....	277	305	+10.11
Rivers.....	140	121	-13.57
At sea and in foreign waters .....	188	177	- 5.85
Aggregate .....	1, 265	1, 306	+ 3.24
Value of vessels and cargoes:			
Atlantic and Gulf coasts .....	\$22, 728, 100	\$28, 264, 735	+24.36
Pacific coast.....	5, 702, 825	3, 816, 585	-33.08
Great Lakes .....	20, 799, 385	23, 913, 980	+14.97
Rivers.....	3, 896, 150	3, 160, 390	-18.88
At sea and in foreign waters .....	17, 671, 610	9, 418, 375	-46.70
Aggregate .....	70, 798, 070	68, 574, 065	- 3.14
Losses to vessels and cargoes:			
Atlantic and Gulf coasts .....	\$2, 579, 090	\$4, 240, 575	+64.42
Pacific coast.....	2, 130, 780	787, 095	-63.06
Great Lakes .....	1, 727, 565	2, 227, 685	+29.00
Rivers.....	611, 910	970, 685	+58.63
At sea and in foreign waters .....	2, 035, 150	2, 648, 360	+30.13
Aggregate .....	9, 084, 495	10, 874, 400	+19.70

## Comparative statement—Continued.

	1900-1901.	1901-2.	Increase (+) or de- crease (-).
<b>Tonnage of vessels involved:</b>			
Atlantic and Gulf coasts .....	327, 883	346, 010	+ 5.53
Pacific coast .....	67, 913	61, 487	- 9.46
Great Lakes .....	322, 546	376, 697	+16.80
Rivers .....	59, 825	53, 830	-10.02
At sea and in foreign waters .....	242, 389	153, 576	-36.65
Aggregate .....	1, 020, 556	991, 600	- 2.84
<b>Tonnage of vessels totally lost:</b>			
Atlantic and Gulf coasts .....	34, 573	62, 572	+80.99
Pacific coast .....	20, 222	8, 638	-57.28
Great Lakes .....	18, 533	23, 152	+24.92
Rivers .....	5, 106	7, 688	+50.56
At sea and in foreign waters .....	24, 193	40, 269	+66.45
Aggregate .....	102, 627	142, 319	+38.68

On the 30th of June, 1902, the total number of registered, enrolled, and licensed vessels belonging to the United States was 24,273, with a total tonnage of 5,797,902. Of this number 1,257 vessels, having a total tonnage of 880,548, met with casualties during the year, being 5.18 per cent of the total number.

The following exhibit shows the number of steam and sailing vessels, canal boats, and barges, registered, enrolled, and licensed, belonging to the United States on June 30, 1902, the number of each class which met with disasters during the year, and the ratio of casualties to the number of vessels:

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels .....	7, 727	595	1 to 12.99
Sailing vessels .....	13, 073	600	1 to 21.78
Canal boats .....	703	1	1 to 703.
Barges .....	2, 770	61	1 to 45.41
Total .....	24, 273	1, 257	1 to 19.31

During the year 419 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with each other in gales, etc.) the actual number of casualties of this nature was a little less than one-half that number.

Forty-five foreign vessels, having an aggregate tonnage of 101,377, met with disasters in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the foreign vessels above reported four others collided with American vessels at sea, involving a tonnage of 9,675.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 229 persons perished by drowning or by accident on board out of crews employed on 207 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls or for other purposes. In some instances lives were

lost by falling to the deck from aloft and by being struck by spars, tacking, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables except 64 and 65.

The following exhibit shows the number of persons on board vessels suffering casualties, the number of lives lost, the ratio of those lost to the number on board, and the ratio of lives lost to the number of casualties for the last twenty-seven fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. <sup>a</sup>	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,553	18,134	878	1 to 20.65	1 to 1.77
1876-77.....	1,547	22,307	826	1 to 27.00	1 to 1.87
1877-78.....	1,483	21,531	644	1 to 33.43	1 to 2.30
1878-79.....	1,545	23,353	730	1 to 31.99	1 to 2.12
1879-80.....	1,624	26,491	469	1 to 56.48	1 to 3.46
1880-81.....	1,528	24,286	623	1 to 38.98	1 to 2.45
1881-82.....	1,514	25,712	502	1 to 51.22	1 to 3.02
1882-83.....	1,416	25,197	539	1 to 46.75	1 to 2.63
1883-84.....	1,647	26,561	807	1 to 32.91	1 to 2.04
1884-85.....	1,407	29,584	335	1 to 88.31	1 to 4.20
1885-86.....	1,650	25,680	576	1 to 44.58	1 to 2.86
1886-87.....	1,494	23,992	529	1 to 45.35	1 to 2.82
1887-88.....	1,461	22,717	538	1 to 42.22	1 to 2.72
1888-89.....	1,468	25,097	638	1 to 39.34	1 to 2.30
1889-90.....	1,419	28,331	548	1 to 51.70	1 to 2.59
1890-91.....	1,431	33,734	447	1 to 75.64	1 to 3.20
1891-92.....	1,496	23,924	646	1 to 37.02	1 to 2.32
1892-93.....	1,421	26,059	397	1 to 65.64	1 to 3.58
1893-94.....	1,551	31,687	664	1 to 47.72	1 to 2.33
1894-95.....	1,437	27,233	689	1 to 39.53	1 to 2.09
1895-96.....	1,311	25,454	322	1 to 79.05	1 to 4.07
1896-97.....	1,149	20,712	299	1 to 69.27	1 to 3.81
1897-98.....	1,191	28,562	743	1 to 38.44	1 to 1.60
1898-99.....	1,574	29,940	742	1 to 40.35	1 to 2.12
1899-1900.....	1,234	26,978	252	1 to 107.05	1 to 4.90
1900-1901.....	1,265	32,300	437	1 to 73.91	1 to 2.89
1901-1902.....	1,306	29,937	526	1 to 56.10	1 to 2.49

<sup>a</sup> This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the foregoing, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. <sup>a</sup>	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,139	13,487	501	1 to 26.92	1 to 2.27
1876-77.....	1,023	15,977	278	1 to 57.47	1 to 3.68
1877-78.....	1,083	16,785	403	1 to 41.65	1 to 2.69
1878-79.....	1,044	16,245	222	1 to 73.18	1 to 4.70
1879-80.....	1,265	21,691	170	1 to 127.59	1 to 7.44
1880-81.....	1,171	19,713	272	1 to 72.47	1 to 4.31
1881-82.....	1,203	20,495	241	1 to 85.04	1 to 4.99
1882-83.....	1,090	20,623	328	1 to 62.88	1 to 3.32
1883-84.....	1,246	20,364	327	1 to 62.28	1 to 3.81
1884-85.....	1,066	24,302	107	1 to 227.12	1 to 9.96
1885-86.....	1,269	21,076	266	1 to 79.23	1 to 4.77
1886-87.....	1,196	20,538	302	1 to 68.00	1 to 3.96
1887-88.....	1,175	18,635	235	1 to 79.30	1 to 5.00
1888-89.....	1,158	19,792	253	1 to 78.23	1 to 4.58
1889-90.....	1,176	25,261	269	1 to 93.91	1 to 4.37
1890-91.....	1,205	30,181	343	1 to 88.25	1 to 3.51
1891-92.....	1,231	19,676	197	1 to 99.88	1 to 6.25
1892-93.....	1,177	21,653	203	1 to 106.67	1 to 5.80
1893-94.....	1,271	27,152	379	1 to 71.64	1 to 3.35
1894-95.....	1,150	21,787	197	1 to 110.59	1 to 5.84
1895-96.....	1,076	21,439	145	1 to 147.86	1 to 7.42
1896-97.....	943	17,005	120	1 to 141.71	1 to 7.86
1897-98.....	1,000	24,285	227	1 to 106.98	1 to 4.40
1898-99.....	1,365	25,323	472	1 to 53.65	1 to 2.89
1899-1900.....	1,052	21,735	151	1 to 143.94	1 to 6.96
1900-1901.....	1,077	25,419	274	1 to 92.77	1 to 3.93
1901-1902.....	1,129	25,569	315	1 to 76.32	1 to 3.37

<sup>a</sup> This number is exclusive of lives lost where vessels suffered no damage.

# STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1902.

## ATLANTIC AND GULF COASTS.

TABLE 1.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Un-known, whether laden or not.
	Number.	Amount.		Number.	Amount.		
July .....	42	\$936, 850	5	21	\$298, 250	1	5
August .....	58	3, 487, 550	3	27	849, 145	2	3
September .....	33	1, 811, 200	.....	13	46, 140	1	.....
October .....	46	1, 545, 800	4	23	305, 930	1	4
November .....	67	1, 346, 850	6	38	117, 585	1	5
December .....	49	1, 070, 900	.....	27	304, 785	.....	.....
January .....	47	2, 159, 300	4	23	679, 140	.....	4
February .....	68	1, 551, 650	.....	41	612, 470	2	.....
March .....	51	1, 589, 450	2	40	1, 769, 515	.....	2
April .....	42	1, 050, 300	5	23	439, 600	.....	5
May .....	27	2, 487, 325	2	15	353, 700	.....	2
June .....	37	2, 541, 400	6	18	909, 900	3	6
Total .....	567	21, 578, 575	37	309	6, 686, 160	11	36

Month.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Num-ber.	Amount.			Num-ber.	Amount.		
July .....	42	\$316, 900	.....	5	13	\$125, 600	.....	14
August .....	53	184, 415	.....	8	15	23, 635	.....	17
September .....	31	158, 730	.....	2	9	10, 140	.....	5
October .....	42	157, 975	.....	8	13	15, 825	.....	15
November .....	66	234, 115	.....	7	21	43, 995	.....	23
December .....	45	228, 810	.....	4	11	147, 160	.....	16
January .....	39	152, 780	.....	12	11	19, 860	.....	16
February .....	65	501, 565	.....	3	31	227, 960	.....	12
March .....	50	671, 750	.....	3	30	403, 535	.....	12
April .....	37	198, 045	.....	10	12	32, 440	.....	16
May .....	24	216, 965	.....	5	10	34, 855	.....	7
June .....	33	122, 050	.....	10	9	9, 470	.....	18
Total .....	527	3, 144, 100	.....	77	185	1, 096, 475	.....	171

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in table 2.

TABLE 2.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	8	34	5	.....	47	3,871	30,431	762	464	6
August	14	39	2	6	61	890	35,121	1,058	851	4
September	8	23	.....	2	33	2,033	11,279	858	399	.....
October	15	27	4	4	50	3,265	25,887	127	374	3
November	27	39	6	1	73	7,762	29,918	128	493	10
December	15	30	.....	4	49	4,998	14,887	433	390	.....
January	11	28	4	8	51	1,780	24,601	761	479	1
February	33	32	.....	3	68	13,136	25,381	532	551	25
March	21	29	2	1	53	17,071	20,183	175	501	14
April	15	22	2	5	47	4,922	16,591	21	327	4
May	7	17	2	3	29	2,645	18,993	858	434	1
June	4	22	6	4	43	199	30,166	1,786	607	.....
Total	178	349	36	41	604	62,572	283,438	7,499	5,870	68

TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown, whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July	20	\$424,900	8	\$84,600	\$509,500	20	3	7	16	20
August	30	2,019,100	9	538,300	2,557,400	24	12	7	11	29
September	20	964,300	4	36,200	1,000,500	8	6	5	4	19
October	21	671,350	9	175,090	846,440	21	9	8	10	22
November	25	210,800	12	44,095	254,895	27	13	21	19	29
December	26	439,480	15	88,825	528,305	18	2	5	10	22
January	28	1,024,900	9	122,100	1,147,000	16	9	7	9	24
February	27	578,020	17	167,750	745,770	29	14	12	12	25
March	22	716,900	15	215,570	932,470	20	7	11	20	11
April	23	291,850	5	15,070	306,920	15	7	9	16	19
May	19	1,374,500	9	269,345	1,643,845	6	2	4	6	12
June	16	1,091,700	5	735,000	1,826,700	15	8	12	14	16
Total	277	9,807,800	117	2,491,945	12,299,745	219	92	108	147	248

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Foundered	8	1	5	7	9	7	2	14	8	6	1	1
Stranded	10	14	9	8	25	20	9	30	26	3	7	6	174
Collided	20	36	12	24	32	14	26	8	12	21	14	26	245
Abandoned	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Capsized	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc.	.....	1	1	2	1	1	.....	2	1	.....	.....	.....	10
Damage to machinery	1	1	2	1	.....	.....	1	3	.....	.....	2	.....	14
Explosion of boilers	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Explosion of gasoline	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fire	8	5	4	6	3	3	6	5	3	5	5	3	56
Ice	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Sprung aleak	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Struck dock, bridge, obstruction, etc.	.....	3	.....	2	2	1	4	1	1	1	.....	1	16
Waterlogged	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	3
Total	47	61	33	50	73	49	51	68	53	47	29	43	604

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- erings.	Strand- ings.	Other causes.	Missing vessels.	Total.
<b>Class 1.—Causes connected with the weather:</b>					
Calms, currents, and tides .....		9			9
Darkness .....		12			12
Fog .....		35			35
Gales, hurricanes, etc. ....	28	49	14		91
Heavy seas .....	11	3	5		19
Snowstorms .....		7			7
Total .....	39	115	19		173
<b>Class 2.—Causes connected with vessels, equipments, or stowage:</b>					
Defective chart .....		2			2
Error in compass .....		3			3
Error in chronometer .....		1			1
Total .....		6			6
<b>Class 3.—Causes connected with navigation and seamanship:</b>					
Error of masters, officers, and crews .....		24			24
Error of pilots .....		6			6
Total .....		30			30
<b>Class 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery .....			11		11
Explosion of boilers .....			2		2
Total .....			13		13
<b>Class 5.—Other causes:</b>					
Absence of lights or buoys .....		2			2
Capsized .....	3		1		4
Explosion of gases .....			1		1
Fire .....			56		56
Ice .....		2	7		9
Missed stays .....		2			2
Sprung alcaik .....	22	6	1		29
Struck bridge, rock, sunken wreck, etc. ....		5	15		20
Waterlogged .....		1	2		3
Miscellaneous .....	3	4	1		8
Unknown .....	2	1			3
Total .....	30	23	84		137
Aggregate .....	69	174	116		359

TABLE 6.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental .....	2	6	1	6	6	1	2			4	2	4	33
Bad management .....					1	2	1			1			5
Carelessness .....						1						1	2
Darkness .....				2									2
Error in judgment .....		2			1	2				1			6
"Fault of other vessel" .....	3	14	5		4	1	11	7	5	2	4	6	62
Fault of tug towing .....						1	1						1
Fog .....	8	4	2	10		2	2		2	5	2	2	39
High and baffling winds .....					8	2							10
Misunderstanding signals .....	2			2	4	2	6	1				6	21
Snowstorms .....						2			2	2			2
Tides, currents, etc. ....		4	4		2	2				2	4	2	22
Unavoidable .....	2								1	3			8
Unknown .....	3	6		4	6	1	2		2	3	2	3	32
Total .....	20	36	12	24	32	14	26	8	12	21	14	26	245



TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing the number of vessels, and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Barges .....	2	1	...	2	6	9	3	6	5	7	1	1
Barks .....	1	...	...	...	1	1	...	2	1	1	...	...	6
Barkentines .....	...	1	...	...	...	...	1	...	3	1	...	...	6
Brigantines .....	...	...	...	...	1	...	...	...	...	...	...	...	1
Canal boats .....	...	...	...	...	...	...	...	1	...	...	...	...	1
Ferry boats .....	3	3	...	2	...	3	5	1	1	...	2	...	20
Schooners .....	13	23	14	31	41	16	13	35	27	13	7	13	246
Scows .....	6	...	...	2	2	1	1	...	2	1	1	2	15
Sloops .....	...	1	2	4	3	4	3	...	4	1	1	...	26
Steamers .....	16	27	12	8	17	12	25	19	12	20	15	23	206
Steam canal boats .....	...	...	...	...	...	...	...	1	...	1	...	...	2
Steam yachts .....	2	3	5	2	...	2	...	...	...	...	2	1	17
Ships .....	1	...	...	1	1	...	...	1	...	1	...	...	4
Yachts .....	3	2	...	1	...	1	...	1	1	...	...	1	10
Unknown .....	...	...	...	...	1	...	...	...	...	...	...	...	1
Total .....	47	61	33	50	73	49	51	68	53	47	29	43	604

TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
	British barks .....	...	...	...	...	...	...	...	...	...	1	1	...	...
British barkentines .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British schooners .....	...	...	1	...	...	1	1	1	1	...	1	...	...	...
British ships .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British steamships .....	1	1	...	...	...	...	1	...	1	...	...	...	...	1
Danish steamships .....	...	...	...	1	...	...	...	...	...	...	...	...	...	...
French barks .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
German barks .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
German ships .....	...	...	...	...	...	...	...	...	...	1	...	...	...	...
German steamships .....	...	1	...	1	...	...	...	...	...	...	...	...	...	...
Norwegian steamships .....	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Spanish steamships .....	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	2	2	1	2	...	1	...	2	1	5	1	1	...	2
Aggregate .....	4	...	3	...	1	...	2	...	6	...	2	...	2	...

Nationality and rig.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
	British barks .....	1	...	...	...	...	...	...	...	...	...	2	
British barkentines .....	...	...	1	1	...	...	...	...	...	...	1	1	2
British schooners .....	...	...	...	...	...	...	...	...	1	...	1	4	5
British ships .....	...	...	...	...	...	...	...	...	...	...	1	1	2
British steamships .....	...	1	1	1	...	1	...	1	...	1	2	8	10
Danish steamships .....	...	...	...	...	...	...	...	...	...	...	1	1	2
French barks .....	...	1	...	...	...	...	...	...	...	...	1	1	2
German barks .....	...	...	...	1	...	...	...	...	...	...	1	1	2
German ships .....	...	...	...	...	...	...	...	...	...	...	1	1	2
German steamships .....	...	...	...	...	...	...	...	...	...	...	2	2	4
Norwegian steamships .....	...	...	...	...	...	...	...	...	...	...	2	2	4
Spanish steamships .....	...	...	1	...	...	...	...	...	...	2	...	...	2
Total .....	1	2	3	3	...	1	...	1	1	1	10	23	33
Aggregate .....	3	...	6	...	1	...	1	...	2	...	33	...	...

TABLE 9.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons .....	3	3	7	7	3	4	6	8	6	6	5	1	5	7
Over 50 and not exceeding 100 tons .....	3	4	4	1	1	4	3	3	3	3	3	1	2	6
Over 100 and not exceeding 200 tons .....	1	3	3	3	1	4	3	3	5	3	3	7	2	5
Over 200 and not exceeding 300 tons .....	5	1	1	4	4	1	1	1	1	1	9	1	1	1
Over 300 and not exceeding 400 tons .....	1	5	5	1	1	3	3	3	3	1	1	1	2	2
Over 400 and not exceeding 500 tons .....	4	2	2	3	3	1	1	1	4	1	1	1	1	1
Over 500 and not exceeding 600 tons .....	4	1	1	2	1	1	1	1	1	1	1	1	1	3
Over 600 and not exceeding 700 tons .....	5	1	1	2	1	1	1	1	1	1	1	1	1	2
Over 700 and not exceeding 800 tons .....	1	4	4	1	1	1	1	5	3	3	1	1	1	1
Over 800 and not exceeding 900 tons .....	2	1	1	1	1	1	1	2	2	2	2	2	2	3
Over 900 and not exceeding 1,000 tons .....	1	1	1	1	1	2	1	1	1	1	1	1	1	1
Over 1,000 and not exceeding 1,100 tons .....	1	1	1	1	1	1	2	1	1	1	2	2	2	3
Over 1,100 and not exceeding 1,200 tons .....	1	1	1	1	1	1	2	1	1	1	2	2	2	3
Over 1,200 and not exceeding 1,300 tons .....	1	1	1	1	1	1	2	1	1	1	2	2	2	4
Over 1,300 and not exceeding 1,400 tons .....	1	4	8	2	6	6	3	6	1	1	1	1	4	4
Over 1,400 tons .....	1	2	2	1	1	1	1	3	3	3	3	3	3	3
Unknown .....	1	4	8	2	6	6	3	6	1	1	1	1	4	4
Total .....	8	39	14	47	8	25	15	35	27	46	15	34	11	40
Aggregate .....	47	61	33	50	73	49	51							

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 50 tons .....	10	4	4	4	7	2	3	2	3	8	64	56	120
Over 50 and not exceeding 100 tons .....	4	4	2	6	1	4	2	3	1	4	32	55	87
Over 100 and not exceeding 200 tons .....	6	3	3	3	4	4	5	3	3	3	22	61	83
Over 200 and not exceeding 300 tons .....	1	2	1	2	2	2	2	1	1	1	8	29	37
Over 300 and not exceeding 400 tons .....	2	1	5	1	4	1	1	1	2	1	8	28	36
Over 400 and not exceeding 500 tons .....	1	3	2	1	2	2	1	1	1	3	19	22	22
Over 500 and not exceeding 600 tons .....	1	1	1	1	1	1	1	1	1	1	14	14	15
Over 600 and not exceeding 700 tons .....	4	1	1	2	2	2	2	1	1	2	19	21	21
Over 700 and not exceeding 800 tons .....	1	2	2	1	1	1	1	1	1	1	6	7	13
Over 800 and not exceeding 900 tons .....	2	1	1	1	1	1	1	1	2	2	8	14	22
Over 900 and not exceeding 1,000 tons .....	5	1	2	1	1	1	1	1	1	3	16	19	19
Over 1,000 and not exceeding 1,100 tons .....	2	1	2	1	1	1	1	1	1	1	4	6	10
Over 1,100 and not exceeding 1,200 tons .....	2	1	2	1	1	1	1	1	1	1	4	7	11
Over 1,200 and not exceeding 1,300 tons .....	1	1	1	2	1	2	1	1	2	4	13	17	17
Over 1,300 and not exceeding 1,400 tons .....	1	2	1	5	4	1	6	1	2	5	7	5	7
Over 1,400 tons .....	2	5	2	5	4	1	6	9	7	60	67	67	67
Unknown .....	2	5	2	5	4	1	6	9	7	60	67	67	67
Total .....	33	35	21	32	15	32	7	22	4	39	178	426	604
Aggregate .....	68	53	47	29	43	604							

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the ves-sels sustained no damage, for the number of which see appropriate column in Table 2.

TABLE 10.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	8	12	5	13	11	4	10	14	6	6	10	6	105
Over 5 and not exceeding 10 years.....	4	7	6	3	12	12	6	5	6	6	4	4	75
Over 10 and not exceeding 15 years.....	6	8	12	6	9	14	7	9	9	4	3	9	86
Over 15 and not exceeding 20 years.....	7	8	4	6	11	3	4	7	7	10	3	8	78
Over 20 and not exceeding 25 years.....	10	5	6	3	4	4	7	5	4	4	1	4	57
Over 25 and not exceeding 30 years.....	3	5	1	4	8	4	5	7	9	5	2	3	56
Over 30 and not exceeding 35 years.....	3	6	5	7	7	4	4	8	5	1	1	2	53
Over 35 and not exceeding 40 years.....	2	4	1	2	3	3	3	1	1	2	1	3	26
Over 40 and not exceeding 45 years.....	1	2	1	2	1	1	6	1	3	1	1	1	16
Over 45 and not exceeding 50 years.....	1	2	1	3	2	1	1	4	3	1	1	1	14
Over 50 years.....	1	3	1	3	2	1	3	2	1	2	3	1	19
Unknown.....	2	...	...	1	4	...	3	...	1	4	...	4	19
Total.....	47	61	33	50	73	49	51	68	53	47	29	43	504

TABLE 11.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1902, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	20	29	19	22	29	22	24	25	11	19	15	16	248
Coal.....	9	5	3	4	14	12	2	14	11	11	5	1	91
Cotton, cotton seed, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Fertilizers.....	2	1	1	2	2	2	1	1	2	1	1	1	10
Fish, oysters, etc.....	1	2	2	4	2	2	2	5	5	1	1	1	26
Fruits.....	1	1	2	2	2	2	2	1	1	1	1	1	5
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Iron, iron ore, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Lime.....	1	5	1	3	7	1	5	6	5	3	2	7	5
Lumber.....	3	3	2	3	5	5	6	7	5	1	3	4	47
Merchandise (general).....	1	1	1	1	1	1	1	1	1	1	1	1	4
Naval stores.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Sand, plaster, etc.....	1	1	1	2	2	2	1	1	1	1	1	1	4
Stone, brick, etc.....	1	1	2	2	3	2	1	1	1	1	1	1	16
Sugar.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	7
Miscellaneous.....	1	5	1	1	6	1	3	1	7	2	2	4	32
Unknown.....	5	3	4	5	5	4	4	2	5	2	2	6	36
Total.....	47	61	33	50	73	49	51	68	53	47	29	43	604

TABLE 12.—Summary, Atlantic and Gulf coasts.

Nature of casualties.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. <sup>a</sup>	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering.....	69	17,967	3,201	21,168	47	22	43	26	13	263	276	47	
Strandings.....	174	35,473	55,512	90,985	124	50	88	86	364	1,476	1,840	9	
Vessels collided.....	245	4,513	174,361	178,874	96	113	36	17	5,766	2,869	3,635	9	
Other causes.....	116	4,619	50,364	54,983	53	63	30	86	1,356	1,262	2,618	3	
Total.....	604	62,572	283,438	346,010	320	248	36	178	426	7,499	13,369	68	

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, of the number of which see appropriate column in Table 2.

## PACIFIC COAST.

TABLE 13.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number and value of vessels and cargoes and amount of loss to the same where known.

Months.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	9	\$384,000	1	7	\$105,400	.....	1
August.....	10	322,200	.....	3	20,800	.....	.....
September.....	3	160,000	.....	1	16,000	.....	.....
October.....	9	361,000	.....	1	1,000	.....	.....
November.....	9	373,000	2	4	10,075	.....	2
December.....	11	265,300	1	9	41,525	.....	1
January.....	16	815,000	1	7	38,700	.....	1
February.....	7	63,300	.....	4	61,785	.....	.....
March.....	7	88,000	1	4	114,600	.....	1
April.....	9	496,200	.....	4	13,500	.....	.....
May.....	1	30,000	.....	1	1,200	.....	.....
June.....	2	30,000	.....	1	4,000	.....	.....
Total.....	93	3,388,000	6	46	428,585	.....	6

Months.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Number.	Amount.			Number.	Amount.		
July.....	9	\$179,370	.....	1	3	\$39,000	.....	5
August.....	9	113,200	1	.....	.....	.....	.....	3
September.....	3	24,000	.....	.....	.....	.....	.....	1
October.....	9	105,050	.....	.....	1	1,000	.....	.....
November.....	9	90,550	.....	2	1	75	.....	5
December.....	11	74,100	.....	1	2	4,400	.....	8
January.....	15	52,800	.....	2	.....	.....	.....	8
February.....	7	15,400	.....	.....	.....	800	.....	2
March.....	7	20,000	.....	1	.....	5,100	.....	2
April.....	9	22,700	.....	.....	.....	2,600	.....	.....
May.....	1	30,000	.....	.....	1	1,200	.....	.....
June.....	2	5,750	.....	.....	.....	.....	.....	1
Total.....	91	732,920	1	7	14	54,175	.....	38

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels totally lost, the number damaged, and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	3	6	1	.....	10	4,287	5,233	223	193	.....
August.....	4	6	.....	.....	10	368	3,447	116	187	41
September.....	1	2	.....	.....	3	184	3,016	.....	54	.....
October.....	4	5	.....	.....	9	678	3,959	14	114	.....
November.....	4	5	2	.....	11	740	6,527	90	136	4
December.....	2	9	1	.....	12	282	8,306	55	111	2
January.....	4	11	1	1	17	287	10,808	514	291	.....
February.....	4	3	.....	.....	7	290	921	1	41	.....
March.....	3	4	1	.....	8	407	5,146	.....	46	1
April.....	5	4	.....	.....	9	110	5,254	.....	143	.....
May.....	1	.....	.....	.....	1	710	.....	.....	6	.....
June.....	1	1	.....	.....	2	295	232	.....	26	.....
Total.....	36	56	6	1	99	8,638	52,849	1,013	1,348	48

TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	6	\$145,000	1	\$5,000	\$150,000	1	4	3	3	2
August.....	3	107,000	1	10,000	117,000	5	1	2	1	2
September.....	3	156,000	.....	.....	156,000	.....	1	.....	.....	2
October.....	7	304,350	.....	.....	304,350	2	1	.....	.....	2
November.....	2	16,000	.....	.....	16,000	6	.....	3	.....	2
December.....	4	64,750	1	9,000	73,750	6	.....	2	.....	4
January.....	10	577,500	2	8,500	586,000	3	.....	2	.....	2
February.....	4	45,000	1	60,485	105,485	3	.....	.....	.....	3
March.....	4	60,750	1	100,000	160,750	3	3	1	1	3
April.....	4	222,700	1	2,500	225,200	4	1	1	2	5
May.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....
June.....	2	21,000	.....	.....	21,000	.....	1	.....	.....	1
Total.....	49	1,720,050	8	195,485	1,915,535	36	24	14	20	47

TABLE 16.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, distinguishing the nature of each casualty.

Nature of casualty.	Month.												Total.	
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.		
Foundered.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	3
Stranded.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Collided.....	5	5	1	4	2	6	5	4	3	.....	.....	.....	.....	31
Damage to hull, masts, rigging, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Damage to machinery.....	1	1	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	6
Fire.....	2	2	1	2	.....	1	.....	1	.....	.....	.....	.....	.....	9
Ice.....	.....	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Sprung a leak.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Struck pile, wharf, etc.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	10	10	3	9	11	12	17	7	8	9	1	2	.....	99

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1902, distinguishing the cause of each disaster.

Class and cause of disaster.	Found-erings.	Strand-ings.	Other causes.	Total.
<b>Class 1.—Causes connected with the weather:</b>				
Calms, currents, and tides.....	.....	2	.....	2
Fog.....	.....	8	.....	8
Gales, hurricanes, etc.....	3	20	2	25
Heavy sea.....	.....	6	.....	6
Snowstorms.....	.....	1	.....	1
Total.....	3	37	2	42
<b>Class 3.—Causes connected with navigation and seamanship:</b>				
Errors of masters, officers, and crews.....	.....	2	.....	2
Error of pilots.....	.....	1	.....	1
Total.....	.....	3	.....	3
<b>Class 4.—Causes connected with machinery or boilers:</b>				
Damage to machinery.....	.....	.....	6	6
<b>Class 5.—Other causes:</b>				
Fire.....	.....	.....	8	8
Ice.....	.....	.....	3	3
Spontaneous combustion.....	.....	.....	1	1
Struck rock, pile, etc.....	.....	2	1	3
Miscellaneous.....	.....	1	1	2
Total.....	.....	3	14	17
Aggregate.....	3	43	22	68

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 18.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Bad management.....							2					
Carelessness.....							1						1
"Fault of other vessel".....							1						1
Fog.....				2	2		2						6
High and baffling winds.....							6		2				8
Missed stays.....	1												1
Misunderstanding signals.....						3				2			5
Tides and currents.....					4								4
Miscellaneous.....									2				2
Unknown.....	1												1
Total.....	2			2	6	3	12		4	2			31

TABLE 19.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Barges.....	1			1	1						1	
Barks.....	3	1			1	1		1	1				8
Barkentines.....								1	1				2
Schooners.....	1	2		2	2	6	3	5	5	5		1	32
Scows.....		1					1						2
Ships.....	1				1	2							4
Steamers.....	4	6	3	6	6	3	13	1	1	2		1	46
Total.....	10	10	3	9	11	12	17	7	8	9	1	2	99

TABLE 20.—Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1902, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		August.		November.		December.		March.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks.....				1								1	1
British ships.....		1				1						2	2
British steamships.....				1				1				1	1
German barks.....										1		1	1
Norwegian steamships.....											1	1	1
Total.....	1		2		1		1		1		6		6
Aggregate.....	1		2		1		1		1		6		

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons.....		1	1				1		3		1		1	1
Over 50 and not exceeding 100 tons.....								2		1				1
Over 100 and not exceeding 200 tons.....		1	1	1	1	1	1						2	1
Over 200 and not exceeding 300 tons.....			1	2			2							1
Over 300 and not exceeding 400 tons.....		1									1		1	2
Over 400 and not exceeding 500 tons.....									2		1		1	1
Over 500 and not exceeding 600 tons.....	1						1							2
Over 600 and not exceeding 700 tons.....				1			1	1				1		
Over 700 and not exceeding 800 tons.....				1										1
Over 800 and not exc eding 900 tons.....		1		1								1		
Over 900 and not exceeding 1,000 tons.....														
Over 1,000 and not exceeding 1,100 tons.....									1					
Over 1,100 and not exceeding 1,200 tons.....	1													
Over 1,200 and not exceeding 1,300 tons.....				1										
Over 1,300 and not exceeding 1,400 tons.....										2				2
Over 1,400 tons.....	1	1				1		1				3		
Unknown.....			1							1				1
Total.....	3	7	4	6	1	2	4	5	4	7	2	10	4	13
Aggregate.....	10		10		3		9		11		12		17	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons.....	3	2	2	1	4						16	5	21
Over 50 and not exceeding 100 tons.....				1	1						3	5	8
Over 100 and not exceeding 200 tons.....						2					4	2	12
Over 200 and not exceeding 300 tons.....	1								1	1	5	5	10
Over 300 and not exceeding 400 tons.....											2	4	6
Over 400 and not exceeding 500 tons.....			1								2	4	4
Over 500 and not exceeding 600 tons.....											1	4	4
Over 600 and not exceeding 700 tons.....				1							1	2	4
Over 700 and not exceeding 800 tons.....							1				1	2	3
Over 800 and not exceeding 900 tons.....		1									1	3	3
Over 900 and not exceeding 1,000 tons.....					1							3	3
Over 1,000 and not exceeding 1,100 tons.....												1	1
Over 1,100 and not exceeding 1,200 tons.....											1		1
Over 1,200 and not exceeding 1,300 tons.....												1	1
Over 1,300 and not exceeding 1,400 tons.....											1	13	14
Over 1,400 tons.....				1		2					1	2	3
Unknown.....													
Total.....	4	3	3	5	5	4	1		1	1	36	63	99
Aggregate.....	7		8		9		1		2		99		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 14.

TABLE 22.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years .....	2	5	...	4	1	5	4	...	1	3	1	...	26
Over 5 and not exceeding 10 years .....	2	1	1	1	4	2	2	1	1	1	...	...	13
Over 10 and not exceeding 15 years .....	1	1	2	3	1	2	5	...	1	2	...	...	18
Over 15 and not exceeding 20 years .....	2	...	...	...	1	1	3	2	...	1	...	...	10
Over 20 and not exceeding 25 years .....	...	2	...	1	1	1	2	...	1	2	...	...	9
Over 25 and not exceeding 30 years .....	2	...	...	1	2	2	2	...	2	1	...	...	10
Over 30 and not exceeding 35 years .....	1	...	...	...	...	...	...	3	1	...	...	1	7
Over 35 and not exceeding 40 years .....	1	...	...	...	...	...	...	...	1	...	...	...	2
Over 40 and not exceeding 45 years .....	...	...	...	...	...	...	...	1	...	...	...	...	1
Over 45 and not exceeding 50 years .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 50 years .....	...	...	...	...	1	...	...	...	...	...	...	...	3
Unknown .....	...	1	...	...	...	...	1	...	...	...	...	...	...
Total .....	10	10	3	9	11	12	17	7	8	9	1	2	99

TABLE 23.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast .....	2	7	2	3	5	2	9	3	3	5	...	1	47
Coal .....	1	...	1	1	...	2	...	...	...	...	...	...	6
Fish .....	...	1	...	...	...	...	...	...	...	...	...	...	1
Lumber .....	2	1	...	...	2	4	2	...	...	1	...	1	18
Merchandise (general) .....	2	...	...	...	2	2	2	1	3	2	...	...	11
Provisions .....	1	...	...	...	...	...	...	...	...	...	...	...	1
Stone .....	...	...	...	...	...	...	1	...	...	...	1	...	4
Sugar, molasses, etc. ....	...	1	...	...	...	...	1	1	1	...	...	...	4
Miscellaneous .....	...	...	...	...	...	1	2	...	...	1	...	...	6
Unknown .....	1	...	...	...	2	1	1	...	1	...	...	...	6
Total .....	10	10	3	9	11	12	17	7	8	9	1	2	99

TABLE 24.—SUMMARY, PACIFIC COAST.

Nature of casualties.	Vessels.	Tonnage of vessels—		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. <sup>a</sup>	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering .....	3	35	35	70	1	2	...	2	1	...	5	5	...
Strandings .....	43	6,063	13,170	19,233	22	21	...	25	13	330	499	823	5
Vessels collided .....	31	905	30,355	31,260	12	13	6	3	23	527	442	969	5
Other causes .....	22	1,635	9,289	10,924	11	11	...	6	16	156	402	558	41
Total .....	99	8,638	52,849	61,487	46	47	6	36	63	1,013	1,348	2,361	48

<sup>a</sup> In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.



GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Ca.goes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	34	\$3,411,300	1	23	\$212,110		1
August	28	1,682,900		18	156,350		
September	35	1,521,950	1	27	423,560		
October	48	3,154,200	1	31	552,475		1
November	40	1,590,775	2	26	148,055		2
December	16	897,500		10	208,300		
January	1	90,000		1	30,000		
February							
March	1	1,500					
April	38	4,134,700		27	620,565		
May	28	1,795,500		22	156,645		
June	30	2,881,400	1	22	244,195		1
Total	299	21,161,725	6	207	2,752,255		5

Month.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Number.	Amount.			Number.	Amount.		
July	32	\$204,500		3	6	\$16,550		24
August	24	92,715		4	13	31,020		5
September	35	391,785		1	17	114,790		10
October	43	264,970		6	16	33,225		16
November	37	223,925		5	15	26,155		13
December	15	148,550		1	5	10,550		5
January	1	30,000			1	20,000		
February								
March	1	1,500						
April	36	164,750		2	17	22,895		10
May	23	86,000		5	10	27,380		12
June	26	301,200		5	7	15,225	1	15
Total	273	1,909,895		32	107	317,790	1	104

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

TABLE 26.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	3	29	1	2	35	1,665	59,959	471	539	2
August	6	18	2	2	23	1,317	33,114	11	311	
September	13	23			36	7,537	20,157	1,398	525	29
October	11	35		3	49	4,775	53,889	216	634	4
November	13	24	2	3	42	3,431	34,207		361	1
December	1	14		1	16	347	12,574		161	1
January		1			1		924	9	28	
February										
March	1				1	185			4	
April	4	13	13	8	38	835	61,686		543	6
May	1	20		7	28	968	32,143	105	354	1
June	5	19	3	4	31	2,092	44,892	112	461	18
Total	58	196	21	30	305	23,152	353,545	2,322	3,921	62

TABLE 27.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	13	\$1,583,500	5	\$28,800	\$1,612,300	18	6	4	13	11
August.....	11	593,500	9	75,805	669,305	17	6	.....	3	10
September.....	14	782,500	7	280,320	1,062,820	21	12	1	8	9
October.....	22	2,124,250	15	330,265	2,454,515	24	6	3	11	17
November.....	13	669,350	8	72,985	742,335	25	11	4	9	14
December.....	9	565,500	4	115,500	681,000	4	3	3	3	6
January.....	1	56,000	.....	.....	56,000	.....	1	.....	.....	.....
February.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
April.....	16	1,451,000	10	352,855	1,803,855	16	4	6	13	11
May.....	10	542,400	6	50,365	592,765	15	6	3	10	6
June.....	15	1,006,900	8	165,000	1,171,900	9	5	7	10	8
Total.....	124	9,374,900	72	1,471,895	10,846,795	150	60	31	80	93.

TABLE 28.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, distinguishing the nature of each casualty.

Nature of casualty.	Month.												Total.
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	
Foundered.....	2	2	5	5	1	.....	.....	.....	.....	1	.....	2	18
Stranded.....	8	5	16	21	20	7	1	.....	1	20	10	6	115
Collided.....	18	12	2	13	12	.....	.....	.....	.....	8	12	18	95
Damage to hull, masts, rigging, etc.....	.....	1	3	2	.....	.....	.....	.....	.....	4	1	.....	11
Damage to machinery.....	1	.....	2	1	.....	.....	.....	.....	.....	1	.....	2	7
Explosion of gasoline.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fire.....	2	3	5	2	4	5	.....	.....	.....	3	2	2	28
Ice.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Sprung a leak.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Struck bridge, pier, obstruction, etc.....	3	.....	3	3	2	2	.....	.....	.....	1	2	1	17
Waterlogged.....	.....	2	.....	.....	2	.....	.....	.....	.....	.....	1	.....	5
Miscellaneous.....	.....	1	.....	2	1	.....	.....	.....	.....	.....	.....	.....	4
Total.....	35	28	36	49	42	16	1	.....	1	38	28	31	305

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1902, distinguishing the cause of each disaster.

Class and cause of disaster.	Foundering.	Stranding.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....	.....	6	2	.....	8
Darkness.....	.....	9	1	.....	10
Fog.....	.....	26	.....	.....	26
Gales, hurricanes, etc.....	.....	8	26	10	44
Heavy seas.....	.....	2	2	7	11
Snowstorms.....	.....	.....	10	.....	10
Total.....	10	79	20	.....	109
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective compass.....	.....	1	.....	.....	1
Error in compass.....	.....	1	.....	.....	1
Total.....	.....	2	.....	.....	2

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1902, etc.—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
<b>Class 3.—Causes connected with navigation and seamanship:</b>					
Errors of masters, officers, and crews .....		7			7
Errors of pilots .....		2			2
Total .....		9			9
<b>Class 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery .....			6		6
<b>Class 5.—Other causes:</b>					
Absence of lights .....		1			1
Capsized .....			1		1
Explosion of gasoline .....			1		1
Fire .....			28		28
Ice .....			2		2
Missed stays .....		1			1
Sprung a leak .....	8	2	4		14
Struck bridge, pier, rock, etc .....		5	13		18
Unavoidable .....		1			1
Waterlogged .....		1			1
Miscellaneous .....	1	14	1		16
Total .....	9	25	50		84
Aggregate .....	19	115	76		210

TABLE 30.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental .....	7	4	2	6	4					4	4	5	36
Bad management .....	1			1	1						1	1	7
Darkness .....										2			2
Error of officers, masters, and crews .....				1									1
"Fault of other vessel" .....	3			2	5					1	1	6	18
Fog .....	6										4		10
High and baffling winds .....											2		4
Misunderstanding signals .....		4											4
Tides, currents, etc .....		2							1				3
Unavoidable .....		2											2
Want of proper lights .....												2	2
Unknown .....	1			1	2							2	6
Total .....	18	12	2	13	12				8	12		18	95

TABLE 31.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges .....	1	1	2	1	1					3	1	1	11
Ferryboats .....						1						1	2
Schooners .....	9	9	18	19	19	4			1	12	8	7	106
Scows .....			1										1
Steamers .....	24	18	14	29	22	10	1			22	17	21	178
Steam barges .....			1			1				1	2		5
Steam canal boats .....												1	1
Unknown .....	1												1
Total .....	35	28	36	49	42	16	1		1	38	28	31	305

TABLE 32.—Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1902, showing nationality and description and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		November.		May.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamers.....	.....	1	.....	1	.....	1	.....	3	3
Total.....	.....	1	.....	1	.....	1	.....	3	3
Aggregate.....	1		1		1		3		

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons.....	2	2	2	2	1	1	.....	.....	1	2	.....	.....	.....	.....
Over 50 and not exceeding 100 tons.....	2	2	.....	.....	3	1	.....	.....	4	2	.....	.....	.....	.....
Over 100 and not exceeding 200 tons.....	.....	1	.....	.....	3	3	.....	.....	3	.....	.....	.....	.....	.....
Over 200 and not exceeding 300 tons.....	1	.....	1	.....	3	3	.....	.....	.....	4	.....	.....	.....	.....
Over 300 and not exceeding 400 tons.....	.....	.....	1	.....	1	1	.....	.....	2	5	1	.....	.....	.....
Over 400 and not exceeding 500 tons.....	.....	3	.....	4	.....	.....	.....	.....	1	1	.....	.....	.....	.....
Over 500 and not exceeding 600 tons.....	.....	.....	2	.....	1	.....	.....	.....	1	2	.....	.....	.....	.....
Over 600 and not exceeding 700 tons.....	.....	.....	1	.....	3	1	.....	.....	.....	1	.....	.....	.....	.....
Over 700 and not exceeding 800 tons.....	1	.....	1	.....	2	1	3	.....	.....	1	.....	1	.....	.....
Over 800 and not exceeding 900 tons.....	2	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Over 900 and not exceeding 1,000 tons.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 1,000 and not exceeding 1,100 tons.....	.....	.....	.....	.....	.....	1	1	.....	2	.....	.....	.....	.....	.....
Over 1,100 and not exceeding 1,200 tons.....	1	.....	2	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,200 and not exceeding 1,300 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,300 and not exceeding 1,400 tons.....	1	.....	.....	.....	3	6	.....	.....	.....	.....	.....	5	.....	.....
Over 1,400 tons.....	1	15	.....	8	.....	.....	17	.....	8	.....	.....	.....	.....	.....
Unknown.....	.....	1	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....
Total.....	3	32	6	22	13	23	11	38	13	29	1	15	.....	1
Aggregate.....	35		28		36		49		42		16		1	

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, etc.—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons .....							2	1			6	10	16
Over 50 and not exceeding 100 tons .....					1	1			1	1	9	13	22
Over 100 and not exceeding 200 tons .....			1					1	1	1	12	14	26
Over 200 and not exceeding 300 tons .....					1	2		2	1	1	11	17	28
Over 300 and not exceeding 400 tons .....					1	3		4	3	5	21	26	26
Over 400 and not exceeding 500 tons .....						1		1		1	1	13	14
Over 500 and not exceeding 600 tons .....								1			1	8	9
Over 600 and not exceeding 700 tons .....						2				2	2	9	11
Over 700 and not exceeding 800 tons .....						1		2		1	1	13	15
Over 800 and not exceeding 900 tons .....						1				1	1	4	4
Over 900 and not exceeding 1,000 tons .....					2	1	1				1	6	7
Over 1,000 and not exceeding 1,100 tons .....											1	3	4
Over 1,100 and not exceeding 1,200 tons .....						1			1	1	6	7	7
Over 1,200 and not exceeding 1,300 tons .....						1		3			4	4	4
Over 1,300 and not exceeding 1,400 tons .....						1		1			3	5	18
Over 1,400 tons .....						18		8	1	14	2	88	90
Unknown .....									1		1	3	4
Total .....			1		4	34	1	27	5	26	58	247	305
Aggregate .....			1		38		28		31		305		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

TABLE 34.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years .....	10	4	3	9	4	12				9	6	7	54
Over 5 and not exceeding 10 years .....	6	2	4	5	7	4				7	3	3	41
Over 10 and not exceeding 15 years .....	8	2	5	8	4	5	1			10	6	8	57
Over 15 and not exceeding 20 years .....	4	9	2	4	3	3				1	4	2	32
Over 20 and not exceeding 25 years .....	1	1	4	2	2					2	2	5	19
Over 25 and not exceeding 30 years .....	3	4	7	9	9					3	3	1	39
Over 30 and not exceeding 35 years .....		3	4	5	6				1	4	3	2	28
Over 35 and not exceeding 40 years .....	2	2	2	3	3	1				2	1	2	18
Over 40 and not exceeding 45 years .....		1	2	3									6
Over 45 and not exceeding 50 years .....			2		1	1							4
Over 50 years .....			1	1	1								3
Unknown .....	1				12							1	4
Total .....	35	28	36	49	42	16	1		1	38	28	31	305

TABLE 35.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast .....	11	10	9	17	14	6	.....	.....	1	11	6	8	93
Chemicals .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Coal .....	7	2	1	7	3	3	.....	.....	.....	9	6	5	43
Fish .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Grain .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Iron, iron ore, etc .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lumber .....	8	7	15	9	13	3	.....	.....	.....	.....	9	7	51
Merchandise (general) .....	2	.....	3	2	1	2	1	.....	.....	.....	1	2	14
Petroleum .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Provisions .....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	5
Salt .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Sand, plaster, etc .....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Stone, brick, etc .....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	1	3
Wood .....	1	.....	1	1	4	.....	.....	.....	.....	.....	.....	.....	7
Miscellaneous .....	1	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	5
Unknown .....	1	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	5
Total .....	35	28	36	49	42	16	1	.....	1	38	28	31	305

TABLE 36.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number of vessels and distinguishing the lakes and connecting rivers on which they occurred.

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie .....	11	5	2	6	3	5	.....	.....	.....	9	4	7	52
Lake Huron .....	5	6	12	3	15	3	.....	.....	.....	.....	.....	1	52
Lake Michigan .....	5	5	13	13	16	.....	1	.....	1	.....	.....	4	81
Lake Ontario .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Lake Superior .....	5	4	5	9	5	.....	.....	.....	.....	9	2	7	46
Lake St. Clair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Straits of Mackinac .....	2	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	9
Detroit River .....	2	1	3	8	2	.....	.....	.....	.....	1	5	6	31
St. Clair Canal .....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
St. Clair River .....	2	4	.....	2	1	.....	.....	.....	.....	.....	.....	.....	15
St. Marys River .....	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	9
Total .....	35	28	36	49	42	16	1	.....	1	38	28	31	305

TABLE 37.—Summary—Great Lakes.

Nature of casualty.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering .....	18	6,755	10,144	16,899	15	3	.....	14	4	2	160	162	39
Strandings .....	115	7,259	148,436	155,695	95	20	.....	25	90	200	1,480	1,680	4
Vessels collided .....	95	4,530	151,681	156,211	54	36	5	9	86	515	1,355	1,870	16
Other causes .....	77	4,608	43,284	47,892	43	34	.....	10	67	1,605	926	2,531	3
Total .....	305	23,152	353,546	376,697	207	93	5	58	247	2,322	3,921	6,243	62

\*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in table 26.

RIVERS.

TABLE 38.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	15	\$273,500	.....	4	\$6,350	1	.....
August.....	10	268,000	.....	5	20,120	1	.....
September.....	10	235,000	.....	7	37,100	.....	.....
October.....	10	412,300	1	1	150	1	1
November.....	15	455,000	.....	5	55,145	2	.....
December.....	15	681,150	1	7	95,400	.....	1
January.....	4	39,200	.....	3	15,000	.....	.....
February.....	7	44,000	.....	1	500	1	1
March.....	7	85,100	1	1	5,000	.....	2
April.....	8	127,780	1	3	58,500	.....	1
May.....	10	184,500	.....	5	20,710	2	.....
June.....	6	40,500	.....	2	385	.....	.....
Total.....	117	2,846,030	4	44	314,360	8	6

Month.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Num-ber.	Amount.			Num-ber.	Amount.		
July.....	14	\$102,100	.....	1	2	\$710	.....	3
August.....	10	138,550	.....	.....	3	4,170	.....	3
September.....	9	63,600	.....	1	3	3,300	.....	4
October.....	10	31,695	.....	1	1	20	.....	2
November.....	14	196,050	.....	1	5	8,095	.....	2
December.....	15	67,950	.....	1	5	5,950	.....	3
January.....	4	7,200	.....	.....	3	7,200	.....	.....
February.....	7	27,550	.....	.....	1	500	1	1
March.....	7	40,450	.....	1	1	5,000	.....	2
April.....	8	114,500	.....	.....	3	42,500	.....	1
May.....	9	68,800	.....	1	5	8,910	.....	2
June.....	6	25,500	.....	.....	2	385	.....	.....
Total.....	113	883,945	.....	8	34	86,740	1	23

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in table 39.

TABLE 39.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, showing the number of vessels totally lost, the number damaged, and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passen-gers.	Number in crews, including master, etc.	Number of lives lost.
July.....	6	8	.....	1	15	595	5,082	566	264	1
August.....	2	8	.....	.....	10	213	2,683	285	216	41
September.....	3	6	.....	1	10	1,190	3,907	317	162	.....
October.....	2	8	.....	1	11	77	7,451	.....	65	2
November.....	5	9	.....	1	15	1,131	5,427	102	277	.....
December.....	8	7	.....	1	16	684	12,742	178	234	12
January.....	1	3	.....	.....	4	10	483	27	87	.....
February.....	4	3	.....	.....	7	467	161	22	58	7
March.....	3	4	.....	1	8	289	3,290	4	66	23
April.....	4	4	1	.....	9	1,725	1,468	71	127	64
May.....	4	5	.....	1	10	1,282	2,778	136	284	1
June.....	2	4	.....	.....	6	25	670	4	44	6
Total.....	44	69	1	7	121	7,688	46,142	1,712	1,884	157

TABLE 40.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Vessels.	Cargo-es.	Vessels.	Cargo-es.	
July .....	6	\$31,000	1	\$5,000	\$36,000	6	1	3	3	10
August .....	4	47,000	2	10,000	57,000	6	3	.....	1	4
September .....	5	147,000	2	29,000	176,000	5	4	.....	1	3
October .....	4	174,500	.....	.....	174,500	5	2	.....	1	8
November .....	8	112,000	1	10,000	122,000	5	3	.....	3	8
December .....	7	620,600	1	3,500	624,100	5	3	4	4	8
January .....	3	10,800	1	6,000	16,800	1	.....	.....	.....	1
February .....	1	6,000	.....	.....	6,000	4	.....	.....	3	4
March .....	2	8,500	.....	.....	8,500	4	1	.....	2	5
April .....	4	76,500	2	38,500	115,000	3	.....	.....	2	5
May .....	5	74,000	1	15,000	89,000	5	5	.....	1	3
June .....	1	1,500	.....	.....	1,500	4	2	1	.....	4
Total .....	50	1,309,400	11	117,000	1,426,400	53	26	18	21	63

TABLE 41.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Foundered .....	.....	3	2	.....	1	2	.....	1	2	3	1	1
Stranded .....	1	.....	.....	.....	1	1	.....	.....	.....	.....	2	1	6
Collided .....	2	2	2	4	2	4	.....	.....	2	2	2	.....	22
Capsized .....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2	4
Damage to machinery .....	1	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	3
Explosion of boilers and bursting of steam pipes .....	1	1	.....	1	.....	.....	.....	2	.....	.....	.....	.....	5
Fire .....	5	1	2	4	7	5	.....	2	3	4	4	1	38
Ice .....	.....	.....	.....	.....	1	1	2	1	.....	.....	.....	.....	5
Struck bridge, snag, wharf, etc .....	5	2	3	2	3	2	2	1	.....	.....	1	1	22
Total .....	15	10	10	11	15	16	4	7	8	9	10	6	121

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1902, distinguishing the cause of each disaster.

Class and cause of disaster.	Found-er-ings.	Strand-ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides .....	.....	1	.....	.....	1
Darkness .....	.....	.....	1	.....	1
Gales, hurricanes, etc .....	6	1	3	.....	10
Total .....	6	2	4	.....	12
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery .....	.....	.....	3	.....	3
Explosion of boilers and bursting of steam pipes .....	.....	.....	5	.....	5
Total .....	.....	.....	8	.....	8
Class 5.—Other causes:					
Capsized .....	2	.....	.....	.....	2
Fire .....	.....	.....	38	.....	38
Ice .....	.....	.....	5	.....	5
Sprung a leak .....	5	.....	1	.....	6
Struck bridge, rock, snag, wharf, etc .....	.....	2	21	.....	23
Miscellaneous .....	3	2	.....	.....	5
Total .....	10	4	65	.....	79
Aggregate .....	16	6	77	.....	99

NOTE.—Class 2 includes disasters arising from causes connected with vessel, equipments, or stowage. No casualties are reported in this class. Class 3 includes disasters arising from causes connected with navigation and seamanship. No casualties are reported in this class.



TABLE 43.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Accidental .....	2	2	2	2	2	2	1	1	1	1	2	2
“Fault of other vessel” .....	2	2	2	2	2	1	1	1	1	1	2	2	5
Fog .....	2	2	2	2	2	1	1	1	1	1	2	2	6
Misunderstanding signals .....	2	2	2	2	2	1	1	1	1	1	2	2	6
Unknown .....	2	2	2	2	2	1	1	1	1	1	2	2	6
Total .....	2	2	2	4	2	4	2	2	2	2	2	2	22

TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Ferryboats .....	2	2	2	2	1	2	2	2	1	1	1	1
Schooners .....	2	2	2	1	2	2	2	2	1	1	1	1	10
Scoops .....	2	2	2	2	2	2	2	2	1	1	1	1	1
Sloops .....	2	2	2	2	2	2	2	2	1	1	1	1	1
Steam canal boats .....	1	1	1	1	1	1	1	1	1	1	1	1	1
Steamers .....	12	10	8	8	14	14	4	7	6	7	10	5	105
Total .....	15	10	10	11	15	16	4	7	8	9	10	6	121

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1902, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	October.		December.		March.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamship .....	1	1	1	1	1	1	1	1	1
Italian steamship .....	1	1	1	1	1	1	1	1	1
Norwegian steamship .....	1	1	1	1	1	1	1	1	1
Total .....	1	1	1	1	1	1	3	3	3
Aggregate .....	1	1	1	1	1	1	3	3	3

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons .....	2	1	1	3	.....	.....	1	2	2	3	2	1	1	.....
Over 50 and not exceeding 100 tons .....	1	1	.....	.....	.....	.....	1	.....	1	.....	4	2	.....	2
Over 100 and not exceeding 200 tons .....	3	2	1	.....	.....	1	.....	3	1	1	1	.....	.....	.....
Over 200 and not exceeding 300 tons .....	.....	.....	1	1	1	.....	.....	.....	1	1	1	.....	.....	1
Over 300 and not exceeding 400 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Over 400 and not exceeding 500 tons .....	.....	1	.....	2	1	2	.....	.....	.....	1	.....	.....	.....	.....
Over 500 and not exceeding 600 tons .....	.....	1	.....	.....	1	.....	.....	1	.....	1	.....	.....	.....	.....
Over 600 and not exceeding 700 tons .....	.....	.....	1	1	.....	.....	.....	1	.....	1	.....	.....	.....	.....
Over 700 and not exceeding 800 tons .....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....
Over 800 and not exceeding 900 tons .....	.....	1	.....	1	1	.....	.....	1	.....	.....	.....	.....	.....	.....
Over 900 and not exceeding 1,000 tons .....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....
Over 1,000 and not exceeding 1,100 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,100 and not exceeding 1,200 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,200 and not exceeding 1,300 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,300 and not exceeding 1,400 tons .....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Over 1,400 tons .....	1	.....	.....	.....	.....	.....	.....	2	.....	1	.....	3	.....	.....
Unknown .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	6	9	2	8	3	7	2	9	5	10	8	8	1	3
Aggregate .....	15		10		10		11		15		16		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 50 tons .....	2	2	1	1	.....	.....	.....	.....	2	1	15	14	29
Over 50 and not exceeding 100 tons .....	.....	1	1	.....	1	1	2	.....	.....	.....	11	6	17
Over 100 and not exceeding 200 tons .....	1	1	1	.....	1	1	.....	2	1	9	12	21	11
Over 200 and not exceeding 300 tons .....	1	.....	.....	.....	.....	.....	1	.....	2	3	8	8	21
Over 300 and not exceeding 400 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1
Over 400 and not exceeding 500 tons .....	.....	.....	2	1	.....	.....	1	.....	.....	2	8	10	10
Over 500 and not exceeding 600 tons .....	.....	.....	.....	.....	1	.....	1	.....	.....	1	6	7	7
Over 600 and not exceeding 700 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	2
Over 700 and not exceeding 800 tons .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3	3	3
Over 800 and not exceeding 900 tons .....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	4	5	5
Over 900 and not exceeding 1,000 tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,000 and not exceeding 1,100 tons .....	.....	.....	.....	1	.....	1	.....	.....	2	2	.....	.....	4
Over 1,100 and not exceeding 1,200 tons .....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	1
Over 1,200 and not exceeding 1,300 tons .....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	1
Over 1,300 and not exceeding 1,400 tons .....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	8	.....	8
Over 1,400 tons .....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1
Unknown .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total .....	4	3	3	5	4	5	4	6	2	4	44	77	121
Aggregate .....	7		8		9		10		6		121		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.

TABLE 47.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	4	5	5	4	5	4	2	2	2	2	4	1	40
Over 5 and not exceeding 10 years.....	1	1	1	1	5	4	1	3	1	1	2	2	23
Over 10 and not exceeding 15 years.....	4	1	2	2	3	4			1	1	1		21
Over 15 and not exceeding 20 years.....	2	2		2	2	2	1	1	2	2			19
Over 20 and not exceeding 25 years.....		1		2							1		4
Over 25 and not exceeding 30 years.....	2					1			1				4
Over 30 and not exceeding 35 years.....			1			1			1	2			5
Over 35 and not exceeding 40 years.....	1							1					2
Over 40 and not exceeding 45 years.....	1		1										2
Over 45 and not exceeding 50 years.....													
Over 50 years.....													
Unknown.....									1				1
Total.....	15	10	10	11	15	16	4	7	8	9	10	6	121

TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	10	4	3	8	8	8	1	4	5	5	3	4	63
Coal.....	1		2									1	4
Cotton, cotton seed, etc.....					1	2				1			4
Fertilizers.....	1							1				1	3
Fruit.....		1	1										2
Grain.....		1									1		2
Lumber, timber, etc.....	1		1										2
Merchandise (general).....	2	3	2		2	2	2	1	1	2	3		20
Provisions.....		1											1
Stone.....						1							1
Wood.....				1	1								2
Miscellaneous.....			1	1	3	2	1				3		11
Unknown.....				1		1		1	2	1			6
Total.....	15	10	10	11	15	16	4	7	8	9	10	6	121

TABLE 49.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1902, distinguishing the rivers on which they occurred.

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Allegheny.....	1							1					2
Apalachicola, Florida.....								1					1
Atchafalaya, Louisiana.....				1									1
Bayou la Fourche.....	1												1
Big Sandy.....											1		1
Chattahoochee.....							1						1
Cohansey, New Jersey.....	1												1
Columbia.....									1		1		2
Cumberland.....		1				1							2
Delaware.....	1	2	3	5		1		1	3	3		1	20
Green, Kentucky.....	1					1							2
Hudson.....			1	2	2	1					1		9
James.....	2								1				3
Kanawha, Great.....				1		1				1			3
Kanawha, Little.....							1						1
Mississippi.....	6	4	3	1	5	4		1	1	2	1	2	30
Missouri.....											1		1
Mobile.....							1						1
Monongahela.....								1		1	2		4
Ocmulgee, Georgia.....			1										1
Ohio.....	1	1	1		2	3	1		1	2	1	2	15
Ouachita, Arkansas.....	1			1				1					3
Potomac.....					1								1
Rappahannock.....					1								1
Red, Louisiana.....						1							1
St. Johns, Florida.....			1										1
St. Lawrence.....					1	2							3
San Joaquin, California.....													1
Savannah.....					1				1				2
Tennessee.....								1					1
Willamette.....					2	1						1	4
Wolf, Wisconsin.....											1		1
Yukon.....											1		1
Total.....	15	10	10	11	15	16	4	7	8	9	10	6	121

TABLE 50.—Summary—Rivers of the United States.

Nature of casualties.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. <sup>a</sup>	Number of passengers.	Number in crew.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering.....	16	1,666	837	2,503	5	10	1	12	4	40	124	164	33
Strandings.....	6	183	2,990	3,173	2	4		3		21	76	97	
Vessels collided.....	29	42	27,910	27,952	9	10	4	1	21	817	322	1,139	3
Other causes.....	77	5,797	14,405	20,202	37	39	1	28	49	834	1,362	2,196	121
Total.....	121	7,688	46,142	53,830	52	63	6	44	77	1,712	1,884	3,596	157

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

AT SEA AND IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the number and value of vessels and cargoes and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	13	\$950,000		10	\$140,400	1	
August	10	485,000		6	160,000		
September	17	968,500	1	12	84,300	2	1
October	6	545,500		3	7,200	1	
November	25	417,800	1	21	103,385		1
December	16	525,000		12	193,850	1	
January	14	492,500	1	12	238,900		1
February	26	1,255,500	2	20	333,550	1	2
March	13	404,400	1	10	197,200		1
April	9	316,200		7	64,900		
May	10	1,055,500	1	4	22,630	2	1
June	11	325,000		9	131,100		
Total	170	7,740,900	7	126	1,677,475	8	7

Months.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July	12	\$109,300		1	7	\$73,315		4
August	10	63,650			1	8,000		5
September	17	123,500		1	5	12,650		10
October	6	65,500			3	7,200		1
November	24	147,700		2	15	35,610		7
December	16	464,150			9	172,050		4
January	14	411,650		1	11	193,570		2
February	26	244,130		2	12	74,585		11
March	12	178,950		2	8	119,690		3
April	9	25,430			4	12,590		3
May	10	33,950		1	3	7,190		4
June	11	41,100			4	22,600		5
Total	167	1,909,010		10	82	739,350		59

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 52.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	3	9		1	13	1,410	12,549	56	262	10
August	3	9			10	729	8,126	29	144	
September	1	14		1	18	2,360	23,679	524	356	1
October	5	1			6	435	5,667	96	156	14
November	14	10		2	26	5,380	9,269	7	228	35
December	10	6			16	10,160	5,322	60	230	35
January	9	5		1	15	6,623	4,722	74	199	62
February	13	13		2	28	6,945	19,341	66	326	20
March	6	6		2	14	3,474	5,579	119	227	
April	3	6			9	484	4,575	60	146	
May	3	7		1	11	987	9,282	566	262	14
June	4	7			11	1,282	5,196	24	151	
Total	74	93		10	177	40,269	113,307	1,681	2,687	191

TABLE 53.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the number of vessels and cargoes, insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown, whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	7	\$635,500	3	\$23,800	\$659,300	3	.....	3	8	2
August.....	5	61,450	2	15,500	76,950	2	1	3	3	4
September.....	9	277,400	4	24,000	301,400	3	1	6	10	3
October.....	6	428,810	2	2,500	431,310	.....	1	.....	1	2
November.....	14	161,820	11	54,600	216,420	9	3	3	8	4
December.....	9	234,675	4	47,200	281,875	6	3	1	6	3
January.....	8	279,920	3	55,500	335,420	3	1	4	9	2
February.....	10	329,575	7	225,900	555,475	8	5	10	11	5
March.....	5	203,400	2	66,000	269,400	5	4	4	5	3
April.....	5	70,000	2	12,405	82,405	3	3	1	2	2
May.....	7	770,000	1	11,000	781,000	.....	.....	2	6	4
June.....	8	179,500	2	82,100	261,600	3	1	.....	6	2
Total.....	93	3,632,050	43	620,505	4,252,555	47	23	37	75	36

TABLE 54.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, distinguishing the nature of each casualty.

Nature of casualty.	Month.												Total.
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	
Foundered.....	.....	.....	3	1	5	2	3	3	1	1	1	.....	20
Stranded.....	4	1	3	2	2	5	2	2	5	4	4	5	35
Collided.....	.....	.....	2	.....	4	.....	2	2	2	4	2	.....	26
Abandoned.....	1	.....	.....	.....	4	1	1	6	.....	1	.....	1	15
Capsized.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc.....	4	5	7	.....	5	4	2	5	2	2	.....	1	37
Damage to machinery.....	2	2	3	1	.....	.....	.....	2	.....	1	3	1	15
Explosion of gases.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fire.....	.....	.....	.....	1	1	1	.....	1	.....	.....	.....	.....	4
Ice.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Never heard from.....	.....	.....	.....	1	3	1	2	.....	.....	.....	.....	.....	7
Struck wreck, obstruction, etc.....	.....	.....	1	.....	1	1	.....	.....	1	.....	.....	1	5
Spring a leak.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Volcanic eruption.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1
Miscellaneous.....	.....	.....	.....	.....	.....	1	.....	.....	2	.....	.....	.....	4
Total.....	13	10	18	6	26	16	15	28	14	9	11	11	177

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1902, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- der- ings.	Strand- ings.	Other causes.	Missing vessels.	Total.
<b>Class 1.—Causes connected with the weather:</b>					
Calms, currents, and tides.....		12			12
Darkness.....		2			2
Fog.....		7			7
Gales, hurricanes, etc.....	11	5	48		64
Heavy sea.....	2		2		4
Lightning.....			1		1
Snowstorms.....		1			1
<b>Total.....</b>	<b>13</b>	<b>27</b>	<b>51</b>		<b>91</b>
<b>Class 2.—Causes connected with vessels, equipments, or stowage:</b>					
Error in compass.....		1			1
<b>Class 3.—Causes connected with navigation and seaman- ship:</b>					
Errors of masters, officers, and crews.....		2			2
Errors of pilots.....		2			2
<b>Total.....</b>		<b>4</b>			<b>4</b>
<b>Class 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery.....			14		14
<b>Class 5.—Other causes:</b>					
Explosion of gases.....			1		1
Fire.....			2		2
Ice.....			2		2
Missed stays.....		1			1
Spontaneous combustion.....			1		1
Sprung a leak.....	7				7
Struck wreck, etc.....			4		4
Volcanic eruption.....			1		1
Water-logged.....			12		12
Miscellaneous.....		2	1		3
Unknown.....				7	7
<b>Total.....</b>	<b>7</b>	<b>3</b>	<b>24</b>	<b>7</b>	<b>41</b>
<b>Aggregate.....</b>	<b>20</b>	<b>35</b>	<b>89</b>	<b>7</b>	<b>151</b>

TABLE 56.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Bad management.....								1					1
Carelessness.....								1					1
Darkness.....							2						4
"Fault of other vessel".....			1		1			3		2	1	2	10
Unavoidable.....								1	1				1
Unknown.....			1		3			3	1		1		9
<b>Total.....</b>			<b>2</b>		<b>4</b>		<b>2</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>26</b>

TABLE 57.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the number of vessels and distinguishing their description.

Description of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.
	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	Total.	Partially.	
Barges.....					1						1		1		3										3
Barks.....					2				4		1		2		3		1							2	15
Barkentines.....			1		3										3										8
Brigs.....			1						1																2
Brigantines.....					2																				2
Schooners.....			6		5		4	16	10	12	16	16	6	5	8	6	5	8	6						99
Scows.....																									2
Ships.....									1	2					3										8
Sloops.....															1										1
Steamers.....			5		2		5	2	4	2	2	1	5	1	3		3		3						36
Yachts.....															1										1
Total.....	13		10		18		6	26	16	15	28	14	9	11	11										177

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons.....							1							
Over 50 and not exceeding 100 tons.....		1		1					3	1				1
Over 100 and not exceeding 200 tons.....					1		2		4	1	2			1
Over 200 and not exceeding 300 tons.....						2			2	1				1
Over 300 and not exceeding 400 tons.....	1			2					2	2				2
Over 400 and not exceeding 500 tons.....	1	1				1				1	3	1		2
Over 500 and not exceeding 600 tons.....		4				3						1		2
Over 600 and not exceeding 700 tons.....	1			1					1	1		1		2
Over 700 and not exceeding 800 tons.....			1	2							1	1		
Over 800 and not exceeding 900 tons.....				1	1									
Over 900 and not exceeding 1,000 tons.....				1										
Over 1,000 and not exceeding 1,100 tons.....										1				1
Over 1,100 and not exceeding 1,200 tons.....		1									1			
Over 1,200 and not exceeding 1,300 tons.....											1			
Over 1,300 and not exceeding 1,400 tons.....					1				1			1		1
Over 1,400 tons.....		3		1		9		1	1	2	2	1	1	1
Unknown.....										1				
Total.....	3	10	1	9	3	15	5	1	14	12	10	6	9	6
Aggregate.....	13		10		18		6		26		16		15	



TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, etc.—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons			2		1						4		4
Over 50 and not exceeding 100 tons	2				1		2	2			6		14
Over 100 and not exceeding 200 tons	2		1	2	1		2	1	1	17	5		22
Over 200 and not exceeding 300 tons	1	1	1	1	1		1	2		7	6		13
Over 300 and not exceeding 400 tons	2			1		2		1		5	10		15
Over 400 and not exceeding 500 tons	2	1			1					8	6		14
Over 500 and not exceeding 600 tons	1	2							1	3	11		14
Over 600 and not exceeding 700 tons		2						1	1	1	7		12
Over 700 and not exceeding 800 tons	2	2					1		1	5	6		11
Over 800 and not exceeding 900 tons		1							1	1	3		4
Over 900 and not exceeding 1,000 tons		1	1							1	3		3
Over 1,000 and not exceeding 1,100 tons									1		3		3
Over 1,100 and not exceeding 1,200 tons									1	1	2		3
Over 1,200 and not exceeding 1,300 tons		1							1	1	2		3
Over 1,300 and not exceeding 1,400 tons			1		2					2	2		4
Over 1,400 tons	1	4	1	2	2		3			6	29		35
Unknown				1			1			1	3		3
Total	13	15	6	8	3	6	3	8	4	7	74	103	177
Aggregate	28		14		9		11		11		177		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

TABLE 59.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Not exceeding 5 years	3	2	2	2	2		2	7	2	2	1	1
Over 5 and not exceeding 10 years	1	2		1	3	4			2	2		1	19
Over 10 and not exceeding 15 years	3	2	2	1	3	3		2	3	2	3	1	28
Over 15 and not exceeding 20 years	3		6		4	3		6	2	1	2	2	32
Over 20 and not exceeding 25 years	1	1	4	1	1	1		4	1	1	1	2	21
Over 25 and not exceeding 30 years	1	2	1	1	7	3		5	1		2	4	27
Over 30 and not exceeding 35 years	1		2		3								9
Over 35 and not exceeding 40 years					1	2		1	1	1	1		7
Over 40 and not exceeding 45 years													
Over 45 and not exceeding 50 years													
Over 50 years		1	1		1			1	1		1		4
Unknown					1			1	1		1		4
Total	13	10	18	6	26	16	15	28	14	9	11	11	177

TABLE 60.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the number of vessels and distinguishing their cargoes.

Cargoes.	Month.												Total.
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	
Ballast .....	2	4	3	2	4	3	2	5	3	2	4	2	36
Coal .....	5	2	5	.....	7	4	4	3	1	1	1	.....	33
Explosives .....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fertilizers .....	.....	.....	.....	3	1	.....	1	1	.....	.....	.....	.....	3
Fish, oysters, etc. ....	.....	.....	1	.....	.....	.....	.....	.....	2	1	.....	.....	3
Fruit, coffee, nuts, etc.	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ice .....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Iron, iron ore, etc. ....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Logwood .....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Lumber .....	2	1	.....	.....	5	2	2	1	3	2	1	.....	31
Mahogany .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Merchandise (general) ..	.....	2	4	1	2	1	1	4	.....	.....	1	2	19
Naphtha .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Naval stores .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	3
Petroleum .....	.....	.....	.....	1	2	.....	.....	2	1	.....	.....	.....	6
Provisions .....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Railroad iron .....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Salt .....	.....	.....	.....	.....	1	.....	.....	2	.....	.....	.....	.....	4
Stone, brick, etc. ....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	3
Sugar, molasses, etc. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Whale oil .....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Wood .....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Miscellaneous .....	1	.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	4
Unknown .....	.....	.....	1	.....	1	.....	1	2	.....	.....	1	.....	7
Total .....	13	10	18	6	26	16	15	28	14	9	11	11	177

TABLE 61.—Summary—At sea and in foreign waters.

Nature of casualties.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown, whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. <sup>a</sup>	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering.....	20	14,071	.....	14,071	18	2	.....	20	.....	6	129	135	27
Strandings.....	35	7,871	10,185	18,056	26	9	.....	20	15	130	468	598	2
Vessels collided.....	26	4,074	19,043	23,117	12	7	7	4	22	115	332	447	43
Other causes.....	96	14,253	84,079	98,332	78	18	.....	30	66	1,430	1,758	3,188	119
Total .....	177	40,269	113,307	153,576	134	36	7	74	103	1,681	2,687	4,368	191

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 62.—Summary of disasters which have occurred to foreign vessels on and near the coasts and on the rivers of the United States during the year ending June 30, 1902.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of vessels.....	33	6	3	3	45
Tonnage of vessels totally lost.....	15,098				15,098
Tonnage of vessels damaged.....	54,426	11,822	9,096	10,935	86,279
Aggregate tonnage.....	69,524	11,822	9,096	10,935	101,377
Laden.....	22		2		24
Ballast.....	1	2			3
Unknown whether laden or not.....	10	4	1	3	18
Wrecks involving total loss.....	10	1			11
Casualties involving partial and unknown damage.....	23	5	3	3	34
Number of passengers.....	3	110			113
Number in crews.....	410	86	13		509
Total on board.....	413	196	13		622
Number of lives lost.....		41	1		42
Total value of vessels involved.....	\$1,541,300	\$60,000	\$13,500		\$1,614,800
Total value of cargoes involved.....	1,958,560		1,660		1,960,220
Aggregate.....	3,499,860	60,000	15,160		3,575,020
Total losses to vessels.....	604,700	5,000	10,500		620,200
Total losses to cargoes.....	520,135		200		520,335
Aggregate.....	1,124,835	5,000	10,700		1,140,535
Total insurance on vessels.....	1,000		6,000		7,000
Total insurance on cargoes.....			1,000		1,000
Aggregate.....	1,000		7,000		8,000

NOTE.—Besides the foreign vessels above reported 4 others collided with American vessels at sea, involving a tonnage of 9,675.

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.
<b>Foundering:</b>							
Atlantic and Gulf coasts.....	69	17,967	3,201	\$508,700	\$102,470	\$402,150	\$87,945
Pacific coast.....	3	35	35	2,200	600	1,700	600
Great Lakes.....	18	6,755	10,144	518,650	109,375	314,150	103,885
Rivers.....	16	1,666	837	95,500	17,350	75,500	9,100
At sea and in foreign waters.....	20	14,071		279,900	144,040	279,900	144,040
Total.....	126	40,494	14,217	1,404,950	373,835	1,073,400	345,570
<b>Strandings:</b>							
Atlantic and Gulf coasts.....	174	35,473	55,512	3,836,975	2,815,995	1,628,815	822,875
Pacific coast.....	43	6,063	13,170	1,123,800	96,700	460,000	22,575
Great Lakes.....	115	7,259	148,436	9,645,975	1,224,970	689,735	115,045
Rivers.....	6	183	2,990	231,700	1,000	56,500	700
At sea and in foreign waters.....	35	7,871	10,185	658,900	284,800	413,350	189,525
Total.....	373	56,849	230,293	15,497,350	4,423,465	3,248,400	1,150,720
<b>Vessels collided:</b>							
Atlantic and Gulf coasts.....	245	4,513	174,361	12,071,700	2,585,535	446,720	55,825
Pacific coast.....	31	905	30,355	1,609,000	161,800	144,770	
Great Lakes.....	95	4,530	151,681	8,439,000	951,175	490,285	24,680
Rivers.....	22	42	27,910	1,273,780	103,850	94,950	3,000
At sea and in foreign waters.....	26	4,074	19,043	909,900	354,900	394,030	166,140
Total.....	419	14,064	403,350	24,303,380	4,157,310	1,570,755	249,645
<b>Other causes:</b>							
Atlantic and Gulf coasts.....	116	4,619	50,364	5,161,200	1,182,160	666,415	129,890
Pacific coast.....	22	1,635	9,289	653,090	169,485	126,450	31,000
Great Lakes.....	77	4,608	43,284	2,558,100	466,735	415,725	73,180
Rivers.....	77	5,797	14,405	1,245,050	192,160	656,995	74,940
At sea and in foreign waters.....	96	14,253	84,079	5,892,200	893,685	822,630	239,645
Total.....	388	30,912	201,421	15,509,550	2,901,225	2,688,215	548,595
<b>Grand total.....</b>	<b>1,306</b>	<b>142,319</b>	<b>849,281</b>	<b>56,715,230</b>	<b>11,858,835</b>	<b>8,580,770</b>	<b>2,294,530</b>

TABLE 63.—General summary.

Nature of casualties.	Insurance on vessels.	Insurance on cargoes.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
<b>Foundering:</b>											
Atlantic and Gulf coasts.....	\$236,400	\$53,225	47	22	.....	43	26	13	263	276	47
Pacific coast.....	.....	.....	1	2	.....	2	1	.....	5	5	.....
Great Lakes.....	228,750	97,330	15	3	.....	14	4	2	160	162	39
Rivers.....	3,000	.....	5	10	.....	12	4	40	124	164	33
At sea and in foreign waters.	21,500	8,500	18	2	.....	20	.....	6	129	135	27
Total.....	489,650	159,055	86	39	1	91	35	61	681	742	146
<b>Strandings:</b>											
Atlantic and Gulf coasts.....	1,050,800	128,260	124	50	.....	88	86	364	1,476	1,840	9
Pacific coast.....	562,050	2,500	22	21	.....	25	18	330	499	829	2
Great Lakes.....	3,843,850	552,760	95	20	.....	25	90	200	1,480	1,680	4
Rivers.....	41,000	15,000	2	4	.....	3	3	21	76	97	.....
At sea and in foreign waters.	195,285	34,400	26	9	.....	20	15	130	468	598	2
Total.....	5,692,985	732,920	269	104	.....	161	212	1,045	3,999	5,044	17
<b>Vessels collided:</b>											
Atlantic and Gulf coasts.....	5,502,000	1,628,835	96	113	36	17	228	5,766	2,869	8,635	9
Pacific coast.....	799,250	108,500	12	13	6	3	28	527	442	969	5
Great Lakes.....	3,593,300	526,055	54	36	5	9	86	515	1,355	1,870	16
Rivers.....	750,000	.....	8	10	4	1	21	817	322	1,139	3
At sea and in foreign waters.	593,350	205,905	12	7	7	4	22	115	322	447	43
Total.....	11,237,900	2,469,295	182	179	58	34	385	7,740	5,320	13,060	76
<b>Other causes:</b>											
Atlantic and Gulf coasts.....	3,018,600	681,625	53	63	.....	30	86	1,356	1,262	2,618	3
Pacific coast.....	358,750	84,485	11	11	.....	6	16	156	402	558	41
Great Lakes.....	1,709,000	295,750	43	34	.....	10	67	1,605	926	2,531	3
Rivers.....	515,400	102,000	37	39	1	28	49	834	1,362	2,196	121
At sea and in foreign waters.	2,821,915	371,700	78	18	.....	30	66	1,430	1,758	3,188	119
Total.....	8,423,665	1,535,560	222	165	1	104	284	5,381	5,710	11,091	287
Grand total.....	25,814,200	4,896,830	759	487	60	390	916	14,227	15,719	29,937	526

## RECAPITULATION (GENERAL SUMMARY).

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Number of vessels.....	604	99	305	121	177	1,306
Tonnage of vessels totally lost.....	62,572	8,638	23,152	7,688	40,269	142,319
Tonnage of vessels damaged.....	283,438	84,489	353,545	46,142	113,307	849,281
Aggregate tonnage.....	346,010	61,487	376,697	53,830	153,576	991,600
Laden.....	320	46	207	52	134	759
Ballast.....	248	47	93	63	36	487
Unknown whether laden or not.....	36	6	5	6	7	60
Wrecks involving total loss.....	178	36	58	44	74	390
Casualties involving partial and unknown damage.....	426	63	247	77	103	916
Number of passengers.....	7,499	1,013	2,322	1,712	1,681	14,227
Number in crews.....	5,870	1,348	3,921	1,884	2,687	15,719
Total on board.....	13,369	2,361	6,243	3,596	4,368	29,937
Number of lives lost <sup>a</sup> .....	68	48	62	157	191	526
Total value vessels involved.....	\$21,578,575	\$3,388,000	\$21,161,725	\$2,846,030	\$7,740,900	\$56,715,230
Total value cargoes involved.....	6,686,160	428,585	2,752,255	314,360	1,677,475	11,858,835
Aggregate.....	28,264,735	3,816,585	23,913,980	3,160,390	9,418,375	68,574,065
Total losses to vessels.....	3,144,100	732,920	1,909,895	883,945	1,909,010	8,579,870
Total losses to cargoes.....	1,096,475	54,175	317,790	86,740	739,350	2,294,530
Aggregate.....	4,240,575	787,095	2,227,685	970,685	2,648,360	10,874,400
Total insurance on vessels <sup>b</sup> .....	9,807,800	1,720,050	9,374,900	1,309,400	3,632,050	25,844,200
Total insurance on cargoes <sup>b</sup> .....	2,491,945	195,485	1,471,895	117,000	620,505	4,896,830
Aggregate.....	12,299,745	1,915,535	10,846,795	1,426,400	4,252,555	30,741,030

<sup>a</sup> In addition to the number of lives lost here reported, 229 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 755.

<sup>b</sup> The amount of insurance is on 593 vessels and 251 cargoes.

TABLE 64.—Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea and in foreign waters, involving loss of life during the year ending June 30, 1902, in four divisions, viz, (1) founderings, (2) strandings, (3) collisions, and (4) casualties from other causes, showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.
1901.											
July 19	Venizia	American sloop yacht.	33	New York	Black Rock, N. Y.	Partial	Ballast	3	4	5	Near Captains Island, Long Island Sound.
Aug. 14	Biloxi	American steamer.	33	Stidell, La.	Fort St. Philip, La.	do	do	2	7	2	Mississippi River.
Sept. 15	Jupiter	American schooner.	253	Alpena, Mich.	Cleveland, Ohio	Total	Lumber	2	6	4	Lake Huron.
Sept. 16	Hudson	American steamer.	2,284	Duluth, Minn.	Buffalo, N. Y.	do	Wheat and flax.	24	24	24	Off Eagle Harbor light, Lake Superior.
Oct. 2	Michigan	American schooner barge.	1,056	Superior, Wis.	Cleveland, Ohio	do	Iron ore	8	8	1	Lake Superior.
Nov. 24	Davis	do	853	Philadelphia, Pa.	Fall River, Mass.	do	Coal	4	4	4	Off Squan Beach, N. J.
Nov. 25	Grant	do	885	do	do	do	do	4	4	4	Near Chadwick, N. J.
Nov. 26	John G. Fell	American schooner	165	Tiverton, R. I.	Jersey City, N. J.	do	Iron	4	4	1	Near Point Judith, R. I.
Nov. —	Mand	do	398	Hoboken, N. J.	Beverly, Mass.	do	Coal	1	7	8	At sea.
Nov. —	Ella Brown	do	164	New York	Camden, Me.	do	do	5	5	5	At sea.
Dec. 19	Kanawha Belle	American steamer.	133	Charleston, W. Va.	Montgomery, W. Va.	do	Hay, flour, etc.	4	18	8	Great Kanawha River, W. Va.
1902.											
Feb. 2	Antelope	American schooner.	1,306	New York	Boston, Mass.	do	Coal	4	4	4	Near Fire Island, N. Y.
Feb. 2	Belle of Oregon	American schooner barge.	1,115	Newport News, Va.	Providence, R. I.	do	do	4	4	4	Do.
Feb. 3	John F. Randall	do	1,643	Baltimore, Md.	Portland, Me.	do	do	11	11	11	Do.
Feb. 21	Lichtenfeld's Bros.	do	1,136	Newport News, Va.	Providence, R. I.	do	do	4	4	4	New York Harbor.
Feb. 21	Bertha Dean	American schooner.	1,750	Baltimore, Md.	Boston, Mass.	do	do	9	9	9	At sea.
Mar. 12	Providence	American steamer.	97	Viicksburg, Miss.	Palmyra, Miss.	do	General	4	25	20	Mississippi River.
Mar. 19	Hamilton	American barge	1,229	Newport News, Va.	Boston, Mass.	do	Coal	5	5	5	Near Cape Cod.
Mar. 28	C. G. Cranmer	American schooner.	1,222	Oeraoake, N. C.	Norfolk, Va.	do	Ballast	3	2	2	Near Cape Hatteras.
Apr. 9	Acorn	American schooner.	141	Employed in harbor.	do	do	do	9	9	4	Pittsburg Harbor, Pa.
Apr. 25	M. P. Barkalow	American schooner.	121	Marine City, Mich.	Sandusky, Ohio	do	Salt	1	1	1	Lake Erie.
Apr. 26	Wm. E. Baxter	American schooner.	337	New York	New London, Conn.	Partial	Coal	1	1	2	Long Island Sound.
Apr. 30	Henry Hughes	do	288	South Amboy, N. J.	Portland, Conn.	do	do	3	1	1	Do.
May 9	Helen Augusta	American schooner.	141	Stonington, Me.	Brooklyn, N. Y.	Total	Stone	5	5	5	At sea.
May 27	Camano	American steamer.	59	Wenatchee, Wash.	Brays, Wash.	do	Wheat	10	1	1	Columbia River.
June 29	George Dumber	do	239	Cleveland, Ohio	Alpena, Mich.	do	Coal	10	10	7	Lake Huron.

Totals: Vessels, 26; tonnage, 15,041; total losses, 22; partial losses, 4; number of passengers, 18; number in crews, 196; number of lives lost, 146.

TABLE 64.—Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.

(2) STRANDINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether wrecked in the port or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.
1901.											
Nov. 24	Wilmore	American barge	844	Philadelphia, Pa.	Fall River, Mass.	Total	Coal	.....	3	1	Island Beach, N. J.
Dec. 4	C. H. Wheeler	American schooner	371	Coos Bay, Oreg.	San Francisco, Cal.	do	Lumber	.....	4	4	Yaquina Bar, Oreg.
Dec. 7	E. L. White	do	477	Philadelphia, Pa.	Cardenas, Cuba	do	Coal	.....	7	2	Bahama Banks,
Dec. 21	Pere Marquette No. 16	American steamer	1,938	Milwaukee, Wis.	Ludington, Mich.	Partial	Merchandise	.....	32	1	Ludington Harbor, Lake Michigan, Mich.
Dec. 24	Gualala	do	225	Albion, Cal.	San Francisco, Cal.	do	Lumber	.....	17	1	Albion River, Cal.
1902.											
Feb. 12	Elsie M. Smith	American schooner	112	Provincetown, Mass.	Fishing grounds	Total	Fish	.....	18	2	Orleans Beach, Cape Cod, Mass.
Feb. 28	Mattie and Lena	do	15	Block Island, R. I.	Fishing trip	No damage	Ballast	.....	5	2	Block Island, R. I.
Mar. 11	Wadena	do	1,076	Newport News, Va.	Boston, Mass.	Total	Coal	.....	5	5	Shovelful Shoal, Mass.
Mar. 30	Kate Peore	do	382	Rockland, Me.	Curacao, W. I.	Partial	Ice	.....	7	1	Muscle Ridge Channel, Me.
Apr. 26	Grace G. Gribble	do	298	Ashtabula, Ohio	Point St. Ignace, Mich.	Total	Coal	.....	6	3	Point Pelee, Lake Erie, Canada.

Totals: Vessels, 10; tonnage, 5,738; total losses, 6; partial losses, 3; no damage, 1; number in crews, 104; number of lives lost, 19.

(3) COLLISIONS.

Date.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether wrecked in the port or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.
1901.											
July 4	No name <sup>a</sup>	Sailboat	.....	.....	.....	.....	.....	.....	.....	1	Green Bay, Lake Michigan.
July 11	No name <sup>b</sup>	Launch	.....	.....	.....	.....	.....	.....	.....	1	Cleveland Harbor, Ohio.
July 13	Spalpeen	American yacht	29	Essington, Pa.	Glen Cove, L. I.	Partial	Ballast	.....	7	1	Near Seabright, N. J.
July 29	Sagamore	American barge	1,601	Duluth, Minn.	.....	Total	Iron ore	.....	8	2	Near Point Iroquois, Lake Superior.
Aug. 17	No name <sup>c</sup>	Yawl	.....	.....	.....	.....	.....	.....	.....	1	Monongahela River.
Aug. 15	James Gordon Bennett	American schooner	74	New York	On a cruise	Total	Ballast	.....	10	4	Off Sandy Hook.
Aug. 25	No name <sup>d</sup>	Skiff	.....	.....	.....	.....	.....	.....	.....	2	Ohio River.
Sept. 3	No name <sup>e</sup>	Rowboat	.....	.....	.....	No damage	.....	.....	.....	1	New York Harbor.
Sept. 19	Idle Times	American schooner	12	North River, Va.	Norfolk, Va.	Total	Furniture	.....	1	2	Hampton Roads, Va.
Oct. 17	Winona	American sloop	9	Gloucester, Mass.	Boston, Mass.	Total	Fish, etc.	.....	4	4	Off Nahant, Mass.
Oct. 18	John R. Jones	do	6	Norfolk, Va.	James River, Va.	do	Ballast	.....	2	1	Hampton Roads, Va.

Oct. 19	Samuel J. Christian.	American steamer.	55	Detroit, Mich.	Toledo, Ohio	do	do	5	3	Detroit River.
Nov. 2	Phenix	do	73	San Francisco, Cal.	Sacramento River.	Partial	do	6	1	San Francisco Bay.
Nov. 30	San Rafael	do	692	do	Sausalito, Cal.	Total	do	150	3	Do.
1902.										
Jan. 2	Walla Walla	do	3,069	do	Victoria, B. C.	do	Mercan-	67	36	At sea.
Jan. 24	Elizabeth Ann	American schooner.	68	Jackson Creek, Va.	North Carolina	Partial	Ballast	4	1	Hampton Roads, Va.
Feb. 19	Charles D. Hall	do	385	New York	Georgetown, S. C.	Total	do	7	1	At sea.
Feb. 21	Navarino	do	338	Gonaives, Haiti	New York	do	Logwood	7	6	Do.
Mar. 9	Gracie S.	do	91	San Francisco, Cal.	Cruising	Partial	Ballast	8	1	San Francisco Bay.
Mar. 29	Edna Earl	do	42	Philadelphia, Pa.	Greenwich, N. J.	Total	do	11	3	Delaware River.
Apr. 23	Maggie J. Joy	American steamer.	20	Portsmouth, Va.	Norfolk, Va.	No dam-	age.	6	1	Hampton Roads, Va.
May 7	Frolic J.	Launch.	.....	Toledo, Ohio	Maumee Bay	.....	.....	10	7	Toledo Harbor, Lake Erie.
May 11	No name <sup>g</sup>	Barge	.....	.....	.....	.....	.....	.....	.....	Mississippi River.
May 15	No name <sup>h</sup>	Small boat.	.....	Pleasure trip.	.....	.....	.....	.....	.....	Delaware River.
May 19	Middleton	American ferryboat.	641	Employed in harbor	Georgian Bay	Partial	Ballast	200	13	New York Harbor.
June 2	Glenlifer 7	British barge	.....	St. Catharines, On-	.....	Total	Unknown	1	2	St. Clair River.
June 7	Thomas Wilson	American steamer.	1,713	Duluth, Minn	South Chicago, Ill.	do	Iron ore	.....	9	Duluth Harbor, Minn.
June 15	No name J	Canoe	.....	.....	.....	.....	.....	.....	1	Hampton Roads, Va.

<sup>a</sup> Collision with steamer Huron.  
<sup>b</sup> Collision with steamer S. C. Latz.  
<sup>c</sup> Collision with steamer Charles Jutte.

<sup>d</sup> Collision with steamer Ella B.  
<sup>e</sup> Collision with steamer Wm. H. Vanderbilt.  
<sup>f</sup> Collision with steamer Arthur Woods.

<sup>g</sup> Collision with steamer St. Louis.  
<sup>h</sup> Collision with yacht Marietta.

<sup>i</sup> Collision with steamer Admiral.  
<sup>j</sup> Collision with steamer Hampton.

Totals: Vessels, 28; tonnage, 8,923; total losses, 12; partial losses, 5; no damage, 11; number of passengers, 434; number in crews, 228; number of lives lost, 95.

TABLE 64.—Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.

## (4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1901.												
July 1	E. B. Bartlett.....	Am. str.....	1,399	Two Harbors, Minn.	Cleveland, Ohio.....	No damage.	Ore.....	.....	19	1	Lake Erie.....	Killed by falling of part of foremast.
July 4	Dover.....	do.....	244	Sacramento, Cal.	Upper Sacramento River, Cal.	do.....	.....	.....	35	1	Sacramento River.....	Fell overboard while intoxicated.
July 5	S. P. Willard.....	Am. sc.....	127	Bay of Bulls, N. F.	Fishing banks.....	do.....	Miscellaneous.....	811	18	1	Burgeo, N. F.....	Capsizing of dory.
July 7	Homer Ramsdell.....	Am. str.....	1,181	Newburg, N. Y.	New York.....	do.....	.....	.....	55	1	Hudson River.....	Fell overboard from hurricane deck.
July 8	Effie B.....	do.....	43	Ontario.....	Cleveland, Ohio.....	do.....	Fish.....	.....	5	1	Lake Erie.....	Fell overboard.
July 8	Dude.....	do.....	41	Stockton, Cal.	Port Costa, Cal.....	do.....	Ballast.....	.....	3	1	San Joaquin River, Cal.	Do.
July 9	David.....	do.....	1,337	Port Antonio, Jamaica.	Baltimore, Md.....	do.....	do.....	.....	27	1	At sea.....	Washed overboard in a hurricane.
July 12	R. J. Hackett.....	do.....	1,129	.....	.....	do.....	do.....	.....	.....	1	Marquette, Mich.....	Fell overboard from staging.
July 13	Starke.....	Am. sc.....	209	Sabine Pass, Tex.	Coatzacoalcas, Mexico.	do.....	Unknown.....	.....	7	1	Coatzacoalcas River, Mexico.	Fell overboard.
July 14	Flora.....	Am. str.....	185	Sacramento, Cal.	Upper Sacramento River, Cal.	do.....	do.....	.....	35	1	Sacramento River, Cal.	Fell of jumped overboard.
July 16	Elm City.....	Am. sc.....	672	Carteret, N. J.	Baltimore, Md.....	do.....	Acid phosphate.	.....	9	1	Near Highlands, N. J.	Lost overboard.
July 18	Bald Eagle.....	Am. str.....	937	St. Louis, Mo.	Peoria, Ill.....	do.....	do.....	115	80	1	Illinois River.....	Walked overboard while asleep.
July 21	A. J. Miller.....	Am. sc.....	110	Boston, Mass.	Sullivan, Me.....	do.....	Merchandise.	.....	4	1	Near Duck Island, Me.	Jumped overboard while insane.
July 21	Lizzie Bay.....	Am. str.....	198	Madison, Ind.	Cincinnati, Ohio.....	do.....	Miscellaneous.	5	50	1	Ohio River.....	Fell overboard.
July 23	Louise Adelaide.....	Am. sc.....	672	Portland, Me.	Stockholm, Sweden.....	Total.....	Naphtha.....	3	9	10	Stockholm Harbor, Sweden.	Explosion.
July 23	City of Buffalo.....	Am. str.....	2,398	Cleveland, Ohio.....	Buffalo, N. Y.....	No damage.	Unknown.....	.....	.....	1	Lake Erie.....	Fell overboard.
July 24	Joseph B. Williams.	do.....	801	New Orleans, La.	Cairo, Ill.....	Partial.	Ballast.....	.....	47	1	Mississippi River.....	Fatally scalded by bursting of steam pipe.
July 25	F. A. Smith.....	Am. sc.....	77	Essex, Mass.	Boston, Mass.....	No damage.	Merchandise.	.....	5	1	Boston Harbor, Mass.	Fell overboard while making line fast.
July 26	Rappahannock.....	Am. str.....	2,380	Superior, Wis.	Duluth, Minn.....	do.....	Unknown.....	.....	.....	1	Lake Superior.....	Struck on head by a stanchion.



July 26	Kate and Anna	Am. sch.	24	Santa Barbara, Cal.	Fishing trip.	do	14	4	Grays Harbor Bar, Wash.	Capsizing of small boat.
July 26	Virginia	Am. str.	1,606	Chicago, Ill.	Milwankee, Wis.	do	60	1	Lake Michigan	Suddenly awoke and jumped overboard.
July 26	Peshigo	do	817			do		1	do	While going on board fell overboard between dock and boat.
July 27	L. E. Williams	Am. sch.	100	Baltimore, Md	Richmond, Va	do	5	1	James River, Va	Fell overboard from rail.
July 28	A. Wehrle, Jr.	Am. str.	421	Excursion trip		do	770	12	Sandusky Bay, Lake Erie, Ohio.	Swordfish struck dory and knocked man overboard.
July 30	Egmont	do	15	Brunswick, Ga.	St. Simons, Ga.	do	75	4	St. Simons, Ga.	Washed overboard.
Aug. 3	Klondike	Am. sp.	13	New Bedford, Mass.	Fishing grounds.	do		5	At sea	Fell overboard.
Aug. 3	James B. Brown	Am. sch.	198	Vinal Haven, Me.	New York	do		5	do	Fell overboard while intoxicated.
Aug. 4	Reliance	Am. str.	75	Norfolk, Va.	Chesapeake City, Md.	do		8	Chesapeake Bay	Fell overboard.
Aug. 4	Corsair	do	29	Buffalo, N. Y.	Elmwood Beach, N. Y.	do		6	Lake Erie	Fell overboard while intoxicated.
Aug. 4	W. T. Scovell	do	244	New Orleans, La.	Shreveport, La.	do		1	Mississippi River	Fell overboard.
Aug. 4	Alliance	do	679	Astoria, Oreg.	Coos Bay, Oreg.	do		31	Columbia River Bar	Fell overboard while washing cargo.
Aug. 5	T. D. Dale	do	85	Charleston, W. Va.	Winfield, W. Va.	do		10	Great Kanawha River	Fell overboard.
Aug. 6	Jacinto	do	235	Sacramento, Cal.	Upper Sacramento River, Cal.	do		35	Sacramento River	Do.
Aug. 6	Eleanor A. Percy	Am. sch.	3,401	Lying in Harbor	River, Cal.	do		3	Bath, Me.	Fell into hold.
Aug. 7	Santa Rita	Am. str.	13	Excursion Inlet, Alaska.	Dundas Bay, Alaska.	do		1	Icy Strait, Alaska	While passing along the gangway fell overboard.
Aug. 11	Mars	do	278	Norfolk, Va.	New Bedford, Mass.	do		11	At sea	Lost overboard.
Aug. 11	Idlewild	do	363	Toledo, Ohio	Detroit, Mich.	do		400	Lake Erie	Do.
Aug. 12	Regulator	do	508	Portland, Oreg.	The Dalles, Oreg.	do		29	Columbia River	Waked overboard while asleep.
Aug. 13	Mabel Comeaux	do	397	New Orleans, La.	New Hope Plantation, La.	do		1	Mississippi River	Fell overboard.
Aug. 14	Admiral Dewey	do	137	Pittsburg, Pa.	Brownsville, Pa.	do		5	Monongahela River	Do.
Aug. 15	Islander	British str.				Total		109	Lynn Canal, Alaska.	Collided with an iceberg.
Aug. 16	Albemarle	Am. str.	509	Norfolk, Va.	Richmond, Va.	do		1	James River, Va.	Fell overboard while intoxicated.
Aug. 18	City of Mobile	do	299	Mobile, Ala.	Montgomery, Ala.	do		35	Alabama River	Fell overboard.
Aug. 19	City of Goldconda	do	49	Goldconda, Ill.	Paducah, Ky.	Partial		26	Ohio River	Capsizing of vessel.
Aug. 19	Alvira	do	469	San Francisco, Cal.	Upper Sacramento River, Cal.	do		24	Suisun Bay, Cal.	Fell overboard.
Aug. 21	City of Milwankee	do	1,148	Chicago, Ill.	St. Joseph, Mich.	do		455	Lake Michigan	Struck by fender and died from injuries received.
Aug. 21	Sycamore	do	128	Nashville, Tenn.	Ashland City, Tenn.	do		6	Cumberland River	Fell overboard.

TABLE 64.—Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1901.												
Aug. 21	Harry Brown.....	Am. str.....	604	New Orleans, La.....	Pittsburg, Pa.....	No damage.	Unknown.....	35	35	1	Mississippi River.....	Fell overboard from tow.
Aug. 23	Jacinto.....	do.....	235	Sacramento, Cal.....	Upper Sacramento River, Cal.....	do.....	do.....	35	35	1	Sacramento River.....	Walked overboard while intoxicated.
Aug. 23	Red River.....	do.....	97	New Orleans, La.....	Shreveport, La.....	do.....	do.....	10	10	1	Red River, La.....	Fell overboard.
Aug. 24	Quachita.....	Am. str.....	98	New Orleans, La.....	Quachita River.....	do.....	do.....	160	16	1	Do.....	Do.
Aug. 24	Perth.....	Am. ship.....	1,634	San Francisco, Cal.....	Cooks Inlet, Alaska.....	do.....	do.....	180	40	1	Lake Superior.....	Fell into hold.
Aug. 24	Yale.....	do.....	396	Hancock, Mich.....	Duluth, Minn.....	do.....	General.....	100	3	1	Lake Erie.....	Do.
Aug. 25	Yale.....	do.....	26	Huffalo, N. Y.....	Edgewater, N. Y.....	do.....	Ballast.....	100	3	1	Lake Erie.....	Fell overboard.
Aug. 25	Bloomer Girl.....	do.....	95	Duluth, Minn.....	St. Louis River.....	do.....	Unknown.....	1	9	1	Two Harbors, Lake Superior.....	Messenger parted and struck seaman, who died from injuries received.
Aug. 26	David Z. Norton.....	Am. sch.....	3,250	Two Harbors, Minn.....	Cleveland, Ohio.....	do.....	Iron ore.....	1	9	1	Two Harbors, Lake Superior.....	Messenger parted and struck seaman, who died from injuries received.
Aug. 26	San Joaquin.....	Am. str.....	365	Sacramento, Cal.....	San Francisco, Cal.....	do.....	Unknown.....	24	24	2	San Pablo Bay, Cal.....	Knocked overboard.
Aug. 27	Quachita.....	do.....	98	Quachita River.....	New Orleans, La.....	do.....	do.....	24	24	1	Mississippi River.....	While trying to strike another member of crew with a billet of wood, stumbled and fell overboard.
Aug. 28	City of Trenton.....	do.....	469	Philadelphia, Pa.....	Trenton, N. J.....	Partial.	Ballast.....	100	18	24	Delaware River.....	Explosion of boiler.
Aug. 29	Roanoke.....	do.....	2,354	Seattle, Wash.....	St. Michaels, Alaska.....	No damage.	General.....	25	65	1	Puget Sound.....	Caught in the machinery and killed.
Aug. 31	Otranto.....	do.....	26	Shelter Island, N. Y.....	Monterey, Ky.....	do.....	Unknown.....	5	40	1	Long Island Sound.....	Fell overboard.
Sept. 1	Charles B. Pearce.....	do.....	230	Louisville, Ky.....	Monterey, Ky.....	do.....	Tobacco.....	10	40	1	Kentucky River.....	Fell overboard while scuffing.
Sept. 1	Chester.....	do.....	631	Excursion trip.....	do.....	do.....	General.....	100	40	1	Mississippi River.....	Killed by falling from deck.
Sept. 3	Omega.....	Am. bktn.....	584	Willapa Harbor, Wash.....	Melbourne, Australia.....	do.....	Unknown.....	10	10	1	At sea.....	Washed overboard.
Sept. 3	S. M. Stephenson.....	Am. str.....	546	Manistee, Mich.....	Duluth, Minn.....	do.....	do.....	12	12	1	Lake Superior.....	Fell overboard while drawing water.
Sept. 4	Chas. F. Ward.....	Am. bk.....	542	Bath, Me.....	Fort de France, Martinique.....	Partial.	Ice.....	9	9	1	At sea.....	Lost overboard in a hurricane.
Sept. 7	W. G. Wilmot.....	Am. str.....	150	New Orleans, La.....	Shreveport, La.....	No damage.	Ballast.....	1	34	1	Mississippi River.....	Fell overboard from ladder.
Sept. 9	Red River.....	do.....	97	Baltimore, Md.....	Norfolk, Va.....	do.....	Unknown.....	1	34	1	Red River.....	Fell overboard.
Sept. 9	Augusta.....	do.....	2,372	Baltimore, Md.....	Norfolk, Va.....	do.....	General.....	53	50	1	Norfolk Harbor.....	Lost overboard.

Sept. 11	C. A. Raynor	Am. sch.	33	Savannah, Ga.	Satilla River, Ga.	do	Ballast	4	1	Setilla River, Ga.	Walked overboard while asleep.
Sept. 13	Rees Lee	Am. str.	463	St. Louis, Mo.	Memphis, Tenn.	do	General	75	80	Mississippi River	Fell overboard from hurricane deck.
Sept. 15	Red Bluff	do	246	Sacramento, Cal.	Upper Sacramento River, Cal.	do	Unknown	35	1	Sacramento River	Fell overboard from guard.
Sept. 15	Canton	Am. sch.	320	Algoma Mills, Ontario.	Cleveland, Ohio	Partial	Paving stone	7	1	Lake Huron	Killed by falling mast.
Sept. 19	Colmar	Am. barge	244	New Bedford, Mass.	Port Reading, N. J.	No damage	Ballast	2	1	Long Island Sound	Fell overboard.
Sept. 20	Baxter	Am. str.	75	Marietta, Ohio.	Middleport, Ohio.	do	Lumber	14	1	Ohio River	Tried to jump ashore before vessel made headway and fell overboard.
Sept. 25	Varuna	do	230	Sacramento, Cal.	Upper Sacramento River, Cal.	do	Unknown	35	1	Sacramento River	While passing plank from vessel to barge fell overboard.
Sept. 26	Paul Revere	Am. ship	1,735	Kobe, Japan	New York	do	do	25	2	At sea	Fell from aloft.
Oct. 4	Elmer E. Wood	Am. str.	112	Employed in harbor	Ketchikan, Alaska	Partial	Ballast	7	2	New Orleans, La.	Fatally scalded by explosion of boiler.
Oct. 4	Yukon	Am. sch	17	Seattle, Wash.	Ketchikan, Alaska	No damage	Unknown	5	1	At sea	Fell overboard.
Oct. 8	Admiral	do	41			do	do		1	Delaware Bay	Do.
Oct. 8	Cordelia Hoald	Am. str	69	Port Harford, Cal	Klamath River, Cal	do	do	3	1	At sea	Struck by mizzenboom and killed.
Oct. 11	Grace M. Filer	Am. sch	237	Frankfort, Mich.	Chicago, Ill.	do	do	6	1	Lake Michigan	Fell overboard.
Oct. 15	J and G. H. Smith	Am. str	42	Providence, R. I.	Fishing trip	do	Ballast	6	1	Narragansett Bay	Do.
Oct. 15	Lucille Nowland	do	472	Memphis, Tenn.	Memphis, Tenn.	do	Unknown	1	1	Mississippi River	Do.
Oct. 16	Eliza Miller	Am. sch	156	San Francisco, Cal.	Coos Bay, Ore.	do	do	6	1	At sea	While insane jumped overboard.
Oct. 16	John W. Thomas	Am. str	208	Louisville, Ky.	Evansville, Ind.	do	Miscellaneous	20	1	Ohio River	Fell overboard.
Oct. 17	Alma	do	98	Shreveport, La.	New Orleans, La.	do	Unknown		1	Red River, La.	Do.
Oct. 18	D. P. Rhodes	Am. sch	937	Ashabula, Ohio	Escanaba, Mich	do	do	8	1	Lake Huron	Do.
Oct. 18	Katie	Am. str	530	Augusta, Ga.	Savannah, Ga.	do	do	2	1	Savannah River	Do.
Oct. 20	Soffe Fournica	Am. sch	22	New York	Mackinaw City, Mich.	do	Ballast	2	1	Lake Michigan	Knocked overboard by main boom.
Oct. 20	William H. Bailey	do	489	Cincinnati, Ohio	Roadout, N. Y.	do	do	7	1	Hudson River	Fell overboard.
Oct. 22	Courier	Am. str	296	Pomeroy, Ohio	Pomeroy, Ohio	do	General	3	25	Ohio River	Do.
Oct. 23	Mary A. Gleason	Am. sch	65	Boston, Mass.	Fishing grounds	do	Ballast	16	1	At sea	Capsizing of dory.
Oct. 24	Reliance	Am. sc	64	Nome, Alaska	San Francisco, Cal.	do	Unknown	6	1	do	Knocked overboard.
Oct. 24	Lida Fowler	do	195	Mayaguez, P. R.	Philadelphia, Pa.	Total	Fruit	7	1	Delaware Bay	Vessel struck wreck and sank.
Oct. 26	Maui	Am. str	620	Lying in port		No damage	General	46	1	Hawaii Island	Caught between lighter and freight and killed.
Oct. 26	India Givens	do	228	St. Louis, Mo.	Mozier Landing, Ill.	do	Merchan- disc.	10	42	Mississippi River	Fell overboard while fighting.
Oct. 27	Chalmette	do	3,205	New Orleans, La.	Habana, Cuba	do	Unknown		1	At sea	Fell or jumped overboard.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1901. Oct. 28	W. C. Hite.....	Am. str....	641	Louisville, Ky.....	Jeffersonville, Ind..	No damage.	Ballast.....	50	7	1	Ohio River.....	In attempting to jump ashore was crushed between boat and dock.
Oct. 28	Pedro Varela.....	Am. sc.....	89	Faya, Azores.....	Whaling voyage.....	do.....	do.....	24		1	At sea.....	Killed by a whale.
Oct. 30	Indiana.....	Am. str....	1,177	Chicago, Ill.....	Milwaukee, Wis.....	do.....	Unknown.....	37		1	Lake Michigan.....	Fell overboard.
Oct. —	Iolanthe.....	Am. sc.....	74	Liverpool, N. S.....	Fishing trip.....	Total.....	Fish.....	14		14	At sea.....	Never heard from.
Nov. 1	Mary H. Boyce.....	do.....	332	Lying in port.....		Nodamage.	Ballast.....	1		1	Port Arthur, Ontario	Fell into hold.
Nov. 4	Gem.....	do.....	97	Colfax, La.....	New Orleans, La.....	do.....	Unknown..	5		1	Red River, La.....	While carrying a child ashore shipped and fell overboard; child drowned.
Nov. 5	Dalles City.....	do.....	446	The Dalles, Oreg....	Portland, Oreg.....	do.....	do.....	75	15	1	Columbia River.....	Fell overboard.
Nov. 6	Rose Hite.....	do.....	215	Pittsburg, Pa.....	Brownsville, Pa....	do.....	General.....	25	1	1	Monongahela River	While carrying pipe shipped and fell; was struck on head by pipe and killed.
Nov. 7	Jennie B. Hodgden.....	do.....	118	Shelburne, N. S.....	Fishing grounds.....	do.....	Ballast.....	22		1	At sea.....	Fell overboard.
Nov. 7	Eureka.....	do.....	338	Tawas City, Mich....	Lorain, Ohio.....	Total.....	Lumber.....	5		1	Lake Huron.....	Vessel water-logged and abandoned by crew, who took to raft; woman died from exposure.
Nov. 9	Emma and Helen.....	do.....	94	Gloucester, Mass....	Fishing grounds.....	Nodamage.	Ballast.....	18		1	At sea.....	Fell overboard.
Nov. 10	Dreadnaught.....	do.....	420	Norfolk, Va.....	New Haven, Conn....	do.....	Unknown.....	1		1	Off Sandy Hook	Do.
Nov. 11	Ralph J. Long.....	do.....	90	Unalaska, Alaska....	Seattle, Wash.....	do.....	Iron.....	5		1	At sea.....	Do.
Nov. 12	Patrick McCabe.....	do.....	35	Sharps Island, Md....	Baltimore, Md.....	do.....	Unknown.....	11		1	Chesapeake Bay, Md.	Do.
Nov. 12	Lucy Walker.....	do.....	9	Baltimore, Md.....	Worton Creek, Md....	do.....	do.....	6		1	do.....	Knocked overboard by foreboom.
Nov. 12	Leo.....	Am. str....	9	Palatka, Fla.....	Coltee, Fla.....	do.....	do.....	12	3	1	St. Johns River, Fla.	Fell overboard.
Nov. 13	W. T. Scovell.....	do.....	244	New Orleans, La....	Alexandria, La.....	do.....	do.....	1		1	Red River, La.	Fatally injured while heaving on line to release vessel.

Nov. 14	Lydia Thompson	Am. sc.	202	Lopez, Wash	Seattle, Wash	do	do	General	20	15	1	Washington Sound, Wash	Fell overboard
Nov. 15	Colgate Hoyt	do	1,252	Ashland, Wis	Cleveland, Ohio	do	do	Unknown	19	1	1	Lake Superior	Do.
Nov. 16	Sequoia	do	411	Fort Bragg, Cal	Portland, Ore	do	do	do	17	1	1	Near Point Gorda, Cal	Do.
Nov. 19	Daniel W. Jones	Am. sc	27		Oyster grounds	do	do	Ballast	8	1	1	Chesapeake Bay	Struck by foreboom and knocked overboard.
Nov. 24	Robert E. Lee	Am. str.	637	Ashport, Tenn	Memphis, Tenn	do	do	Unknown	61	65	1	Mississippi River	Fell overboard.
Nov. 26	Pacific No. 2	do	570	Pittsburg, Pa	Cincinnati, Ohio	do	do	do	35	1	1	Ohio River	Pulled overboard by line.
Nov. 26	Robert Jenkins	do	212	Lying in harbor		do	do	Ballast	13	1	1	Pittsburg Harbor, Pa.	Fell overboard.
Nov. 27	Rouse Simmons	Am. sc	205	Ludington, Mich	Chicago, Ill	do	do	Unknown	6	6	1	Lake Michigan	Do.
Nov. —	Reliance	do	64	San Francisco, Cal	Barndon, Ore	Total	do	General	5	5	5	At sea	Never heard from.
Nov. —	Anna E. Krauz	do	682	Baltimore, Md.	Baltimore Canal, Gaulepue	do	do	Coal	9	9	1	do	Do.
Nov. —	Eliza H. Parkhurst	do	121	Bay of Islands, N. F.	Gloucester, Mass	do	do	Fish	1	7	8	do	Do.
Dec. 1	Croesus	Am. str.	36	Point Caswell, N. C.	Wilmington, N. C.	Nodamage	do	Miscellaneous	4	4	1	Cape Fear River, N. C.	Fell overboard.
Dec. 2	Imperial	do	494	New Orleans, La	Bayou Sara, La.	do	do	Unknown	13	1	1	Mississippi River	Do.
Dec. 3	Joseph L. Hurd	do	557	Parry Sound, Ontario	Chicago, Ill	do	do	Lumber	13	1	1	Lake Huron	Lost overboard.
Dec. 4	Anglo-Saxon	Am. sc.	104	Gloucester, Mass.	Fishing grounds	do	do	Ballast	18	1	1	At sea	Capsizing of dory while attending trawls.
Dec. 7	George Burnham	Am. str.	332	Chicago, Ill	Milwaukee, Wis	do	do	Unknown	12	12	1	Lake Michigan	Fell from aloft.
Dec. 7	Henry W. Oliver	do	4,909	Fort William, Ontario	Buffalo, N. Y.	do	do	Grain	23	23	1	Lake Erie	Fell into machinery.
Dec. 8	Dode	do	215	Anacortes, Wash	Seattle, Wash	do	do	Unknown	19	14	1	Puget Sound	Fatally scalded by breaking of piston rod.
Dec. 11	Alice	do	90	Basin, Miss	Scranton, Miss.	do	do	do	7	7	1	Pascagoula River	Fell overboard.
Dec. 11	Mau	do	620	Lying in port		do	do	General	46	1	1	Hawaii	Lost while swimming to clear line.
Dec. 12	Crecent	Am. sc	463	Long Cove, Me	New York	do	do	Stone	7	7	1	At sea	Fell from aloft.
Dec. 14	Volant	do	96	Sheburne, N. S	Fishing trip	do	do	Ballast	18	18	1	do	Capsizing of dory.
Dec. 22	Masaba	Am. str	2,431	Escanaba, Mich	South Chicago, Ill	do	do	do	20	1	1	Lake Michigan	Fell into hold.
Dec. 25	Sun	do	84	Memphis, Tenn	Fulton, Tenn	Partial	do	Cotton and cotton seed	16	17	4	Mississippi River	Vessel on fire.
Dec. 29	Viking	Am. sc	65	Boston, Mass	Fishing trip	Nodamage	do	Ballast	14	14	1	Provincetown, Mass	Fell overboard.
Dec. —	Matteawan	Am. str	3,301	Nanaimo, B. C	San Francisco, Cal.	Total	do	Coal	33	33	33	At sea	Never heard from.
1902.													
Jan. 3	Hesper	Am. bk	695	Vancouver, B. C	Freemantle, Australia	Nodamage	do	Unknown	12	1	1	Honolulu, Hawaii	Fell overboard.
Jan. 8	Helen A. Wyman	Am. ship	1,717	Hongkong, China	Baltimore, Md	do	do	do	21	1	1	At sea	Do.
Jan. 13	Mary S. Brees	Am. str	214	Mobile, Ala	Dempopolis, Ala	do	do	do	30	55	1	Tombigbee River, Ala.	Do.
Jan. 21	H. T. Beacham	Am. sc	39	Baltimore, Md.	New York	do	do	do	4	4	1	Chesapeake Bay	Do.
Jan. 21	Norman	do	365	Brunswick, Ga.	New Bedford, Mass.	Partial	do	Lumber	7	7	1	At sea	Lost overboard.

TABLE 64.—Vrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1902.												
Jan. 22	Martha E. Moore	Am. sc.	38	North Point Creek, Md.	Baltimore, Md.	No dam- age.	Unknown	11	11	1	Baltimore Harbor, Md.	Knocked overboard by jib boom.
Jan. 27	A. E. Whyland	do	130	Bay of Islands, N. F.	Gloucester, Mass.	do	do	8	8	1	At sea	Washed overboard from bowsprit.
Jan. 30	Challenger	Am. bk.	1,656	Manila, P. I.	San Francisco, Cal.	do	do	15	15	1	do	Fell overboard from aloft.
Jan. —	Addie Charleson	Am. sc.	658	Carrabelle, Fla.	Providence, R. I.	Total	Rosin	9	9	9	do	Never heard from.
Jan. —	Alva	do	102	Gloucester, Mass.	Fishing trip	do	Unknown	16	16	16	do	Do.
Feb. 2	City of Knoxville	Am. str.	147	Yazoo City, Miss.	Sunflower River, Miss.	No dam- age.	Cotton seed.	5	23	1	Yazoo River	Fell overboard.
Feb. 3	Ben	do	45	Employed in harbor	Maysville, Ky.	do	Unknown	7	7	1	New York Harbor	Do.
Feb. 3	Courier	do	296	Cincinnati, Ohio	do	do	Tanned coal stock.	4	12	1	Ohio River	Do.
Feb. 4	Dighton	Am. slip	282	Lying at dock	do	do	Coal	14	14	6	New York, Mass.	Explosion of boilers.
Feb. 5	John W. Ailes	Am. str.	107	Employed in Pitts- burg Harbor, Pa.	do	Partial	Ballast	14	14	6	Monongahela River	Do.
Feb. 5	Aloha	Am. sc.	814	Honolulu, Hawaii	Port Gamble, Wash.	No dam- age.	do	11	11	1	Port Townsend, Wash.	White discharging bal- last was fatally in- jured by a rock which fell from tub.
Feb. 8	Emma and Helen	do	94	Gloucester, Mass.	Fishing banks	do	do	18	18	1	At sea	Knocked overboard by mainsail.
Feb. 8	City of Reading	Ferryboat	576	Camden, N. J.	Philadelphia, Pa.	do	do	6	6	1	Delaware River	Fell overboard.
Feb. 12	Amy Turner	Am. bk.	991	Hilo, Japan	San Francisco, Cal.	do	Unknown	2	14	1	At sea	Fell from aloft to deck.
Feb. 14	Nelad	Am. str.	173	Apalachicola, Fla.	Chatahoochee Fla.	do	do	12	15	1	Apalachicola River	Fell overboard.
Feb. 15	Eliza Miller	Am. sc.	156	San Francisco, Cal.	Coos Bay, Ore.	do	Ballast	6	6	1	At sea	Fell overboard.
Feb. 15	H. M. Carter	Am. str.	97	Lying at wharf	do	do	do	1	1	1	New Orleans, La.	Fatally scalded by es- caping steam.
Feb. 16	Alice	Am. bk.	858	Auckland, New Zea- land	New York	do	do	15	15	2	At sea	Fell from aloft.
Feb. 18	J. N. Harbin	Am. str.	296	Memphis, Tenn.	Pine Bluff, Ark.	do	Merchandise	5	35	1	Mississippi River	Fell overboard.
Feb. 20	Number Six	Am. sc.	910	Lying in dry dock	do	do	do	5	5	1	Baltimore Harbor, Md.	Fell from ladder and died from injuries received.
Feb. 22	Jos. W. Hawthorn	do	585	Darten, Ga.	Belfast, Me.	do	Lumber	8	8	1	At sea	Lost overboard in a gale at night.
Feb. 25	Amethyst	do	74	San Francisco, Cal.	Cocuille River, Ore.	Total	Ballast	4	4	4	do	Vessel capsized.
Feb. 25	Chas. H. Bacon	Am. str.	22	London, Tenn.	Kingston, Tenn.	Partial	do	2	5	1	Tennessee River	Explosion of boiler.

Feb. 26	Gotama	Am. sch.	198	Coos Bay, Ore.	San Francisco, Cal.	No dam- age.	.....do	7	1	At sea	Washed overboard by heavy sea.
Feb. 28	Patriot	.....do	81	Gloucester, Mass.	Fishing banks	.....do	.....do	16	2	.....do	Lost in dory while attending trawls.
Mar. 2	Mary J. Ward	.....do	11	Rockport, Mass.	Fishing trip	.....do	.....do	4	1	Near Cape Ann	Capsizing of dory while attending trawls.
Mar. 4	Grey Eagle	Am. str.	555	St. Louis, Mo.	Commerce, Mo.	.....do	Mercha- n- disc.	50	66	Mississippi River	Ringbolt pulled up; was struck by line and killed.
Mar. 5	Cannon	Am. slp.	5	Employed at How- ells Point, Md.	New York	.....do	Ballast	3	1	Chesapeake Bay	Fell overboard.
Mar. 18	Fly Away	Am. sch.	160	Catabs, Me.	Norfolk, Va.	Partial No dam- age.	Lumber Unknown	2	6	Off Cape Cod, Mass	Vessel capsized.
Mar. 20	Mary A. Gray	Am. slp.	7	Broadcreek, Va.	San Francisco, Cal.	.....do	.....do	48	1	Lake Erie	Knocked overboard by boom.
Mar. 21	Daisy	Am. str.	18	Mazatlan, Mex.	San Francisco, Cal.	.....do	.....do	69	1	At sea	Fell overboard.
Mar. 26	City of Sydney	.....do	3,016	Lying in port.	St. Louis, Mo.	.....do	.....do	48	1	Lake Erie	Jumped overboard while insane.
Apr. 3	Shawnee	Am. sch.	571	San Francisco, Cal.	St. Louis, Mo.	.....do	.....do	6	1	Lake Erie	Fell from aloft.
Apr. 4	Lizzie Prien	.....do	95	San Francisco, Cal.	St. Louis, Mo.	.....do	.....do	6	1	St. Georges Sound, Fla.	Capsizing of small boat.
Apr. 8	Lauretta Curran	Am. str.	23	Lying at anchor.	Carrabelle, Fla.	.....do	.....do	27	6	Chesapeake Bay	Fell overboard.
Apr. 11	Iola	.....do	46	Apalachicola, Fla.	Gloucester, Mass	.....do	.....do	3	1	St. Georges Sound, Fla.	Do.
Apr. 12	Laura Enos	Am. sch.	17	Boston, Mass	Supertor, Wis.	.....do	.....do	5	1	Boston Bay	Do.
Apr. 12	Progress	Am. str.	1,596	Buffalo, N. Y.	Supertor, Wis.	.....do	.....do	17	1	Lake Superior	While attempting to go into hold was struck by hatch cover and killed.
Apr. 14	Grace Odis	Am. sch.	62	Boston, Mass	Fishing banks	.....do	Ballast	10	1	Near Boon Island, Me.	Capsizing of dory.
Apr. 15	Theresa J. Willard	.....do	253	Portland, Me.	Hillsborough, N. B.	.....do	.....do	6	1	Hopewell Cape, N. B.	Capsizing of small boat.
Apr. 17	Charles J. Leo	Am. str.	89	Employed in harbor	Memphis, Tenn.	.....do	.....do	65	55	New Orleans, La	Fell overboard from large dory.
Apr. 18	Sunrise	.....do	473	Lying in harbor.	Memphis, Tenn.	Total	Unknown	65	62	Red River, La	Fell overboard.
Apr. 20	City of Pittsburg	.....do	1,043	Chincinnati, Ohio	Traverse City, Mich	No dam- age.	Mercha- n- disc.	65	7	Ohio River	Vessel destroyed by fire.
Apr. 21	John Leatham	.....do	75	Sturgeon Bay, Wis.	Traverse City, Mich	No dam- age.	Unknown	65	7	Lake Michigan	Lost overboard.
Apr. 22	Theresa Verdon	.....do	49	Lying at dock	Buffalo, N. Y.	.....do	Ballast	7	3	New York Harbor	Fell overboard.
Apr. 23	Nirvana	Am. bge	611	Ashland, Wis.	Buffalo, N. Y.	.....do	Ballast	7	1	Lake Huron	Do.
Apr. 24	John Alison	Am. str.	23	Lying in harbor	Dewnauth, Miss.	Total	Ballast	2	2	New York Harbor	Explosion of boiler.
Apr. 24	Louise	Am. sch.	9	Bayou Plain, Miss.	Brunswick, Ga.	No dam- age.	Unknown	3	3	St. Louis Bay, Miss.	Fell overboard.
Apr. 30	John S. Emery	Am. bktn.	919	New York	Brunswick, Ga.	.....do	.....do	12	1	At sea	Fell from aloft while furling sails.
May 3	Josie	Ferryboat	73	Employed in harbor	St. Pierre, Marti- nique	.....do	Ballast	9	1	New Orleans, La.	Jumped overboard while intoxicated.
May 7	Anna E. J. Morse	Am. sch.	723	Philadelphia, Pa.	St. Pierre, Marti- nique	Total	Coal	9	9	St. Pierre, Marti- nique	Volcanic eruption.
May 10	Iona	British str.	292	Orleansburg, N. Y.	Oswego Harbor, N. Y.	Partial	.....do	9	1	Oswego Harbor, N. Y.	Vessel on fire.
May 14	Speculator	Am. sch.	110	Gloucester, Mass	Fishing grounds	.....do	Ballast	18	1	At sea	Fell overboard.
May 16	Louis Pahlon	Am. str.	366	Thompson, Mich	Chicago, Ill	.....do	Lumber	14	1	Lake Michigan	Do.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*  
(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1902. May 20	Charles Killam	Am. str.	24			No damage.	Ballast		4	2	Delaware River	Steam cylinder broke; 2 frightened by escaping steam, jumped overboard.
May 22	Belle	Ferryboat	37	Duluth, Minn.	West Superior, Wis.	do	do	27	3	1	Duluth, Minn.	Fell overboard while intoxicated.
May 26	Jennie Stella	Am. sch.	292	Fairhaven, Wash.	San Francisco, Cal.	do	Unknown	8	8	1	At sea	Fell overboard.
May 27	Fred Hartweg	Am. str.	391	Luxora, Ark.	Chicago, Ill.	do	do	21	21	1	Mississippi River	Lost overboard.
June 1	Commercé	Am. sch.	327	Bois Blanc Island, Mich.	Chicago, Ill.	do	do	7	7	1	Straits of Mackinac	Fell overboard from small boat.
June 3	Lauretta Curran	Am. str.	14	Lying at dock		do	Ballast		5	1	Baltimore, Md.	Fell overboard between boat and wharf.
June 3	James Lee	do	569	Memphis, Tenn.	Friars Point, Miss.	do	Unknown	148	64	1	Mississippi River	Fell overboard.
June 4	Dixie	do	71	Ouchita River, La.	New Orleans, La.	do	do	10	10	1	do	do.
June 4	Mary Garratt	do	840	Stockton, Cal.	San Francisco, Cal.	do	do	41	55	1	San Joaquin River, Cal.	do.
June 5	Violet	Am. sch.	14	Youngs Island, S. C.	Tuxedo Landing, N. C.	do	Ballast		3	1	Cooper River	do.
June 7	Susquehanna	Am. str.	462	Port Deposit, Md.	Baltimore, Md.	do	Unknown	12	13	4	Chesapeake Bay	do
June 7	Ravenna	do	154	Stillwater, Minn.	Muscatine, Iowa	Partial	Ballast		2	20	Mississippi River	Vessel capsized.
June 12	Charles Nelson	do	1,057	Seattle, Wash.	San Francisco, Cal.	Not damaged.	Unknown	23	24	1	At sea	Fell overboard.
June 13	Henry S. Robbins	Am. sh.	18	Philadelphia, Pa.	Port Norris, N. J.	Damage.	Fertilizers	2	3	2	Delaware River	Vessel capsized.
June 13	Tartar	Am. sch. y.	12	Chicago, Ill.	Michigan City, Ind.	Not damaged.	Ballast	14	6	1	Lake Michigan	Knocked overboard by boom.
June 16	Monrogon	Am. sch.	301	Toledo, Ohio	Port Huron, Mich.	do	Unknown		6	1	Lake St. Clair	Fell overboard.
June 17	Lizzie Balcock	do	689	Trinidad, W. I.	Baltimore, Md.	do	do	4	8	1	Chesapeake Bay	Fell from aloft.
June 18	John S. Hopkins	Am. str.	593	Black River, Jamaica.		do	do			1	Ohio River	Fell overboard.
June 19	Hancock	Am. bktn.	412	Providence, R. I.	Providence, R. I.	do	Logwood		2	1	Providence, R. I.	Fell into hold.
June 23	Chili	Am. str.	2,584	Chicago, Ill.	Buffalo, N. Y.	do	Grain	1	20	2	Lake Huron	Fell overboard.
June 26	Lizzie Shearn	Am. sch.	59	Galveston, Tex.	Fishing cruise	do	Fish		10	1	At sea	Washed overboard.
June 29	Glanoe	Am. str.	18	Excursion trip		do	Ballast	97	4	1	Buffalo Harbor, N. Y.	Fell overboard while stepping from one vessel to another.

Totals: Vessels, 222; tonnage, 108,910; total losses, 16; partial losses, 13; no damage, 193; number of passengers, 4,939; number in crews, 3,428; number of lives lost, 490.



TABLE 65.—Summary of wrecks and casualties on and near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1903, involving loss of life.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<b>Foundering:</b>						
Vessels.....	12		5	5	4	26
Tonnage.....	9,162		3,963	463	1,453	15,041
Passengers.....	7		2	8	1	18
Crews.....	49		52	69	26	196
Lives lost <sup>a</sup> .....	47		39	33	27	146
<b>Strandings:</b>						
Vessels.....	4	2	2		1	9
Tonnage.....	2,414	596	2,236		477	5,723
Passengers.....						
Crews.....	33	21	38		7	99
Lives lost <sup>a</sup> .....	9	2	4		2	17
<b>Collisions:</b>						
Vessels.....	6	3	4	1	3	17
Tonnage.....	827	856	3,369	42	3,802	8,996
Passengers.....	205	150	1		67	423
Crews.....	38	25	39	11	93	206
Lives lost <sup>a</sup> .....	9	5	16	3	43	76
<b>Other causes:</b>						
Vessels.....	3	1	3	10	12	29
Tonnage.....	378		890	2,859	7,388	11,515
Passengers.....		109		213	4	326
Crews.....	15	62	21	201	131	430
Lives lost <sup>a</sup> .....	3	41	3	121	119	287
<b>Totals:</b>						
Vessels.....	25	6	14	16	20	81
Tonnage.....	12,781	1,452	10,458	3,364	13,120	41,175
Passengers.....	212	259	3	221	72	767
Crews.....	135	108	150	281	257	931
Lives lost <sup>a</sup> .....	68	48	62	137	191	526
<b>Vessels totally lost:</b>						
Vessels.....	17	3	11	7	13	56
Tonnage.....	10,843	1,063	7,968	1,533	12,213	33,620
Passengers.....	4	259	3	75	72	413
Crews.....	94	77	102	131	241	645
Lives lost <sup>a</sup> .....	55	45	59	98	189	446
<b>Vessels damaged:</b>						
Vessels.....	8	3	3	9	2	25
Tonnage.....	1,938	389	2,490	1,831	907	7,555
Passengers.....	208			146		354
Crews.....	41	31	48	150	16	286
Lives lost <sup>a</sup> .....	13	3	3	59	2	80
<b>Vessels not damaged:</b>						
Vessels.....	37	16	42	72	38	205
Tonnage.....	7,288	9,395	36,153	23,323	21,283	97,442
Passengers.....	174	279	2,281	1,717	173	4,624
Crews.....	236	376	488	1,394	531	3,025
Lives lost.....	38	20	49	76	41	224
<b>Aggregate:</b>						
Vessels.....	62	22	56	88	58	286
Tonnage.....	20,069	10,847	46,611	26,687	34,403	138,617
Passengers.....	386	538	2,284	1,938	245	5,391
Crews.....	371	484	638	1,675	788	3,956
Lives lost.....	106	68	111	233	232	750

<sup>a</sup>Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 526 lives lost on vessels sustaining material damage, 286 were lost on steamers and 240 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 7, sailing vessels 61; Pacific coast, steamers 46, sailing vessels 2; lakes, steamers 43, sailing vessels 17; rivers, steamers 152, sailing vessels 3; at sea, steamers 36, sailing vessels 155.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years.

ATLANTIC AND GULF COASTS.<sup>a</sup>

Name of place.	Fiscal year ending June 30—										Total.	
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.		
MAINE.												
Bald Head Cliff.....	1											1
Blue Hill Bay:												
Black Island.....				1								1
Blue Hill Harbor.....			1									1
Brooklin.....									1			1
Ellsworth.....					1				1			2
Gotts Island.....								1				1
Moose Island.....									1			1
Orono Island.....			1									1
Placentia Island.....							1	1				2
Swan Island.....							1					1
York Narrows.....				1				1				2
Blue Hill Bay approaches:												
Little Duck Island.....							1					1
Long Island.....		1										1
Serag Island.....										1		1
Boothbay:												
Boothbay and Townsend Harbor.....		1		1		2	2		4			10
Southport Island.....					1							1
Spruce Point.....		1							1			2
Squirrel Island.....			1					1				2
Cape Elizabeth.....		1							1			2
Broad Cove.....			1						1			2
Maxwells Point.....		1										1
Portland Head.....					1		1					2
Spurwink River.....						1						1
Trundys Reef.....			1					1	1			3
Cape Neddick:												
Boon Island.....	1					1						2
Boon Island Ledge.....										1		1
Cape Porpoise.....				1						1		2
Bumpkin Island.....									1			1
Folly Island.....	1							1				2
Goat Island.....			1			1				1		3
Trotts Island.....		1										1
Cape Small Point.....			2								1	3
Bald Head Rocks.....	1									1		2
Fullers or Glovers Rock.....		1				1						2
Wood Island.....						1						1
Casco Bay:												
Aldens Rock.....			1		1				1	1		4
Bangs Island.....			1			1						2
Cow Island.....	1											1
Dingleys Island.....			1									1
Great Chebeag Island.....									1			1
Green Islands and Reef.....		1			2	1						4
Haddock Rock, Broad Sound.....	1											1
Harpwell.....			1									1
Horse Island Harbor.....	1											1
Long Island.....							1					1
Peaks Island.....							1	1				2
Ragged Island.....										1		1
Ram Island.....	1							1				2
Richmonds Island.....			1			1			1			3
Cobscook Bay:												
West Pembroke.....							1					1
Cranberry Island, Great.....	1					1	2	1	1			6
Sperlins Point.....		2										2
Thompsons Ledge.....						1						1
Cranberry Island, Little.....	1	1		1				1		2		6
Bakers Island and Bar.....		3			1	2						6
Cutler and approaches.....	1				2	1	2		1			7
Damariscotta River and approaches:												
Damariscotta River (mouth of).....									1			1
Fishermans Island.....	1						1					2
Hypocrites, The.....									1			1
Linekins Neck.....									1			1
Ram Island.....						1			1			2
Thread of Life Ledge.....							1					1
Thumbcap Island.....										1		1

<sup>a</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.







TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
MAINE—continued.											
St. Georges River and approaches—Continued.											
Hoopers Island.....		2	1	1			1	1			6
Marshall's Point.....						1			1	1	3
McGees Island.....	1		1	1							3
Mosquito Island.....		1									1
Old Man Ledge.....								1			1
Otis Cove.....								1			1
Port Clyde.....	1		1	6	1		3	1	2		15
Sisters, The.....										1	1
Stone Island.....								1	1		2
Stone Point.....								1			1
Thomaston.....								1			1
Turkey Point.....									1		1
Two-Bush Island.....										1	1
Sheepsfoot Bay and River:											
Cuckolds, The.....							1				1
Fire Island.....							1				1
Sawyers Island.....									1		1
Southport Island.....			1						1		2
Tennants Harbor.....							1		1		2
Harts Neck.....				1							1
Long Cove.....								1			1
Southern Island.....					1						1
Wells Beach:											
Fishing Rocks.....			1								1
West Quoddy Head. (See Quoddy Roads.)											
Wheeler's Bay.....	1				1						2
Calf Island.....	1										1
Clarks Island.....					1						1
York River and approaches:											
York Harbor.....					1						1
York Ledge.....				1	1						2
NEW HAMPSHIRE.											
Hampton:											
Great Boars Head.....						1			1		2
Hampton Beach.....				1		1					2
Isles of Shoals:											
Appledore Ledge.....								1			1
Cedar Ledges.....						1	1				2
Duck Island.....								1	1		2
Eastern Rocks.....				1							1
Portsmouth Harbor (New Hampshire side):											
Fort Point.....								1			1
Jerry's Point.....						2	1				3
Odiornes Point.....	1						1				2
Rocks, mouth of harbor.....							1				1
Rye Beach.....				1							1
Stielmans Rocks.....		1							1		2
Wallis Sands.....										1	1
Western Ledges.....										1	1
Rye Ledge.....								1		1	2
MASSACHUSETTS.											
Beverly Bay.....	1				1						6
Boston Bay and Harbor:											
Black Rock and Channel.....	1		2	3	2		3	3	1		15
Black Rock. Cohasset.....			1				1				3
Brewsters, The.....	1		2	1		1	3	2			10
Broad Sound.....		1									1
Castle Island.....		1			1		1			2	5
Cohasset Harbor.....							2				2
Commercial Point.....								1			1
Deer Island.....			1							1	2
Devils Back.....	1		1				1		1		4
Dorchester Bay.....			1		1		1		1		3
Gallups Island.....					1		4				5
Georges Island.....	1		1		2	1	1				6
Graves, The.....						1					1
Great Fawn Bar.....		1									1
Hardings Ledge.....	2			1		1					4



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
MASSACHUSETTS—continued.											
Cape Cod—Continued.											
Peaked Hill Bar.....	1	2	1	1	2	4	4	1	2	2	20
Pollock Rip.....	3	4	5	2	1	2	1	2	1	1	22
Race Point.....	6	2	4	2	2	3	3		2	4	28
Shovelful Shoal.....		4	4	2		2	4	3	6	6	31
Stone Horse Shoal.....		1	1	1	1					1	5
Cape Cod Bay:											
Beach Point.....									1		1
Billingsgate Island and Shoal.....	1		1								2
Brewster.....							1				1
Long Point.....								1		1	2
Provincetown.....	6	3			2		18				29
Wood End.....				1	1	2	3	4	2	5	18
Fall River.....			1								1
Gurnet Point.....					2		2	1		1	6
Ipswich Bay:											
Essex Bar.....			1								1
Ipswich Bar.....	1	1	1	3	2	2	4			1	15
Lynn Harbor.....		1	1								2
Marblehead.....			1				4				5
Marshfield.....								1			1
Marthas Vineyard:											
Cape Poge.....					2			1			3
Cedar Tree Neck.....		1					1		1		3
Chappaquiddick Point.....	1						1		1		3
Chilmark.....	1		1								2
Cottage City.....	1										1
East Chart.....	1			1					1		2
Edgartown.....	3	1					1				6
Gay Head.....		1	1	1		1	2		1		6
Menemsha Bight.....	1	1				2	3	2		1	19
No Mans Land.....		1									1
Old Man Ledge.....			1								1
Toms Shoal.....	1										1
Vineyard Haven.....	3	3	1	1	7	1	22	1	3	2	44
Wasque Shoal.....										2	2
West Chop.....	1	1	1						1	1	5
Nahant Bay:											
Egg Rock.....		1									1
Nahant.....	1		1			1			1		4
Shag Rock.....							1				1
Nantucket:											
Barand Bay.....					1			1	2	1	7
Coskata.....		1			2			1			4
Great Neck.....							1				1
Great Point and Great Rip.....		3		2		2		1	1		9
Surfside.....						1					1
Nantucket Shoals.....		1				2	1		1	1	6
Nantucket Sound:											
Bishop and Clerks Shoal.....					1				1		2
Chatham Roads.....	1		1						2	1	5
Common Flats (near Chatham Roads).....		3	2								5
Dennisport and Beach.....			1						1		3
Dog Fish Bar.....		1	1								3
Handkerchief Shoal.....	6	3	5	1	1	2	1	2	3	3	27
Hardings Beach.....										1	1
Harwichport.....	1										1
Hawes Shoal.....	2										2
Horseshoe Shoal.....						1					1
Hyannis.....	1	1	1				1		1	1	6
Kill Pond Bar.....		1	2								3
Long Shoal.....	3			2							5
Muskeget Island.....			1			1	1			2	5
Mutton Shoal.....							1				1
Nortons Shoal.....	1			1							2
Osterville.....						1					1
Rodgers Shoal.....	1										1
Shovelful Shoal (near Tuckernuck Shoal).....	1					1					2
Tuckernuck Shoal.....	2	1		1		1			1	2	8
Newburyport approaches:											
Newburyport Bar.....		1		1	1		4	2	3	8	20
Plum Island Point.....					1		1				2
Salisbury Point.....	1	2		1				1			5



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
MASSACHUSETTS—continued.											
Plum Island.....	3	1	4	4		1		2		2	17
Plymouth Bay:											
Browns Bank, or Browns Island.....	5		2	2	1	4			7	2	23
Cow Yard, The.....							1				1
Dicks Flat.....				1							1
Plymouth.....	1	1			1	1	9	1		1	15
Saquish Head.....							1		3		4
Salem Harbor and approaches:											
Bakers Island and Shoals.....		1	1		2	1				1	6
Dry Breakers.....		1									1
Endeavor Rocks.....						1					1
House Island.....							1				1
Juniper Point.....								2			2
Kettlebottom, The.....	1										1
Little Aqua Vitæ Ledge.....			1								1
Magnolia.....				1							1
Salem Harbor.....			1			1	2			1	5
Salisbury Beach.....				1							1
Scituate.....							2		1		3
First Cliff.....		1									1
Fourth Cliff.....		1			2				1		4
North Scituate.....	1	1					1		1		3
Vineyard Sound:											
Cuttyhunk Island.....	2		1		1		1	3		1	9
Falmouth.....										2	2
Hedge Fence Shoal.....					3	1		1	2		7
L'Homme Dieu Shoal.....		1		1							3
Middle Ground.....					1	1				1	3
Nashawena Island.....		1	2		2		1		2		8
Naushton Island.....		3	2		1		1	1			8
Nobska Point.....									1		1
Pasque Island.....				1	4	1					6
Quicks Hole.....						1					1
Robinsons Hole.....	1	1	1							1	4
Sow and Pigs.....	1	1		1	1		2	1	2		9
Squash Meadow Shoals.....		1									1
Succonesset Shoal.....	1										1
Tarpaulin Cove.....	2		2		1		1				6
Woods Hole.....	1	1		2		1		3			8
RHODE ISLAND.											
Block Island:											
Block Island Breakwater.....			5		5	4	2	2	1	1	20
East side of.....	1		1			3	1		1	2	9
New Harbor.....					1			1	1	1	4
Northwest shore of.....				1	1	4					6
Sandy Point.....			3		2	2	1	1			9
South and southwest shore.....		1									1
West side of.....	1		1		3	1	1	1			8
Charlestown Beach.....				1							1
Green Hill Point.....	1										1
Little Narragansett Bay.....						1					1
Narragansett Bay:											
Bishop Rock.....		1									1
Bonnet Point.....		1									1
Boston Neck.....		1									1
Brentons Point and Reef.....			1		1						2
Castle Hill.....					1		1				2
Church Point.....			1								1
Clump Rocks.....		1									1
Coddington Point.....							1				1
Conanicut Island.....								1			1
Conimicut Point.....				1							1
Dutch Island.....	2	1	1				1				5
Eastons Beach.....									2		2
Fish Rock.....							1				1
Fort Adams.....	1										1
Gardiners Neck.....							1				1
Goat Island.....	1									1	4
Jones Ledge.....			2						1		1
Kettle-Bottom Rock.....			1								1
Muscle Bed Shoal.....							1				1
Newport.....						1	4			1	6
Newtons Rock.....	1			1							2



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.		
CONNECTICUT—continued.												
Saugatuck River (mouth of)....	1						1					2
Shippan Point.....					1		1					2
Stamford Harbor.....										2		2
Stonington Harbor.....				2						2		4
Stratford Point.....										1		1
NEW YORK.												
Block Island Sound:												
Fort Pond Bay.....			3			2	2					7
Gardiners Island.....					1							1
Goffes Point.....	1											1
Napeague Bay.....							1					1
Shagwong Reef.....	1	1					1					3
East River:												
Astoria.....									1			1
Barretto Point.....								1				1
Berrians Island.....	1											1
Blackwells Island.....		1	1				1	1				4
College Point.....	2											2
Governors Island.....					1			1				2
Hell Gate.....		1		2	2		1	1	5	2		14
Hell Gate, Flood Rock.....			1					1				2
Hell Gate, Halletts Point.....			1									1
Hell Gate, Mill Rock.....	1	1				1		1				4
Hell Gate, Negro Head.....		2						1				2
Hell Gate, Rylanders Reef.....							1	1				2
Hell Gate, The Hogs Back.....			1			1	1	1		2		6
Horns Hook.....	1					1						1
Lawrence Point.....				1	1	1						1
Man-of-War Rock.....				1	1	1	2					5
Newtown Creek (mouth of).....		1										1
North Brother.....			1				1		1	3		6
Old Ferry Point.....							1					1
Rikers Island.....							1					1
South Brother.....								1				1
Sunken Meadows, The.....	1				2	3	1	1		2		10
Wards Island.....										1		1
Gardiners Bay:												
Gardiners Island (see Block Island Sound).						1						2
Long Beach Bar.....		1										1
Sag Harbor.....					2		1					3
Shelter Island.....								1				1
Long Island (outside):												
Amagansett.....		1			1							2
Coney Island.....	2	4	1	4	3	2						16
Coney Island (Sheepshead Bay)					1		1	1				3
East Hampton Beach.....		1										1
Fire Island Beach.....	3	2	2	1	2	1	1	1	1			14
Fire Island Beach (Great South Bay).....	3					2	7					13
Fire Island Inlet.....			5	5	5	5	2	1	5	6		34
Gilgo Inlet.....								1				1
Hempstead Bay.....	1							1				1
Hog Island Inlet.....	1											1
Long Beach.....	2	3	2		1	1	3		3	3		18
Mecox.....		1				1						2
Montauk Point.....	1	1					2	1				5
Moriches Beach.....		1	1				1	1	2		1	7
Moriches Beach (Moriches Bay)						1						1
Napeague.....	1	1	1		1		2					6
New or Jones Inlet.....	1	2	4		3	3		2	2	5		22
Oak Island.....			1									1
Potunk.....	1											1
Quogue.....					1			1				2
Rockaway and Far Rockaway Beach.....			1	1	1			1	1			5
Rockaway Inlet and Shoals.....		1	6	1	3	2	3	1	3	7		27
Shimnecock Beach.....		1	2		4							7
Smiths Point.....		1										1
Zachs Inlet.....	1	1		1			2					5

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
NEW YORK—continued.											
Long Island Sound:											
Big Tom Rock.....				1		1					2
City Island.....					1				1		1
Cold Spring Harbor.....				1							1
Cow or Manhasset Bay.....		1									1
Davenport or Davids Island.....					1				1		3
Duck Pond Point.....							2				2
Eatons Neck.....	1		3	1				1	1	1	8
Execution Rocks.....	1	1									1
Fishers Island.....	1	1	4	1	2	1	2	1	2	1	16
Glen Island.....					1						1
Great Gull Island.....		1		1		2					4
Hallocks Landing.....										1	1
Hart Island.....	1		1		1	1		1		1	6
Hortons Point.....					1						4
Little Gull Island.....			1					1	1		3
Lloyds Neck.....	1	1			2						5
Luce Landing.....							1	1			1
Martinicock Point.....			1	1							5
Mattituck Beach.....		1						2	1		1
Mount Sinai.....	1						3				4
New Rochelle Harbor.....		1	1			1			1		4
Oak Neck Point.....			1								1
Old Field Point.....			1			1	1		1		4
Old Silas Reef.....						1					1
Orient Shoal.....					1						1
Oyster Bay.....	1		1								2
Oyster Pond Point.....				1			2				3
Peconic Bay, Great.....				1							1
Pelham Bay.....				1							1
Plum Island.....			1		1		1		3		6
Port Jefferson.....							2		1		3
Prospect Point.....			1								1
Race Point (near).....		1									1
Race Rock.....								1			1
Rocky Point.....							1	2			3
Rye Point.....	1			1						1	4
Sands Point.....		1	1								2
Valiant Rock.....								1			1
New York Bay and Harbor:								1	1		2
Bath Beach.....		1									1
Bay Ridge.....							1				1
Bedloes Island.....				1				1			2
Bedloes Island (rock 1 mile west of).....				1							1
Black Tom Island.....							1				1
Castle Point.....		1									1
Constable Point.....								1			2
East Bank.....					1					1	2
Ellis Island.....		1			1						2
Gedney Channel.....			1								1
Great Kills.....		1								1	2
Nortons Point.....									1		1
Princess Bay.....						1	1				2
Robbins Reef.....			1								1
Romer Shoal.....	1	1	6	3	1	2	3	1	4	2	24
South Brooklyn.....								1			1
Staten Island.....		1					1				2
Swash Channel.....								1	1		2
Swinburne Island.....					2						2
West Bank.....			1	2	1			1	1	1	7
NEW JERSEY.											
Absecon Inlet.....	1	5	4	6	2		3	4	2	2	29
Atlantic City.....	3	2			3		1		1		10
Barnegat Inlet.....	5	1	2	2	1	3	1		2	4	21
Brightante Beach and Shoals.....	2	2	2	2	1	2		2		1	14
Cape May.....			1	2	3	1	2	1	1		11
Cold Spring Inlet.....			1	1		1	1	2	2	1	8
Corsons Inlet Bar.....		3				1		2			6
Deal Beach.....	1	1		1							3
Delaware Bay (also see Delaware):											
Ben Davis Shoal.....			1						1	1	3
Cross Ledge.....						1					1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.		
<b>NEW JERSEY—continued.</b>												
<b>Delaware Bay—Continued.</b>												
East Point.....									1		1	1
Egg Island Point.....								1				1
Fishing Creek Shoal.....		1										1
Green Creek.....			1						1			2
McCries Shoal.....		1									1	2
Miah Maull Shoal.....					1							1
North Shoal.....	1	1										2
Overfalls or South Shoals.....			1				1					2
Round Shoal.....				1								1
Somers Shoal.....	1											1
Five Fathom Bank.....			1			1						2
Five Mile Beach.....			2									2
Great Egg Harbor and Inlet.....	2	3	1	3	5	3	10	13	10		4	54
Hereford Inlet.....		6	2		2	3	1	1			3	18
Highlands.....		1	1	3	2							5
Island Beach.....	1	1		2					2		2	8
Little Egg Harbor.....					1	5					2	8
Little Egg Harbor Inlet or New Inlet.....	3	3	3	1	4	5		5	5		2	31
Long Beach.....	2	1	1	2	2	1	3	1	2		3	18
Long Branch.....	1			1							1	3
Ludlum Beach.....					1		1					2
Monmouth Beach.....	1		1	2	1				1	1		7
Newark Bay, Shooters Island.....						2						2
Pecks Beach.....	1		1	1							1	4
Port Monmouth.....							1					1
<b>Raritan Bay:</b>												
Keyport.....		2					1				3	6
Perth Amboy.....							1					1
Point Comfort.....			1									1
Raritan.....									1			1
Red Bank.....			1									1
Sandy Hook.....	5	6	1	8	4	3	4	2	3	2		38
False Hook.....	1											1
Flynn's Knoll.....	1						2			2		5
Horse Shoe.....			1			1			1			3
Seabright.....	2				1							3
Shrewsbury River.....				1					1	1		3
Spring Lake.....								1				1
Squan Beach.....	2	1	1			1		2				7
Tatham's.....			1	1				1				3
Toms River.....					1							1
Townsend's Inlet.....				3	2			2	3			10
Turtle Gut Inlet.....				1	1				1			3
<b>DELAWARE.</b>												
Cape Henlopen.....	4	1			1	5	2	3	3	3		22
Hen and Chickens Shoal.....	1	1				1				1		4
<b>Delaware Bay (also see New Jersey):</b>												
Bombay Hook Point.....	1											1
Brandywine Shoal.....							1					1
Broadkill River (mouth of).....									1			1
Cedar Beach.....						2						2
Fourteen Foot Bank.....						1						1
Joe Flogger Shoals.....	1			1		1	3					6
Lower Middle.....										1		1
Misplion River.....			1			1						2
Shears, The.....	1	1										2
Delaware Breakwater.....	2	1	3		1	1	3	1	1	1		14
Indian River Inlet.....	1	2			2		3	1		2		11
Lewes.....		3	1	1		6	3	2	2			18
Rehoboth Beach.....		1						1	1			3
<b>MARYLAND.</b>												
<b>Chesapeake Bay:</b>												
Bear Point.....						1						1
Cedar Point.....						1				2		3
Chester River (mouth of).....		1						1				2
Choptank River (mouth of).....	1			1								2
Cornfield Point (mouth of Potomac River).....						1						1
Cove Point.....	1								1			2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF STATES—Continued.

Name of place.	Fiscal year ending June 30—											Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.		
MARYLAND—continued.												
Chesapeake Bay—Continued.												
Curtis Point.....			1									1
Devils Woodyard.....			1									1
Drum Point.....						1						1
Fishing Bay.....		1										1
Hacketts Point.....					1							1
Herring Bay.....		2	1				1					4
Holland Island.....				1					2			3
Honga River.....				1								1
Horseshoe Point.....				1								1
James Point.....	1								1			2
Long Point.....											1	1
Magothy River (mouth of).....							2			2		4
Man of War Shoal.....			1									1
Millers Island.....			1									1
Patapsco River (mouth of).....	1		1		1	2	1	1				7
Patuxent River (mouth of).....							1					1
Point No Point.....				1							1	2
Poplar Island.....											1	1
Sandy Point.....											1	1
Sharps Island Bar.....	2										1	3
Swan Point.....						1						1
Thomas Point Shoal.....						1						1
Wades Point (Eastern Bay).....					1							1
Fenwick Island.....		1	1				1					3
Green Run Inlet.....					1					1		2
Isle of Wight.....									1			1
North Beach.....		2		1		1			1			5
North Beach, Sinepuxent Bay.....						1			1			2
Ocean City.....								1				1
VIRGINIA.												
Assateague Island.....	2		2				1	2	2			9
Fishing Point.....			2		1	4	2	2	1	5		17
Ship Shoal.....										1		1
Turners Shoals.....						2			1	1		4
Assawaman Inlet.....						1						1
Cape Henry.....		3	2	3	2	2	2	1	3	1		19
Cedar Island.....		1	2									3
Cherrystone Inlet.....		1										1
Chesapeake Bay:												
Back River Shoals.....		1										2
Cape Charles City.....				1								1
Farnham Creek.....				1				1				1
Great Wicomico River (mouth of).....					1							1
Middle Ground.....	3	1				1	3		1			9
New Point Comfort.....				1	1	1		2				5
Ocean View.....	1			1								2
Piankatank River (mouth of).....		1						1	1			3
Plum Tree Bar.....	1	1										2
Pongateague Creek (mouth of).....							1					1
Potomac River (mouth of).....						1						1
Smiths Point.....									1			1
Stingray Point.....					1		1					3
Tail of the Horse Shoe.....						1			1			2
Watts Island.....							1					1
Willoughby Spit.....	1				1			1				3
Wolf Trap Shoal, Mobjack Bay.....			1									1
Chincoteague Inlet.....	3	2	1				2	5	3	1		17
Chincoteague Shoals (off Fishing Point).....	1		1	2					1			5
Cobbs Island.....	1	1			1	1						4
Carters Shoals.....	1	1	1	2	1	1	1					8
Sand Shoal Inlet.....	2	1	1	2	1	4	1	1				13
Dam Neck Mills.....								1				1
Elizabeth River:												
Lamberts Point.....					1			2				3
Middle Ground.....							1					1
False Cape.....	3			1	2			1	1	3		11
Pebble Shoals.....				2	1		1	3	1	1		9



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.		
NORTH CAROLINA—continued.												
Little Kinnakeet (also see Pamlico Sound).....	1						1	1				3
Lockwoods Folly Beach.....		2	1			1						4
Nags Head.....			2		1							3
New Inlet.....		1		1				1		1		4
New River Inlet.....		1										1
Ocracoke Inlet.....		1	1		1	1		2		2		8
Ocracoke Island.....	1		8				1	2				12
Oregon Inlet.....	1		1					2				4
Pamlico Sound:												
Big Kinnakeet.....			2	3			2	2	1	1		11
Brant Island.....	1						1					2
Chicamacomico.....			1									1
Durants.....					1		2		1			4
Gull Island and Shoal.....			1	1			1		1			4
Hatteras Inlet.....	2			1	2							5
Howard Reef.....			1									1
Kings Point.....					1							1
Jennett Landing.....					1							1
Little Kinnakeet.....				1	1	1				1		4
Log Shoal.....						1			1			2
Neuse River.....			1									2
Ocracoke Inlet.....			2		2		2			1		7
Olivers Reef.....		3	1				1			1		6
Oyster Shoal.....							1	1	1			3
Pamlico Point.....						1						1
Porpoise Point.....								1				1
Roanoke Marshes.....								1				1
Robinson.....						1						1
Royal Shoals.....				2			1	1	1			5
Portsmouth Island.....								1				1
Rich Inlet.....		1										1
Shallotte Inlet.....			1					3				4
Southport.....								1				1
Wash Woods.....			1		1					1		3
Wrightsville Inlet.....						1						1
SOUTH CAROLINA.												
Bay Point.....							1					1
Beaufort.....		1										1
Bulls Bay.....	1											1
Cahbogue Sound.....					1							1
Daufuskie Island.....		1					1					2
May River.....									1			1
Cape Romain.....		1					1		1			3
Capers Island.....		1					1					2
Charleston.....	1	4			1	1						7
Charleston Bar.....	1	3	1		2	1	2	1	1	2		14
Drunken Dick Shoal.....			1	1	1							3
Pumpkin Hill Shoal.....	1											1
Edisto Island.....							1					1
Fripps Island.....							1					1
Georgetown Breakers.....		1	2		1			1				5
Hilton Head Island.....							2					2
Hunting Island.....									1			1
Kiawah Island.....		1										1
Little River Inlet.....				1				1				2
Long Island.....		1		1			1					3
Morris Island.....					1	1		1				3
Page Island.....		1										1
Pine Island Beach.....	1											1
Port Royal Bar.....	1				1		2					4
St. Helena Sound and approaches.....		1										1
St. Phillips Island.....					1							1
South Island.....		1										1
Stono Inlet.....				1				1				2
Sullivan's Island.....						1		2	1	2		6
Winyah Bay.....			1							1		2
Youngs Island.....		1										1
GEORGIA.												
Altamaha Sound.....	1						1		1			3
Brunswick.....					1		3	1	2			7
Cumberland Island and Shoals.....	1						1	2				4



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
<b>GEORGIA—continued.</b>											
Darien .....							1			1	2
Doboy Sound and approaches ..	2		1		1		1				5
Harris Neck .....							1				1
Jekyll Island .....							1				1
Little Wassaw Island .....					1						1
Long Island .....						1					1
Pumpkin Hammock, North River .....	1										1
St. Simons Bar .....	2				1						3
St. Simons Island .....									1		1
St. Simons Sound, Colonels Island .....					1						1
Sapelo Sound and approaches ..	1	1	1				1				4
Savannah River (mouth of) ..		3			1		2				6
Tybee Island .....				1	1		1	1	2		6
Wassaw Island .....						1					1
Wilmington River (mouth of) ..			1				1				2
Wolf Island, Spit, and Shoals ..	1					1				1	3
<b>FLORIDA.</b>											
Amelia Island .....						2					2
Apalachicola Bay .....							1				1
Carrabelle .....			1					3			4
East Pass Bar .....					1						1
Vincent Island .....							1				1
Barrancas .....	1								1		2
Bethel Creek .....		1									1
Biscayne Bay .....	1										1
Boyton .....										1	1
Cape San Blas .....					1						1
Caseys Pass .....									1		1
Chester Shoals .....	1		2				1				4
Dog Island .....								7			7
Fernandina Bar and Harbor ..			1			1	3				5
Florida Reefs:											
Bird Key (near Tortugas) ..	1						1				2
Coffins Patches .....									1		1
Conch Reef .....								1		1	2
Content Key .....							1				1
Elbow Reef .....	1	1	1								3
Fowey Rocks .....		1									1
French Reef .....		1									1
Key West .....			2	1	1			1	1		6
Looe Key .....							1				1
Marquesas Key .....		1				1					2
Maryland Shoal .....				1							1
Middle Ground .....			1								1
Molasses Reef .....									1		1
New Ground Shoal .....								1			1
Pickle Reef .....		1									1
Pulaski Shoals .....		1									1
Quicksands .....						1					1
Rebecca Shoal .....	1				1	1				1	4
Tennessee Reef .....			2		1						3
Tortugas .....	1	1	2	1	1	1	1	1	1	1	11
Virginia Key .....						1					1
Fort Lauderdale .....								2	1		3
Fort Pickens Point .....	1				1				1		3
Gull Point Bar .....		1									1
Hillsboro Inlet .....			1				1				2
Indian River, Eau Gallie .....		2									2
Indian River Inlet .....			2								2
Jupiter Inlet .....	3	3	2	5	1				2		16
Lake Worth Beach .....				1							1
Lake Worth Inlet .....			2								2
Lantana .....				1		1					2
Mosquito Inlet .....	1								2		3
Mosquito Lagoon .....	2										2
New River Inlet .....		2			1				1		4
Ormond .....					1						1
Pablo Beach .....				1							1
Palm Beach .....					1						1
Pensacola Bar .....	2	2		1			2		1		8
Pensacola Bay .....		4			4	2	3	2	1	2	18



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
TEXAS—continued.											
Matagorda Bay.....										3	3
Matagorda Island.....		1		1				1			3
Matagorda Peninsula.....			1		1						2
Mustang Island.....						1	1		1		5
Padre Island.....			1	2							5
Pass Cavallo.....	1		2		2	2	1	1			9
Sabine Pass.....	1	1	4	1	1		1				9
East of.....				1							1
West of.....									1		1
Saint Joseph Island.....	2					1	1				4
San Bernard Bar.....	1	1			1	2				2	7
San Luis Pass.....		1	3	6	5		3	2			20
Porto Rico.....					1						1
Arroyo.....				1					1		2
Eagle Point.....						1					1
Ponce.....								1			1

PACIFIC COAST.<sup>a</sup>

ALASKA TERRITORY.											
Admiralty Island.....								2			2
Agrippin Bay.....		1									1
Amlika Island.....		1									1
Anchor Point, Cooks Inlet.....			1								1
Barren Island.....					1						1
Bristol Bay.....										1	1
Cape Constantine.....						1					1
Cape Menchikof.....								1			1
Cape Nome.....							1	1	8	1	11
Cape Rodney.....											2
Cape Romanzof.....								1	2		3
Chamisso, Kotzebue Sound.....								1			1
Chirikoff Island.....						1					1
Clarence Strait, Blashke Island.....							1				1
Cooks Inlet.....	1								1		2
Coronation Island.....									1		1
Dixons Entrance.....								1			1
Devils Rock.....							1				1
Frederick Sound, Five Fingers Rocks.....										1	1
Geese Island, Kadiak Island.....			1			1					2
Golvin Bay.....									1		1
Goodnews Bay.....									1		1
Juneau.....						1					1
Kadiak Island.....			1					1	1		3
Kagalaska Island.....									1		1
Karluk, Kadiak Island.....				1					1		2
Kashevarof Island.....							1				1
Kayak Island.....	1	1									2
Lituya Bay.....	1			1							2
Lynn Canal, Shelter Islands.....						1	1		1		3
Haines Mission.....								1			1
Skagway.....						3					3
Sullivan Island.....									1		1
Taiya Sahnka.....							1				1
Marasco Bay.....	1										1
Midway Island, Stephens Passage.....								1			1
Montagne Island.....								1			1
Nakchamik Island.....							1				1
Nunivak Island.....								1		1	2
Point Hope.....					1						2
Port Clarence Harbor.....				1						1	2
Pribilof Islands.....								1			1
Prince of Wales Island.....							1				1
Prince William Sound.....		1							1		2
Pybus Bay, Frederick Sound.....								1			1
Return Reef, Midway Island.....			1								1

<sup>a</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.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.		
ALASKA TERRITORY—continued.												
Revillagigedo Channel, Mary Island							2					2
Rocky Point									1			1
Safety									1			1
Saint Lawrence Island									2			2
Saint Michael								6	1	1		8
Saint Paul Harbor		1										1
Sand Point	1											1
Sannak Islands									2			2
Seal Rock							1					1
Shelikof Strait					1							1
Katmai Bay						2						2
Shumagin Islands								1				1
Sitka (near)			1									1
Stephens Passage									1			1
Stuart Island									1			1
Thin Point					1							1
Tigalda Island								1				1
Tongass Narrows				1		1		1				3
Tugidak Island					1							1
Unalaska			1			2						3
Unga Island									1	1		2
Unimak Islands						1				1		3
Wrangell Narrows			1				1	1	1			4
Yakutat		1		1								2
HAWAII.												
French Frigate Shoal				1								1
Hawaii Island		1							3	2		6
Honolulu							1					1
Kauai Island									1	3		4
Lanai Island									1			1
Maui Island								1	2			3
Molokai Island									1			1
Oahu Island					1			2		1		4
WASHINGTON.												
Cape Disappointment										1		1
Cape Flattery						1				2		3
Cape Johnson		1										1
Grays Harbor			1									1
Five miles north of					1							1
North Spit			1									1
Ihwaco Beach					1							1
Lapush										1		1
Long Beach				1								1
Puget Sound	2									1		3
Bear Point						1						1
Marrowstone Point	1				1							2
Meadow Point										1		1
Point No Point				1								1
Point Polnell										1		1
Point Wilson	1			1	1			2				5
Port Blakeley									1			1
Port Townsend			1	2	1							4
Rocky Point							1					1
Seattle			1									1
Skagit River (mouth of)		1										1
Tacoma									1			1
Useless Bay		1										1
West Point	1			1					1			3
Whitbey Island			1				1					2
Queetslu River (mouth of)			1									1
Shoalwater Bay			2			1	1		2			6
Straits of Fuca:												
Neah Bay				1								1
New Dungeness	1		1			1						3
Pillar Point							1					1
Smiths Island		1										1
Washington Sound:												
Decatur Island					1					2		2
Deception Pass							1					1
Fairhaven									1			2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
WASHINGTON—continued.											
Washington Sound—Continued.											
Fidalgo Island .....							1				1
Henry Island .....			1								1
Lummi Island .....								1			1
Obstruction Island .....							1				1
Orcas Island .....							1				1
Point Roberts .....									1	2	3
Rosario Strait .....	1										1
San Juan Island .....	1										2
Sinclair Island .....											1
Smith Island .....											2
Willapa Bay .....									1		1
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit .....										1	1
Sand Island .....			1								1
OREGON.											
Alsea Bay .....			1				1				2
Cape Arago .....	1			1			1	1	1	1	6
Cape Blanco .....				1							1
Cheko Cove .....				1							1
Coos Bay Bar .....	1	1			1		1	1			5
Coquille River (mouth of) .....	2	1		2	3	3	9	2	4	6	32
Nehalem River (mouth of) .....				1	1						2
Nestuggah Bay and Bar .....									2		2
Point Adams .....		1	1					3			5
Rogue River Bar .....											1
Siuslaw River (mouth of) .....			2					3			6
Tillamook Bar .....	2						1	2			5
Umpqua Bar .....	2			2			1	2			7
Yaquina Bar .....	1						1			1	3
CALIFORNIA.											
Albion River (mouth of) .....	1	3									5
Bodega Bar .....	1										1
Bowens Landing, Mendocino County .....	1										1
Cambria .....			1								1
Caspar .....					1		1				2
Crescent City .....				1							1
Double Point .....									1		1
Duxbury Point .....							1		1		2
Eel River Bar .....				1							1
Fish Rocks .....	1										1
Fisks Mill .....											1
Fort Bragg, Mendocino County .....		1						1	1	1	4
Fort Ross .....	2								1		3
Golden Gate .....		1	2						1		4
Fort Point .....	2	1		1				1	1	1	7
Golden Gate Park .....		1							1	1	2
Lime Point .....											1
Point Diablo .....						1		1			2
Point Lobos .....									1		1
Presidio Shoal .....	1										1
Southside .....										1	1
Greenwood Landing, Mendocino County .....							1				1
Half Moon Bay .....						1					1
Hardy Creek .....					1						1
Hueneme, Ventura County .....					1						1
Humboldt Bar .....			1	2	1	2	2	1		1	10
Kents Point, Mendocino County .....						1					1
Little River (mouth of) .....									1		1
Mare Island, San Pablo Bay .....								1			1
Mendocino .....		1									1
Monterey Harbor .....			1								1
Newport .....		1									1
Noyo, Mendocino County .....	1										1
Pigeon Point .....					1						1
Pillar Point .....						1					1
Point Arena .....				2	1	1				2	6
Point Bonita .....		1	1						1		3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
CALIFORNIA—continued.											
Point Conception.....		1									1
Point Gorda.....				1					1	1	3
Point Montara Reef (near).....								2			2
Point New Year.....				1							1
Point Reyes.....			1		1						2
Point Sur.....		1									1
Point Vincent.....		1									1
Pyramid Point.....					1						1
Redondo Beach.....		2		2		1					5
Rockport.....			1								1
Russian Landing, Sonoma County.....	1		1								2
Salt Point.....								1			1
San Francisco Bay and Harbor.....			1								1
Alcatraz Island.....							1				1
Alviso.....							1				1
Angel Island.....		1							1		2
Anita Rock.....							1				1
Arch Rock.....						1					1
Bird Rock.....						1					1
Castro Rocks.....									1		1
Mission Rocks.....				1							1
Oakland.....	1										1
Point Richmond.....										3	3
San Mateo.....								1			1
Yerba Buena Island.....	1										1
Santa Barbara Islands:											
San Clemente Island.....	1							1	1		4
San Miguel Island.....			1								1
San Nicholas Island.....										1	1
Santa Catalina Island.....		1									1
Santa Cruz Island.....					1		1				2
Santa Cruz Point, Needle Rock.....			1								1
Santa Rosa Island.....	1		1								2
Smiths River (mouth of).....	1				1						2
Stewarts Point, Sonoma County.....			1								1
Timber Cove.....						1					1
Tomas Point.....						1					1
Ventura.....									1		1

GREAT LAKES.<sup>a</sup>

LAKE ONTARIO.											
Bath, Ontario.....					1						1
Big Sandy Creek, N. Y.....	2		1				1			1	5
Braddocks Point.....	1							1			2
Charity Shoal.....					1	1					2
Charlotte.....		1		1	2				1		5
Forest Lawn, N. Y.....		1									1
Fort Niagara, N. Y.....							1				1
Galloo Island.....				1							1
Kingston (near), Canada.....		1									1
Little Salmon River, N. Y.....		4									4
Long Island, Canada.....			1								1
Niagara, Canada.....		1			1						2
Oak Orchard Reef.....						1					1
Ontario, N. Y.....	1										1
Oswego.....	4	2	2		1				2		11
Seven miles west of Pigeon Island, Canada.....		2									2
Fort Ontario, N. Y.....		1									1
Sandy Creek, N. Y.....				1							1
Six Town Point, N. Y.....				1							1
Stony Island.....	1										1
Stony Point, N. Y.....							1				1
Thirty-Mile Point, N. Y.....								1			1
Wellington, Canada.....		1									1

<sup>a</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 includes also places on the Canadian shore where American vessels have stranded.]

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
LAKE ERIE.											
Ashtabula, Ohio.....	2		2			2	1	3	1	3	14
Ballast Island Reef.....								1			1
Bar Point, Canada.....		1	1		1			2	2	2	9
Black River, Ohio.....			1								1
Buffalo, N. Y.....		3			5	3		2	4	1	18
Cedar Point, Maumee Bay, Ohio.....		1			1	1					2
Cedar Point, Sandusky Bay, Ohio.....			1		1	1	1				4
Chick-e-nolee Reef, Canada.....		1								1	2
Cleveland, Ohio.....	5		3	3	5	4	1	4	1		26
Colchester Reef, Canada.....	1	1			1	1			1		5
Conneaut, Ohio.....	1			1	2						4
Erie, Pa.....	2	3	1	1		3					10
Fairport, Ohio.....				1							2
Fort Erie, Canada.....					1						1
Horse Shoë Reef.....	1	3	3		1	2		1		1	12
Huron, Ohio.....		1									1
Kellers Island and Shoal, Ohio.....	1	2		1	1			1		1	7
Little Point, Canada.....				1							1
Log Point, Canada.....					1						1
Long Point, Canada.....	3	1			2		1		1	1	9
Lorain, Ohio.....					1				1		2
Marblehead, Ohio.....		1									1
Mentor, Ohio.....				1							1
Morgan Point, Canada.....				1							1
Mouse Island Shoals, Ohio.....				3			2	1			6
Niagara Reef, Ohio.....									1		1
Niagara River.....	2		2	1	1		1	3	1	1	12
North Harbor Isle, Canada.....			1								1
Pigeon Bay, Canada.....	1										1
Point Abino, Canada.....		1				1		1			4
Pointe au Pelée, Canada.....			3	5					2	1	11
Middle Ground.....				1			4		2		7
Pointe au Pelée Island, Canada.....		1	1	2							4
Port Colborne, Canada.....		1	1				2				4
Port Dover, Canada.....			1								1
Port Maitland, Ontario.....					1						1
Presque Isle, Pa.....	1										1
Rondeau, Canada.....			1								1
Sandusky Bay, Ohio.....		1	1		1			1	3		7
Scotts Point, Ohio.....		1			1						2
Seneca Shoal, N. Y.....	1		2							1	4
South Bass Island, Ohio.....		1									1
Southeast Shoal, Ontario.....						1				2	3
Starve Island Reef, Ohio.....			1	3							4
Stony Point, Mich.....								1			1
Tecumseh Reef, Canada.....										1	1
Toledo, Ohio.....			1	1	2				1		5
Tonawanda, N. Y.....					1						1
Turtle Island, Ohio.....	3										3
Van Buren Point, N. Y.....							1				1
Waverly Shoal, N. Y.....						1	1				2
West Harbor Reef, Ohio.....	1					2					3
Windmill Point, Canada.....	2										2
DETROIT RIVER.											
Amherstburg, Canada.....	2						1	1			4
Ballards Reef.....					1	5			1	2	9
Belle Isle, Mich.....							1				1
Bois Blanc Island, Canada.....	1	1		2			1	1	1		7
Detroit River.....	2	2		3	1	1	1	2		3	13
Fighting Island.....	1					1					3
Grassy Island and shoal.....	1	1						3		1	3
Limekiln Crossing.....		2	2	1	1	2	2	3	10	7	30
Stony Island.....								1			1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.....	1		2	3	1	2		1		1	11
Middle Ground (near Port Huron), Mich.....	1								1		2
Peach Island, Canada.....				2							2
Port Edward, Canada.....	1	1				1				2	5
Port Huron, Mich.....						1					1
Russell Island, Mich.....				1							1
St. Clair Flats.....		2	2	1	1		1	3	4		14
St. Clair River.....	1	1		3	1	1	2	2		2	13
Stag Island, Canada.....							1	1			2
Windmill Point (rock near).....				1							1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
LAKE HURON.											
Adams Point, Mich.....					1						1
Alabaster, Mich.....									1		2
Alcona, Mich.....							1	1			1
Algoma Mills, North Passage, Ontario.....								1			1
Alpena, Mich.....						1					1
Ausable and Point Ausable, Mich.....		1	2		3		2	1	1	1	11
Bedidore Bay, Ontario.....		1									1
Black River, Mich.....			1								1
Black River Island and Reef, Mich.....				2	1		1				4
Burnt Cabin Point Reef, Mich..	2	1	6					4	1		14
Cape Ipperwash, Ontario.....	1		1								2
Charity Islands, Mich.....					1				2		3
Cheboygan (9 miles southeast of), Mich.....	3										3
Cockburn Island, Canada.....									1		1
Corisca Shoal, Mich.....						1					1
Detour Passage, Mich.....			2	1	1		4	1	3	2	14
Drummond Island, Mich.....		3	2			1					6
Duck Island, Mich.....									1		1
Elm Creek, Mich.....								1		1	2
False Presque Isle, Mich.....	1	1	1	3	1	2	1		1	2	13
Fishermans Bay, Ontario.....		1									1
Forest Bay, Mich.....				1						1	2
Forester, Mich.....		1									1
Fort Gratiot, Mich.....	1	1		1	1						4
Fox Island.....								1			1
Georgian Bay, Canada.....				1							1
Barrow Bay.....										1	1
Beaver Stone River (mouth of).....					1						1
Collingwood.....						1					1
Cove Island.....							1				1
Darch Island.....									1		1
Fitzwilliam Island.....									1		1
Giants Tomb Island.....									1		1
Portage Reef.....				1							1
Russell Island.....										3	3
Scarecrow Island.....			1								1
Toberuory.....								1			2
Waubauskene.....					1						1
Grindstone City, Mich.....		1		1	1		1	1			5
Gull Island, Mich.....		1									1
Hammonds Bay, Mich.....	1		1			1	1	1	1	1	7
Eight miles northwest of life-saving station.....		1									1
Fifteen miles northwest of life-saving station.....				2							2
Five miles northwest of life-saving station.....	1	1									2
Hardwood Point, Mich.....		1								1	2
Harrisville, Mich.....				1							1
Kincardine, Ontario.....									1		1
Lake View Beach, Mich.....							1		1	6	8
Maple Point, North Channel, Ontario.....										1	1
Martin Reef, Mich.....										1	1
Middle Island, Mich.....	1		1	2	1	1				3	9
Four miles southwest of.....		2			1						3
New London Point, Mich.....				1							1
Nine Mile Point, Mich.....									1		1
North Point, Mich.....	4	1	2	1	1		1	1	3	2	16
Ottawa Point, Mich.....	1	3		1	2			1	6		14
Pointe aux Barques, Mich.....	5	1		6	1			1	1	3	18
Port Austin, Mich.....						1					1
Port Crescent, Mich.....		1									1
Port Hope, Mich.....			1					1			2
Presque Isle, Mich.....					1	1			2	1	5
Richmondville, Mich.....		1									1
Saginaw Bay, Hat Point, Mich..		1									1
Oak Point, Mich.....				1							1
Sand Beach.....	5	1		2	3	1	4	2	1	5	24
Seven miles south of.....							1	1			2



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES.—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.		
<b>LAKE HURON—continued.</b>												
Sanilac, Mich.....							1					1
Scarecrow Island, Mich.....										4		4
Spectacle Reef, Mich.....			1									1
Sturgeon Point, Mich.....			2	2	1			1				6
Sulphur Island, Mich.....							1					1
Tawas Harbor, Mich.....	1							1				2
Thompsons Harbor, Mich.....		1										1
Thunder Bay.....		1										1
Island and Reef, Mich.....		1	1	2		1	1	3	1	1		11
Tobin Reef, Mich.....								1				1
<b>ST. MARYS RIVER.</b>												
Fryingpan Island.....				1								1
Hay Lake.....			5		2	5	1	1		1		15
Mud Lake.....				3					1			4
Neebish Rapids.....	1	1										2
Pipe Island.....	1					1	1					3
Pointe aux Pins, Canada.....					1			1				2
Round Island.....				2								2
Sailors Encampment.....		2	1	4	3			1	2			13
St. Marys River.....	7	3	11	4	3	1	2	1	6	5		43
Sand Island, Ontario.....		1										1
Sugar Island.....		2										2
Topsail Island.....		1	2				2	1				6
<b>LAKE SUPERIOR.</b>												
Apostle Islands, Oak Island, Wis.....			1									1
Sand Island.....								1				1
Baptism River (mouth of), Minn.....							1					1
Beaver Bay, Minn.....							1		1			2
Big Bay Point, Mich.....	1											1
Caribou Island, Canada.....			1							1		2
Chaquamegon Bay and Point, Wis.....				2				1				3
Copper Harbor, Mich.....	1			1			1					3
Copper Mine Point, Ontario.....									1			1
Crisps, Mich.....		1								1		2
Deer Park, Mich.....			2			1	2					5
Devil Island, Wis.....				1								1
Duluth, Minn.....			2		1		1	1	2			7
Eagle River, Mich.....			1				1	1				3
Fourteen Mile Point, Mich.....										1		1
Grand Island, Mich.....				2			1					3
Grand Marais, Mich.....					1	1				3		5
Granite Point, Minn.....								1		1		2
Gratiot River (mouth of), Mich.....			1				3					4
Gull Island, Mich.....						2						2
Hills Creek, Mich.....		1										1
Huron Island, Mich.....							1					1
Iroquois, Mich.....		1										1
Isle Royale, Mich.....	1			1			4			1		7
Keweenaw Bay, Mich.....									1			1
Keweenaw Point.....	1											1
Point Abbaye.....						1						1
Knife Island, Minn.....										1		1
Laughing Fish Point, Mich.....	1											1
Magdalene Island.....					1	1						2
Marquette, Mich.....			2	3	1						2	8
Middle Ground, Mich.....								2				2
Pancake Shoal, Canada.....		1										1
Pictured Rocks, Mich.....		1		2								3
Pie Island, Ontario.....								1				1
Pointe au Sable, Mich.....	1										2	3
Point Iroquois, Mich.....		1		3								4
Presque Isle, Mich.....										1		1
Rasperry Island, Wis.....						1						1
Sandy Island, Canada.....		1										1
Sauks Head, Mich.....				1								1
Ship Canal, Mich.....	2	4	1	2	2		3	1	4			19
Split Rock Point, Minn.....								1	1			2
Sucker River (near), Mich.....	1	1	1						1			3
Train Island, Mich.....											1	1
Two Harbors, Minn.....	1				1				1	1		4



TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
LAKE MICHIGAN—continued.											
Green Bay—Continued.											
Dead Mans Point, Wis.			1								1
Eagle Harbor.									1		1
Eleven-foot Shoals, Mich.		1					1				2
Ford River, Mich.							1				1
Green Island, Wis.					1		1				2
Hedge Hog Harbor, Wis.	1			3			2	1			7
Horseshoe Shoal, Wis.			1								1
Long Tail Point, Wis.				1							1
Peninsula Point, Mich.	1					1			1		3
Peshtigo River (mouth of), Wis.				1		1	1	1			4
Shoemakers Point									1		1
Sister Bay, Wis.				1							1
Sturgeon Bay (entrance to), Wis.			1	1							2
Sugar Creek, Wis.								1			1
Whale Back Shoal, Mich.	2			1	3					1	7
Grosse Pointe, Ill.				1							1
Gull Island and Reef, Mich.	1	1		1			1	1			5
Hamlin, Mich.					1						1
High Island, Mich.										2	2
Hog Island and Reef, Mich.				1							1
Holland, Mich.	1	2	3		1				1		8
Jacksonport, Wis.	1	1	1	1	1		1			1	6
Kenosha, Wis.	1		1		1	1					4
Kewaunee, Wis.				1							1
Lees Pier, Mich.	1		1								2
Leland, Mich.	1		1								2
Little Gull Island, Mich.				1							1
Little Traverse Bay					2					1	3
Ludington, Mich.	1		4		1		1			3	10
Manistee, Mich.	1		1			1	1				6
Manistique, Mich.	1		1	1	1				1	1	6
Manitowoc, Wis.	1	1		1	1				2	1	7
Mequon, Wis.										1	1
Michigan City, Ind.			3				1				4
Middle Village, Mich.										1	1
Milwaukee, Wis.	3	3	2	1	1	3	3				16
Eight miles south of.							1				1
Five miles south of.	1		2								3
Mud Bay, Wis.										1	1
Muskegon, Mich.	2	1	1				3	1	1	1	10
Naubinway, Mich.	1				3						4
New Buffalo, Mich.							1				1
New Missiou Point, Mich.	1										1
North Bay, Wis.	1	1							1		3
North Fox Island, Mich.	2								2		4
North Manitou Island, Mich.	2	2	5	2	1	2	1	2	1		18
North Point, Wis.		1	2	1		1		1	1	3	10
Otter Creek, Mich.									1		1
Pentwater, Mich.	2			6	2			1		1	12
Pierport, Mich.	1										1
Pilot Island, Wis.	2			2		1	1			3	9
Pine Station, Ind.		1									1
Plum Island, Wis.				1		2	2	1		1	7
Pointe aux Barques, Mich.		1		2			1		1		5
Point Betsy, Mich.	1						1		1		3
Point Creek, Wis.			2								2
Point Detour, Mich.							2				2
Portage Bay, Mich.		1						1			2
Port Sheldon, Mich.		1					1				2
Poverty Island and Shoal (entrance to Green Bay), Mich.	1	1	1					1			4
Pyramid Point, Mich.			1			1					2
Racine, Wis.	1	4	2			1		2			10
Racine or Wind Point, Wis.	2	1									3
Racine Reef, Wis.	3	2	2	1		1			1		10
Rock Island, Wis.		1									1
Rose Shoal, Mich.	1										1
Rowleys Bay, Wis.					1						1
St. Joseph, Mich.	2	1		3	1	2			1		10
Saugatuck, Mich.	1	1									2
Scotts Point, Mich.				1	1		1				3
Scul Choix Point, Mich.		1	1		1						3

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

## GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
LAKE MICHIGAN—continued.											
Sheboygan, Wis.....		4	4		2		1				11
Simmons Reef, Mich.....										2	2
Skilligalee, Mich.....		1					2				3
Sleeping Bear Point, Mich.....	1	1	4		1	2		2			11
South Fox Island, Mich.....	2		2			1	1	1	1		8
South Haven, Mich.....	1		4	1	2	3	2	1		1	15
South Manitou Island, Mich.....	7	2	3			2	1	1			17
Spider Island, Wis.....		1								1	2
Squaw Island, Mich.....					1		1				2
Sturgeon Bay, Wis.....		2	1				2			3	8
Summer Island (entrance to Green Bay), Mich.....				1	2						3
Torch Lake, Mich.....			1								1
Twin River Point, Wis.....				1	2	2					5
Two Creeks, Wis.....									1		1
Two Rivers, Wis.....	2		1	1					1		5
Vienna Shoal, Mich.....		1		1							2
Washington Island, Wis.....					1		1			1	3
Waugoshance Island, Mich.....										1	1
Waukegan, Ill.....								1	1		2
White Fish Bay and Point, Wis.....		1		3	2		1				7
White River Harbor, Mich.....		1	1	1		1	1				5
White Shoals, Mich.....		1								1	2
Whiting, Ind.....		1								1	2
Wiggins Point, Mich.....				1						1	2

TABLE 67.—List of places where American vessels have stranded during the last ten years.

AT SEA AND IN FOREIGN WATERS.<sup>a</sup>

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
Abbey Island, Ireland.....								1			1
Acera, West Coast of Africa.....				1							1
Algoa Bay, Port Elizabeth, South Africa.....					1	1					2
Amoy, China.....								1			1
Anticosti, Canada.....				1							1
Argentine Republic:											
Bahia Blanca.....						1					1
Rosario.....									1		1
Atlas Strait, Malay Archipelago, Java.....						1					1
Aves Island, Venezuela, Caribbean Sea.....								1			1
Azores (Fayal Island).....		1									1
Bahamas.....	1									1	2
Abaco Island.....					1			1			2
Andros Island.....				1							1
Bimini Island.....		2		1							3
Brothers Shoal.....				1	1						2
Caicos Islands and Reefs.....	1	1	2	1		1		1			7
Conception Islands.....		1									1
Diamond Bank.....			1								1
Egg Island.....	1										1
Eleuthera Island.....		1					1				2
Exuma Island.....					1						1
Factory Cay Reef.....					1						1
Fish Cay Bank.....	1										1
Fortune Island.....		1	1		1	1					4
Ginger Cay.....			1								1
Gingerbread Ground.....			1	1						1	3
Great Bahama Bank.....							2				2
Harbor Island.....			1								1
Hog Cays.....				1							2
Hogsties Reef.....		1					1				2
Inagua Islands and Reefs.....	1										1
Long Island.....		1	1								2
Memory Rock.....			1		1						2
Mucaras Reef.....		1		1							2
Ragged Island.....					1						1
Rum Cay.....						1					1
Sandy Cay.....	1						1				2
Silver Key Bank.....			1								1
Turks Island.....			2	1	1	1				2	7
Verd Cay.....								1			1
Walkers Cay.....			1				1				2
Wattling Island.....		1									2
Batavia, Java, East Indies.....						1					1
Bermudas.....			1	2		1				1	5
Brazil:											
Abrolhos.....			1								1
Aracaju.....			2		1			1			4
Bahia.....				1					1		2
Cape Frio.....					1						1
Cape St. Roque.....						1	1				2
Natal.....	1										1
British Columbia:											
Arthurs Passage.....						1					1
Bailey Island.....								1			1
Barclay Sound.....	1					1					2
Bonilla Point.....	1				1						2
Carmanah.....								1			1
Danger Reef.....								1			1
Denman Island.....									1		1
Discovery Passage.....							1			1	2
Dundas Island.....				1							1
Entrance Island.....					1						1
Finlayson Channel.....						1					1
Fitzhugh Sound.....									1		1
Green Island.....					1						1
Hikish Narrows.....						1					1
Kootenai Lake.....		1									1
Nanaimo.....									1		1
Nitinat.....						1					1
Pender Island.....									1		1
Regatta Reef.....					1						1
Secretary Island.....				1							1

<sup>a</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.

TABLE 67.—List of places where American vessels have stranded, etc.—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.		
British Columbia—Continued.												
Vancouver Island.....	1		1		1					1		4
Victoria.....		1										1
Buenos Ayres, South America.....												1
Punta de la Piedras.....							1					1
Bute Island, Scotland.....				1								1
Cape Breton Island.....		1				1						2
Arichat.....			1					1				2
Glace Bay.....		1	1									2
Hawkesbury.....	1											1
Louisburg.....				2								2
St. Peters Island.....						1						1
Scatary.....		1										1
Sydney.....				1								1
Cape Verde Islands:												
Mayo Island.....	1											1
Santiago.....		1										1
Cape Whittle, Labrador.....							1					1
Cardiff, Wales.....							1					1
Caroline Islands, Pacific Ocean.....							2					2
Casper Strait, Java Sea.....					1				1			2
Celebes Islands.....					1							1
Central America:												
Alagarte Reef, coast of												
Nicaragua.....						1						1
Buttonwood Cay.....							1					1
Cape Gracias-a-Dios, Nica-				1								1
ragua.....												1
Caratasca Bar, Honduras.....			1									1
Consignina Point, coast of												
Nicaragua.....							1					1
Corn Island.....	1											1
Courtown Bank.....								1				1
Half Moon Key.....					1							1
Jerovidances Reef, coast of												
Honduras.....								1				1
Old Providence Island.....									1			1
Roncador Reef.....		1										1
Ruatán Island, Honduras.....	1											1
San Salvador, Guatemala.....										1		1
Chefoo, China.....	1											1
China Sea.....					1							1
Coronel (near), Chile.....	1											1
Cuba, West Indies:												
Anton Key.....	1											1
Avola.....		1										1
Baracoa.....										1		1
Cape San Antonio.....					1	1						2
Cardenas.....				1			1			1		3
Cay San Felipe.....			1									1
Cienfuegos.....						1						1
Colorado Reef.....	1		2	1	1				1			6
Habana.....	1											1
Isles of Pines (south of).....	1		1							1		2
Nuevitas.....							1					1
Romano Key.....							1					1
Sagua la Grande Harbor.....		1	1			1	2	1	1			7
Salt Key Bank.....		1				1						2
San Carlos Reef.....							1					1
Santiago de Cuba.....			1					1				2
Diego Ramirez Island, South												
Pacific Ocean.....			1									1
Dog Island, Caribbee Isles.....				1								1
Dowsett Reef, near Layson Is-								1				1
land.....												
Eastern Island, Pacific Ocean.....					1							1
East London, Cape Colony, Africa.....			1									1
Falkland Island, South Atlantic												
Ocean.....					1							1
Port Stanley.....				1			1					2
Flinders Island, Tasmania.....							1					1
Formosa Island (east coast of).....			1									1
Gabriola Reef.....	1											1
Gibraltar, Spain.....			1									1
Goree, Africa.....							1					1
Haiti:												
Azlino.....			1									1
Jacmel.....		1										1
Navassa Island.....			1									1
Port à Paix.....								1				1

TABLE 67.—List of places where American vessels have stranded, etc.—Continued.

AT SEA AND IN FOREIGN WATERS.—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
Hongkong, China			1				1				2
Hudson Bay, Canada					1						1
Indian Point, Siberia									1		1
Jamaica, West Indies:											
Bear Bush Key								1			1
Kingston									1		1
Negril Point		1									1
Point Morant						1					1
Port Antonio, Fort Point								1			1
Port Maria (near)							1				1
St. Anns Bay		1									1
Japan:											
Awa				1							1
Hakodate					1	1					2
Inoshima, Inland Sea								1			1
Ishinomaki			1								1
Kii Channel	1										1
Kooril Islands		1									1
Nomosaki			1								1
Towi Saki									1		1
Lands End, England				1							1
Leixoes, Portugal						1					1
Lazaro Point							1				1
Lowland Point, Cornwall, Eng- land							1				1
Manuel Lagoon		1		1							2
Macayo, Brazil:											
Twelve miles north of	1										1
Twenty-seven miles north- east of			1								1
Madagascar Island, Indian Ocean	1										1
Magdalen Islands, Gulf of St. Lawrence	1		3		1		1				6
Malin Head, Ireland		1									1
Malden Island, South Pacific Ocean							1				1
Mexico:											
Agiabampo						1					1
Alacran Reef				1			1				2
Altata Harbor					1				1		2
Alvarado Bar				1				1			2
Anagedas Reef			1						1		2
Arenas Cay, Campeche Bay						1					1
Bagdad				1			1				2
Carzonas	1										1
Chincorro Reef, off coast of Yucatan							1				1
Coatzacoalcos River Bar								1			1
Cozumel Island					1		1				2
Elido Island			1								1
Esenada					2						2
Geronimo Island, Mexico									1		1
Los Todos Santos	1										1
Lower California						1					1
Lobos, Gulf of California	1										1
Navidad Bay			1								1
Progreso			1								1
Rio Huach							1				1
Santa Ana	1		1	1					1		4
Santa Rosalia				2							2
Tampico								2		1	3
Triangles, The, Campeche Bay										1	1
Tonala Bar									1		1
Topolobampo	1										1
Vera Cruz					1						1
Yucatan		1		1							2
Natunas Island, China Sea	1										1
New Brunswick:											
Campobello Island			1	1	2	1		1		1	7
Grand Manan Island		1	1			1		1	1		5
Green Island					1						1
Hopewell Cape							1				1
Musquash, Bay of Fundy				1	1						2
St. John								1	1		2
Newfoundland:											
Barnes Head							1				1
Bears Head, Bay of Islands			1								1
Cape Ray	1			1							2

TABLE 67.—List of places where American vessels have stranded, etc.—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

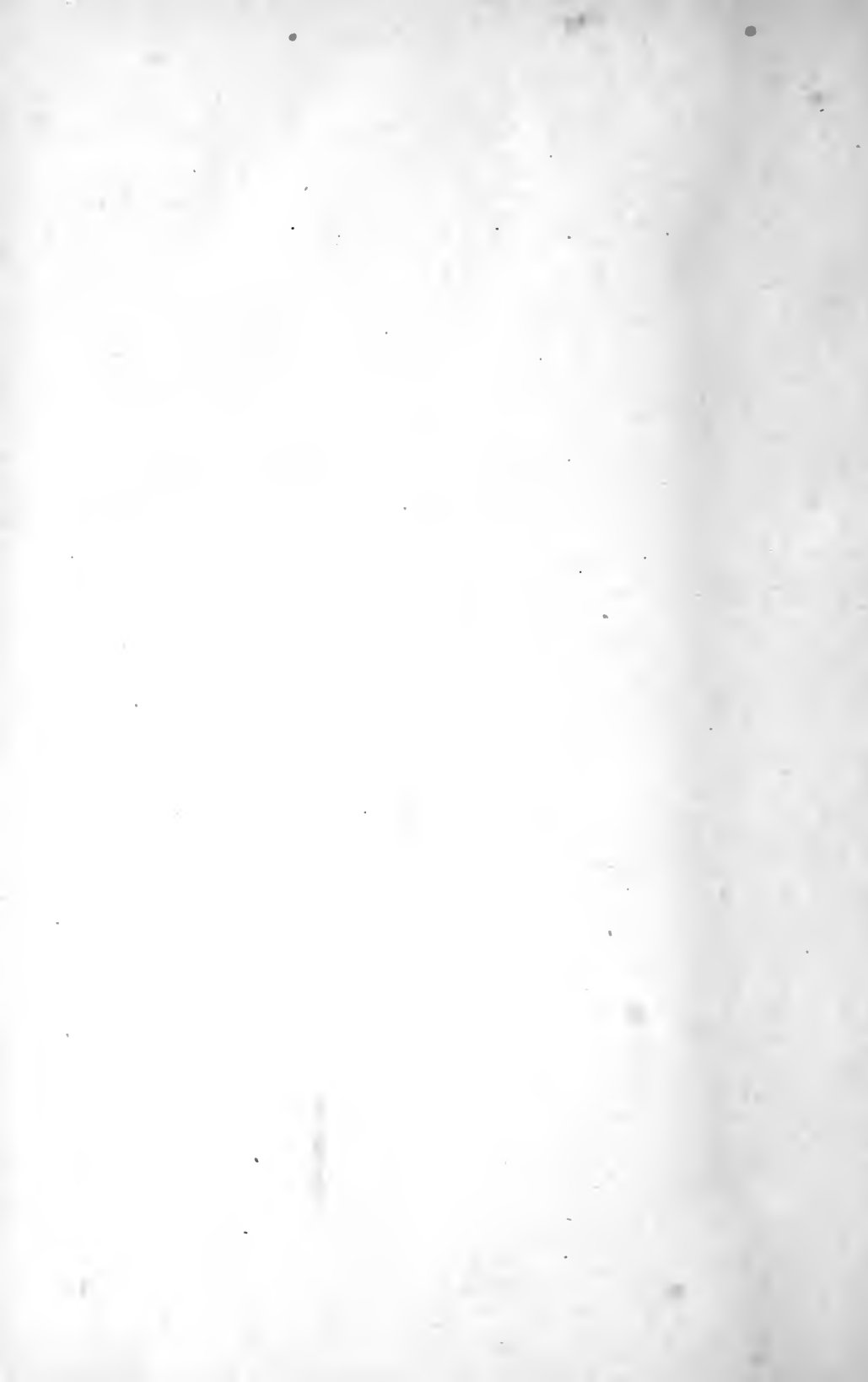
Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
Newfoundland—Continued.											
Fortune Bay .....	1	1	1								3
Green Island .....	1										1
Lamelin Reef .....					1						1
Miquelon .....			1								1
Pass Island, Hermitage Bay .....						1					1
Placentia Bay .....	1					1					2
Port aux Basques .....	1	1	1						1		4
Portugal Cove .....					1						1
Ramea Island .....		1									1
St. Marys Bay .....	1	1									2
St. Pierre Island (off south coast) .....				4		1					5
Sand Island .....							1				1
Nova Scotia:											
Apple River (mouth of) .....			1								1
Argyle .....			1								1
Baccora .....			1								1
Barrington .....	1		1								2
Beaver Island .....						1					1
Blanche Island .....					1						1
Brier Island .....				1						1	2
Cape Canso .....			1	1				1			3
Cape Chignecto .....				1							1
Cape Jack Ledges .....			1								1
Cape Negro .....						1					1
Cape Sable .....							1				1
Emerald Island, Shelburne County .....						1					1
Goose Island .....							1				1
Green Island .....			1					1		1	3
Gull Island .....			1						1		2
Gullivers Cove .....								1			1
Gut of Canso .....							1		1		2
Lipscomb Ledges .....						1					1
Little Harbor .....									1		1
Liverpool Harbor .....	1	1	1					1			4
Locke Port .....		1						1			2
Lunenburg .....		1									1
Madame Island .....								1			1
Mud Island .....										1	1
Port Jolly Head .....				1							1
Port La Bear .....		1									1
Port Medway .....							1				1
Port Monton .....		1									1
River Herbert .....				1							1
Rockport .....					1						1
Sable Island .....		1				1	1	1			4
St. Margarets Bay .....					1	1					2
Shag Harbor .....		2									2
Seal Island .....									1		1
Shelburne .....	1	1	1			1					4
Spencers Island .....				1							1
Trinity Ledge .....			1								1
Two Rivers .....	1										1
Whitehead .....		1							1	2	4
Yarmouth .....				1			1		1		3
Ottendorf, Germany .....					1						1
Papeete, Tahiti .....									1		1
Parana River, South America .....			1								1
Paysandu, Uruguay .....	1										1
Philippine Islands:											
Corégidor Island .....										1	1
Luzon .....				1							1
Mindoro .....			1								1
Plata River (mouth of), South America .....								1			1
Point Arcana, Peru .....			1								1
Port Hope, Arctic Ocean .....		1									1
Porto Rico, West Indies .....					1						1
Arroyo .....				1							1
Eagle Point .....						1					1
Ponce .....								1			1
Prince Edward Island:											
Georgetown .....						1		1			1
North Cape .....		1									1
Quaco .....					1						1
Tignish .....		1									1
Tyron Shoal .....								1			1
Sabine Bank, Gulf of Mexico .....								1			1



TABLE 67.—List of places where American vessels have stranded, etc.—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
Santo Domingo, West Indies		1		1							2
Azua						1					1
Coral Reef					1						1
Isle La Vache					1						1
Palenque	1				1						2
Porto Plata						1				1	2
Saona Island			1	1							2
Silver Bank						1					1
Sapy Strait, East Indies									1		1
Seal Rock, New South Wales								1			1
Senegal, Africa			1								1
Senegambia, west coast of Africa				1						1	2
Sarrana Keys, Caribbean Sea								1			1
Sheerness, England									1		1
Smythes Channel, southwest coast of South America						1					1
Somme, France		1									1
Sonderhoe, Germany	1										1
Stadtland, Norway									1		1
Strait of Magellan, South America							1	1	1		3
Strait of Sunda, Princes Island					1						1
Tamatave (reefs near), Madagascar, Indian Ocean		1									1
United States of Colombia:											
Cartagena		1									1
Colon										1	1
San Blas										1	1
Vancouver Island, British Columbia	1		1		1					1	4
Barclay Sound	1					1					2
Bonilla Point	1				1						2
Carmanah								1			1
Discovery Passage							1			1	2
Nitinat						1					1
Secretary Island				1							1
Venezuela (coast of), South America	1										1
La Vela de Cora							1				1
Verecker Shoal, China								1			1
West Indies:											
Barbuda Island	1				1						2
Martinique Island				1							1
St. Martin Island	1										1
St. Vincent							1				1
Santa Cruz	1		1	1			1			1	5
Tobago Island										1	1
Vieque, or Crab, Island								1			1
Woo-Sung, China					1						1
Zanzibar (near), east coast of Africa					1						1



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REPORT OF THE BOARD ON LIFE-SAVING  
APPLIANCES.

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MAY MEETING, 1902.



## LETTER OF TRANSMITTAL.

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BOARD ON LIFE-SAVING APPLIANCES,  
*Boston, Mass., May 26, 1902.*

SIR: I have the honor to transmit herewith the report of the Board on Life-Saving Appliances, together with the papers referred to it for consideration.

Very respectfully,

C. H. PEABODY,  
*President of the Board.*

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



# REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

## I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury in Department letter of January 3, 1882, met at Boston, Massachusetts, in the post-office building, room 148, at 10 a. m., on May 19, 1902, upon the call of the president of the board dated May 5, 1902, for the transaction of such business as should be properly brought before it.

Second Lieutenant Francis A. Levis, R. C. S., assistant inspector of life-saving stations, having resigned as recorder of the board, First Lieutenant Andrew J. Henderson, R. C. S., assistant inspector of life-saving stations, was designated as recorder of the board, vice Levis, resigned, by Department letter dated April 25, 1902.

Present: Professor C. H. Peabody, president; Major D. A. Lyle, Ordnance Department, U. S. A.; Captain C. A. Abbey, U. S. R. C. S.; Lieutenant A. J. Henderson, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, U. S. L. S. S.; Superintendent J. G. Kiah, Eleventh District, U. S. L. S. S.; Superintendent H. M. Knowles, Third District, U. S. L. S. S.

## II.—DOCKET.

### CLASS II.—*Boats and miscellaneous appliances.*

1. Aniello lifeboat. (W. S. McCay, American Motor Company.)
2. The Dysart lifeboat. (John E. Dysart.)
3. Buckel life-saving boat. (Charles Buckel.)
4. Modification of 32-foot lifeboat.
5. Improvements in Monomoy surfboat. (T. J. Blakeney.)
6. Methods of ballasting lifeboats. (James Pool.)
7. Jet-propelled steam lifeboat. (John W. Hahn.)
8. Installation of mechanical power in the 34-foot lifeboat.
9. Improved life car. (Geo. Breckenfeld.)
10. Carley life float. (Montgomery Parks.)
11. Sims surfboat car. (Nelson Sims.)
12. Method of getting lifeboats over the surf. (W. J. Sage.)
13. Surfboat drogue. (Allen E. Hall.)
14. Changes in canvas boat drogue. (Henry Cleary.)
15. Boomerang life-line carrier and faking device. (Edmond Redmond.)
16. Device to prevent the fouling of whipline and hawser. (B. G. Cahoon.)

17. Tobin whipline block. (E. J. Tobin.)
18. Bundy lantern. (J. W. Bowman.)
19. Roller bearings for boat-wagon wheels. (American Roller Bearing Company.)
20. Drag hook. (Peter Rasmussen.)
21. Marine gasoline engine. (James W. Lathrop.)
22. Granger's portable electric-light plant. (F. G. Hall, Naval Electric Company.)
23. Device to prevent the fouling of whipline and hawser. (E. J. Tobin.)
24. "Durable" wire rope. (R. A. Hammond.)
25. Miniature signals for practice. (Nelson Sims.)

### III.—COMMITTEES.

#### 1. COMMITTEES APPOINTED.

1. *On Aniello lifeboat.*—The full board.
2. *On Dysart's lifeboat.*—The full board.
3. *On Buckel's life-saving boat.*—The full board.
4. *On modification of the 32-foot lifeboat.*—The full board.
5. *On improvements in the Monomoy surfboat.*—The full board.
6. *On Pool's methods of ballasting surfboats.*—Lieutenant A. J. Henderson, Superintendent H. M. Knowles, and Major D. A. Lyle.
7. *On Hahn's jet-propelled steam lifeboat.*—The full board.
8. *On the installation of mechanical power in the 34-foot lifeboat.*—The full board.
9. *On Breckenfeld's improved life car.*—Major D. A. Lyle, Lieutenant A. J. Henderson, and Superintendent J. G. Kiah.
10. *On Carley's life float.*—Lieutenant A. J. Henderson, Major D. A. Lyle, and Captain C. A. Abbey.
11. *On Sims's surfboat car.*—Superintendent J. G. Kiah, Superintendent B. C. Sparrow, and Superintendent H. M. Knowles.
12. *On Sage's method of getting lifeboats over the surf.*—Captain C. A. Abbey, Superintendent B. C. Sparrow, and Superintendent H. M. Knowles.
13. *On Hall's surfboat drogue.*—Captain C. A. Abbey, Superintendent J. G. Kiah, and Superintendent H. M. Knowles.
14. *On changes in canvas boat drogue.*—Superintendent B. C. Sparrow, Superintendent J. G. Kiah, and Major D. A. Lyle.
15. *On Redmond's boomerang life-line carrier and faking device.*—Major D. A. Lyle, Captain C. A. Abbey, and Superintendent B. C. Sparrow.
16. *On Cahoon's device to prevent the fouling of whipline and hawser.*—Superintendent B. C. Sparrow, Captain C. A. Abbey, and Superintendent H. M. Knowles.
17. *On Tobin's whipline block.*—Superintendent H. M. Knowles, Superintendent J. G. Kiah, and Lieutenant A. J. Henderson.
18. *On the Bundy lantern.*—Captain C. A. Abbey, Superintendent B. C. Sparrow, and Lieutenant A. J. Henderson.
19. *On the use of roller bearings for boat-wagon wheels.*—Major D. A. Lyle, Superintendent B. C. Sparrow, and Superintendent H. M. Knowles.



20. *On Rasmussen's drag hook.*—Superintendent B. C. Sparrow, Superintendent J. G. Kiah, and Captain C. A. Abbey.

21. *On Lathrop's marine gasoline engine.*—Superintendent J. G. Kiah, Major D. A. Lyle, and Lieutenant A. J. Henderson.

22. *On Granger's portable electric-light plant.*—Captain C. A. Abbey, Superintendent J. G. Kiah, and Superintendent H. M. Knowles.

23. *On Tobin's device to prevent the fouling of whipline and hawser.*—Superintendent H. M. Knowles, Superintendent J. G. Kiah, and Lieutenant A. J. Henderson.

24. *On "durable" wire rope.*—Major D. A. Lyle, Superintendent B. C. Sparrow, and Lieutenant A. J. Henderson.

25. *On Sims's miniature signals for practice.*—Superintendent J. G. Kiah, Major D. A. Lyle, and Superintendent B. C. Sparrow.

#### IV.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

##### 1. *The Aniello lifeboat.*

**RESULTS.**—This boat is claimed to be self-bailing and self-righting. It is made with a curved deck, convex upward, provided with openings near each side for the escape of water. In its downward passage the water strikes two splashboards and passes through valves into water compartments along each side of the boat below the deck, thence escapes from the boat through holes below the water line. The valves are so arranged as to permit the efflux of water to fall upon the deck and to prevent the influx of water through the openings below the water line. Air compartments are provided on each side of the longitudinal median plane below the deck. The end air cases are of the usual turtle-back form. Along the outside of the boat are longitudinal semicircular air cases which are made of sheet brass and divided into water-tight compartments. These air cases extend from end to end of the boat and are so placed that their lower edges are on a line with the deck. A metal rod extends between, and is attached to, the crowns of the end air cases. It is fitted with sliding rings which are attached to a tarpaulin intended to be stretched over the passengers in the boat to protect them "from the sea." The lower edge of this tarpaulin is secured to a rope which encircles the boat for that purpose. The air cases are made of wood, lined with canvas, and covered with marine glue to render them impervious to water. The company proposes to make the boat of wood or of steel as required. The company states that the price of the boat will vary from \$800 upward, according to the length and beam. The cost of the 30-foot boat is quoted as \$1,200. The company says, "We would like to have the boat tested for yourself in order to become convinced of its value, and we would be pleased to make a proposition to furnish as many stations as you should elect at a price which would be governed by the number of boats ordered." Under date of April 27, 1901, the company states that this boat has been tested twice by the United States transport service, was awarded the Pollock medal at Paris, has been passed by the Treasury Department and placed upon their approved list, and also by the Plant Line. No boat has been submitted to the board for a test.

**OPINION.**—In view of the comprehensive experience and numerous experiments made with this class of boats by the board during the

last twenty years, and of the data before it, the board is of the opinion that this boat possesses no advantages over boats already tested and rejected by it.

2. *The Dysart lifeboat.*

RESULTS.—This lifeboat is presented by copies of letters patent and a description of the invention only. It may be described as a closed, cylindrical, power boat with conical ends and of the following dimensions: Length, 20 feet; diameter, 6 feet. The hull consists of an inner and an outer cylinder with roller bearings between them. Propulsion is by propeller wheel, and it is stated that “any power may be used.” There are numerous ballast tanks and compartments for stores, and several pumps for water and ventilation. Air is obtained through a large hollow sphere which is provided with a number of ingeniously contrived valves, and is attached to the stern of the boat by a flexible tube some 12 feet long, by which it is towed astern of the boat. The weight of the boat is given as from 1 to 2 tons, and the cost from \$1,500 to \$2,000. This device is inclosed and is too complicated for use as a boat, and too heavy for use as a life car, which last it more resembles.

OPINION.—The board is of the opinion that this boat is not adapted for use in the Life-Saving Service.

3. *The Buckel life-saving boat.*

RESULTS.—It appears from an examination of the specifications and drawings by which this boat was submitted that the construction of a boat 24 feet long and 6½ feet beam is contemplated. The material to be used is galvanized steel, and the estimated weight of the boat is 3,000 pounds. It is to be closed in by an arching deck.

OPINION.—The board is of the opinion that the Buckel life-saving boat is not adapted for use in the Life-Saving Service.

4. *Modification of 32-foot lifeboat.*

RESULTS.—This boat is submitted by specifications and blue prints. It is stated that this is a question of adding a centerboard and sails to a boat already in service, but the specifications would seem to indicate that virtually a boat of new design is proposed to be built. There are no computations or results of tests submitted to the board, and it is without the necessary data to determine the stability or effectiveness of the boat.

OPINION.—The board is of the opinion that the designs and specifications for this boat should be submitted to a competent naval architect for the usual computations and data for the consideration of the board.

5. *Improvements in the construction of the Monomoy surfboat.*

RESULTS.—Superintendent Blakeney, of the Thirteenth Life-Saving District, proposes by the addition of galvanized-iron air cases beneath the ends of the thwarts and throughout the floor or bottom space of the boat to so reduce the open area that the boat will float with the gunwale well above water when it is filled by the sea, and render it practicable for the crew to bail it out under such conditions; or as he says, “To make the Monomoy surfboat a partially self-bailing boat.” He mentions two Monomoy boats which have been altered upon these lines, but not to the extent that he now proposes, with gratifying results, and gives it as his opinion that if the alterations now proposed by him are made it will give a practically self-bailing boat which would weigh only about 1,500 pounds, and would be of inestimable value to the Service. He further suggests that the boat can be made to bail herself either by shutters or by drainage valves through the bottom.

**OPINION.**—The board is of the opinion that if the Monomoy boat were altered as suggested by Superintendent Blakeney, it would so closely resemble the Beebe-McLellan self-bailing boat as to make it practically the same. It is not thought to be either expedient or desirable to have two boats of the same type but with different names. It is not seen wherein the Monomoy boat, altered as suggested, would have any advantage over the Beebe-McLellan boat now in use in the Service.

6. *Pool's methods of ballasting lifeboats.*

**RESULTS.**—This device is presented by letters from the inventor which describe his invention, by copies of his letters patent, and by drawings intended to show the working of his appliance. There is no model, and it is not stated whether or not the device has ever been applied to any boat. The device consists of a hinged or pendulum keel which swings from bars projecting from the bow and stern of the boat well above the water line. This keel is to be of some buoyant material, and its object is to transfer this buoyancy by the pendulum action produced by the rolling or listing of the boat to or toward and necessarily beneath the side of the boat which happens to be depressed, thereby giving it more buoyancy. Several methods of attaining this object are shown, all of which are more or less complex.

**OPINION.**—The board is of the opinion that this device would seriously interfere with the speed and handling of the boat. It would also be an incumbrance that would foul much drifting matter when the boat is afloat, and be badly damaged, if not entirely destroyed, when landing on the beach.

**RECOMMENDATION.**—The board, for the above reasons, does not recommend the adoption of this device in the Life-Saving Service.

7. *Hahn's jet-propelled steam lifeboats.*

**RESULTS.**—This appliance was presented by a copy of letters patent on a rotary pump. There was no model submitted, and from the statement of Mr. Hahn, who appeared before the board, no specific data could be furnished the board upon this particular device.

**OPINION.**—The board is of the opinion that a rotary pump is not adapted for use in lifeboats.

8. *Installation of mechanical power in the 34-foot lifeboat.*

**RESULTS.**—The action of the board upon this subject at two former meetings is given in the reports of the Life-Saving Service for 1900, page 421, and for 1901, page 418. The commission to investigate the stability of the 34-foot lifeboat with a gasoline engine installed for power propulsion was appointed by the Secretary of the Treasury. The president of the board on life-saving appliances was chairman of said commission. A progress report, dated October 23, 1900, was presented to the board at its meeting in 1901, and the final report, dated November 8, 1901, with computations and curves, giving all the data and embodying the results of the tests and changes made in the two boats for the purpose of experimentation, was submitted at this meeting to the board for its information. The tests were made in comparison with a 34-foot sailing lifeboat. Inclination and capsizing tests were made, and all data based thereon have been recorded in the report of the commission.<sup>a</sup>

<sup>a</sup>The report of the Commission will be published in a future annual report in connection with further action.

OPINION.—It is the opinion of the board:

1. That the conclusions arrived at by the commission, as expressed by their vote at their meeting on November 8, 1901, should receive the indorsement of the board, and their suggestions, Nos. 1, 2, 3, and 4 in their report, should be carried out.

2. That with a view of carrying into effect the proposition of the commission, No. 4, the proper authorities should place the matter in the hands of a competent naval architect of acknowledged skill and ability, and that said architect should confer with the General Superintendent of the Life-Saving Service in order to familiarize himself with the conditions to be met in the Service, and that said architect should then design and superintend the construction of a boat and engine suitable for the use of the Life-Saving Service, when money therefor be available.

9. *Breckenfeld's improved life car.*

RESULTS.—This is a life car submitted by description, sketches, specifications, and model, and is a design of Keeper George Breckenfeld, of Racine Station, Wis. For comparison the following data are given in the keeper's communication, viz:

*For service life car.*

	Ft.	In.
Length over all .....	11	0
Breadth amidships .....	4	0
Space between air cases .....	6	4
Height of car .....	3	0
Height to top of bails when upright .....	4	2
Weight .....	pounds..	380

This life car is provided with two iron bails, which act as leaders for the hawser when it is hauled off, if hawser be used.

It is cited that the hawser, a foot above the car, exposed to wind and sea, with the heavy bails, listed the car and capsized it. It is stated that the weight of the bails kept the car bottom up, and the car filled with water through the ventilating holes in the turtle back; the car righted when near the wreck, but was water-logged. Other faults cited are the single square hatch directly below the hawser, which makes the car difficult of access, the cover being fastened with large, sharp, iron hooks, hard to open and close, and liable to injure people entering; the darkness inside; bad ventilation, and method of fastening the hatch.

*For proposed life car.*

	Feet.
Length over all .....	8
Breadth (well carried out toward ends) .....	5
Depth from leader of hawser to bottom of car .....	2½
Arch of turtle back .....	1
Total height of car .....	3½

The stability is increased by an iron keel which weighs about 25 pounds, and two iron bilge keels, weighing about 15 pounds each, and placed about 1 foot on each side of the keel. Two oval hatches, 2½ feet by 1½ feet, with rubber gaskets, give entrance. Hatches closed by catches, which work from outside or inside. Glass deadlights are placed near each end for light. Two-inch gas pipe is run from end to end, as a hawser leader and to furnish ventilation, through two perforated pipes inclined upward 45 degrees from the gas pipe, and also acting as struts. Rings are fitted about 3 inches below the leaders for whip line. Air chambers are

placed at each end; space between chambers, 6 feet. The total weight of car is estimated at 300 to 350 pounds. The old car is susceptible of minor improvements, but appears to be generally satisfactory. The cost of recasting the model of the car and of making new dies for pressing out and forming the parts of the car will involve a large expense, and when completed it would not present any marked advantage over the Service car.

OPINION.—The board is of the opinion that no change should be made in the model of the life car at this time.

10. *Carley's life float.*

RESULTS.—This invention was submitted by model. It consists of a body, an open grating or bottom suspended from the body by a rope network, and a fringe of life lines fitted with floats. The body is in the form of an elongated link, the right section of whose sides and ends is a circle. In other words, it consists of a hollow metallic cylinder covered with about 2 inches of compressed cork and wrapped with canvas. The whole is rendered impervious to water by coatings of marine glue. The hollow metallic cylinder is so curved as to bring the ends together and form a link. The suspended grating or bottom is of such size as to pass through the aperture of the body and form a standing place for occupants, no matter which side of the float is uppermost, and is retained in place by the network. These floats are made of various sizes and are simply a form of life raft. As cited on page 485 of the Annual Report of the Life-Saving Service for 1886, "the experience has been that life rafts are virtually useless for this Service." A further experience of sixteen years has not changed that conclusion. This float or raft may be excellent for seagoing vessels or in deep water, but is not only of no value, but might prove positively dangerous in shallow water on a surf-beaten coast.

OPINION.—The board is of the opinion that this float is not adapted to the wants of the Life-Saving Service.

11. *The Sims surfboat car.*

RESULTS.—This is a device for launching surfboats and for hauling them from the beach to the boathouse. From the photographs and description submitted it seems that this device is well adapted for the purposes named. This appliance can be constructed by the crew of any station where it may be needed, and the cost of material is stated to be about \$15. The inventor freely gives his invention for the use of the Service, and states that he will give all necessary instructions and furnish plans for its construction free of cost.

OPINION.—The board is of the opinion that this appliance is adapted for use at certain stations.

RECOMMENDATION.—The board recommends that when a launching car of this design is needed at any station the General Superintendent might furnish the keeper of such station with plans and specifications for the construction of the car and authorize the purchase of the necessary material, the work to be done by the crew of the station.

12. *Sage's method of getting lifeboats over the surf.*

RESULTS.—This device is substantially the same as the "surf railway cable" presented to the board in 1894. (See Report of Life-Saving Service for 1894, pp. 426, 427.) The board in the above report considered that the device referred to "would contribute nothing toward accomplishing the actual work of the service and that its introduction therein is therefore unnecessary."

OPINION.—The board is of the opinion that the device under consideration possesses no advantage over a similar one rejected by it in 1894.

13. *Hall's surfboat drogue.*

RESULTS.—This device is attached to the steering oar of a surfboat, and is so constructed as to act as a drogue when the boat is running before a heavy sea. Experience teaches that a steering oar 18 or 20 feet in length furnishes employment for all the muscular power of a steersman in a boat propelled by 4 or 6 strong rowers, and that he can have little force to spare to devote to handling the drogue.

OPINION.—The board is of the opinion that the drogue now in use in the service is preferable to the one under consideration.

14. *Changes in the canvas boat drogue.*

RESULTS.—Keeper Henry Cleary, of the Marquette Life-Saving Station, suggests the substitution of a 2-inch bail rope for the 1½-inch rope now in use, and an increase in the length of the towline, in view of experiences during recent storms on the Great Lakes.

OPINION.—The board is of the opinion that it is not necessary to recommend any change in the present construction of the drogue.

15. *Redmond's boomerang life-line carrier and faking device.*

RESULTS.—These devices were submitted by small models and are not covered by caveat or letters patent.

First. The boomerang device:

This consists of a piece of wood about 2 feet long and one-half inch thick, rounded on the upper side, and tapering from about 2 inches wide at the ends to 3 inches wide in the middle. A swivel of brass or steel is attached at the middle, and may be any "strong and light line, cotton, linen, etc., and should be strong enough to sustain a weight of 30 pounds at least." The line is about 150 feet long and is carried in a coil, or on a spool, so as to run out freely. A range of 150 feet is claimed. The weight of the boomerang is 10 or 12 ounces, and of the whole apparatus about 1 pound. The cost to the United States is fixed at \$1.50 each.

Second. The faking device:

This consists of a wooden handle 2 feet long with a trapezoidal frame of steel wire one-quarter inch in diameter fastened to it to hold the coil of line. The weight of the whole device is about 2 pounds. The boomerang is thrown flat side down in a practically horizontal direction with the line attached to the swivel. The operation of throwing is similar to that of the Australian boomerang, which it closely resembles. The faking device, with coiled line, is held vertically in the left hand with the wire frame toward the front, and it is very likely that the line would tangle in running out.

OPINION.—The board is of the opinion that this apparatus is inferior to the heaving stick, which is now in use in the Service, and that it is not adapted to the needs of the Life-Saving Service.

16. *Cahoon's device to prevent the fouling of whipline and hawser.*

RESULTS.—Mr. Cahoon was before the board and presented a full working model of his device, which is constructed of galvanized iron, or other noncorrosive metal, and is seven-sixteenths of an inch in diameter and 14 inches long, with a conical-shaped bulb at its lower end. The weight of the contrivance is about 2 pounds. The top end of the device has a groove 1½ by 4 inches, which contains 4 eyelet holes, through which a piece of marline is passed to attach it to the hawser

when in use. It is claimed that this appliance prevents the hawser twisting around the whipline. The cost of it is quoted at \$3. The idea of Mr. Cahoon is not original. It has existed in the Life-Saving Service since its organization, as illustrated by detaching the heaving stick from the heaving line and attaching it to the hawser at the point where the whipline is bent on.

OPINION.—The board is of the opinion that this device does not possess any advantage over the heaving stick now in use, but instead adds extra weight to the apparatus.

17. *Tobin's whipline block.*

RESULTS.—This device is an invention of Surfman E. J. Tobin, of Gurnet Life-Saving Station. It came before the board originally at its meeting in May, 1899, but as no model of the block was received for examination, the subject was dropped from the docket. The matter was resubmitted to the board at its meeting in May, 1901, with model or sample block. The inventor appeared before the board, explained the device, and suggested certain improvements which are explained in the record of results. At the last-mentioned meeting of the board it was recommended that the General Superintendent place this device at some station for a practical and thorough test. Two tests were made at Watch Hill Life-Saving Station, Rhode Island, on December 31, 1901, and March 29, 1902. Both tests were made between the station platform and the end of a long steamboat dock, a distance of 510 feet. They were made in gales of wind, through a rough sea, and heavy tide sweeps. A No. 7 shot line was fired across the dock on both occasions, and the whip and the hawser pulled off to the dock under most adverse circumstances. On both trials the block worked well. The tests are explained in reports submitted by the keeper.

OPINION.—The board is of the opinion that the device has merit and may be used to advantage at stations where extremely-strong currents and tide sweeps prevail.

RECOMMENDATION.—The board recommends that the General Superintendent purchase one or more of these blocks and have their availability further tested in actual service at other stations where the above conditions exist.

18. *The Bundy lantern.*

RESULTS.—The reports of the six keepers of stations who were directed to test these lanterns were as follows:

At Sand Beach Station, Michigan—

The lantern sent seemed to be in poor condition. It failed to start under prescribed directions. When lighted the flame was fitful and soon became small. It was necessary to fill the water tank about once an hour.

At Lake View Beach Station, Michigan, the operation of the lantern seems to have been satisfactory—

The flame was more brilliant than that from kerosene for four hours and was not affected by the wind. With one filling it would burn about seven hours, the first four well; after that it was of no use as a light.

Cahoons Hollow Station, Massachusetts—

For the first four hours it is all right in a heavy gale of wind, and for five hours in a full gale. For use as a patrol light it is all right, but for general use at a wreck it is no good, as it must be reloaded every four hours. For all-round use at stations it does not fill the bill.

## Orleans Station, Massachusetts—

A very good light and will burn in all weathers. At one wreck it burned without a flicker when all other lights failed. It will burn five hours with one charge at a cost of  $2\frac{1}{2}$  cents. Kerosene for five hours will cost  $1\frac{1}{2}$  cents. The lower cup of the lantern used here, being of tin and water-tight, holds water and sand and rusts badly. This might be remedied by placing holes in the bottom of the cup. The lantern can always be depended upon, which is the most important point.

## Narragansett Pier Station, Rhode Island—

It burns four hours with one charge, giving a much better light than other lanterns. Its weight is nearly double that of other lanterns and the fact that it must be recharged every four hours are objections.

## Point Judith Station, Rhode Island—

It burns brilliantly in all weathers for about one and one-half hours with an ordinary charge, say three-fourths filled. If well cared for, it will give better satisfaction than ordinary oil lanterns, but with the irregular or careless handling which it must receive it would not give such satisfaction as a good oil lantern, such as the men are in the habit of carrying.

OPINION.—The board is of the opinion that the Bundy lantern is not adapted for use in the Life-Saving Service.

19. *On the use of roller bearings for boat-wagon wheels.*

RESULTS.—These are sufficiently described on page 422, Report of the Life-Saving Service for 1900. A set of wheels with these bearings was made by the American Roller Bearing Company and applied to a McLellan boat wagon loaded with a Beebe-McLellan surfboat, without centerboard and fully equipped. The approximate weight of boat and wagon was 2,300 pounds. The company was furnished with a copy of the specifications with the expectation that wheels would be made in accordance therewith. The wheels supplied by the company had much heavier spokes and larger hubs to accommodate the rollers.

The following are the weights of the wheels and axles:

	Pounds.
Roller-bearing wheel (each) .....	180
Roller-bearing axle (each).....	93
Service wheel (each) .....	115
Service axle (each).....	81½

This makes the weights of the roller-bearing wheels and axles 283 pounds greater than those of the Service wagon. The spokes of the roller-bearing wheels are  $2\frac{1}{4}$  inches square at the hub, and 2 by  $2\frac{1}{4}$  inches oval at the middle length. The Service spokes are  $1\frac{1}{2}$  inches square at the hub and are worked to an oval at the middle length.

The tests made at Monmouth Beach, New Jersey, to see "how few men could run the boat wagon loaded into the boat room up the incline" resulted about as follows:

## 1. On level ground—

With the roller bearings, three men were necessary, and they could do it with comparative ease; two men could not do it. Without roller bearings, three men could do it, but with great difficulty.

## 2. On the boat-room floor—

With the roller bearings, the dynamometer registered 75 to start the wagon and 50 after it was in motion.

Without the roller bearings, the dynamometer registered 100 to start the wagon and 50 when it was in motion.

3. On gravel road with soft places and up an incline of  $12^\circ$  to the boat room—

With the roller bearings, the dynamometer registered 350 to start the wagon, 200 on the level, 400 up the incline, and 50 on the boat-room floor.

Without the roller bearings, the dynamometer registered 400 to start the wagon, 250 on the level, 450 on the incline, and 50 on the boat-room floor.



## 4. On hard-rolled road with soft places—

With the roller bearings, the dynamometer registered to start the wagon, 350, and varied from 100 on the hard road to 200 over the soft places.

Without the roller bearings, the dynamometer registered 400 to start, and varied from 150 on the hard to 300 over the soft places.

5. Over a very dry, soft, sandy road the highest register of the roller bearings was 400, and the ordinary wheels 500.

6. Some other tests were made up an incline of 5° and 7° over soft, coarse sand, with results as follows:

The roller bearings registered 600, increasing to 800 over the crest of the bank. The ordinary wheel registered 700, increasing to 900 over the crest of the bank.

7. The dynamometer test of each man's pull varied from 100 to 150. The results show a slight advantage in favor of the roller bearings under favorable conditions; but where the advantage is most needed, over rough, heavy ground, very little benefit is derived from the roller bearings, and that at the expense of an increase of about 283 pounds additional weight.

OPINION.—The board is of the opinion that these bearings do not possess sufficient advantage over the Service wagon wheels to warrant their adoption.

20. *Rasmussen's drag hook.*

RESULTS.—The inventor appeared before the board and explained the mechanism and operation of his appliance. It consists of a metallic sinker to which is attached a number of grapnel points which are fitted with guards and are adjustable. It is claimed that the grapnel points will not catch any hard substance, such as a sunken log or rock, but will readily catch and cling to any fabric such as clothing. The device is operated by a line of such length as may be required by the depth of water. Life-saving stations are not provided with apparatus for the recovery of drowned persons. Whenever they have been called upon for such work the apparatus used has been such as could be improvised by the keeper or surfmen. This device is not expensive.

OPINION.—The board is of the opinion that this device might be useful in the Life-Saving Service.

RECOMMENDATION.—The board recommends that the General Superintendent procure a number of these drag hooks and place them at such life-saving stations as have most call for the recovery of drowned bodies as shown by the Service records.

21. *Lathrop's marine gasoline engine.*

RESULTS.—The manufacturer, Mr. Lathrop, appeared before the board and explained this device, and also stated that he would furnish engines of different powers at a discount of 10 per cent from the price list submitted with his letters on file, or he would be pleased to install an engine in a surfboat belonging to the Service for trial purposes without expense to the Government. From the data at hand and from the knowledge of the members of the board on this class of power the board has reached the following conclusion:

OPINION.—The board is of the opinion that, as in the application of mechanical power to the propulsion of lifeboats, it is desirable that when power is to be applied to surfboats for use in the Service, a design for such a boat and its engine should be prepared by a competent naval architect; and that the proposal of Mr. Lathrop should not be accepted.

22. *Granger's portable electric-light plant.*

RESULTS.—This plant is partially covered by letters patent. The principal parts are an engine, a generator, a switch board, an ammeter and voltmeter combined, a fuse, a main switch, a field rheostat, incandescent lamps (one shaded, fixed, and one portable with 25 feet of flexible cord and guard), a searchlight projector, and a portable tripod for use in the same. The engine is designed to burn gasoline. The weight of the plant and carriage is approximately 800 pounds. The cost of the plant is \$1,500.

OPINION.—The board is of the opinion that the Granger plant, as outlined above, is not applicable to the Service.

23. *Tobin's device to prevent the fouling of whip line and hawser.*

RESULTS.—This device is designed to prevent the fouling of whip line and hawser, and to keep them from fouling when hauling off the latter. It is an invention of Surfman E. J. Tobin, of Gurnet Life-Saving Station, Massachusetts. The working model submitted weighs 2 pounds 5 ounces, and is constructed of malleable iron, Y or V shaped, about 16 inches long with a flat plate  $3\frac{1}{2}$  by  $1\frac{1}{2}$  by  $\frac{1}{4}$  inch at its head or pointed end, supporting a swivel hook 4 inches long, which is provided with a pin to prevent its turning, to be used when desired. At the end of each fork is a hinged clamp for fastening the forked ends of the device to the lee whip; these clamps are secured by thumb-screws. When the whip line is thus secured, a strap is placed on the hawser and attached to the hook at head of separator ready for hauling off. The inventor claims that he has given this device several practical tests at distances of a few hundred feet, and that it worked to perfection.

RECOMMENDATION.—The board recommends that the General Superintendent place this device at several stations for practical and thorough tests, and that the officer making the tests report thereon to the General Superintendent before the next meeting of the board.

24. *"Durable" wire rope.*

RESULTS.—This rope is made of steel wire served with tarred hemp marline, which is intended to prevent friction between strands and individual wires, and to make the rope rust proof and protect it from climatic changes. The rope can be coiled or wound on reels, and takes less space than the manila rope now used. The company claims equal pliability with manila rope. Wire rope has greater strength for the same diameter. It is made in all sizes from one-fourth inch to  $2\frac{1}{2}$  inches in diameter. This rope is more expensive than the manila rope it is submitted to supplant, and its adoption will require some new method to cut off the hawser after a salvage, as the present Service hawser cutter can not be used on a wire rope. Wire rope is less pliable than manila.

OPINION.—The board is of the opinion that this wire rope is not adapted for general use in the Life-Saving Service, but sees no objection to having such a hawser tested, provided the company furnish a wire hawser free of expense.

25. *Sims's miniature signals for practice.*

RESULTS.—This device was submitted by model alone. The signals are made of tin, properly colored, and are hooked one above another in eyebolts on a miniature mast.

OPINION.—The board is of the opinion that this device possesses no advantages over the system now in use in the service.

C. H. PEABODY,  
*President of the Board.*

D. A. LYLE,  
*Major, Ordnance Department, U. S. Army.*

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H. M. KNOWLES,  
*Superintendent Third District, L. S. S.*



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“ Second Reader.....	.27	Leading Facts in American History.....	.83
“ Third Reader.....	.33	Leading Facts in English History.....	.93
“ Fourth Reader .....	.42	Elements of Algebra.....	.93
“ Fifth Reader .....	.50	New Plain Geometry.....	.62
American First Reader .....	.15	Kellogg's Rhetoric.....	.87
“ Second Reader.....	.24	Latin Grammar.....	1.00
“ Third Reader.....	.33	Caesar .....	.88
“ Fourth Reader .....	.42	Cicero .....	.92
“ Fifth Reader .....	.71	Virgil.....	.79
Elementary Arithmetic.....	.33	First Lessons in Latin.....	.83
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Advanced Arithmetic.....	.83	Physical Geography.....	1.12
Pronouncing Speller.....	.17	General History.....	1.33
Primary Speller.....	.12	Book Keeping .....	.83
Elementary Geography.....	.46	English and American Literature.....	1.04
Higher Geography.....	1.04	Young American.....	.50
Introductory Language Work.....	.33	Copy Books.....	.07
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