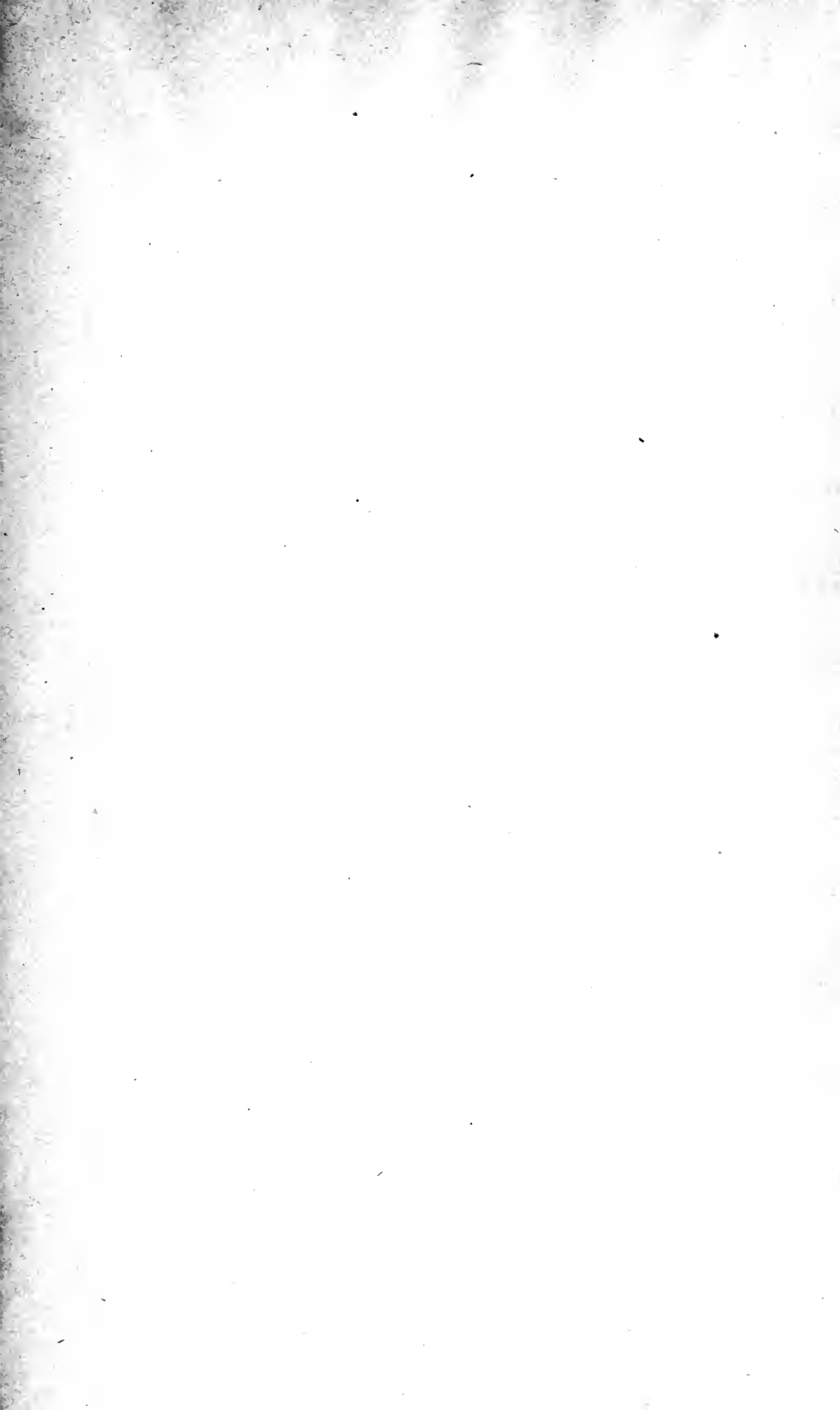






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# ANNUAL REPORT

OF THE

## OPERATIONS

OF THE

# UNITED STATES LIFE-SAVING SERVICE

FOR THE

*26.929*

FISCAL YEAR ENDING JUNE 30, 1893.

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WASHINGTON :  
GOVERNMENT PRINTING OFFICE.  
1894.

TREASURY DEPARTMENT,  
Document No. 1678.  
*Life-Saving Service.*

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## ERRATA.

Page 70, July 10, for schooner "*Emma J. Chadwick*," read "*Maggie J. Chadwick*."

Page 91, October 29, for schooner "*M. I. Wilcox*," read "*M. J. Wilcox*."

Page 108, February 15, for schooner "*R. H. Pettigrew*," read "*R. F. Pettigrew*."

Pages 112 to 128 inclusive, at top of page, under date, for "1892" read "1893."

Page 122, May 10, for Ship Canal "*Lake Huron*," read "*Lake Superior*."

Page 137, January 10, for "*Point Alberton*," read "*Point Allerton*."

Page 216, for District "No. 4" read "No. 5."

Page 218, February 27, for bark "*Alphild*," read "*Alfhild*."



# ORGANIZATION

## OF THE

# UNITED STATES LIFE-SAVING SERVICE.

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

- |   |                            |  |
|---|----------------------------|--|
| <p>SUMNER I. KIMBALL, General Superintendent, Washington, D. C.<br/>         HORACE L. PIPER, Assistant General Superintendent, Washington, D. C.<br/>         Capt. CHARLES A. ABBEY, United States Revenue Cutter Service, Inspector of Life-Saving Stations, No. 24 State street, New York City.<br/>         Capt. CHARLES A. ABBEY, United States Revenue Cutter Service, No. 24 State street, New York City.<br/>         Capt. GEORGE W. MOORE, United States Revenue Cutter Service, No. 24 State street, New York City.<br/>         Capt. WASHINGTON C. COULSON, United States Revenue Cutter Service, Room 35, Appraisers' New Building, San Francisco, California.<br/>         Capt. CHARLES A. ABBEY, United States Revenue Cutter Service, No. 24 State street, New York City.</p> | <p>}</p> <p>}</p> <p>}</p> | <p>Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.</p> <p>Superintendents of Construction Life-Saving Stations, Pacific Coast.</p> |
|---|----------------------------|--|

### ASSISTANT INSPECTORS.

- |  |   |  |
|--|---|--|
| <p><i>First District</i> .....</p> <p><i>Second District</i> .....</p>   | <p>{</p> <p>{</p>   | <p>Lieut. JOHN DENNETT, United States Revenue Cutter Service, Post-Office Building, Room 148, or P. O. Box 1908, Boston, Massachusetts.</p>  |
| <p><i>Third District</i> .....</p> <p><i>Fourth District</i> .....</p> <p><i>Fifth District</i> .....</p> <p><i>Sixth District</i> .....</p> <p><i>Seventh District</i> .....</p> <p><i>Eighth District</i> .....</p> <p><i>Ninth District</i> .....</p> <p><i>Tenth District</i> .....</p> <p><i>Eleventh District</i> .....</p> <p><i>Twelfth District</i> .....</p> | <p>{</p> <p>{</p> <p>{</p> <p>{</p> <p>{</p> <p>{</p> <p>{</p> <p>{</p> <p>{</p> <p>{</p> | <p>Lieut. WILLIAM H. ROBERTS, United States Revenue Cutter Service, Patchogue, New York.</p> <p>Lieut. CHARLES H. McLELLAN, United States Revenue Cutter Service, Toms River, New Jersey.</p> <p>Lieut. JOHN W. HOWISON, United States Revenue Cutter Service, Onancock, Virginia.</p> <p>Lieut. GEORGE H. GOODING, United States Revenue Cutter Service, Elizabeth City, North Carolina.</p> <p>Capt. HENRY T. BLAKE, United States Revenue Cutter Service, Custom-House, Charleston, South Carolina.</p> <p>Capt. ERIC GABRIELSON, United States Revenue Cutter Service, Custom-House, Galveston, Texas.</p> <p>Lieut. JOHN C. MOORE, United States Revenue Cutter Service, Custom-House, Detroit, Michigan.</p> <p>Lieut. HENRY B. ROGERS, United States Revenue Cutter Service, Custom-House, Chicago, Illinois.</p> <p>Capt. WASHINGTON C. COULSON, United States Revenue Cutter Service, Room 35, Appraiser's New Building, San Francisco, California.</p> |

- Capt. GEORGE W. MOORE, United States Revenue Cutter Service, on special duty, No. 24 State street, New York City.
- Lieut. BYRON L. REED, United States Revenue Cutter Service, on special duty, Washington, D. C.
- Lieut. JOHN B. HULL, United States Revenue Cutter Service, on special duty, Washington, D. C.

## DISTRICT SUPERINTENDENTS.

- First District*.....JOHN M. RICHARDSON, Portland, Maine.
- Second District*.....BENJAMIN C. SPARROW, East Orleans, Massachusetts.
- Third District*.....ARTHUR DOMINY, Bay Shore, New York.
- Fourth District*.....JOHN G. W. HAVENS, Point Pleasant, New Jersey.
- Fifth District*.....BENJAMIN S. RICH, Daugherty, Accomac County, Virginia.
- Sixth District*.....PATRICK H. MORGAN, Shawboro, North Carolina.
- Seventh District*.....HIRAM B. SHAW, Ormond, Florida.
- Eighth District*.....WILLIAM A. HUTCHINGS, Galveston, Texas.
- Ninth District*.....EDWIN E. CHAPMAN, Buffalo, New York.
- Tenth District*.....JEROME G. KIAH, Sand Beach, Michigan.
- Eleventh District*.....NATHANIEL ROBBINS, Grand Haven, Michigan.
- Twelfth District*.....THOMAS J. BLAKENEY, Room 35, Appraiser's New Building, San Francisco, California.

## ASSISTANT DISTRICT SUPERINTENDENT.

- Third District*.—HERBERT M. KNOWLES, Wakefield, Rhode Island.

## BOARD ON LIFE-SAVING APPLIANCES.

- Prof. CECIL H. PEABODY, Massachusetts Institute of Technology, Boston, Massachusetts, *President*.
- Capt. CHARLES A. ABBEY, United States Revenue Cutter Service, Inspector of Life-Saving Stations, No. 24 State Street, New York City.
- Capt. DAVID A. LYLE, Ordnance Department, United States Army, P. O. Box 1606, Philadelphia, Pennsylvania.
- Lieut. THOMAS D. WALKER, United States Revenue Cutter Service, Revenue steamer *Crawford*, Baltimore, Maryland, *Recorder*.
- BENJAMIN C. SPARROW, Superintendent Second Life-Saving District, East Orleans, Massachusetts.
- JEROME G. KIAH, Superintendent Tenth Life-Saving District, Sand Beach, Michigan.
- HERBERT M. KNOWLES, Assistant Superintendent Third Life-Saving District, Wakefield, Rhode Island.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,  
UNITED STATES LIFE-SAVING SERVICE,

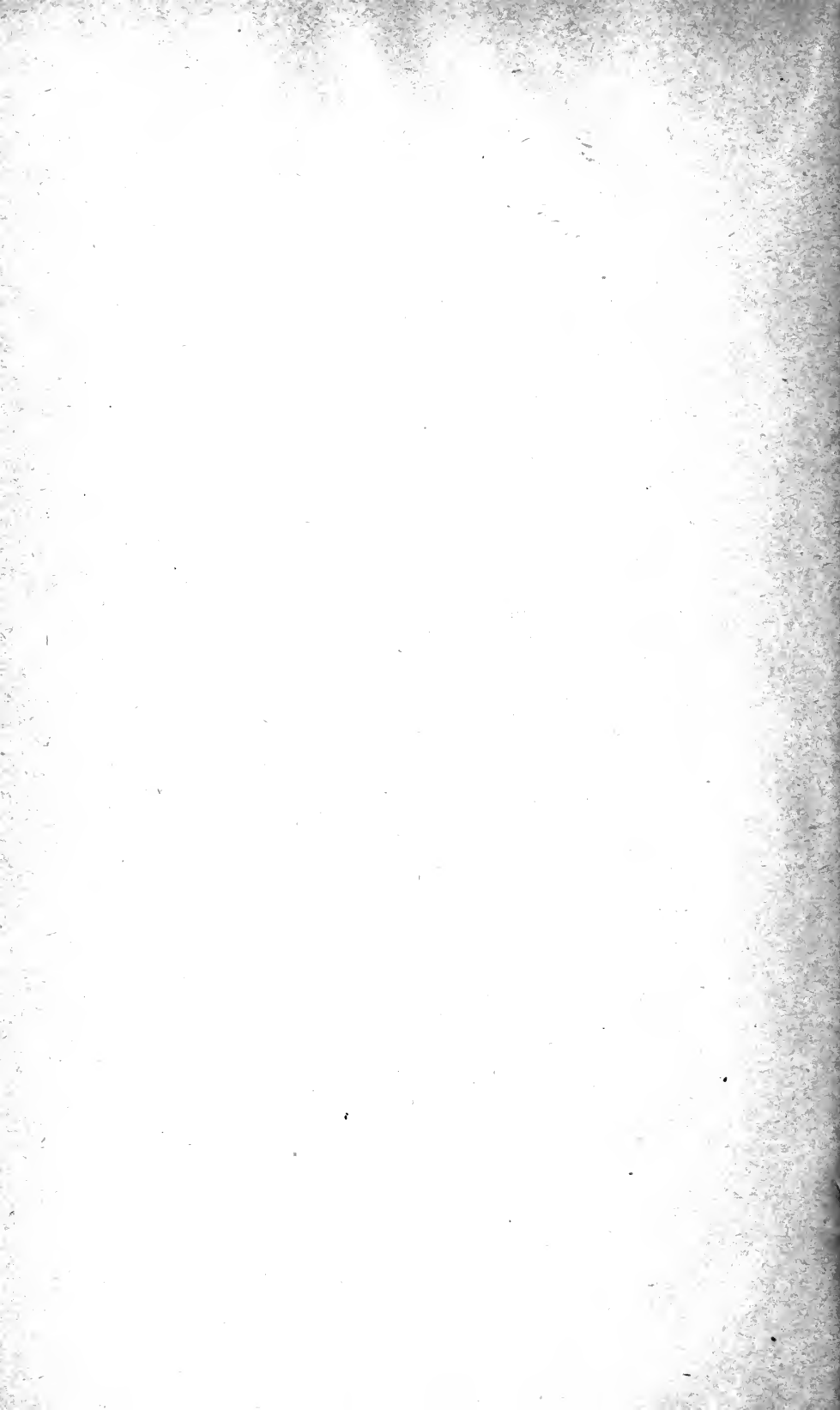
*Washington, D. C., November 15, 1893.*

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, 1893, and of the expenditures of the 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.

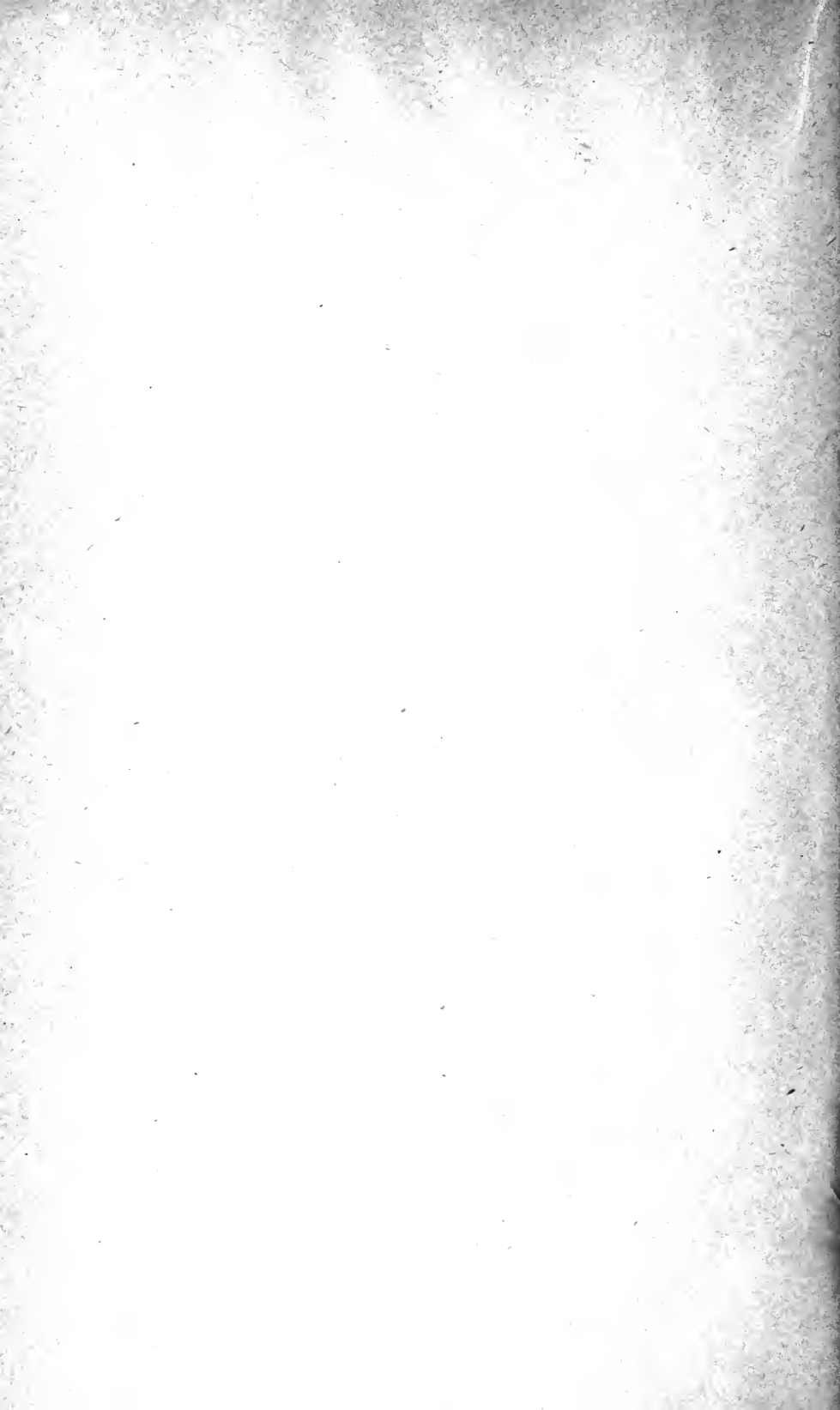
Respectfully, yours,

SUMNER I. KIMBALL,  
*General Superintendent.*

Hon. JOHN G. CARLISLE,  
*Secretary of the Treasury.*



OPERATIONS  
OF THE  
UNITED STATES LIFE-SAVING SERVICE.  
—  
1893.



R E P O R T  
OF THE  
UNITED STATES LIFE-SAVING SERVICE.  
1893.

There were two hundred and forty-three stations in the Life-Saving Establishment at the close of the fiscal year. One hundred and eighty-two were on the Atlantic and Gulf coasts, forty-eight on the coasts of the Great Lakes, twelve on the Pacific coast, and one at the Falls of the Ohio, Louisville, Kentucky. Their distribution was as follows :

First District (coasts of Maine and New Hampshire).....	12
Second District (coast of Massachusetts).....	24
Third District (coasts of Rhode Island and Long Island).....	39
Fourth District (coast of New Jersey).....	41
Fifth District (coast from Cape Henlopen to Cape Charles).....	17
Sixth District (coast from Cape Henry to Cape Fear River).....	29
Seventh District (coasts of South Carolina, Georgia, and eastern Florida).....	12
Eighth District (Gulf coast).....	8
Ninth District (lakes Erie and Ontario).....	10
Tenth District (lakes Huron and Superior).....	15
Eleventh District (Lake Michigan).....	24
Twelfth District (Pacific coast).....	12
Total .....	243

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

*Employment of surfmen, season of 1892-'93.*

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Burnt Island, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, and Rye Beach.	Manned from Sept. 1, 1892, to Apr. 30, 1893; 6 surfmen from Sept. 1, 1892, to Nov. 30, 1892, inclusive, and 7 from Dec. 1, 1892, to Apr. 30, 1893, inclusive.
2	Plum Island, Knobbs Beach, Davis Neck, Point Allerton, North Scituate, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Chatham, Coskata, Surfside, Great Neck, Muskeget, Cuttyhunk, and Monomoy.	Manned from Sept. 1, 1892, to Apr. 30, 1893; 6 surfmen from Sept. 1, 1892, to Nov. 30, 1892, inclusive, and 7 from Dec. 1, 1892, to Apr. 30, 1893, inclusive.

*Employment of surfmen, season of 1892-'93—Continued.*

District.	Stations.	Periods of employment (all dates inclusive).
3	Brentons Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, New Shoreham, Block Island, Ditch Plain, Hither Plain, Napeague, Amagansett, Georgia, Mecox, Southampton, Shinnecock, Tiana, Quogue, Petunk, 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, Coney Island, and Eatons Neck.	Manned from Sept. 1, 1892, to Apr. 30, 1893; 6 surfmen from Sept. 1, 1892, to Nov. 30, 1892, inclusive, and 7 from Dec. 1, 1892, to Apr. 30, 1893, inclusive.
4	Sandy Hook, Spermaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwicks, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harveys Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corsons Inlet, Sea Isle City, Townsends Inlet, Tathams, Herford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May.	Manned from Sept. 1, 1892, to Apr. 30, 1893; 6 surfmen from Sept. 1, 1892, to Nov. 30, 1892, inclusive, and 7 from Dec. 1, 1892, to Apr. 30, 1893, inclusive.
5	Lewes, Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Ocean City, North Beach, Green Run Inlet, Popes Island, Assateague Beach, Wallops Beach, Metomkin Inlet, Wachapreague, Paramores Beach, Cobbs Island, and Smiths Island.	Manned from Sept. 1, 1892, to April 30, 1893; 6 surfmen from Sept. 1, 1892, to Nov. 30, 1892, inclusive, and 7 from Dec. 1, 1892, to Apr. 30, 1893, inclusive.
	Hog Island.....	8 surfmen from Sept. 1, 1892, to Apr. 30, 1893, inclusive.
6	Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currittuck Inlet, Whales Head, Poyners Hill, Caffey's Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, New Inlet, Chicamicomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Cape Fear, and Oak Island.	Manned from Sept. 1, 1892, to Apr. 30, 1893; 6 surfmen from Sept. 1, 1892, to Nov. 30, 1892, inclusive, and 7 from Dec. 1, 1892, to Apr. 30, 1893, inclusive.
	Ocracoke and Cape Lookout.....	7 surfmen from Sept. 1, 1892, to Apr. 30, 1893, inclusive.
	Cape Hatteras and Creeds Hill.....	8 surfmen from Sept. 1, 1892, to Apr. 30, 1893, inclusive.
7	Jupiter Inlet.....	Manned from Sept. 1, 1892, to Apr. 30, 1893; 6 surfmen from Sept. 1, 1892, to Apr. 30, 1893, inclusive.
	Morris Island.....	Manned from Oct. 15, 1892, to Apr. 30, 1893; 6 surfmen for that period.
8	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, Brazos.	Manned from Sept. 1, 1892, to Apr. 30, 1893; 6 surfmen from Sept. 1, 1892, to Apr. 30, 1893.
	San Luis.....	7 surfmen from Sept. 1, 1892, to Apr. 30, 1893.
9	Big Sandy, Oswego, Charlotte, Buffalo, Erie, Fairport, Cleveland, and Point Marblehead.	Manned from July 1, 1892, to Dec. 15, 1892, and from Apr. 15, 1893, to June 30, 1893; 7 surfmen during each period.
	Louisville.....	Manned from July 1, 1892, to June 30, 1893; 6 surfmen during entire period.
10	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, and Sturgeon Point.	Manned from July 1, 1892, to Dec. 10, 1892, and from April 13, 1893, to June 30, 1893; 8 surfmen during each period.
	Thunder Bay Island and Middle Island.....	Manned from July 1, 1892, to Dec. 10, 1892, and from Apr. 15, 1893, to June 30, 1893; 8 surfmen during each period.
10	Hammonds Bay and Bois Blanc.....	Manned from July 1, 1892, to Dec. 10, 1892, and from Apr. 15, 1893, to June 30, 1893; 8 surfmen during each period.
	Vermillion Point, Crisps, Two Heart River, and Muskallonge Lake.	Manned from July 1, 1892, to Nov. 30, 1892, and from May 6, 1893, to June 30, 1893; 7 surfmen during each period.
	Marquette.....	Manned from July 1, 1892, to Nov. 30, 1892, and from May 7, 1893, to June 30, 1893; 8 surfmen during each period.
	Ship Canal.....	Manned from July 1, 1892, to Dec. 1, 1892, and from May 3, 1893, to June 30, 1893; 8 surfmen during each period.



*Employment of surfmen, season of 1892-'93—Continued.*

District.	Stations.	Periods of employment (all dates inclusive).
11	North Manitou Island.....	Manned from July 1, 1892, to Dec. 1, 1892, and from Apr. 15, 1893, to June 30, 1893; 7 surfmen during each period.
	Point Betsey, Frankfort, Manistee, Grande Pointe au Sable, Muskegon, St. Joseph, Michigan City, South Chicago, Racine, Sheboygan, Two Rivers, and Sturgeon Bay Canal.	Manned from July 1, 1892, to Dec. 5, 1892, and from Apr. 1, 1893, to June 30, 1893; 7 surfmen during each period.
	Ludington, Grand Haven, Chicago, and Milwaukee.	Manned from July 1, 1892, to Dec. 10, 1892, and from Apr. 1, 1893, to June 30, 1893; 7 surfmen during each period.
12	Pentwater, White River, Holland, South Haven, Evanston, and Kenosha.	Manned from July 1, 1892, to Nov. 30, 1892, and from Apr. 1, 1893, to June 30, 1893; 7 surfmen during each period.
	Umpqua River, Coquille River, Humboldt Bay, and Point Reyes.	Manned from July 1, 1892, to June 30, 1893; 7 surfmen during entire period.
	Cape Disappointment, Point Adams, Cape Arago, Port Point, and Golden Gate Park.	Manned from July 1, 1892, to June 30, 1893; 8 surfmen during entire period.
	Ilwaco Beach.....	Manned from July 7, 1892, to June 30, 1893; 7 surfmen during entire period.
	Shoalwater Bay.....	Manned from July 1, 1892, to June 30, 1893; 7 surfmen from July 1 to Oct. 31, 1892; 8 surfmen from Nov. 1, 1892, to June 30, 1893.

Keepers are employed at all stations during the entire year.

Of the twelve stations in the Seventh District only two are included in the foregoing statement, the remaining ten being houses of refuge arranged and provisioned for the succor of the shipwrecked, and in charge of keepers only, no crews being employed.

STATISTICS.

During the year there were four hundred and twenty-seven disasters to documented vessels within the scope of station operations. On board these vessels were three thousand five hundred and sixty-five persons, of whom twenty-three were lost. The estimated value of the vessels was \$6,414,075, and that of their cargoes \$1,684,000, making the total value of property involved \$8,098,075. Of this amount \$6,442,505 was saved and \$1,655,570 lost. The number of vessels totally lost was eighty-eight. In addition to the foregoing there were one hundred and fifty-four casualties to smaller craft, such as sailboats, rowboats, etc., on which there were three hundred and twenty-seven persons, six of whom were lost.\* The value of the property involved in these instances is estimated at \$153,035, of which \$128,345 was saved and \$24,690 lost.

The results of all the disasters within the scope of the Service aggregate, therefore, as follows :

Total number of disasters.....	581
Total value of property involved.....	\$8, 251, 110
Total value of property saved.....	\$6, 570, 850
Total value of property lost.....	\$1, 680, 260
Total number of persons involved.....	3, 892
Total number of persons lost.....	29

\* This does not include the loss of five lives from the crew of the Massachusetts Humane Society in attempting to rescue the crew of the *Aquatic*, February 24, 1893, (see p. 55), nor four lost from the crew of the Cleveland Station in attempting to save two persons from drowning May 17, 1893. (See p. 47.)

Total number of shipwrecked persons succored at stations.....	* 663
Total number of days' succor afforded.....	* 1, 659
Number of vessels totally lost.....	88

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.*	Pacific coast.	Total.
Total number of disasters.....	332	228	21	581
Total value of vessels.....dollars...	3, 373, 810	2, 962, 610	201, 150	6, 537, 570
Total value of cargoes.....do.....	1, 078, 240	614, 745	20, 555	1, 713, 540
Total amount of property involved.....do.....	4, 452, 050	3, 577, 355	221, 705	8, 251, 110
Total amount of property saved.....do.....	3, 208, 485	3, 285, 950	76, 415	6, 570, 850
Total amount of property lost.....do.....	1, 243, 565	291, 405	145, 290	1, 680, 260
Total number of persons on board.....	2, 045	1, 752	95	3, 892
Total number of persons lost.....	19	8	2	29
Number of shipwrecked persons succored at stations.....	542	106	15	† 663
Total number of days' succor afforded.....	1, 419	220	20	† 1, 659
Number of disasters involving total loss of vessels.....	72	15	1	88

\*Including the river station at Louisville, Kentucky.

†These figures include persons to whom succor was given, who were not on board vessels embraced in tables.

The apportionment to the several districts is as follows:

*First District.*

Number of disasters.....	72
Value of vessels.....	\$298, 750
Value of cargoes.....	\$51, 075
Total value of property.....	\$349, 825
Number of persons on board vessels.....	414
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	47
Number of days' succor afforded.....	191
Value of property saved.....	\$300, 935
Value of property lost.....	\$48, 890
Number of disasters involving total loss of vessels.....	8

*Second District.*

Number of disasters.....	66
Value of vessels.....	\$691, 880
Value of cargoes.....	\$296, 355
Total value of property.....	\$988, 235
Number of persons on board vessels.....	451
Number of persons lost.....	4
Number of shipwrecked persons succored at stations.....	100
Number of days' succor afforded.....	222
Value of property saved.....	\$652, 530
Value of property lost.....	\$335, 705
Number of disasters involving total loss of vessels.....	18

*Third District.*

Number of disasters.....	35
Value of vessels.....	\$456, 395
Value of cargoes.....	\$78, 970

\*These figures include persons to whom succor was given who were not on board vessels embraced in Table of Casualties.

Total value of property.....	\$535,365
Number of persons on board vessels.....	182
Number of persons lost.....	5
Number of shipwrecked persons succored at stations.....	41
Number of days' succor afforded.....	144
Value of property saved.....	\$217,585
Value of property lost.....	\$317,780
Number of disasters involving total loss of vessels.....	9

*Fourth District.*

Number of disasters.....	47
Value of vessels.....	\$708,480
Value of cargoes.....	\$361,730
Total value of property.....	\$1,070,210
Number of persons on board vessels.....	317
Number of persons lost.....	7
Number of shipwrecked persons succored at stations.....	107
Number of days' succor afforded.....	345
Value of property saved.....	\$920,005
Value of property lost.....	\$150,205
Number of disasters involving total loss of vessels.....	13

*Fifth District.*

Number of disasters.....	36
Value of vessels.....	\$318,585
Value of cargoes.....	\$109,730
Total value of property.....	\$428,315
Number of persons on board vessels.....	225
Number of persons lost.....	2
Number of shipwrecked persons succored at stations.....	46
Number of days' succor afforded.....	179
Value of property saved.....	\$241,790
Value of property lost.....	\$186,525
Number of disasters involving total loss of vessels.....	10

*Sixth District.*

Number of disasters.....	30
Value of vessels.....	\$650,425
Value of cargoes.....	\$115,590
Total value of property.....	\$766,015
Number of persons on board vessels.....	229
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	77
Number of days' succor afforded.....	174
Value of property saved.....	\$609,835
Value of property lost.....	\$156,180
Number of disasters involving total loss of vessels.....	9

*Seventh District.*

Number of disasters.....	17
Value of vessels.....	\$99,300
Value of cargoes.....	\$19,065

Total value of property .....	\$118, 365
Number of persons on board vessels .....	85
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations.....	11
Number of days' succor afforded.....	11
Value of property saved.....	\$91, 150
Value of property lost.....	\$27, 215
Number of disasters involving total loss of vessels.....	2

*Eighth District.*

Number of disasters .....	29
Value of vessels.....	\$149, 995
Value of cargoes .....	\$45, 725
Total value of property .....	\$195, 720
Number of persons on board vessels.....	142
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations.....	22
Number of days' succor afforded.....	36
Value of property saved.....	\$174, 655
Value of property lost .....	\$21, 065
Number of disasters involving total loss of vessels.....	3

*Ninth District.*

Number of disasters .....	70
Value of vessels.....	\$728, 120
Value of cargoes.....	\$68, 705
Total value of property .....	\$796, 825
Number of persons on board vessels.....	439
Number of persons lost .....	6
Number of shipwrecked persons succored at stations.....	35
Number of days' succor afforded.....	63
Value of property saved.....	\$744, 565
Value of property lost .....	\$52, 260
Number of disasters involving total loss of vessels.....	3

*Tenth District.*

Number of disasters.....	64
Value of vessels.....	\$1, 073, 960
Value of cargoes.....	\$244, 385
Total value of property.....	\$1, 318, 345
Number of persons on board vessels.....	592
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	47
Number of days' succor afforded.....	94
Value of property saved.....	\$1, 206, 785
Value of property lost.....	\$111, 560
Number of disasters involving total loss of vessels.....	8

*Eleventh District.*

Number of disasters.....	94
Value of vessels.....	\$1, 160, 530
Value of cargoes.....	\$301, 655
Total value of property.....	\$1, 462, 185

Number of persons on board vessels.....	721
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	22
Number of days' succor afforded.....	61
Value of property saved.....	\$1, 334, 600
Value of property lost.....	\$127, 585
Number of disasters involving total loss of vessels.....	4

*Twelfth District.*

Number of disasters.....	21
Value of vessels.....	\$201, 150
Value of cargoes.....	\$20, 555
Total value of property.....	\$221, 705
Number of persons on board vessels.....	95
Number of persons lost.....	2
Number of shipwrecked persons succored at stations.....	15
Number of days' succor afforded.....	20
Value of property saved.....	\$76, 415
Value of property lost.....	\$145, 290
Number of disasters involving total loss of vessels.....	1

Besides the persons saved from vessels, forty-seven others were rescued by the life-saving crews from danger of drowning. Forty-one of these had fallen from wharves, piers, etc. Three men were rescued by a surfman from an outlying rock where they were fishing, and had been cut off from the shore by the flood tide before they were aware of it; two boys were found in the nighttime at flood tide on an outlying rock from which they were carried ashore in the surfboat, and restored to their father, who had reported that they were missing and requested the life-saving crew to search for them; and one was rescued under perilous conditions from the waterworks crib off Milwaukee, Wisconsin, on April 20, 1893, in the lifeboat. A more extended account of this rescue appears in another part of this report.

In five hundred and four instances vessels were worked off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the station crews. There were, besides, two hundred and thirty-six instances where vessels running into danger of stranding were warned off by the signals of the patrols.

In the year's operations the surfboat was used six hundred and seventy-eight times, making one thousand and forty-four trips. The self-righting and self-bailing lifeboat was used one hundred and fifteen times, making one hundred and eighty-two trips. Smaller boats were used two hundred and fifty-five times, making three hundred and seventy trips. The river life-skiffs at the Louisville Station (Ninth District) were used thirty-one times, making thirty-eight trips. The breeches buoy was used twenty-five times, making one hundred and seventy-four passages. The life car was used once, making four passages. The wreck gun was employed twenty-nine times, firing fifty-eight shots. The heav-

ing stick was used thirty-two times. There were landed by the surf-boat six hundred and thirty-seven persons; by the lifeboat two hundred and seventy-five; by the river life-skiffs, twenty-two; by other station boats, two hundred and fifty-seven; by the breeches buoy one hundred and sixty-six, and by the life car eight. One came ashore hand over hand on a line which had been floated ashore on a fender, where it was secured by a surfman and made fast to a stump, the surfman wading out into the water and seizing the man as he let go the line and assisting him to the shore; seven were rescued by the means of heaving lines cast from the shore to the vessel, which were made fast to their bodies when they jumped overboard and were drawn ashore by the surfmen who had thrown the lines; and nine were rescued by the surfmen going into the surf and undertow and assisting them ashore.

## 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, 1893.\**

Total number of disasters .....	7, 031
Total value of vessels.....	\$77, 905, 420
Total value of cargoes.....	\$35, 056, 009
Total value of property involved.....	\$112, 961, 429
Total value of property saved.....	\$85, 392, 307
Total value of property lost .....	\$27, 569, 122
Total number of persons involved.....	† 56, 818
Total number of lives lost.....	‡ 656
Total number of persons succored.....	‡ 10, 563
Total number of days' succor afforded.....	27, 647

## LOSS OF LIFE.

The shipwrecks attended with loss of life during the year, within the scope of life-saving operations, were fourteen in number. The circumstances were duly investigated as required by law, and a complete narrative of each case, as developed by the testimony and official records, is herewith given, the disasters being arranged in their chronological order.

\* 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, and since 1880 the coast of Texas.

† Including persons rescued not on board of vessels.

‡ 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.

‡ Including castaways not on board vessels embraced in Tables of Casualties.

The clothing mentioned as having been furnished to destitute shipwrecked persons was supplied from stores donated for the purpose by the Women's National Relief Association, with the exception of such articles as were contributed in a few instances of special necessity by the members of the life-saving crews.

#### CAPSIZING OF THE SLOOP SALLY AND ELIZA.

Captain Enoch Hackett, of Bakersville, New Jersey, lost his life by the capsizing of his sloop fishing boat *Sally and Eliza*, on the outer bar of Great Egg Harbor Inlet, New Jersey, (Fourth District,) in the afternoon of August 20, 1892.

The day was fair and the wind light from the southeast, but the atmosphere was hazy and the surf along the coast was very high, the latter condition being attributed to the effect of a powerful cyclonic storm that had recently passed up the Atlantic a considerable distance offshore. Several fishing boats passed out of Great Egg Harbor Inlet during the morning, when the break on the bars was not especially dangerous, but as it grew heavier with the progress of the day, Keeper Willets, of the Ocean City Life-Saving Station, became somewhat apprehensive of trouble, and in the early afternoon he and his son maintained a watch on the vessels from the station, while another man ascended the station flag pole and kept lookout from that position.

A number of boats were seen to approach the bar, and after surveying the prospect, bear away to Hereford Inlet, where the entrance was not so rough. About 2 o'clock the *Sally and Eliza* was observed several times running toward the bar, and then, apparently not liking the looks of things, hauling away again, but finally she put about and stood in with the evident intent of making the venture at all hazards. The three men on lookout kept their eyes fixed upon her and saw her pass inside the sea buoy without any indications of mishap, but when she had reached a point two and one-half miles from the shore and about the same distance from the station she suddenly careened and then rolled over on her beam ends.

The active season of the Life-Saving Service not having opened there was no crew on duty at the station, but Keeper Willets made all haste to gather volunteers, which he succeeded in doing, and launched the surfboat at about 3 o'clock. The capsized sloop drifted across the channel and when the life-saving crew reached her was in the worst part of the south breaker. The mast was gone, and one man was found lashed to the hull. The surf was constantly sweeping over him, and as he was too nearly exhausted to help himself, it was not without much difficulty that he could be rescued. This, however, was finally accomplished by backing down to the wreck and skillfully taking advantage of the most favorable opportunity. He proved to be the only person on board the vessel at the time of the capsize except the captain who, he stated, disappeared when the sloop upset and was never seen again. The surfboat

was pulled back to the station, where the shipwrecked man was supplied with the necessary stimulants and clothing, and in a little while was able to proceed to his home on the mainland.

The evidence shows that the surfboat with its volunteer crew reached the scene of the disaster with commendable promptness, and the necessary time consumed in collecting a crew only delayed the rescue of the survivor for a short period; while, if the station had been opened and manned, the drowning of the captain could not have been averted, since he was carried beneath the water the instant the sloop capsized, and never rose to the surface.

#### WRECK OF THE SCHOONER JOHN BURT.

The second disaster attended with fatal consequences was the wreck of the schooner *John Burt*, of Detroit, three and one-half miles south of the Big Sandy Station, (Ninth District,) Lake Ontario, September 26, 1892. Two persons were drowned, namely, William Wood, one of the sailors, and Alice Lane, the cook.

The *John Burt* was a three-masted schooner of three hundred and forty-eight tons gross burden, built at Detroit in 1871, and was manned on her last voyage by a crew of seven persons all told, consisting of the captain, mate, four sailors, and the woman cook. A cargo of corn was taken on board at Chicago, whence the schooner sailed with fair auspices for Oswego, New York, on the 14th of September. Her voyage was prosperous and without special interest until the 25th, when she had nearly reached her port of destination. At nightfall of that day the vessel had the wind fair from the southwest, but during the night it steadily hauled to the westward, constantly increasing in force until the morning of the 26th, when it was blowing a furious gale from the northwest and driving a dangerous sea before it. While the direction of the wind was not wholly adverse to the possibility of making port, it blew with such terrific power that, with a lee shore near at hand, everything depended upon skillful management and a stout vessel. Her violent pitching subjected the rudder to such an extraordinary and uneven strain, as she rose and fell, that the rudderhead gave way early in the morning, and she thereupon became almost totally unmanageable. The captain was unable to hold his course, and the vessel was rapidly driven before the gale past the harbor of Oswego. When off that port she was discovered by Keeper Chapman of the station at that point, about ten miles distant from the land, wildly careering down the lake under short sail and entirely beyond the possibility of any assistance from his station. He therefore lost no time in dispatching a telegram to Keeper Fish, of the Big Sandy Station, which is located some twenty-five miles to the northeastward of Oswego, giving information of the appearance of the disabled vessel and her probable course.

At a quarter before 9 o'clock she was seen from the Big Sandy Station, some nine or ten miles to the southwest, under reefed foresail and two



head sails, drifting toward the land, which, unless her course should change, she would strike about one and one-half miles north of the station. For nearly an hour after this time heavy rain squalls prevailed, shutting out the view, and nothing more was seen of the tempest-driven craft until about twenty minutes of 10 o'clock, when the weather lighted up, and she was again made out, still to the southwest, but only three miles distant.

Keeper Fish at once perceived that the schooner was powerless to contend with the storm, and his experienced judgment now told him that she must inevitably soon go ashore somewhere to the southward of his station. The shore of the lake at this place runs due north and south, and that portion lying south of the station, where the keeper knew the vessel must strand, is cut off from the station by a considerable stream known as the Big Sandy Creek. The first thing to be done, therefore, was to place himself and crew with the beach apparatus on the other side of the creek, where they would be in position and readiness to seize the earliest opportunity to succor the disabled vessel. The life-boat was at once launched into the creek, the handcart and apparatus were loaded into it and pulled across, where they were landed just as the schooner was seen to come up in the wind and let go her anchors, about two miles further to the southward. The wind was still fierce from the northwest, and the schooner continued to drift toward the shore, first dragging her anchors for a few minutes and then parting the cables.

The life-saving crew therefore started with their apparatus cart along the shore in the same direction. The little strip of beach here narrowed in under a sharp bluff, a short distance from the edge of the water, and the entire space was constantly swept by the surf, the angry waves frequently rolling in until the men were submerged to their waists and almost unable to make headway. But there was no other practicable route, the country in the rear of the bluff being marshy and thickly interspersed with small ponds, so the patient surfmen persistently tugged away at the drag ropes, making remarkably good time under the discouraging circumstances, until they reached a point about a mile and a half from the station, where they were confronted with a still more formidable obstacle. What is locally known as a "wind gap" here traversed the beach making a gully filled with water between an inland pond and the lake. It is ordinarily of small consequence, but at this time was swollen until it reached a width of two hundred and an extreme depth of some four and one-half to five feet. To attempt to ford this treacherous water was a perilous undertaking, but with a distressed vessel in plain view and human lives in jeopardy there was no time or disposition for hesitation, and the bedraggled life-savers forthwith plunged in, pulling their heavy burden behind them—the entire apparatus with the exception of only one shot line becoming thoroughly wet. When they had proceeded about half a mile beyond the wind gap they

discovered that the schooner had stranded a mile and a half farther on and some three hundred and fifty yards from the beach. About this time (10:30 A. M.) a number of volunteers from the spectators who had gathered on the beach kindly offered their assistance with a team of horses. This timely relief was extremely welcome to the life-saving crew, who were well nigh worn-out, and not one of whom had a shred of dry clothing about him. The waves were now leaping completely over the stranded vessel, and her crew had been compelled to take refuge in the mizzen rigging.

Within five minutes the Lyle gun was placed in position, carefully sighted and fired. The dry No. 7 line, which had so fortunately escaped being wet in fording the wind gap, was used, and the projectile passed squarely through the main rigging and landed securely on deck. A better shot never was made. But none of the crew left their places in the mizzen shrouds or showed any sign of an effort to get the all-important line, apparently being deterred by fear or through ignorance of the purpose for which the line was sent to them. Ten minutes later two sailors abandoned their refuge in the shrouds and leaped into the boisterous water. The keeper inferred that their design was to lay hold of the shot line which was still on board, with the expectation of being pulled ashore by that means, and accordingly gave orders to haul in on it. But it was no sooner clear of the wreck than he discovered that the sailors either had not been able to reach it or had made no effort to do so, and were struggling in the breakers on their way to the shore. Four surfmen, with life lines attached to their bodies, were promptly sent into the surf to assist the shipwrecked men, who were thus safely landed, although much exhausted.

While this was going on the gun was reloaded and fired with a seven-ounce charge of powder and a wet No. 9 line, but the projectile fell short of the mark. Although the schooner had been ashore only a few minutes she already gave signs of breaking up, and her crew hastened from the mizzen to the main rigging, the mizzenmast going by the board a little later. Two more attempts were made to get another line to the wreck, two No. 4 lines being used with five-ounce charges, but they were heavily water-soaked and each parted near the projectile. However, the failure of these efforts to reach the wreck with lines made no difference in the result, for the remaining masts fell almost immediately, and the hapless crew were precipitated into the water. The only remaining resource of the life-saving men was to advance as far as possible into the lake, with life lines made fast to themselves to prevent their being swept away by the undertow, and endeavor to reach the sailors. In this way three of the unfortunate men were rescued, and from them it was learned that two persons were still unaccounted for—one of the seamen and the woman cook. The latter was lost sight of in the general crash when the fore and main masts fell, and the sailor, a

man of some sixty years, after supporting himself for a few moments on some of the wreckage, was washed off and drowned.

The loss of these lives is greatly to be deplored, but, looking backward over all the incidents of the disaster and of the conduct of the life-saving men, there seems to be no reason to withhold from the keeper or any of his crew entire approbation. That all the lives saved would have been lost but for the efficient service of the life-saving men is shown by the evidence, and gratefully acknowledged by the formal statement of the survivors, which is appended hereto. Watch was kept along the beach for a long time, but the bodies of the missing persons were not found until two days later, a considerable distance from the wreck. They were viewed by the coroner, and then conveyed in the surf-boat to Little Sandy, where they were committed to the charge of the authorities.

The survivors were taken to the life-saving station, where they were provided with clothing, etc., and remained several days, taking their departure on the 2d of October.

“WOODVILLE, NEW YORK, *September 27, 1892.*

“DEAR SIR: I wish to express my heart's feeling to the captain and the gallant crew of the Big Sandy Life-Saving Station for their kind assistance toward our lives. We drifted ashore on the beach, about three and one-half miles south of the Big Sandy Station, on the 26th day of September, 1892. Your gallant crew landed on the beach about fifteen minutes after we grounded, but before they got the apparatus in working order the ship broke up and let us into the lake. One man and a woman, cook, were drowned. But we can not forget the kind assistance they rendered us. They rushed into the lake and helped us ashore. If it had not been for the brave captain and his gallant crew not one of the *John Burt's* crew would have been alive. I think there can be no blame whatever on the life-saving men.

“N. McDONALD, *Master.*

“JOHN McDONALD, *Mate.*

“C. V. SVEDBERG.

“JEMS MORT OLSEN.

“WILLIAM FULTON.

“Hon. S. I. KIMBALL,

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

SINKING OF THE SCHOONER NELLIE HAMMOND.

One life was lost October 28, 1892, from the schooner *Nellie Hammond*, at the entrance of Muskegon Harbor, (Eleventh District,) Lake Michigan. The vessel was a small one of forty-seven tons burden, owned by her master, and sailed by him with a crew of two men. She was bound from Milwaukee, Wisconsin, to Muskegon, Michigan, almost directly across the lake, laden with three thousand bushels of wheat, and had practically completed the trip when an accident befell her which resulted in the drowning of the master, Captain Louis Michaelson.

Shortly after 6 o'clock in the evening of October 28 the man on lookout at the Muskegon Station reported to the keeper that a vessel was

apparently approaching the harbor, whereupon the keeper took his marine glass and walked out on the north pier, upon which the station is situated, to see if he could better make out the position and purpose of the vessel. Failing to discover her he returned to the lookout tower where he had an elevation some thirty feet above the pier, and from that point discovered the lights of the schooner heading for the harbor, the north pier of which extends some seven hundred and the south about nine hundred feet into the lake, the distance between them being about two hundred feet.

In heavy weather it is always a matter of considerable difficulty to enter between the piers without accident, and as the wind was blowing almost a hurricane at this time the keeper believed that the possibility of the vessel's getting in safely was very remote. Therefore taking time by the forelock he ordered his crew to put on their life-belts and hold themselves in readiness for instant service. Then taking in his hand a heaving stick and line he started toward the end of the pier accompanied by one of the surfmen, the rest of the crew following somewhat in the rear. The schooner was under reduced canvas, staysail and reefed foresail, steering rather wildly, and just as she was about to enter the harbor yawed off a little and struck the corner of the south pier, almost at once, however, swinging clear and passing by the head of the pier into the channel.

There was neither outcry on board the vessel nor other intimation that anything was wrong, and the keeper therefore started back with the intention of crossing to the other pier to take the lines and assist in making her fast when she should come alongside. When some eight hundred feet inside the pierheads she took a sudden sheer and crashed with great force against the north pier, head on, then rebounded and pounded heavily along the pier. Some of the surfmen shouted to the schooner for those supposed to be on board to heave a line, but no answer was received. It was then seen that the jib boom and bowsprit had been carried away, and the keeper at once dispatched three men in a small boat with orders to board the vessel and bring her to the dock, while with the remainder of the crew he would launch the surfboat and pull alongside. On reaching the schooner the surfmen found that she was abandoned, and at once took charge of her. The deck was carefully searched to discover whether any persons who might have been injured or killed were still on board, but none were found, and as the vessel had by this time drifted to the lee side of the channel, she was there made fast to the pier, where she almost immediately sank, deck under, in about eight feet of water. Meantime a considerable number of people from the vicinity had collected on the pier, and among them two men who proved to be the crew of the wrecked vessel, one of them the captain's brother. From them it was learned that when the schooner struck the corner of the south pier as she attempted to enter the harbor

the captain was at the wheel, and from their position in the bows they indistinctly perceived that something fell overboard.

Running aft they discovered that the captain was missing, and as the pier was at that moment close aboard both jumped ashore and left the vessel to its fate. This is all that can ever be known of the death of the captain. He was dressed in his oilskin suit and wore a pair of long-legged rubber boots when he was thrown overboard, and the probability is that even if he was not injured in falling, the weight of his clothing bore him swiftly to the bottom from which he never rose. His body could not be found in the vicinity, but was picked up on the beach several days later near the White Lake piers eleven miles to the northward.

The shipwrecked sailors were taken to the life-saving station, properly cared for, furnished with dry clothes, and kept overnight. The next day the life-saving crew assisted in stripping the vessel, which was subsequently raised by contractors.

#### WRECK OF THE SCHOONER ZACH CHANDLER.

The fourth disaster involving loss of life was the wreck of the *Zach Chandler*, on the 29th of October, 1892, near the Muskallonge Lake Life-Saving Station, Lake Superior, (Tenth District.)

The vessel was a large three-masted schooner, built at Detroit, Michigan, in 1867, measuring seven hundred and twenty-seven tons burden, and hailing from Cleveland, Ohio, to which port she was bound from Ashland, Wisconsin, with a full cargo of lumber. The officers and crew, including the cook, who was a woman, comprised eight persons, one of whom, a seaman named Frank Richter, perished with the wreck.

It appears that the *Chandler* was in tow of the steamer *John Mitchell*, and was getting along fairly well until about 6:30 P. M., October 28, when some twenty-five miles northeast of the Muskallonge Lake Station, the towline snapped in twain and each of the vessels was compelled to take care of herself. When Captain Skinner of the schooner was thus suddenly left to his own resources a heavy gale was blowing from the northward, and well knowing the impossibility of making headway against it, he made strenuous efforts to get sufficient sail upon his vessel to hold her head up to the wind and sea in the hope that she might weather the storm. The great age of the vessel, however, (twenty-five years,) and her heavy cargo, a part of which was carried on deck, were seriously against her. Sail after sail, her canvas was blown away until only a single staysail held its own. Plunging and rolling in the terrific sea the old hull was unable to long withstand the strain and soon sprang aleak. This misfortune proved to be the beginning of the end, which, as circumstances turned out, was not to be long deferred. By 4 o'clock in the morning of the 29th the *Chandler* was hopelessly water-logged and a part of her deck load was swept overboard. At daylight, about 7 o'clock, she was discovered by the lookout of the Muskallonge Lake Station some nine miles offshore, with her head to the west laboring heav-

ily and constantly driving easterly and shoreward before the resistless impact of the northerly gale. In fact she was already a wreck.

Keeper Frahm instantly took the wise precaution to convey the surf-boat and beach apparatus to a point one and one-half miles to the eastward of the station, where it was then believed the schooner would strike, and where everything would be in readiness for speedy service.

An hour later, about 8 A. M., the last staysail on the schooner was torn from the boltropes by the tempest, which now veered toward the west, and the utterly helpless hulk drifted rapidly down the shore with the gale and current, at a rate estimated to be little, if any, less than five miles an hour. Her fate was now plainly sealed beyond the possibility of escape, and the only question in the minds of the life-savers was as to where she would strike—in all probability, on the bar, one and one-half miles still farther to the eastward and three miles from the station. The teams of horses which had been secured when the first move was made in the early morning were hitched to the boat wagon and apparatus cart, and all hands hastened with the utmost speed along the beach, keeping pace as nearly as possible with the drift of the wreck. At 9 A. M. she struck, some three hundred yards out, at the place calculated upon by Keeper Frahm, and when her keel touched the bar the beach apparatus was squarely abreast of her. Not a moment had been lost nor a mistake of any kind committed. So far all seemed well, and the life-saving crew were preparing to fire the shot line and set up the apparatus, which they expected to do and make the rescue successfully, but scarcely had the vessel fetched up, when all her masts crashed overboard, and thus set at rest all question of the use of the breeches-buoy apparatus. In five minutes there was nothing standing aboard the wreck. In less than ten minutes more the entire hull had broken up and disappeared. "Nothing of the *Chandler* was in sight," says her captain. So rapidly and so completely was the ruin wrought that neither could a gun be fired nor a boat launched (if the latter had been possible) before all was over.

The *Chandler's* yawl had been lowered under her lee as she sped along the shore, and before she stranded it got safely away with five persons on board, among whom was the woman. The schooner being still intact, the lumber and wreckage which soon encumbered the water had not yet broken loose, and owing to this good fortune the yawl had a clear sea and luckily drifted safely to the beach.

Three persons, however, still remained on the wreck—the captain, first mate, and the sailor, Richter, who was lost. The stranding and breaking up of the vessel were practically simultaneous, and she had scarcely touched bottom when the three men pushed a raft over the side and jumped on to it. Expeditious as they had been, however, they were just a moment too late. No sooner had they reached the raft than the schooner went to pieces, and they found themselves hemmed in and blockaded by the débris of the collapsed vessel and the churning masses

of lumber composing her cargo. Could a boat have been launched from the shore at this juncture, it would have been powerless to penetrate the immense quantities of timber furiously dashing about the helpless men, and the life-saving crew could only put themselves in readiness for a dash into the surf with heaving sticks and lines the instant the raft should drift with its attendant wreckage within possible reach. This with all dispatch they prepared to do. Meanwhile ensued the one tragic event of the day. The raft had reached a point only about halfway to the shore when poor Richter, unable longer to maintain his hold, was swept off by the savage breakers, and at once sank beneath them. His shipmates were struggling for their own lives and could render him no aid. Once he threw up his hands, then disappeared without a word, and was never seen to rise. It was the opinion of his companions that the unfortunate man was crushed to death beneath and among the grinding timbers by which they were surrounded; but inasmuch as no bruises were reported to have been found upon the body when recovered, it is probable that he sank to the bottom and drowned at once.

After he was washed off, the raft continued to drift shoreward with the captain and mate upon it, and about half a mile to the eastward of the wreck came sufficiently near for the surfmen to enter the water with life lines attached to them, and reach and bring the shipwrecked men ashore. Both were almost exhausted and needed restoratives, which were provided from the medicine chest, and kindly attention, which was afforded by the members of the life-saving crew. A fire was kindled in a somewhat sheltered place, and after being warmed as well as possible and sufficiently restored the men were transferred with the rest of the ship's company to the station, where they were clad in dry clothing and sheltered and supplied with food until able to depart for their homes.

The body of the lost sailor was diligently searched for, but was not recovered until three days later. It was found by a patrolman from the Two Heart River Station on November 8 two and one-half miles west of that station and six or seven miles from the scene of the wreck, and was buried by the crew.

Due credit should be awarded the crew of the latter station for their prompt and zealous efforts to reach the wreck of the *Chandler* and participate in the anticipated rescue. At about 8 A. M. on the 29th the lookout reported a schooner too close to the shore for safety, and the keeper at once ascended the lookout tower from which he discovered by the aid of the marine glass that the vessel was about nine miles to the westward of his station and drifting toward the beach. Although it was scarcely probable that she would strand within the ordinary scope of the operations of his station, Keeper McCormick forthwith mustered his crew, procured horses to draw the surfboat and apparatus cart, and within thirty minutes was on the way up the beach toward the disabled schooner.

The journey was long and arduous, covering a distance of eight miles, the beach in many places being covered with water sometimes to the depth of two feet. The wreck disappeared before Keeper McCormick and crew reached the scene, but he wisely kept on his way with a view to the possibility of rendering some necessary service. Upon his arrival he learned from Keeper Frahm the details of the disaster and that there was nothing further to be done. After procuring dinner the Two Heart River crew set out for their own station, which was reached at 6:30 P. M.

WRECK OF THE BRITISH SCHOONER MAGELLAN.

The British three-masted schooner *Magellan*, of two hundred and twenty-six tons burden, and carrying a crew of six men, all told, was wrecked in the early morning of December 20, 1892, on the southerly end of Ship Shoals, Virginia, (Fifth District,) and one sailor was drowned while making an effort, with the rest of the crew, to board a passing schooner which they had intercepted with their boat after abandoning their own vessel.

As the weather cleared up somewhat in the morning of the day above named, the patrolman of the Smith Island Life-Saving Station ascended the light-house tower near by, as was his duty under the rules of the station, and swept the eastern horizon for signs of distressed vessels. About half past 7 o'clock he perceived the masts of a schooner some eight miles to the northeast, evidently ashore if not already a wreck, and the information was at once imparted to Keeper Hitchens, who thereupon mustered his crew and made the necessary preparations to put out. A stiff northeast gale was blowing, driving before it a tumultuous sea, augmented by the flood tide, and therefore, while the keeper was ready and eager to make the best possible effort to reach the wreck, his recollection of numerous sturdy battles with a furious head sea admonished him that there was little reason in the present circumstances to expect success. Therefore, before launching his boat, he telephoned to Keeper Crumb, of the Cobbs Island Station, situated some seven or eight miles to the windward of the wreck, informing him that there was a vessel aground on the Ship Shoals, and that he was about to go out to her. The attention of the Cobbs Island crew was at that moment fixed upon a vessel (the *Robert H. Parker*) aground in the vicinity of that station, but the keeper decided that if she cleared the shoal, as she seemed likely to do, he would immediately go to the wreck of which Keeper Hitchens had notified him.

As soon as the message was sent to Cobbs Island, the Smith Island crew were afloat and away, pulling with all their might. But although they made a long and powerful struggle, the odds were too great against them, and they were finally compelled to give over and return to the shore, with no design, however, of abandoning their purpose, to reach the wreck at whatever cost, either of hardship or danger. After notifying the Cobbs Island crew of their failure, they speedily loaded the



surfboat upon the wagon for the purpose of proceeding up the coast to an inlet nearly abreast of the wreck, whence they hoped to reach her by a pull of about two miles. To drag the boat and wagon for six miles over the soft and water-soaked land was no holiday pastime, and required great resolution as well as the exertion of strong physical power, but it was unhesitatingly undertaken and at last successfully accomplished. Arriving at the inlet, they again launched the boat and bent to their oars. On their way out they were joined by the Cobbs Island crew, who had judiciously gone down through New Inlet and thence through Ship Shoal Inlet to sea. Realizing the dire necessity of the shipwrecked sailors, if still on board the schooner, and possibly somewhat animated by a sense of generous rivalry, both crews pulled with a will and simultaneously reached the wreck at about 1 o'clock. They had seen no persons in the rigging, and yet as they drew alongside the vessel they were surprised and not a little dispirited to discover that she was deserted. Satisfying themselves conclusively that such was the fact, or else that all hands had perished, they somewhat despondently turned shoreward. Landing on Myrtle Island, they learned from a party of oystermen that the latter had seen the vessel on the shoals at daylight with her sails set, and that about 8 o'clock the crew lowered the sails and then were seen no more. The Cobbs Island crew were now seven miles to the leeward of their station, and the sea being still too high for them to make so long a pull to windward, both crews landed on Smith Island and walked to the Smith Island Station, where they arrived about 5 o'clock P. M., the Cobbs Island crew remaining all night and returning to their own station on the flood tide early in the morning.

It was not until two days later that the men of the Life-Saving Service learned the particulars of the disaster, which were imparted to them by Captain Dixon of the *Magellan*, who then made his appearance in the vicinity to look after the wreck.

From his statement it appears that the *Magellan* took on board a cargo of coal at Newport News, Virginia; to be delivered at Halifax, Nova Scotia, and then in company with a considerable fleet of north bound vessels, lay for several days weatherbound in the vicinity of Hampton Bar. On the morning of Monday, the 19th of December, the wind came fair, and the fleet promptly set sail. Early in the evening the wind, which had veered to the southeast, died away, and about midnight a moderate breeze sprung up from the east-northeast, accompanied with rain. An hour later it was blowing hard, and soon after Captain Dixon, then about twenty-three miles above Cape Charles, tacked ship and headed southwest by south, with the intention of returning inside the capes. In this movement for safety he acted, as was subsequently ascertained, in harmony with the rest of the fleet, nearly or quite all of which ran back before the wind for refuge in Hampton Roads. He shaped a course that he judged would take him clear of the dangerous shoals lying between Hog Island and Cape Charles, and as his vessel was a staunch one he entertained no doubt of safely getting to shelter.

At 4 A. M., the wind having rapidly increased, he stowed all his light sails and reefed down the spanker. He was now driving before a full northeast gale, but experiencing no trouble, and was still without apprehension of disaster, when about an hour later he suddenly found his vessel hard and fast on the bottom. With the hope of forcing her over the shoal, he pursued the almost uniform expedient of keeping all sail set, but without success. For some two hours she pounded heavily on the hard sand bottom, tearing off her shoe or heel, which came up alongside, and soon after springing the foremast at the deck. The sea, which was gaining violence every moment, broke over the schooner fore and aft, she rapidly filled with water, and was soon a helpless wreck.

When daylight broke the outlook toward the land afforded no hope of escape in that direction, for, between the wreck and the low-lying islands there rolled an interminable line of seething breakers. Captain Dixon well knew that the *Magellan's* yawl could never live to pass that frightful barrier and reach the land, and he did not know of the existence of a life-saving station on Cobbs Island to the windward of him, whence a lifeboat might possibly come to his rescue. He was aware that there was a life-saving station on Smith Island, eight miles to the leeward, but he could not believe that relief could reach him under existing conditions from that direction in time to be of service, if indeed at all. To remain longer upon the wreck was, in his judgment, to extremely jeopardize if not to certainly sacrifice the lives of all on board. With the information in his possession, and under all the circumstances, there seemed to be but one alternative, and that was for all hands to embark in the boat, which the sailors were very anxious to do, and make for the open sea where some passing vessel might perhaps pick them up. This, apparently their last resource, was decided upon without further delay; the yawl was got under the lee of the wreck, the six shipwrecked men clambered into her and pushed off—four sailors at the oars and the captain at the helm.

A vessel was at that moment visible running down the coast very close inshore, and the men gave way heartily, hoping that they might succeed in reaching her. As they drew nearer to her, however, they observed that she was steering wildly and rolling deeply, her decks awash and her crew at the pumps. Upon hailing her they were told that she was in a sinking condition and could not be brought to the wind. This vessel was undoubtedly the one seen ashore from Cobbs Island about daybreak. The forlorn castaways were now forced to turn their course toward a more distant sail, which they could vaguely make out through the rain and mist. As they approached closer to her she was found to be a large schooner loaded with a cargo of firewood piled high above the deck, and evidently having hard work to keep her course. To board a vessel under full headway is at best a dangerous maneuver, but to try in some way to get on to this one, although a desperate enterprise, was apparently the last hope of safety for the despair-

ing men, and they determined to make the venture. The helmsman standing behind and below the towering deck load was totally unable to see the boat of the shipwrecked men, and was steering by signals from a man stationed at a sufficiently elevated position forward. In any event it was plainly impossible for the schooner to luff, and the eager little company in the yawl found themselves almost directly under her forefoot. Believing his boat was about to be crushed under the prow of the schooner now plunging down into the hollow of the sea, Captain Dixon shouted for his men to jump for their lives. Instantly he and four of the five others sprung for the headgear of the schooner, and all but one succeeded in laying hold of the bobstay or the martingale, whence they finally climbed on board. The fifth man, William Mohar, seaman, seized a loose rope above his head that proved to be the flying jib sheet, which, unfortunately, was not belayed on board and therefore unrove through the block, letting him drag in the water and dash against the bow of the vessel, thus breaking his grasp of the rope. The heavily laden schooner, almost unmanageable, ponderously staggered onward, while poor Mohar drifted aft and disappeared forever. There was still one man left in the boat, Thomas Landry, the mate of the *Magellan*. He had not been quick enough to jump for the schooner with the rest, and as she drove past, he saw his shipmate throw up his hands and sink. When Landry recovered from the excitement of the moment he found himself alone and helpless upon the open sea. In the rush for the schooner's rigging his shipmates dropped their oars into the water and the stern of the yawl was smashed by the collision. He, however, contrived in some way to get her head to the sea, and bailed her out from time to time as well as possible until two hours later, when another southward bound schooner came along and with much difficulty took him on board and carried him to Norfolk, where the other surviving members of his crew were found.

William Mohar, the lost sailor, was drowned at sea while engaged with his shipmates in an effort to board a passing vessel, but the vessel to which he belonged, and which was abandoned by its crew, was wrecked within the scope of life-saving operations, and two life-saving crews, as in duty bound, went to her aid, therefore the case appears to be a proper one to be noticed in this branch of the annual report, and Mohar is counted in the summary of lives lost during the year.

#### WRECK OF THE SCHOONER EDITH BERWIND.

The *Edith Berwind*, of Philadelphia, a four-masted schooner of seven hundred and seventy-three tons register, carrying a crew of nine men all told, was stranded on the Outer Middle Ground south of the Smith Island Station, (Fifth District,) eastern shore of Virginia, in the afternoon of January 1, 1893, and during the night drifted over the shoal and sank in five fathoms of water, becoming a total wreck. About three hours after the stranding one of the crew, who had taken refuge

aloft with his shipmates, fell from the rigging and was drowned. The *Berwind* was bound from Tampa, Florida, to Baltimore, Maryland, heavily laden with a cargo of eleven hundred tons of phosphate rock. She sailed from Tampa on the 22d of December, 1892, and passed through a severe gale before getting out of the gulf. Bad weather constantly followed her course up the Gulf Stream until the 30th of December, when she was off Cape Hatteras. At that point a moderate breeze and a comparatively smooth sea prevailed, and Captain McBride believed that he would soon safely enter the quiet waters of Chesapeake Bay. At 8 o'clock A. M. on the 1st of January he was off Currituck Beach, only thirty-three miles below Cape Henry, with a fair southerly wind behind him and apparently good prospects ahead. But before 12 o'clock, noon, he ran into a dense fog and lost sight of the land. The wind was now rather brisk but still something less than a gale, and as the schooner was at last nearing home and making a good run, the captain, who was a man of large experience in coastwise navigation, held his course, taking the precaution, however, to furl his lighter sails.

From the moment the fog was encountered the run was necessarily made by dead reckoning. No sound had been heard of the fog whistle on Cape Henry, nor of that on Cape Charles, but by 3 o'clock in the afternoon the captain estimated that he was well above Cape Henry, and therefore hauled in for Chesapeake Bay. As a matter of fact the freshening wind, which now amounted to a gale, had carried him so far beyond his reckoning that when he hauled aft his sheets and headed to the westward he was north of Cape Charles, and the shoals of the Outer Middle Ground were close under his lee. Breakers ahead were suddenly discovered, and almost at once the *Berwind* went aground, the sea immediately breaking on board. A panic seems to have taken possession of the sailors, and it was only by the most resolute action that the captain could maintain his authority.

With the idea that the vessel might be forced over the shoal by the sails they were kept standing, and, as had been calculated upon, she ultimately cleared the bottom but only to sink a few minutes later in deep water, leaving her deck just awash. Before the schooner cleared the shoal the yawl had been lowered and, while two sailors were in it, was capsized with them and their luggage. The half-drowned men were with no little difficulty pulled back on board the vessel, and the yawl was left where she was, fastened by the painter, which sometime afterwards parted and let her go adrift.

From the moment the schooner stranded she pounded with terrible force and, although a new vessel, only three years old, her dead weight cargo of phosphate rock soon crushed her bottom out, and when she slipped into deeper water the sea began to batter her upper works to pieces. As soon as it was realized that she was sinking, the crew were sent aloft to cut the halyards of the sails, which were thus allowed to run down, and then all hands went into the forward house, where they

remained a few minutes, and about 6 o'clock took to the forerigging. It was now dark, and about an hour later Charles Haines, who had charge of the donkey engine used for raising the sails and handling heavy cargo, descended from his position near the crosstrees for the purpose of talking with the cook, who was standing on the light-box below. Haines had been active and efficient about the deck during the day, and was a strong man, but the cook says, as he stood alongside of him in the rigging he appeared weak and discouraged. His hold upon the shrouds seemed to be feeble, and the cook, with a pathetic touch of humanity that often distinguishes these humble men, says that he put his arms around him "and tried to cheer him up," but a moment later he seemed to entirely collapse. Being a heavy man, the cook could not hold him in place, and he fell headlong into the water on deck where he drowned without an outcry, his body soon being swept away into the surf. The captain and crew state that at this time and, indeed, during the entire night, the masts were shaking and swaying with such violence that it was only by the exertion of their utmost powers that any of the men were able to keep their places.

The fog bank continued so thick and impenetrable that neither the patrolmen of the life-saving station nor any other persons on shore could have discovered the wreck from the time she struck the shoal until the approach of daybreak, when the weather began to clear up. It is the duty of one of the morning patrols of the life-saving station to ascend each morning to the gallery around the outside of the light-house tower on Smith Island, near the station, and sweep the horizon for signs of wrecks or distressed vessels, and at about half past 7 o'clock A. M. Surfman Wilkins was at the proper place engaged in the performance of this important service. Two or three times he walked around the gallery and discovered nothing to seaward except a three-masted schooner standing on her course opposite the station, but at last he indistinctly made out an object in the vicinity of the Outer Middle Ground that appeared to the naked eye to be a small vessel standing on the wind. Hastily covering the point with his marine glass, he discovered what he says seemed to be "a bunch of something in the port forerigging," but he "could not make out what it was." Keeper Hitchens was at once apprised of the facts, and, after surveying the object for a moment, said, as stated by Wilkins, he thought there were men in the rigging, and that he would go out to them.

No time was wasted in the discussion of probabilities or expedients, but forthwith the keeper turned out his crew, launched his surfboat, and all hands heartily pulled away to the rescue. The wind, which was southerly when the schooner stranded, was now blowing a stiff breeze from the west-southwest, and as the wreck lay six miles to windward of the station, the crew had before them a long pull against a heavy head sea. Now and then at frequent intervals the waves half filled the boat, but she was a self-bailer and speedily cleared herself; two oars were

snapped in twain, but new ones instantly replaced them. When half way to the wreck the life-savers were discovered by the son of Captain McBride, who shouted to his father that he could see "a black speck away off on the water." "Do you see it now?" eagerly asked the father a few minutes later. Upon being assured that the speck was still visible and that it now seemed to be "a boat with six men at the oars and one standing up steering and sculling," the almost exhausted old man devoutly exclaimed, "Thank God, it is the life-saving crew; we are saved at last!" While the emotions of the shipwrecked men may not be expressed in words, they may, perhaps, be imperfectly realized when it is stated that two vessels had already passed within easy distance without seeing them, and their last hope of rescue had almost expired.

After two hours of sturdy work the station boat was alongside the wreck. At the stern the vessel was sunk to the sheer-poles, nearly three feet above the rail, but the bows were occasionally visible as the waves swept past. Four of the crew were in the crosstrees on the foremast, one about halfway down the rigging, and the other three still lower down, just above the light-box. Spars and dangerous masses of wreckage were thrashing about in the water, while, to quote the graphic words of the keeper, "booms and gaffs were cutting and sheering all over her." Fortunately, although it was January, the night was not very cold, but the men were wet, benumbed, and stiffened by their cramped position and exposure for sixteen hours aloft, with scant clothing, and their physical resources had already been severely taxed. To get them all safely into the surfboat was an enterprise requiring much skill and sound judgment. The keeper worked to windward, dropped his anchor, and then backed in toward the wreck, carefully paying out his line until sufficiently near to throw a rope into the rigging. By this means, and with careful management, all possible mishaps were avoided, and in a few minutes all the castaways were taken over the stern, one at a time, into the surfboat. On the homeward pull the wind was favorable, and in a little less than four hours from the time of their departure for the wreck the crew were back at the station with the rescued men, all of whom except the captain, who was some sixty years of age, were able to walk from the place of landing without assistance. Their water-soaked garments were replaced by dry clothing—some of it from the private stores of the surfmen—a warm dinner was prepared for them, and after it was eaten (their first food for twenty-four hours) they were put to bed in the sleeping quarters where they could rest and recover their depleted energies. On the following day they declared themselves able to travel, and were accordingly taken to the mainland, where passes to Baltimore were secured for them, and they took their departure, leaving behind them profuse expressions of gratitude for their timely rescue, and also a commendatory letter, hereto annexed, addressed to the General Superintendent.

The service performed on this occasion by the Smith Island crew was energetic, skillful, and deserving of generous commendation. "Could you have reached the *Berwind* in the nighttime if you had known she was there." inquired the investigating officer as he was about to close his examination. "We should have tried it," was the prompt and satisfactory reply. With such men, to try means to succeed, or to prove that success is beyond the compass of human effort.

"SMITH ISLAND STATION, VIRGINIA,  
"January 3, 1893.

"DEAR SIR: This is to praise this life-saving station, Captain Hitchens and his good crew, for their hospitality to wrecked and distressed seamen. I have not the ability neither can I gather the words to speak of Captain Hitchens and his natural kindness toward wrecked people. The schooner *Edith Berwind* stranded off here the evening of the first. All hands remained in the rigging until 10 A. M., when this noble crew came and rescued us, eight all told. One of nine was drowned. To-day we start for our homes.

"Very truly, yours,

"R. W. McBRIDE,  
"Master Schooner *Edith Berwind*.

"Mr. S. I. KIMBALL."

WRECK OF THE NORWEGIAN BARK ALICE.

Four lives were lost on the 6th of February, 1893, at the stranding of the Norwegian bark *Alice*, near the Long Beach Station, (Fourth District,) New Jersey. The *Alice* was of nine hundred and seventy-seven tons burden, hailing from Arendal, Norway, and bound in ballast from Dunkirk, France, to New York. She carried, besides the captain and two mates, a crew of thirteen men before the mast. The weather on the night of February 6 was stormy and exceedingly dark, a thick fog prevailing, and a tolerably high sea running, although the wind was not heavy. The vessel was more than fifty miles out of her course, and at about 9:30 P. M. ran ashore, one and three-fourths miles northeast of the life-saving station above named, and some two hundred and fifty yards from the beach. The tide was falling, and the bark stuck hard and fast where she stranded. No signal of distress was made on board, and the wreck was not sighted through the thick darkness until about an hour after stranding, when she was feebly made out by the patrolman returning from the northward to the station. Keeping along the beach as near the edge of the water as possible, he suddenly perceived what seemed to be the faint glimmer of a light to seaward. Pausing for only an instant to make sure that his eyes were not at fault, he flashed his red Coston light for the purpose of informing the ship's company that the wreck was discovered, and then waited a moment for a response. Receiving none he burned another signal, and hastened away to give the alarm at the station.

A half hour later the life-saving crew were abreast of the wreck, and as soon as the Lyle gun could be got into position, and aimed as well as

possible for the dimly indicated mark, it was fired. A few minutes later the surfman holding the shore end of the shot line began to feel the pulling at the other end, which showed that the shipwrecked men were drawing upon it, thus giving assurance that notwithstanding the difficulty of sighting the gun at so indistinct an object the very first shot had proved successful. The whip line was then bent on to the shot line, and appears to have been properly made fast on board the wreck when received. The hawser was now hauled out to the bark by the life-saving crew, but no signals came back, and as the darkness was too dense for the keeper to see what was being done on board he waited what he deemed to be a sufficient length of time, and then hauled in on the whip which brought the hawser back again to the shore. The ship's people had failed to make it fast as directed by the tally board, and nothing was now to be done but to send it back to them. This was a laborious undertaking for the reason that there was a very strong current running up the shore, but it was ultimately accomplished with the efficient assistance of the crew from the Ship Bottom Station, who had been summoned by telephone when the first news of the wreck was received at the Long Beach Station, and arrived shortly after the gun was fired. When the hawser reached the bark the second time it was properly secured, and the apparatus was soon in place ready for operations. Everything now worked smoothly, and the entire crew on board the wreck, eleven in number, were taken ashore by an equal number of trips of the breeches buoy. Five persons, however, were missing. One of these, Peter Erland, as subsequently appeared, was ordered to take charge of a boat that had been dropped astern fastened by the painter, which suddenly parted letting the boat go adrift. As soon as the sailor discovered that the boat had broken loose, he made a strong effort to pull back to the bark, but broke one of the rowlocks and was then compelled to let his boat drive away before the wind. Fortunately she finally drew inshore and struck the beach some sixteen miles to the northward, not far from the Island Beach Station, and Erland safely reached the land. He was met a few minutes later by a patrolman from the station just named, where he was taken and properly cared for.

By the captain's order, the four other men had got into another boat, which was lowered and hauled alongside, with the purpose of abandoning the vessel very soon after she struck, and while waiting for the rest of the crew to join them, were capsized and drowned, their shipmates, still on board the vessel, having been unable to save them.

This unfortunate and, as it appears, wholly unnecessary loss of life was due to the error of judgment involved in the determination to try to reach the shore in the ship's boats, in the nighttime, without sufficient knowledge of the situation, and while there was apparently no danger of the ship immediately breaking up. The excellent seamanship and well-known self-reliance of Norwegian sailors probably led them to believe that they could safely make the land, and their haste



to do so may have been in some measure due to the knowledge that the *Alice* was a very old vessel, (built in 1865,) and therefore not likely to withstand much severe pounding. It is generally easy to point out a mistake after a transaction has been completed, and it is undoubtedly true that in this instance the captain acted upon his best judgment in the trying situation as he saw it, but it is nevertheless entirely clear that if he had decided to stand by the vessel awhile longer every soul on board would have been saved, as more than a week elapsed after the disaster before the bark went to pieces.

The bodies of the lost sailors were subsequently recovered and buried. One was found by a surfman of the Ship Bottom Station, one by the wife of the keeper of Harvey Cedars, and two by surfmen of the Loveladies Island Station, all these stations lying to the northward and the latter some twelve miles from the locality of the disaster.

#### WRECK OF COAL BARGE RELIANCE.

In the forenoon of the 20th of February, 1893, a large coal barge called the *Reliance*, belonging to the Reading Railroad Coal and Iron Company of Philadelphia, was cut adrift between Montauk Point and Block Island in a gale of wind by the steamer having her in tow, and some few hours later drifted ashore on the west side of Block Island, Rhode Island, where she went totally to pieces within an hour. There were five persons on board when the steamer abandoned her—three men, a boy, and a woman—four of whom appear to have been washed overboard and drowned while the helpless barge was wallowing in the sea before she stranded. The fifth (one of the men) was torn away from his hold in the main rigging a little later, about ten minutes after she struck the bar.

The following details of the melancholy disaster have been collected from the testimony of upward of twenty witnesses and such other reliable information as could be obtained, namely, the report of the collector of customs, superintendent of the line to which the barge belonged, report of investigating officer, etc.

The *Reliance* was loaded with one thousand four hundred and fifty tons of anthracite coal, and was bound from Philadelphia to Boston. She was rigged with two lower masts and sails, but was not designed to be a seagoing vessel wholly dependent on her sails, the custom being to take such vessels in tow of powerful steamers employed for the purpose. The towing steamer in this case was the *Panther*, belonging to the same company as the barge. The night of the 19th of February was passed in tempestuous weather off the eastern end of Long Island, and on the morning of the 20th the master of the steamer rounded Montauk Point with the gale heavy from the westward and Block Island not far away to the eastward. The tremendous waves constantly boarding the vessels had smashed some fourteen feet of one side of the deck

house of the steamer, letting a good deal of water below, and in order to repair the damage she was slowed down and hauled up head to the sea. The barge astern had her foresail set and was signaled to take it in, but before the three men were able to get it down forged ahead so far that the slack of the towing hawser dropped down near the stern of the *Panther*, causing the captain to become alarmed lest it should foul the propeller. Therefore he appears to have at once given orders to cut the hawser, which was done, leaving the heavy half-manned barge to the mercy of the storm. Being unable to take care of herself, she fell off into the trough of the sea. There were not men enough on board to get her under even what short sail she carried, and she drifted helplessly to leeward toward the west shore of Block Island as fast as the wind and sea could drive her. At about fifteen minutes before noonday the south patrol of the Block Island Life-Saving Station discovered her half or three-fourths of a mile offshore and so completely smothered and obscured by the falling snow and the huge waves of "solid water" which rolled over her that he "could see only her mastheads and could not tell what kind of a vessel she was." He was at this time about one-fourth of a mile from the station, whither he hastened to turn out the crew. As the barge plunged onward toward the shore she could be made out more distinctly in the lulls of the storm, and was seen by a considerable number of people, who were questioned by the investigating officer as to the number of persons discernible on board. No witness places the number higher than four, and nobody claims to have seen more than one after she struck, the conclusion being that the others were already overboard and drowned.

The instant that notice of the disaster was delivered at the station by the patrolmen the beach apparatus was run out and taken to a point on the shore where it was believed the vessel would strike, and a request was made by telephone for the assistance of the crew of the New Shoreham Station, located on the other side of the island. The people on the barge appear to have got one of her anchors out, but it stayed her progress only slightly until the cable broke, when she drifted with increased velocity shoreward, and at 12 o'clock, noon, (only about fifteen minutes after she was first seen,) stranded nearly four hundred yards from the beach. She was really breaking up before she struck, and the moment she held fast the terrific force of the waves, now beating with almost inconceivable fury upon a fixed object, began to tear her rapidly into fragments. Added to this unfortunate condition, as related to the possibility of getting a line to her, were the facts that the wind amounted almost to a hurricane, and that the distance was very great, dead to windward.

Nevertheless there was a man on board, and if it was within the range of human power he must be saved. Keeper Ball therefore trained his gun and fired a line toward the vessel, but it fell short. Several more shots were made during the succeeding few minutes, but none of them

reached the wreck. While this was being done the man before observed near the wheelhouse made an effort to reach the main rigging and, although nearly washed overboard, succeeded. He held on there for a few minutes, when the mast went by the board, and the next moment the barge split from stem to stern in two parts which drifted to the shore, and all was over.

So far as the evidence shows the only persons on board when she struck the bar was the man referred to, and a careful review of all the circumstances and testimony makes it as nearly conclusive as any undemonstrable thing can be that no means known to any life-saving service could have rescued him within the few brief minutes while the hull held partially together.

The state of the weather is described by one of the witnesses, not connected with the Life-Saving Service, as a "hurricane;" another says "I wish to say that the gale was the heaviest westerly gale I ever saw and I have lived on the island sixty-seven years;" another says "a man could hardly stand up" on the beach. The observer of the signal station of the United States Weather Bureau, located on the east side of the island, where the gale was perhaps less felt, furnishes a report stating that the wind attained a steady force of sixty miles an hour, and between 12 and 1 o'clock midday reached a maximum of sixty-six miles an hour, while the thermometer ranged from ten to fifteen degrees above zero.

Of the twenty-two witnesses whose testimony was taken only four ventured to say that they thought an attempt might have been made to use the surfboat, three of them qualifying their opinion with the statement that they had "never seen it done in such a surf." All the rest agree in the opinion that no boat could have been launched, adding that even if one could have been and could have remained afloat, it would have been powerless to get to the vessel in the face of the wind and sea and dangerous wreckage.

The overwhelming weight of the testimony is that the Life Saving Service did all that could have been done to save the only person who was lost after the barge came within range of the station operations. Lieutenant W. H. Roberts, United States Revenue Cutter Service, who made the investigation, says in his report "it is my belief, sustained by the evidence, that it was a physical impossibility to get a boat to the imperiled barge."

#### WRECK OF THE SCHOONER NATHAN ESTERBROOK, JR.

At about 1 o'clock on the morning of February 20, 1893, the surfman having the patrol to the northward from the Little Kinnakeet Station, (Sixth District,) North Carolina, discovered a large vessel, which proved to be the schooner *Nathan Esterbrook, Jr.*, of New Haven, Connecticut, ashore two and one-half miles north-northeast of the life-saving station, and about three hundred and seventy-five yards from the shore.

The vessel was of seven hundred and thirty-one tons burden, having on board a cargo of guano valued at \$35,000, and was on a voyage from New York City to Savannah, Georgia, carrying a crew of nine men all told. The wind was from the southwest, and although strong, was favorable for the schooner, and while it was intensely dark the weather was not stormy, but the master had in some way missed his calculations, and almost before he was aware of his peril, ran hard aground as stated above. The tide was falling and the surf was heavy.

The patrolman no sooner saw the lights of the schooner than he knew she was stranded, and he therefore made his way with all possible haste to the life saving station, where the crew were aroused and at once prepared to go to the wreck. While the apparatus cart was being run out, and some extra articles that the keeper thought might be found necessary were being loaded into a horse cart belonging to him, he telephoned to the Gull Shoal Station, some five miles to the north of his own, and also to Big Kinnakeet, some six miles to the southward, informing them of the stranding and requesting their presence at the scene. Then he went to the top of the lookout and burned a red signal to the shipwrecked men to let them know that preparations were in hand for their rescue. The life-saving crew then harnessed themselves to the apparatus cart and started off, the keeper going ahead and making faster time with his own cart loaded with the medicine chest, blankets, life belts, extra shot lines, etc. Not long afterwards he met the Gull Shoal crew and sent some of them with a horse to assist his men who were behind with the apparatus cart. No time was unnecessarily consumed, but the extreme darkness of the night and the condition of the beach were such that a considerable period was required to get abreast of the wreck with the apparatus, which was not accomplished until nearly 3 o'clock.

The Lyle life gun was immediately brought into requisition, carefully sighted by the lights of the schooner which were still burning, and a moment later its friendly shot went whizzing through the air toward the mark. The distance was great, and the darkness so impenetrable that the eye could not follow the flight of the projectile, but the fact subsequently appeared that notwithstanding the difficulties of the situation both the keeper and the gun had done their work well. It is true the shot did not rest on board the vessel, but it reached her fairly and would have proved entirely successful had it not happened to strike the heavy forestay and rebound into the water. After waiting a sufficient length of time and finding that the line was not being hauled aboard, the keeper knew that the shot had failed, and promptly prepared to try again. The second projectile was fired with a larger line and a heavier charge of powder, but fell short. Upon the third trial the same weight of cartridge was used, but a lighter line (of the same size as the first one), and this shot landed the line in excellent position across the foregaff, between the fore and main masts.

The shipwrecked crew at once began hauling out the whip, and in the space of a few minutes the hawser was sent out and made fast, but unfortunately, as it later appeared, too low down. The movements of the life-saving men were guided solely by the signals of a lantern on board the schooner, and they had no knowledge of what was going on there except from that source, therefore, when a signal was made that the hawser was fast they set it up, clapped on the breeches buoy and sent it forth without delay. The second mate got into the buoy, and it was about to start on its first trip shoreward when a change of conditions occurred which ultimately resulted in the only instance of loss of life which attended the wreck. Just as all was ready the wind suddenly veered from the west southwest, and began to blow a gale from the north, swinging the wreck around and thus bringing the beach apparatus hawser across the headstays. A signal to haul away was, however, shown, and the buoy was accordingly promptly pulled ashore. When it reached the beach its occupant was found to be unconscious and was supposed to be drowned, the hawser having been made fast so low down on the schooner that the buoy was necessarily dragged through the water a large portion of the way. Efforts were instantly made to resuscitate the apparently drowned man, and he soon recovered consciousness, when he was transported in one of the carts to the Little Kinnakeet Station, attended by surfmen selected for the purpose, while the rest of the three crews assembled at the scene remained to complete the rescue of the eight men still on board the *Esterbrook*.

The gear being fouled the keeper now determined to give over any further efforts with that method and make an attempt to reach the vessel with the surfboat. A launch was finally accomplished in face of the high wind and furious surf, but these obstacles, supplemented by a rapid longshore current, were too much for the crew, and ultimately compelled them to abandon the effort and return to the beach. It was now daylight, and Keeper Hooper signaled to the men on the wreck to change the hawser and whip line to the lee bow, and while this was being done and the shore end of the gear set up over again, as was necessary, he sent a team to his station for the life-car, which he proposed to use in the further operations, as perhaps under the circumstances a speedier and preferable means of getting the remaining men ashore. When it arrived the car was slung upon the hawser in place of the breeches buoy, and four trips were made with it, two men being landed at each trip. So many perplexities were encountered that it was well into the day when the last man was safe on the shore, and it may well be accounted a fortunate circumstance that the vessel was sufficiently strong to hold together with all spars standing until the rescue was completed.

No lives were lost by drowning, but the second mate, Charles Clafford, who, as before stated, was unconscious when he reached the shore, and as it afterwards appeared from his own statements and those of his shipmates was injured before leaving the vessel, and later by being dragged

across the headstays, suddenly failed early in the forenoon, and at about 9:30 o'clock gave up his life. From the instant he was landed to the moment of his death every possible means was adopted for his recovery, but without avail. Just before he expired he threw up profuse quantities of blood, and it was the opinion of his comrades, as would seem to be the fact, that his death was due to necessarily fatal internal injuries. His body was carefully dressed in clothing taken from the supply provided by the generous benevolence of the Women's National Relief Association, and then reverently interred by the life-saving men in the presence of the surviving members of the shipwrecked crew.

While the circumstances of this rescue were not extraordinary so far as the weather was concerned, they afford a fair illustration of the methods of life-saving—the breeches buoy, boat, and life-car all having been successively brought into use—and they also emphasize the value of telephonic communication between the stations, by which three crews were easily and promptly assembled under circumstances calling for a very considerable number of men.

The shipwrecked people were furnished with dry clothing, and remained at the station until the day after the wreck, when they took their departure on a wrecking steamer for Norfolk, Virginia, leaving with the keeper the following statement expressive of their appreciation of the services of the life-saving crews :

“The schooner *Nathan Esterbrook, Jr.*, of New Haven, Connecticut, stranded at 12:40 o'clock on the morning of February 20, 1893, about two and one-half miles north of the Little Kinnakeet Life-Saving Station. The captain and crew of the station were promptly on hand. There was no lack of duty in saving our lives. Furthermore, I wish to state that the man who died at the station was saved alive. I believe that he got hurt in getting clear of the vessel, causing his death. Everything was done to save his life that could be done. I am very thankful for myself and crew for the kind treatment that we received from the captain and crew of the life-saving station.

“GEO. L. KELSEY, *Captain.*

“A. L. DUNTON, *Mate.*

“JOHN MANSTON, *Steward.*

“W. KREUGER, *Seaman.*

“T. ANDERMON, *Seaman.*

“F. KUHLA, *Seaman.*

“J. ANDERSON, *Seaman.*

“T. ANDERSON, *Seaman.*”

#### THE CAPSIZING OF A SKIFF.

On Sunday, April 23, 1893, two persons, Julius Falk and Martin Arrert, were drowned in Cleveland Harbor, (Ninth District,) Lake Erie, by the capsizing of a skiff. At about 1 o'clock in the afternoon of that date three young men started out in a small rowboat for a ride on the lake. They proceeded to the outer harbor and joined the many pleasure-seekers who were pulling about inside the breakwaters. After rowing around for more than an hour, one of the number, Charles

Leptak, having done all the rowing, became tired, and as his companions did not wish to go ashore just then, he headed up alongside the east breakwater and rested on his oars. As the boat was still moving Arrert, one of the occupants, rose to his feet and caught hold of an iron ring on the breakwater to stop her headway, and in so doing lost his balance and fell against the side of the boat, rolling her down until she filled and turned bottom up, carrying the men partly underneath her. They struggled to climb upon the capsized craft, but as there was not sufficient buoyancy to sustain them, she sank with the men clinging to her. Leptak, the survivor, states that when he felt the boat going down he loosed his hold and rose to the surface, when he caught a glimpse of one of his companions who came up but disappeared again immediately. He again got on the overturned craft, now freed from overweight, and remained in that situation until picked up by the tug *Alva B.*

Surfman Johnson had the afternoon lookout from the tower of the life-saving station, and his attention was devoted entirely to watching the numerous skiffs and small boats which were moving about the harbor and upon the lake in the immediate vicinity. At about twenty minutes before 3 o'clock a shout was heard, and by using the glasses the watchman saw in the shadow of the east breakwater, partially hidden from his view by the beacon on the east pier, a skiff bottom up with one man clinging to her. He rang the alarm bell instantly, and shouted to the surfmen below that a boat had capsized. It was the work of a few moments only for three men to get away in the dinghy, which swung at a boom close by ready for an emergency. Seeing this movement, the tug *Alva B.*, which lay at the dock in the river between the station and the breakwater with steam up, quickly cast off her lines and ran out to aid the unfortunates, arriving just ahead of the dinghy. The man was picked up by the tug and placed in the fire room, where his wet clothes were removed. The life savers were informed that the other boatmen had been drowned, and as nothing could be seen of them, they returned to the station for grapnels and other apparatus with which to drag for the bodies. At the point where the men sank the bottom is made of the ripraps forming the foundation of the breakwater, so that considerable difficulty was met in recovering the bodies. However, in about two and one-half hours both had been found and taken to the station, where they were turned over to the coroner. Leptak, the sole survivor, was transferred by the tug to the life-saving station, and there received every possible attention. He gradually recovered from his exhaustion, and in the evening felt sufficiently restored to go to his home with friends who came to the station for him.

The distance from the station to the place where the skiff overturned is fully one-half mile, and an actual test demonstrated the fact that nine minutes were required to reach the spot with the dinghy, the men using the utmost exertion. In his testimony Leptak stated that he was in the water only eight or ten minutes, and affirmed very positively that not

more than two minutes could have elapsed from the time the skiff capsized until his companions disappeared from view. Neither of them could swim and both were inexperienced in boating. It is, therefore, apparent that it was entirely beyond the power of the life-saving crew to prevent the loss of these two lives.

#### WRECK OF THE SCHOONER BRAVE.

Four lives were lost after the annual closing of the life-saving stations on the Atlantic seaboard by the wreck of the small schooner *Brave* on Plum Island, coast of Massachusetts, (Second District,) May 4, 1893.

The *Brave* sailed from Deer Isle, about twenty-five miles east of Rockland, Maine, May 3, 1893, loaded with a cargo of rough granite, for Boston, Massachusetts. That she had fair winds is shown by the fact that she had covered so much of her voyage in a single day. In the morning of May 4, however, a furious gale from the northeast was blowing at Plum Island, which the schooner had nearly reached in her course to Boston. This island is about eight miles in length, separated from the mainland by a narrow sound, the entrance to Newburyport Harbor lying to the north of it and that of Ipswich Harbor to the south. The schooner was sometime during the night caught in the gale, and may have attempted to make one of these ports, but at all events she was discovered about 9:15 o'clock in the forenoon only a little distance from the shore of Plum Island, evidently in a disabled condition and swiftly driving toward the beach, not far from the Knobbs Beach Life-Saving Station. Keeper Stevens was at the station, as all keepers are required to be during the inactive season, and fortunately a neighbor, N. K. Watson, was there also, having staid over night at the invitation of the keeper, and both men were early on the watch for signs of distressed vessels. Watson was in the lookout tower and the keeper was scanning the sea from one of the mess-room windows, when they simultaneously discovered the schooner suddenly appearing through the fog and rain, headed straight for the beach, with her jib standing, her gaff topsails adrift, and portions of her double-reefed foresail, which was torn to ribbons, thrashing about in the wind.

She was about one-third of a mile north by east of the station, and the two men could see no signs of life on board of her, but they at once ran up the beach abreast of her position, arriving just as she struck hard and fast in the midst of the heavy breakers on the outer bar, about two hundred and fifty yards from the edge of the beach. They were still unable to see any indications of persons on board, but in a few minutes caught sight of a boat a little farther up the beach, capsized and dashing about in the breakers near the shore. At first they supposed that the crew had all been lost in an attempt to land in the boat, but discovering no bodies in the vicinity, they concluded, upon reflection, that the sailors might still be on board the schooner, finding refuge from the ugly seas, in the cabin. They therefore made no delay



in setting out in opposite directions to secure assistance. Watson was sent to the northward toward his home, about one and one-half miles distant, while Keeper Stevens started southward toward the house of Reuben Jackman. It was evident that valuable time was being consumed if any persons were still on the wreck, but there was no alternative, because two men alone could transport neither the beach apparatus nor the surfboat to the scene. When about half a mile on his way to Jackman's house the keeper saw Mr. Jackman and his grandson, Hallett J. Rogers, a youth of sixteen years, approaching, and after beckoning them to hurry on, he turned and went back to the station. As soon as they arrived, young Rogers was dispatched for Mr. Jackman's horses, and a few moments later Mr. Watson returned with Mr. William Trefetheren.

The shipwrecked crew had just been made out in the rigging, and the four men now assembled at the station shifted the Lyle gun, shot lines, etc., from the apparatus cart to a lighter one, and, without waiting for the horses, set out for the wreck. They were able to draw the heavy load only about fifty yards at a time without stopping to rest, and probably upward of twenty-five minutes were required to make the short journey. The only one of the number who was acquainted with the use of the gun was Keeper Stevens, but everybody lent a willing hand, and the necessary preparations to fire were soon made. Three shots were necessary to establish communication, the third landing fairly across the wreck just abaft the mainmast near the jaws of the main gaff, which was low down, the mainsail being furled. The shot line was found by one of the sailors, who reached it at very great peril, and at once began hauling on it. One of the three other men, all of whom still stuck to their refuge in the rigging, made a signal to the shore. The whip line was then bent on, and a signal made by the keeper that all was right. The three men in the rigging offered no aid to the one man standing with the utmost insecurity on the main gaff, but he nevertheless held his place with undaunted courage and pulled in the shot line as fast as he could. He was doing wonderfully well under these adverse circumstances, but when he had hauled out about forty-five yards of the whip line he was suddenly buried from sight by a tremendous breaker, which was followed rapidly by three or four others, sweeping him into the lee rigging, where he was discovered when the waves had passed, stretched out at full length, and holding on with a sailor's proverbial tenacity.

The masts had evidently been partially unstepped or broken from their fastenings before this incident, and were now swaying further and further until the mastheads would almost touch the water and then fly up to an angle of nearly forty-five degrees. The poor fellow alone in the lee rigging almost immediately disappeared in the seething breakers, and two or three minutes later both masts reeled and toppled over, carrying with them the other three men, who had all the time remained where they were first seen in the weather main shrouds.

Little or no hope now remained of saving any of their lives, but the keeper and his volunteer assistants scattered rapidly along the shore to succor any who might possibly drift in alive or to secure their bodies if drowned. None, however, were seen during the day. Between 9 and 10 o'clock the next forenoon the bodies of the captain, Joseph W. Lane, and of the mate, Edward Norton, were found on the beach, and that of the cook, Fred Thompson, in the evening of the same day. That of Sumner Stinson, seaman, was recovered on the morning of the 6th of May, the second day after the disaster. They were all delivered to the coroner and subsequently sent to Deer Isle by order of the owner of the schooner.

The *Brave* was what is known as a soft wood vessel (built of hackmatack, spruce, pine, etc.), was over twenty years of age, and the sea began to tear her to pieces the moment she stranded, her masts betraying fatal weakness and going overboard in less than two hours. Whether the lives lost could have been saved by means of the breeches-buoy if the disaster had occurred under the same conditions during the season when the life-saving station was manned with its crew is obviously a question that admits of no positive answer either way. Two things being assumed, however, an affirmative opinion may be expressed with a tolerable degree of confidence. Assuming, first, that with a full life-saving crew on the ground at once with their apparatus, the shipwrecked crew could have hauled off the whip line, and, second, that the masts would have withstood for a sufficient length of time the strain necessary to set up and work the apparatus, it is altogether within the line of previous experience to believe that a successful rescue could have been made. Whether such a result could have been accomplished by a full crew with the surfboat is extremely doubtful in view of the conclusion of the four men who did their utmost to save the shipwrecked crew, which is emphatically adverse to the possibility of launching a boat in the sea then running. The storm is reported to have been one of the worst easterly gales of the year, and the surf was very high and furious.

At all events it is to be sincerely regretted that in this instance the station was closed under the terms of the law, and that therefore the life-saving crew had no opportunity to render the customary service, whatever might have been the result.

The following letter was received at this office subsequent to the wreck of the *Brave*:

“GREENS LANDING,  
“Deer Island, Maine, May 12, 1893.

“We wish to express our thanks to you for having such men in the Life-Saving Service as Captain Frank Stevens of Knobbs Beach Station, Plum Island, Massachusetts. We feel that Captain Stevens did everything that could have been done by a man placed in his position, without a crew, for the preservation of the lives of four of our townsmen (two of whom were members of this lodge) lost in the wreck of the schooner *Brave*, May 4, 1893. And while we deeply regret and respect-

fully protest against the policy of the United States in discharging the crews of the Life-Saving Service May 1, annually, we feel that it was through no fault of Captain Stevens that the lives of our friends were not saved. We trust that he may receive a richer reward for gallant conduct and faithful service than we can express in words.

“FOR GOOD WILL LODGE, No. 60, A. O. U. W.,

“CHAS. H. S. WEBB, *Master Workman*,

“HENRY N. HASKELL, *Recorder*.

“Hon. S. I. KIMBALL,

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

A letter of similar import was also sent by the same persons, on behalf of the same organization, to Keeper Stevens, and by him was forwarded to the Department. It reads as follows:

“GREENS LANDING,

*Deer Isle, Maine, May 12, 1893.*

“We wish to express our gratitude and thanks to you for the prompt and faithful manner in which you endeavored to save the lives of two of our brothers (and four of our friends) in the late gale and shipwreck of the schooner *Brave* on Plum Island, May 4, 1893, and we feel that it was through no fault of yours that their lives were not saved. Also to the inhabitants of Plum Island for their kind services on that occasion we extend grateful thanks.

“FOR GOOD WILL LODGE, No. 60, A. O. U. W.,

“CHAS. H. S. WEBB, *Master Workman*.

“HENRY N. HASKELL, *Recorder*.

“Captain FRANK STEVENS,

“*U. S. Life-Saving Service, Plum Island, Massachusetts.*”

DROWNING OF TWO BOATMEN.—LOSS OF FOUR SURFMEN OF THE CLEVELAND STATION.

In the afternoon of the 17th of May, 1893, two young men were drowned in the outer harbor at Cleveland, Ohio, (Ninth District) and four members of the life-saving crew, while engaged with their comrades in an effort to effect the rescue of the imperiled persons, also perished.

It is necessary to state with some detail the extraordinary conditions prevailing at the time of this lamentable occurrence in order to make apparent the circumstances that rendered it possible for six men to be drowned within the space of a few minutes, only a short distance from the harbor piers of a large city, in full daylight, and with ample life-saving means at hand.

The Cuyahoga River, which enters Lake Erie at Cleveland, dividing the city into two sections commonly known as the east and west sides, is ordinarily a sluggish stream of small proportions, confined by piers at its mouth to a width of some 250 feet. Rain fell on Saturday, the 13th of May, and there were showers during Sunday, the day closing with a heavy thunder storm. At noon on Monday the wind, which was powerful, veered to the northwest, and a steady downpour set in. Tuesday brought no cessation of the tempest, and by the night of that day the river had risen and spread out to twice its ordinary width. When Wednesday morning, the 17th, dawned, the fourth day of bad

weather, rain had been falling almost continuously for fifty-six hours, and in the forenoon immense quantities of lumber from the numerous yards which line the banks of the tortuous stream began to sweep along the angry current toward its outlet. The beds of the railroads running east were inundated, and bridges were threatened, so that traffic was suspended; work in many factories lying in the lowlands was necessarily discontinued, and all vessels lying in the harbor were detained awaiting a cessation of the gale, which had attained a maximum velocity of eighty miles an hour on the preceding day, and was still furious. The river now presented the spectacle of a mighty torrent, rushing along with appalling rapidity, and projecting its terrific current far into the boisterous lake. The storm is recorded as one of the worst ever known in northeastern Ohio, and multitudes of people were brought together by curiosity on the viaduct and adjacent shores to witness the exciting scene.

At a little before 2 o'clock P. M., their attention was attracted to a skiff containing two young men, who had been up along the old river bed, where they were safe enough, distributing milk to customers along the shore, and who were now carelessly making their way down the main river, where the stream was swift and dangerous. At last, apparently realizing their peril, they made a frantic effort to stem the current, and in so doing broke one of their oars. For a few moments it was still possible for them, if they had been skillful boatmen, to reach one of the piers, but they were evidently paralyzed with fear, and the frail little skiff went whirling down the river with the speed of a race horse. As they approached the life saving station, Surfman Servas hurled a life-buoy toward them with all his might, and Keeper Distel sang out for his crew to put on their life-belts and man the boat.

"It seemed but an instant," says the keeper, "before she was sliding down the ways, her bows having hardly struck the water before she swung out and shot down the river at a terrible rate before the heavy current, and she would almost stand on end as she came in contact with the seas." So swiftly had the lifeboat been got into the water, that she was, as some of the witnesses testify, only three or four hundred feet behind the skiff; yet Keeper Distel says that when he looked about the skiff was nowhere to be seen, the fact being, as developed beyond doubt by the testimony subsequently taken, that the eggshell craft was already upset, and the men were in the water, if not drowned.

But "a large number of people," adds the keeper, "who were standing on the east pier, kept pointing out into the lake," and he therefore pulled onward until the lifeboat was halfway between the end of the piers and the breakwater. Still seeing nothing of the skiff or men, the life-saving crew were about to pull up under the lee of the west breakwater for shelter, when the keeper saw a monstrous wave approaching the boat and threatening to break over the bows. In order to meet and pass it before it should comb, the keeper shouted to his crew to pull

hard, and as every man well knew the deadly peril of the situation there can be no doubt that they did their best. Just at the critical moment the stroke oar on the port side snapped in two, and before another could be put in its place the impending comber smashed over the starboard bow, knocked the boat upside down, and hurled its occupants into the surf with such violence that (to quote the words of the keeper) it seemed as though they "were plunged to the bottom of the lake."

The capsizing took place right where the turmoil of contention between the waters of the lake and the river was fiercest, the waves rising to the height of ten, or, as some of the witnesses testify, twelve or fifteen feet, while every crest was laden with flying planks and timbers from the devastated lumber yards. When the life-saving men rose to the surface there at once began, among these frightful conditions, a desperate battle for their lives—a contest in which four of the fearless fellows were finally vanquished. They were men in the prime of life, only two over thirty years of age, and were without exception men of experience in dangerous water. The wind and current being in nearly opposite directions, the lifeboat drifted one way and the men another, so that when they rose the most of them were some twenty feet distant from the boat, which had righted herself, and if she could have been reached might possibly have been boarded, or at least safely held on to by the entire crew, the stronger assisting the weaker. Albert Carriher, however, more fortunate than any of his comrades, managed to get to the boat and lay hold of a life line along her gunwale, where he was seen by the keeper some four or five hundred yards away. Surfman Loher also saw him, as did Light-keeper Hatch, who says he clung to the boat for about five minutes. This is the last that was seen of him alive. Surfman John Johnson, in company with George Loher, laid hold of a piece of floating lumber, but he was evidently weaker than Loher, and the latter says he "pulled him onto the plank several times," and tried to encourage him, but the poor fellow was unable to hold out, and in a little while lost his grasp and disappeared beneath the waves. Nicholas Servas was still afloat, and was seen by Loher after Johnson succumbed, but no other person saw him. Beyond doubt he soon thereafter gave way to exhaustion and met his death either by drowning or from the terrible blows of the floating lumber. Surfman Symonds appears to have clutched a cedar post, which was also supporting George Wilson, and both held on to it for some time. He, too, was weaker than his companion in distress, and Wilson tried to cheer his spirits, and get him to unite in an effort to work the post into smoother water under the lee of the breakwater, but as they were about to make the effort a strong wave swept over them, and Symonds was borne away around the corner of the breakwater where he was either killed by being dashed against it, or drowned from utter exhaustion. These simple shreds of information are all that careful inquiry was able to collect together relating to the last strenuous but fruitless struggles of the four men who

perished. Their bodies were afterwards recovered, and all bore the marks of blows sufficiently severe to disable if not to kill the strongest swimmers.

Frederick T. Hatch, the light-keeper on the west breakwater, witnessed the capsize of the lifeboat, and was the first to sound an alarm for assistance. In his testimony he says that he saw the skiff, followed by the lifeboat, about three hundred feet behind, and that when he first discovered the skiff "it was bottomside up, with one man clinging to it." The instant the lifeboat upset Hatch ran up a white flag, and as soon as he could get sufficient steam, blew a signal of distress upon the fog whistle. The tug *Alva B.*, under command of Captain John Hobson, which was lying in the inner harbor, appears to have proceeded promptly to the rescue, and first found Surfman Wilson upon the east breakwater. After his companion, Symonds, disappeared, as above stated, Wilson worked alongside the breakwater, where he clung to one of the ringbolts awhile to recover a little strength, and then struggled to the top of the structure, whence he was taken by the tug and conveyed to the life-saving station, the tug returning to her dock. Meantime Henry Richter, a boat-builder, who had already made commendable efforts to render assistance, learned from Light-keeper Hatch that some of the surfmen had drifted into the lake, and he, therefore, went as fast as possible to the berth of the *Alva B.* and requested Captain Hobson to go out again. Volunteers to assist in taking on board the castaways, if any should be found, were called for, and a sufficient number (Richter being among them) having gone on board the tug, she again steamed to the outer harbor. The sea was hollow and combing, which made so small an object as the head and shoulders of a man very difficult to be seen, but a few minutes of scrutinizing search brought into view Surfman George Loher, who, after failing to reach the lifeboat, had secured a plank upon which he managed to maintain his hold until taken on board the tug. The only other member of the life-saving crew still afloat was Keeper Distel. When he came to the surface after the capsize he struck out for the lifeboat, and succeeded in getting hold of the painter which was trailing in the water, but it was wet and slipped through his hands, and he then began helplessly drifting out into the lake. When almost exhausted he caught hold of a piece of plank that luckily came in his way and was for the time, as he says, "greatly relieved." Then he saw that the vigilant light-keeper had hoisted the white flag of distress, and could hear the fog whistle, which somewhat renewed his courage, but a moment later a raft of lumber bore down upon him, heavily pounding his right side, and he "about gave up all hope of being saved," and felt himself losing consciousness, when in a dazed sort of way he heard some one call out, "take this line." He remembers that he felt the line and instinctively obeyed the order, taking two or three turns around his right wrist, but from that instant he recollects nothing more until he regained consciousness in

the life-saving station, where, with Surfman Loher, he had been taken as expeditiously as the tug could make her way.

It would be gratifying if the story of the misfortunes of these two faithful men could terminate here, but the painful facts remain to be recorded that George Loher lost his life a few weeks later at the post of duty, and that Keeper Distel's injuries were of such a serious and permanent character as to finally disable him for further service in a crew of the Life-Saving Organization.

In the evening of the 30th of June, 1893, Surfman Loher, while making his patrol, which took him along the tracks of the railroads on the "west side," was run over and instantly killed by an east-bound passenger train of the Lake Shore and Michigan Southern Railway.

That no mistakes were made by the life-saving crew on the 17th of May is the unqualified opinion of all the witnesses of the disastrous occurrence, and they agree that Keeper Distel was a man whose skill in the management of boats under difficult and dangerous conditions was of the highest order, while the attempt to rescue the two young men lost in the skiff was pronounced "a daring undertaking" for which the surfmen are entitled to the utmost credit.

The service rendered by Captain Hobson of the tug *Alva B.* deserves cordial recognition. The testimony shows that the sea was very heavy, even for a vessel of the size and power of the tug, and that there was great peril involved as well as much skill required, in approaching the breakwater, where Wilson was rescued, and in safely maneuvering the tug in the extraordinary seaway among the dangerous obstacles floating on all sides in the water.

#### CAPSIZING OF A FISHING BOAT.

The capsizing of a fishing boat upon the shoal locally designated as the Republic Spit, one and three-fourths miles southeast of the Cape Disappointment Station, (Twelfth District,) Washington, on May 29, 1893, resulted in the drowning of two men. They were Paul Johnson and Victor Savo, of Astoria, Oregon.

It appears that the cat-rigged fishing boat, No. 84, the property of the Astoria Packing Company, containing two men with nets and a partial cargo of salmon, while rounding the spit extending over the sunken wreck *Republic*, near Sand Island, encountered heavy breakers, which often rise unexpectedly and without warning in the vicinity of the Columbia River Bar, and was caught in this line of surf, and thereby filled and capsized. At the time, the surfboat containing the life saving crew from the Cape Disappointment Station was going to Sand Island to recover a boat that had drifted upon the beach at an earlier hour during the day. When some distance away from the station their attention was attracted by a signal from the watchman at the lookout station near the light-house, who directed them to the overturned craft. The sturdy strokes of the life-savers carried them in about ten

minutes to the boat, which was now in the edge of the breaker, but with no signs of life about her. When the craft capsized, the grapnel, not being secured by lashings, fell into the water and anchored the boat immediately in the breaker, where the seas washed over her uninterruptedly. As the keeper thought the men might be entangled in the net which trailed from the derelict, he pushed the surfboat as close as possible and cut the grapnel rope. Nothing could be seen of the men. The ebb tide carried the boat and the net out to seaward and they also were lost. It was evident that the men had been unable to cling to the bottom of the overturned boat in the heavy surf to which they were fully exposed, and that they were soon washed off and swept into the ocean by the receding tide. The fatal result of the accident appears to have been very sudden, due probably to the anchoring of the boat by the fall of the grapnel in the worst situation possible. The misfortune was wholly attributable to untoward circumstances that could be in no way obviated by the life-saving crew.

#### WRECK OF THE SCHOONER THOMAS W. HAVEN.

The last casualty of the year attended with loss of life was the wreck of the schooner *Thomas W. Haven*, June 26, 1893, one and three-fourths miles south of the Monmouth Beach Life-Saving Station, (Fourth District,) New Jersey. The following account is from the report of Lieutenant B. L. Reed, the officer detailed to inquire into the facts connected with the disaster:

“The three-masted schooner *Thomas W. Haven*, with a complement of six persons, sailed from Lamberts Point, Virginia, June 22, 1893, bound for Orient, Long Island, New York, with a cargo of coal. At the outset the vessel leaked more than usual, but there was no difficulty in keeping her free with the pumps. The voyage prospered until the morning of the 26th, when the southerly wind backed to east-southeast and freshened. The leak increased and the master, having shortened sail in anticipation of bad weather, deemed it prudent, at about 5 o'clock, to bear up for Sandy Hook for shelter. The weather grew worse and the sea rose rapidly, the wind veering to east-northeast and increasing in force, while rain squalls shut out all view of the land at frequent intervals. After standing on about six hours the master supposed he had run up the distance to Sandy Hook, but a temporary cessation of the rain showed him that he was less than two miles off Long Branch. Alarmed by the proximity of the land he endeavored to tack and stand offshore, but the vessel would not go about. Meanwhile the leak had increased until constant pumping was necessary. A distress signal was now placed in the rigging to attract the notice of a passing steamer, but she continued on her course without response, and as the schooner was gradually drifting toward the shore, the only resort was to come to an anchor in the hope that she would ride out the gale in safety. Accordingly, at a quarter past 12 o'clock the starboard anchor was let go about one mile



from the beach and all sail taken in. One of the boat davits soon became unshipped, and to prevent the injury or destruction of the boat, as well as to preserve a means of possible escape, the master caused the boat to be lowered into the water and dropped astern. The well was sounded and found to contain four feet of water. The starboard anchor held the vessel only about half an hour when the cable parted, and she drifted rapidly shoreward, being brought up for a brief interval by the port anchor which was let go about two hundred and fifty yards from the beach.

“Although the stations upon the Atlantic coast are closed at this time for a period of four months, commonly called the inactive season, Keeper James H. Mulligan, who resides at his station (Monmouth Beach) throughout the year, had been vigilant all the morning. While he was at dinner a boy ran in to call his attention to the schooner, after she anchored, and he examined her from the lookout, as she lay about two miles away, and then sent a message to Sandy Hook for the information of the New York Maritime Exchange, regarding her appearance and position. The formation of the bottom, extending seaward from Long Branch, is such that the waves rolling in before an easterly wind break into a confused mass of heavy surf upon an outer bar, about two hundred yards from shore, and then divide into lesser billows within that line. On the flood tide the surf always becomes more dangerous and the heavy breakers are often impassable. Such was now the case and boat service to reach the schooner was out of the question.

“She immediately swung broadside to the beach, and it took but a moment to comprehend that she must inevitably come ashore.

“It was broad daylight, and the keeper had every reason to expect that the crew of the schooner would remain on board, whence they could be taken off by means of the beach apparatus, without the slightest probability of mishap, and he therefore judiciously made up his mind to secure what help he could and proceed at once to the rescue with the apparatus.

“A horse belonging to Surfman Osborn, who had driven to the station, was quickly hitched to the beach cart, several fisherman lingering near by (their occupation suspended for the day) were hastily engaged, and in about ten minutes the keeper and his volunteer crew were hurrying down the shore with the beach apparatus. When they reached the scene the vessel was riding by the port anchor just outside the heaviest breakers. The yawl with one man in her lay close under the quarter, while the rest of the crew were gathered at the rail putting baggage into the boat and preparing to embark. Signals were made immediately to warn the crew against attempting to land in their own boat, and the Lyle gun was trained for action, but they nevertheless got into the boat. It is stated in their testimony that they did not understand the signals made with the flags, and although they knew when the projectile struck the ship that the life-savers were on the beach, they dared not return on board lest all hands should be drowned in the attempt. The situation

remained unchanged for a few minutes only, when the port chain gave way, and the vessel, swinging off to the southward, drifted across the bar. The painter parted and the yawl shot away from the schooner's lee toward the beach on the crest of the wave. Less than an hour had now elapsed since the vessel first anchored. During this time John Hennessey, a pound fisherman of Long Branch, had been standing by his fishing boat with a crew of six men and gradually moving down the beach in the edge of the water to keep abreast the vessel as she drifted inshore. When the yawl left the schooner's side, Mr. Hennessey promptly launched his boat to render aid in case of need, and the occasion soon came. When about fifteen yards from the beach the yawl, which was not well trimmed, broached to and capsized, throwing everybody into the water. The fishermen were on the alert and picked up the master, mate, and one sailor, but Hennessey deemed it unsafe to venture further out with his boat, so that the others, three in number, were carried seaward by the undertow, despite the fact that the life-savers ran waist deep into the surf in the effort to rescue them. Two were quickly drowned, but by a fortunate chance the third grasped a sail trailing from the wreck and drew himself on board. The vessel had now turned around and lay head on with her bow about fifty yards from the beach. A line was therefore again fired over her by Keeper Mulligan, and the sailor, a powerful fellow, hauled off the whip line and soon afterwards was landed in the breeches buoy.

"The loss of two lives at this wreck was wholly due to the precipitate abandonment of the schooner by the crew while the keeper of the life-saving station was present on the beach with his life-saving apparatus. He had signaled the crew to remain on board and landed a line across the vessel. That all would have been speedily saved by means of the beach apparatus is shown by the fact that one of the men was so rescued without difficulty after he had nearly drowned with the two who perished by the capsizing. The promptness and skill of Captain Hennessey in rescuing the others of the capsized crew deserves the most cordial commendation. In his testimony, taken by the investigating officer, Captain Hennessey says, 'I never thought of such a thing as going alongside the schooner with the boat. It would have been very unsafe, as she probably would have been smashed or capsized. Had they staid aboard ship as they should have done all would have been saved.' 'Keeper Mulligan' adds Captain Hennessey, 'got there promptly and did his full duty. I think no blame whatever can be attached to the Life-Saving Service for the loss of life.'

"The men who drowned were Seaman John Jacobsen, and the steward, whose name could not be ascertained. Both bodies were subsequently recovered, one on the 2d and the other on the 3d of July, and accorded decent burial. The survivors were taken to the station where they were properly cared for and their destitution, after the loss of their effects which had been placed in the yawl, was relieved."

Mention should be made of the fact that the keeper of the Long Branch Life Saving Station, the next south of Monmouth Beach was watchful of the incidents taking place in his vicinity on the 26th of June, and proceeded with due dispatch to the Monmouth Beach Station with a view to rendering such assistance as he could to Keeper Mulligan.

In grateful acknowledgment to the Women's National Relief Association from whose store of clothing the shipwrecked men were reclothed, the following was handed to the investigating officer by Captain Potter :

“MONMOUTH BEACH STATION, *June 28, 1893.*

“*To whom it may concern :*

“We, the undersigned, master and mate of the wrecked schooner *Thomas W. Haven*, recognizing the substantial benefits to distressed mariners, through the allotments of clothing placed at the various life-saving stations by the Women's National Relief Association, desire to express our appreciation of their noble work. Our destitution after the loss of our vessel near Long Branch, New Jersey, June 26, 1893, was relieved by Keeper Mulligan of this station, who drew upon the supplies furnished by that organization. We feel that it is a duty, as well as a pleasure to add this testimonial to the many of the past, commending the kindly offices of that order.

“W. H. POTTER, *Master.*

“C. L. BYRON, *Mate,*

“*On behalf of crew of schooner Thomas W. Haven.*”

WRECK OF THE BRITISH BRIG *AQUATIC*.—LOSS OF FIVE MEMBERS OF A CREW OF  
THE MASSACHUSETTS HUMANE SOCIETY.

Under date of February 24, 1893, in the tabulated statement of “Services of Life-Saving Crews,” printed in another place in this book, will be found a brief account of the operations conducted at the wreck of the British brig *Aquatic*, stranded and subsequently totally lost on a reef near the western extremity of Cuttyhunk Island, (Second District,) Massachusetts. None of the shipwrecked perished, but several members of a volunteer crew of the Humane Society of Massachusetts lost their lives while engaged in an effort to rescue them, and the circumstances of the melancholy occurrence were so closely related to the subsequent operations of the Life-Saving Service that a brief recital of them appears to be appropriate here, both as an aid to a proper understanding of the case, and also as a fitting tribute to the courageous but unfortunate men who gave up their lives in the cause of humanity.

The *Aquatic* was of three hundred and sixty-one tons burden, hailing from St. John, New Brunswick, and bound from Sagua, Cuba, to Boston, Massachusetts, with a cargo of sugar. After passing Montauk Point the captain shaped his course for Vineyard Sound Light ship, lying a little to the westward of Cuttyhunk Island, and guarding on one hand the mouth of Buzzards Bay, and on the other the entrance to Vineyard Sound. By way of the latter was the *Aquatic's* course to Boston, but instead of keeping to the eastward, the captain went to the northward of the light-ship, and then undertook to get back to his proper course

by passing around the light-ship, between it and the reef to the eastward, of which it is the very purpose of the light-ship to warn the mariner. In pursuing this devious and unnecessary course Captain Halcrow, at about 7:45 o'clock, P. M., suddenly discovered breakers under his lee, and four or five minutes later found his vessel fast upon the rocks. It was not until he afterwards went into his cabin, and, in company with the mate, examined the chart, that he had any definite knowledge of the position of the brig. The flood tide began to run soon after the vessel struck, making the sea very heavy, and the wind also somewhat increased in force. The captain then cleared away his boats ready for launching, and instructed his crew to put on their life belts, but by the time these things had been done the sea was combing over the vessel, and the captain made up his mind that the situation was too dangerous to successfully launch a boat and escape from the wreck. He then began to burn flash signals at intervals of about five minutes, to apprise the people of the neighborhood that there was a vessel stranded on the shoal.

In the testimony taken at an investigation of the case, the captain states that he did not expect any boat to come off to his rescue, but that he "did think one might come within hailing distance and stand by"—that it was "impossible for a boat to reach the vessel on account of the sea."

The signals of distress burned on board the brig were seen about half an hour after she stranded by the little son of Mr. A. G. Eisener, keeper of the Cuttyhunk Light-house, who ran into the dwelling house and told his father that he saw a torch over in the direction of the reef. Mr. Eisener, without delay, dispatched a messenger to carry the news to the people of the village, about midway of the length of the island, and to the United States life-saving station located at the extreme eastern end, a distance of over two miles, while he, being the keeper of the Humane Society's Lifeboat Station, No. 43, went to the boathouse (located near the light-house) and put "the boat and outfits in order for a trip." He then went back to the light-house, burned a signal to the crew of the wrecked vessel, and returned again to the lifeboat station where, in the course of some twenty-five minutes, more than a sufficient number of men had collected to make up a boat's crew.

The following-named persons were selected for the purpose: Frederick A. Akin, Isaiah H. Tilton, Josiah H. Tilton, Hiram S. Jackson, Eugene Brightman, and Timothy Akin, Jr., the latter being placed in charge of the boat, which was thereupon manned and launched.

Mr. Eisener testifies that he considered the expedition a hazardous undertaking, but that those who went in the boat differed with him. Nevertheless, he warned them that he thought the sea too rough for an attempt to board the wreck, and cautioned them to be careful. They appear, however, to have set out with great confidence, and evidently determined to succeed at all hazards.

From the moment of their departure, between 9 and 10 o'clock at night, until the dawn of next day nothing whatever was seen or heard of them. All signals from the brig ceased about 12 o'clock, and almost the entire population of the island passed the remainder of the night with anxiety and misgivings. What had become of the boat was a question ominously passed from mouth to mouth, but without answer. Just as daylight broke a man with pallor on his cheeks rushed into the light house dwelling and told the watchers gathered there that he had just seen a body lying on the edge of the beach. Swiftly making their way to the place they gently raised the dead man's head, and washing the ice and sand from the face recognized it as that of young Fred Akin.

It was now almost certain that the boat had met with disaster, but the details were not known until ascertained, as far as within their knowledge, from the rescued shipwrecked people and the one man saved by them from the surfboat crew. Captain Halerow, of the *Aquatic*, testifies that the surfboat appeared about forty feet away, abreast of the port quarter (windward side) of the brig, at about 10 o'clock P. M., and that some one in her hailed him with the question, "Are you all ready?" to which he responded by warning them to keep away from the vessel, to back their boat and come under the bow, "which," he states he "considered the only place they could approach with any degree of safety." He was at that moment engaged in preparing a heaving line, and says, "When I looked again the boat had capsized—three men were on the boat and one in the water, working toward the vessel." Although there were six in the boat, four only appear to have been seen by the crew of the *Aquatic* after it upset. The man drifting toward the brig was Josiah H. Tilton, (the only one who could not swim,) who finally got alongside and was hauled on board. The capsized boat drifted past the vessel and round the bows, one of the three men as it did so seizing the clew rope of the foresail, by which the men on the brig hauled him alongside and made several attempts to get him on board, but although he clung to the rope with great tenacity he could not seem to aid them in getting a line around him, and while the third attempt to save him was in progress his hold was broken by a heavy sea, which swept him out of sight. While this was transpiring the upturned surfboat with two men still upon it drifted away in the darkness.

Tilton says that the boat first entered broken water nearly a hundred yards from the wreck, but where she lay when overturned it was smoother. A barely submerged huge rock, however, was close by, and occasionally a furious wave would break over it with tremendous power. Probably it was one of these, unnoticed and unsuspected, that lifted up the boat and rolled it over and over. As it turned upside down the first time all the crew were imprisoned beneath it, but as the second shock rolled it over again they were released. The only words spoken from the beginning to the end of the tragedy appear to have been by Captain Akin, who sang out to Josiah Tilton, (who he knew

could not swim,) to lay hold of an oar. They were resolute, self-reliant men, and apparently accepted in silence their impending fate, from which they probably realized there could be no hope of escape.

As before stated, the unfortunate boat of the Humane Society arrived abreast the wreck at about 10 o'clock. Two hours later the boat of the United States life-saving station reached the scene, considerable time necessarily having been occupied in conveying the news of the disaster across the island, two miles or more, and the life-saving crew having to pull the same distance farther than the crew in the Humane Society's boat.

When Keeper Bosworth reached the vicinity of the wreck he made a careful survey of the situation (seeing nothing of the Humane Society's boat) and concluding that the brig could not be boarded at that time, and was not likely to go to pieces, decided to pull back to the island and wait for daylight. He carried back no news of the missing boat, and nothing was known of her fate until the discovery of the body of Fred Akin, already mentioned. As soon as the body was conveyed to a place above the reach of the water and covered with a piece of canvas found near by, the islanders distributed themselves along the shore in search of the companions of the dead man, all of whom were now believed to have been drowned. The discovery soon after of the broken and battered boat only too surely confirmed their worst forebodings. A faithful search for other bodies failed to reveal any, and it was not until some days later that that of Timothy Akin, Jr., was discovered on the shore near his own home, and that of Isaiah Tilton at Gay Head, the home of his childhood. The bodies of Eugene Brightman and Hiram S. Jackson, the two others drowned, were never found. Thus, in less than an hour from the time they left the shore with buoyant hopes and a high resolve, five of the six brave fellows surrendered their lives to the pitiless sea.

Timothy Akin, who commanded the boat, was a man of great courage and unquestionable skill as a surfer; his companions were equally fearless spirits and familiar with the sea. Possibly at the last moment, with success almost in their grasp, their impetuous ardor may have refused to take counsel of discretion, but they sealed their devotion to a noble purpose with the priceless sacrifice of their lives. Better testimony of his heroism than this can no man give. It is gratifying to note that the people of the Commonwealth which these men honored, took care to make liberal provision for the relief and maintenance of their bereaved families.

On the day following the disaster above narrated the crew of the *Aquatic*, together with the man saved by them from the capsized boat of the Humane Society, were rescued by the life-saving crew of the Cuttyhunk Station, cordially and materially assisted by a number of the inhabitants of the village and by the tug *Elsie* and a lighter engaged for the service.

## DEATH OF SUPERINTENDENT DOBBINS.

Captain David Porter Dobbins, late superintendent of the Ninth Life-Saving District, comprising Lakes Erie and Ontario, died at his home in Buffalo, New York, on the 20th of August, 1892.

He was a son of Captain Daniel Dobbins, a well-known master on the lakes at the beginning of the present century, and was born at Erie, Pennsylvania, in the year 1820. At the age of thirteen he sailed on board the steamer *Wm. Penn*, and during his youth was employed on various other vessels plying the lakes, among them the United States revenue cutter *Erie*. For several years during his maritime life he made ocean voyages in the winter when navigation on the lakes was suspended.

At the early age of eighteen he manifested that enterprise of character for which he was always distinguished, by purchasing, rebuilding, and taking command of a schooner which he sailed in the lake trade for some years. After a rest of twelve months he again embarked in lake navigation, continuing as master of various craft until 1851, when he sold his last vessel, the propeller *Troy*, and abandoned the business. For many years afterwards he was engaged in insurance, acting as marine inspector for important companies, and also in various ways keeping up his interest and connection with internal commercial enterprises.

Captain Dobbins's experience repeatedly afforded him opportunities, which his courageous and sympathetic nature was not slow to seize, to aid in the rescue and succor of the shipwrecked. Perhaps his most notable service in this direction was a rescue effected under circumstances of great difficulty and danger, in October, 1853, off Point Abino, Canada. In recognition of the heroism displayed on this occasion, Captain Dobbins and each of his comrades were rewarded by the citizens of Buffalo with a gold watch, the captain, with commendable pride and appreciation, carrying his to the day of his death.

In 1876 he was appointed superintendent of the Ninth Life-Saving District, and continued in the position uninterruptedly to the end of his life. He was always energetic, and faithfully performed the varied and responsible duties of a superintendent, which comprehend the administration of an entire district of which he is the general executive officer and disbursing agent. Naturally progressive and fertile in expedients, he devoted a good deal of attention to inventions of life-saving apparatus, several of which were commended by the Board on Life-Saving Appliances and adopted by the Service.

He was a man of excellent presence, and was everywhere recognized as genial, honorable, and generous. As a citizen he was much respected, and held prominent positions in the community where he lived. The imposing funeral obsequies paid to his memory were a just tribute to a commendable life.

## DEATH OF CAPTAIN WHITE.

Captain John W. White, of the United States Revenue Cutter Service, detailed for special duty in the Life-Saving Service as assistant inspector of the Twelfth District and superintendent of construction of life-saving stations on the Pacific coast, died on the 15th of October, 1892, at Oakland, California, at the age of a little more than sixty-three years, having been born in Virginia on the 29th of July, 1829.

He was appointed a third lieutenant in the Revenue Cutter Service on the 19th of August, 1856, and was promoted at short intervals until the 11th of July, 1864, when he received his commission as a captain. He had already served several years on the Pacific, and in 1865 was selected to take the cutter *Lincoln* to that coast. Two years later, upon the purchase of Alaska by the United States, he commanded the same vessel on an official mission to that Territory. In 1883 he was detailed and appointed a member of a board of experts to assist the Alabama Claims Commission, organized to determine the losses inflicted upon United States shipping by Confederate cruisers, and served with efficiency in that capacity until the 27th of March, 1885. His connection with the Life-Saving Service covered a considerable period of years, terminating with his decease. He always discharged his duties with unquestionable fidelity and intelligence.

The results of some of his investigations of cases of shipwreck involving loss of life are told by him in the annual reports to which they pertain with such singular clearness and graphic force of expression as to entitle him to no small credit as a writer.

The sincerity of his character was manifest in all that he did, and imparted the impress of reliability to all his work. As a man he was clean of heart, a pleasant companion, gentle in demeanor, honest of purpose, and in every way faithful to a delicate and high-minded sense of duty.

## DEATH OF SUPERINTENDENT ETHERIDGE.

By the death of Captain Joseph W. Etheridge, superintendent of the Sixth Life-Saving District at Beaufort, North Carolina, February 15, 1893, the Service suffered the loss of a competent and zealous officer. Captain Etheridge was born in Chowan County, near Edenton, North Carolina, in the vicinity of Albemarle Sound, August 14, 1839. Located by the accident of birth in the vicinity of expansive interior waters communicating with the ocean, he made himself thoroughly acquainted in his youth with the bays, sounds, and coasts of his native State and acquired a nautical experience that served him in good stead in the business of later life.

In early manhood Captain Etheridge taught school in the vicinity of Edenton. During the civil war he served awhile as an officer in the Union Army and later as a pilot upon United States gunboats. He also served a term in the legislature of North Carolina. He followed the business of a fisherman and merchant for many years, and came in contact with a



large number of people, whose respect and good will he enjoyed for his substantial character and kindly disposition.

He was for ten years superintendent of the Sixth Life-Saving District, embracing all of the stations on the North Carolina coast, as well as those on the shore of Virginia south of Cape Henry, and proved himself vigorous and efficient.

While on a tour of duty, making a winter's journey along the bleak and isolated coast of North Carolina, he contracted pneumonia, which ran to a speedy and fatal termination.

#### ESTABLISHMENT OF STATIONS.

New stations have been established and put in operation since the last annual report at Brant Rock, Massachusetts, Fort Niagara, New York, and Kewaunee, Wisconsin. A station is under construction at Ashtabula, Ohio, and another on the coast of California, south of the present Golden Gate Park Station, as an additional protection to the entrance to San Francisco Harbor.

The station which Congress in the act authorizing the World's Columbian Exposition directed to be placed on exhibition on grounds to be allotted for the purpose, fully equipped with the apparatus, furniture, and appliances used in the Life-Saving Service, and subsequently provided should be continued as a permanent station, was duly established, equipped, and manned, and during the fair was visited by extraordinary numbers of our own citizens and foreigners, and examined with marked interest by the representatives of kindred institutions of other countries. The triweekly drills illustrating the methods of rescue were a special attraction, and never failed to gather upon the lake shore enormous crowds of interested spectators. While thus satisfactorily serving its original purpose, it had opportunity also, on several occasions, to prove its practical utility by effecting rescues from actual shipwrecks which occurred within the scope of its operations.

The old station at the mouth of the Chicago River was erected in the earlier days of the Service, and having been designed simply for a boat-house, never was suitable for the residence of a crew or adequate as a receptacle for such life-saving apparatus as is now employed. During the continuance of the Exposition it was utilized as an outpost of the new station, to which two of the crew were detailed as a constant guard to look out for such accidents as might occur at the immediate harbor entrance, being connected with the main station by telephone. The continuance of this plan is regarded as necessary.

#### REPAIR AND IMPROVEMENT OF STATIONS.

Necessary repairs and improvements have been made at various stations in need of them. The most important were upon the Surfside, Coskata, and Fourth Cliff stations on the coast of Massachusetts, and the Short Beach and Coney Island stations on the coast of Long Island.

The Coskata and Surfside buildings were old structures, much out of repair, and also in need of enlargement in order to conveniently accommodate the crews and apparatus. Both have been put in good condition. At Fourth Cliff the sea was making dangerous inroads upon the station lot, and it was deemed advisable before making repairs to move the station to a secure position, which was done. The safety of the Short Beach Station, (Long Island,) located near Zachs Inlet, was imminently threatened by the encroachment of the sea, and the removal of the buildings to a position beyond the reach of storm tides or probable changes in the coast line became a matter of urgent necessity. They were therefore moved to the most eligible site in the vicinity. The Coney Island buildings in the same district needed extensive repairs and some enlargement, both of which were made.

Necessary addition and repairs were also made at several important stations in the Sixth District, coasts of Virginia and North Carolina.

#### TELEPHONE LINES.

The telephone line between Cape Charles and Assateague Island, Virginia, authorized by act of Congress approved May 13, 1892, and mentioned in the last report as then under construction, was completed in the spring of 1893, and is in successful operation. The other telephone lines of the Service have been maintained in good order, and a few new connections and minor extensions have been added.

The value of this important feature of the Service, both as an aid to the efficiency of the life-saving crews, and incidentally as a means of affording early and desirable information to the maritime interests of the country, is constantly being demonstrated on critical occasions along the coast, and has attracted the marked attention of officers of life-saving institutions in foreign countries.

#### BOARD ON LIFE-SAVING APPLIANCES.

A meeting of the Board on Life Saving Appliances was held in Boston, Massachusetts, in May. A report of their proceedings is published herewith.

#### THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The humane efforts of the Women's National Relief Association have continued without abatement throughout the year. Their beneficent labors have been exercised in a worthy cause and a wide field, and have merited and received fitting and grateful appreciation. The warmest thanks of the Service are due the association for its ministrations to the needs of distressed and destitute mariners who have, in the many instances enumerated below, in which the stores of the society have been used, expressed their heartfelt gratitude to the women who constitute the organization and who have made such kindly provision for the hapless sailor.

The stores donated by the association were used during the year in succoring distressed and destitute persons as follows :

The crew of the sloop *Vushti*, near the White Head Station, coast of Maine, July 3, 1892; the crew of the schooner *Commodore Tucker*, near the Hunniwells Beach Station, coast of Maine, July 3, 1892; the crews of the barges *Bismarck*, *Cherokee*, and *Siren*, near the Oswego Station, Lake Ontario, July 16, 1892; the crew of the steamer *S. Neff*, near the Cleveland Station, Lake Erie, August 11, 1892; the crew of the steamer *Western Reserve*, near the Muskallonge Lake Station, Lake Superior, August 30, 1892; the crew of the schooner *Lizzie Doak*, near the Ludington Station, Lake Michigan, August 30, 1892; the crew of the sloop *Flossy*, near the Cuttyhunk Station, coast of Massachusetts, September 4, 1892; the crew of the British bark *Casket*, near the Cape Fear Station, coast of North Carolina, September 13, 1892; the crew of the schooner *Aunt Ruth*, near the Pointe aux Barques Station, Lake Huron, September 14, 1892; the crew of the British schooner *Princeport*, near the Cross Island Station, coast of Maine, September 15, 1892; the crew of the schooner *John Burt*, near the Big Sandy Station, Lake Ontario, September 26, 1892; the crew of the scow *Michicott*, near the Manistee Station, Lake Michigan, October 28, 1892; the crew of the German bark *Stella*, near the Oak Island Station, coast of North Carolina, October 29, 1892; the crew of the schooner *Zach Chandler*, near the Muskallonge Lake Station, Lake Superior, October 29, 1892; the crew of the schooner *L. Seaton*, near the Pointe aux Barques Station, Lake Huron, November 11, 1892; the crew of the schooner *Sooloo*, near the Monomoy Station, coast of Massachusetts, November 16, 1892; the crew of a scow stranded near the Rockaway Point Station, coast of New York, November 18, 1892; the crew of the schooner *Irene Thayer*, near the Oregon Inlet Station, coast of North Carolina, November 19, 1892; the crew of the schooner *Annie Vought*, near the North Manitou Island Station, Lake Michigan, November 21, 1892; the crew of the British bark *Kate Harding*, near the Highland Station, coast of Massachusetts, November 30, 1892; the crew of the schooner *Esther Ward*, near the Chatham Station, coast of Massachusetts, December 27, 1892; the crew of the schooner *Edith Berwind*, near the Smiths Island Station, coast of Virginia, January 2, 1893; the crew of the schooner *May Day*, near the Jerrys Point Station, coast of New Hampshire, January 9, 1893; two of the crew of the sloop *Gilbert H. Farrington*, near the Cobbs Island Station, coast of Virginia, January 16, 1893; one of the crew of the Norwegian bark *Alice*, near the Long Beach Station, coast of New Jersey, February 6, 1893; the crew of the schooner *William H. Jones*, near the White Head Station, coast of Maine, February 9, 1893; the crew of the British brigantine *Ellie Carter*, near the Ship Bottom Station, coast of New Jersey, February 9, 1893; the crew of the schooner *Elsie Fay*, near the Ditch Plain Station, coast of New York, February 17, 1893; the crew of the

schooner *Douglas Dearborn*, near the Cuttyhunk Station, coast of Massachusetts, February 20, 1893; the crew of the schooner *Nathan Esterbrook, Jr.*, near the Little Kinnakeet Station, coast of North Carolina, February 20, 1893; the crew of the schooner *Glenwood*, near the Point Allerton Station, coast of Massachusetts, February 22, 1893; the crew of the British brig *Aquatic*, near the Cuttyhunk Station, coast of Massachusetts, February 24, 1893; the crew of the schooner *Ella M. Watts*, near the Cape Henlopen Station, coast of Delaware, March 4, 1893; the crew of the schooner *East Wind*, near the Cape Henlopen Station, coast of Delaware, March 4, 1893; the crew of the British steamer *Wells City*, between the Monmouth Beach and Seabright stations, coast of New Jersey, March 11, 1893; the crew of the schooner *Genesta*, succored at the Lewes Station, coast of Delaware, April 6, 1893; two of the crew of the schooner *Julia E. Whalen*, succored at the Monomoy Station, coast of Massachusetts, April 7, 1893; two of the crew of the sloop *Josie*, near the San Luis Station, coast of Texas, April 14, 1893; the crew of the schooner *Kewaunee*, near the Racine Station, Lake Michigan, April 20, 1893; the crew of the schooner *Index*, near the Fletchers Neck Station, coast of Maine, April 21, 1893; the crew of the schooner *Addie J.*, near the Burnt Island Station, coast of Maine, May 20, 1893; two persons from the catboat *Lilac*, near the Cleveland Station, Lake Erie, June 1, 1893; two persons from the sloop *Sea Gull*, near the Holland Station, Lake Michigan, June 10, 1893; two persons from the abandoned schooner *Pride*, succored at the Grande Pointe au Sable Station, Lake Michigan, June 11, 1893; the crew of the schooner *Fleetwing*, near the Point Betsey Station, Lake Michigan, June 25, 1893; and the crew of the schooner *Thomas W. Haven*, near the Long Branch Station, coast of New Jersey, June 26, 1893.

Clothing was also furnished to a woman rescued from drowning near the Cleveland Station, Lake Erie, July 24, 1892; to a boy rescued from drowning near the Thunder Bay Island Station, Lake Huron, August 11, 1892; to two men rescued from a capsized boat near the Erie Station, Lake Erie, September 1, 1892; to three men capsized in a sailboat near the Erie Station, Lake Erie, September 4, 1892; to three persons on a catboat near the Erie Station, Lake Erie, September 25, 1892; to an insane man who attempted to drown himself near the Monmouth Beach Station, coast of New Jersey, January 25, 1893; for the burial of two of the crew of the barge *Reliance*, near the Block Island Station, coast of Rhode Island, February 20, 1893; to a destitute wayfarer near the Rehoboth Beach Station, coast of Delaware, March 20, 1893; to a sailor at the Assateague Beach Station, coast of Virginia, March 29, 1893; to three men capsized in a sailboat near the Wachapreague Station, coast of Virginia, April 6, 1893; to a person succored at the Galveston Station, coast of Texas, April 14, 1893; to a man from a capsized skiff near the Cleveland Station, Lake Erie, April 23, 1893; to two persons from a capsized boat at the new Chicago Station, Lake

Michigan, May 24, 1893 ; to three persons capsized in a boat near the Erie Station, Lake Erie, May 30, 1893 ; to a person capsized in a sail-boat near the St. Joseph Station, Lake Michigan, June 4, 1893 ; and to a man rescued at the Racine Station, Lake Michigan, June 14, 1893.

The depleted stores at eighty-five stations have been renewed by the association during the year.

#### CONCLUSION.

The fears expressed in former reports of threatened decadence of the Service, on account of the frequent resignations of many of the best surfmen, have been dispelled by the recent increase in their pay granted by Congress. This enactment, together with the continued observance of the law requiring that appointments "shall be made solely with reference to fitness and without reference to political or party affiliations," now enables the Service to obtain the best qualified men, whenever recruits are needed.

The frequency of dangerous tempests along the Atlantic seaboard during the months of May and August, and the special ferocity which has characterized them in recent years, causing widespread destruction of life and property, and which have now come to be expected with the regularity that has been supposed to mark the occurrence of the so-called equinoctial storms, have created an almost universal demand for the protection which it is expected the extension of the active season of the Life-Saving Service, to embrace these months, would afford. The desire for this extension has found emphatic expression in numerous petitions of organizations representing maritime interests, and in the columns of maritime journals and the general public press of the country.

There can be no doubt that such extension of the period during which the stations should be kept open and manned would subserve the interests of commerce and humanity, and it is therefore recommended.

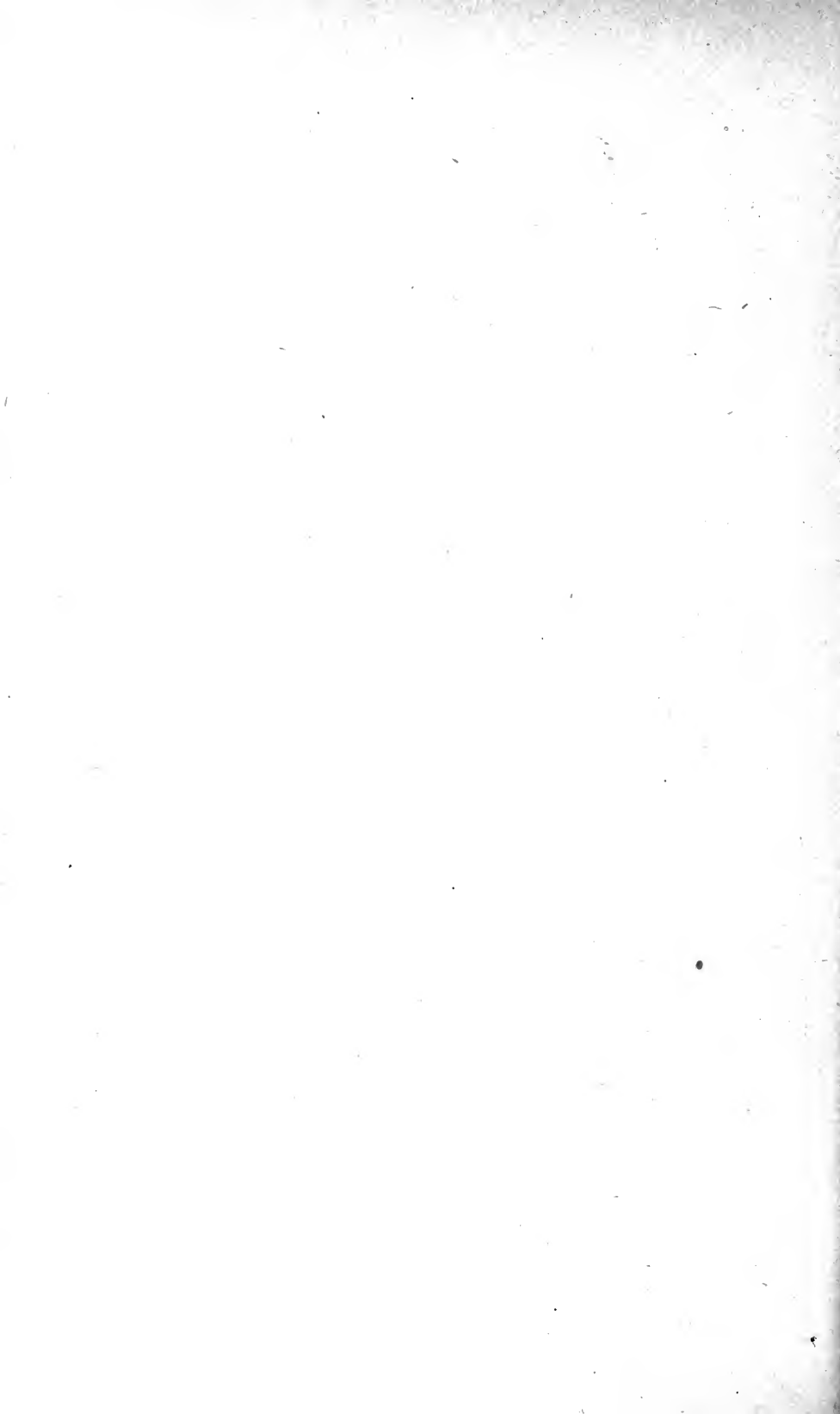
The fidelity with which the officers and employés of the Service have discharged their duties, always arduous and often involving personal hardship and peril, deserves cordial commendation.



SERVICES OF LIFE-SAVING CREWS.

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1892-1893.





# SERVICES OF LIFE-SAVING CREWS.

[Abbreviations used in this statement: bg. (brig), bk. (bark), bkn. (barkentine), sc. (schooner), shp. (ship), slp. (sloop), st. (steam), str. (steamer), yt. (yacht), Am. (American), Br. (British), Fr. (French), Ger. (German), It. (Italian), Mex. (Mexican), Nor. (Norwegian), Swed. (Swedish).]

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. July 2	Am. sc. Emma Clara.	Saluria, Texas.....	Sprung aleak and was beached to prevent sinking; crew got ashore unaided. Keeper assisted to land effects of crew, cared for latter at station, and rendered all possible aid until vessel was repaired and floated, four days later.
July 2	Am. str. Minnie B...	Chicago, Lake Michigan..	Rudder disabled; vessel drifting near breakwater and blowing distress signals. Keeper procured tug, accompanied her to the craft and ran line to latter, which was then towed into port.
July 3	Am. slp. yt. Vaskti...	White Head, Maine .....	Dragged ashore during gale; boats swamped and vessel on her beam ends with heavy seas sweeping her decks. Life-saving crew rescued entire crew of five men and cared for them at station for four days; secured sloop from staving on the rocks and dismantled her. She was subsequently floated by wreckers. [See letter of acknowledgment.]
July 3	Am. sc. Commodore Tucker.	Hunniwells Beach, Maine.	Struck on a rock during foggy weather and totally wrecked; her crew landed at Heron Island. Assisted to save wreckage, transported crew to station, and cared for them two days. [See letter of acknowledgment.]
July 3	Sailboat; no name..	Gurnet, Massachusetts.....	Anchored off station during heavy weather, where, having insufficient ground tackle, she was in danger of dragging on the rocks. Carried out heavy grapnel, thereby enabling her to weather gale in safety.
July 3	Skiff; no name. ....	Cuttyhunk, Massachusetts.	Boat, containing five boys, was driven ashore while attempting to cross from Nashawena to Cuttyhunk, having broken an oar. Keeper and one volunteer went to their assistance and with much difficulty and danger brought them against the wind and sea to their homes.
July 3	Am. sc. yt. Nellie M..	Cleveland, Lake Erie.....	Disabled and drifting toward breakwater. Summoned tug, accompanied her to the endangered craft, and ran line to latter, which was then towed into port. In a few moments more she must have struck against the breakwater, where both vessel and crew would have been lost in the heavy sea that was running.
July 3	Am. sc. Racine.....	Pointe aux Barques, Lake Huron.	Stranded and totally wrecked. Boarded her with lifeboat after a hard struggle against wind and sea and brought ashore crew of six men with their effects. Sheltered crew at station and worked on vessel at different times for nine days, until her outfit and all the cargo that could be saved were removed.
July 3	Am. slp. yt. Druid ...	Chicago, Lake Michigan,	Lost her dinghy. Recovered boat and returned it to owner.
July 4	Am. sc. Cathie C. Berry.	Muskeget, Massachusetts.	Anchored in dangerous position; pounding on bottom and signaling for assistance. Pulled out to vessel, seven miles distant, assisted to get her under way and ran hawser to tug which towed her to safe anchorage.
July 4	Am. slp. yt. Elaine...	Point Lookout, New York.	Parted moorings and dragged ashore. Dredged a channel from vessel, carried out an anchor, and hove her afloat.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
July 4	Skiff; no name.....	Louisville, Kentucky.....	In danger above the cross dam of the Falls of the Ohio. Brought boat and three occupants safely ashore.
July 4	Am. slp. yt. Nanon..	Sandy Hook, New Jersey.	Misstayed and stranded. Carried out anchor and hove a strain on the hawser, thereby preventing her from swinging broadside to the sea and filling. Later, ran a line to a tug which hauled her afloat.
July 7	Dump scow; no name.	Milwaukee, Lake Michigan.	One of her crew fell overboard and, being weighted with a pair of heavy boots, was in danger of drowning. Rescued him as he was sinking for the last time and put him on board his vessel.
July 9	Am. slp. yt. Gypsy Baron.	Point Lookout, New York.	Capsized and sunk in the breakers, drowning occupant. Keeper stripped craft, assisted to raise and haul her off the beach. Subsequently recovered body of drowned boatman and gave it over to coroner. This accident occurred beyond scope of Service operations.
July 9	Am. sc. yt. Chesapeake.	Chicago, Lake Michigan..	Dismasted by squall and capsized, drowning four of her crew. The remaining five were taken from the bottom of the capsized craft by a tug and brought to the station, where crew cared for them and restored two of their number who were nearly unconscious through long exposure. Life-saving crew went out in tow of yacht Frolic and righted the overturned vessel, which was towed into harbor. This casualty was invisible from the station and beyond scope of Service operations.
July 10	Am. sc. Emma J. Chadwick.	Monomoy, Massachusetts.	Misstayed, compelling her to anchor; when vessel swung she fetched up on Handkerchief Shoal. Assisted to get her off and piloted her into channel.
July 11	Catboat; no name...	Mosquito Lagoon, Florida.	Boat, carrying United States mail, stranded on reef; master unable to get her afloat. Boarded her, took out part of cargo, floated her, and put cargo on board.
July 11	Am. str. Harry Cottrell.	Grindstone City, Lake Huron.	Fast on Burnt Cabin Point Reef. Procured two fishing boats, lightened deck load, carried out an anchor and, assisted by vessel's propeller, got her afloat.
July 11	Scow; no name.....	Grande Pointe au Sable, Lake Michigan.	Sprung aleak and listed, causing her to lose a small dwelling house which owner was having transferred to Ludington. Crew saved furniture and put it on board tug before house went to pieces in surf; cared for owner and family at station overnight and, the former being chilled and delirious from long exposure to the water, gave him proper medical treatment. In morning, owner having recovered, transferred him and his family to tug and ran lines to the scow, which was towed to her destination.
July 11	Am. sc. Lottie Mason.	Two Rivers, Lake Michigan.	Grounded while attempting to enter harbor; no tugs available. Crew ran lines to pier, hove her off, and secured her alongside wharf.
July 12	Am. st. lighter Robert Wallace.	Thunder Bay Island, Lake Huron.	Wished assistance to get to safe anchorage. Helped to raise her anchor and piloted her to place of safety.
July 12	Am. str. Tacoma.....	.....do.....	Stopped off station and whistled for above-named vessel, wishing to tow her to Chicago. Boarded her, delivered her message to lighter, which came out and was towed to destination.
July 12	Sailboat Greyhound.	Bois Blanc, Lake Huron..	Capsized and sinking under the weight of her crew—two men and a boy—who were clinging to the side. Rescued them with surfboat, towed boat ashore, bailed her out, and secured her for owner.
July 12	Fishing boat; no name.	Cape Disappointment, Washington.	Swept into the breakers by strong ebb tide; boat nearly swamped, endangering lives of two boatmen. Rescued latter and cared for them at station, and when boat and net drifted ashore later in the day secured them.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. July 15	Am. str. D. C. Whitney.	Fairport, Lake Erie.....	Lost her hawser. After a fruitless effort to recover same with a tug, master requested assistance of life-saving crew. Launched surfboat, swept for and recovered hawser and returned it to vessel.
July 15	Am. sc. Reindeer.....	Cleveland, Lake Erie.....	Wanted tug. Boarded her in response to signals and notified a tug which brought vessel into port.
July 15	Am. sc. Aloha.....	Sand Beach, Lake Huron.	Hawser parted while towing into harbor during heavy weather, causing her to drag ashore and fill. Rescued entire crew of ten men with lifeboat and worked for seven days on vessel, running lines to tugs, lightering cargo, and assisting in all ways possible until she was released.
July 15	Am. sc. Aunt Ruth..	Pointe aux Barques, Lake Huron.	Endangered by sudden squall while removing cargo from schooner Racine (see record of July 3). Assisted to secure her from pounding against the wreck. Later in the day, seeing her yawl making a fruitless attempt to take from the wreck one of her crew who was in peril of being swept overboard by the heavy waves, launched lifeboat and brought the man safely ashore.
July 15	Am. str. Winslow...	Sturgeon Point, Lake Huron.	Disabled machinery while towing raft of logs, compelling her to anchor in dangerous position. Boarded her, sent dispatch for tug which towed steamer and raft to place of safety.
July 15	Am. str. Margaret O'llill.	Vermillion Point, Lake Superior.	Broke shaft and forced to anchor; heavy gale and sea prevailing. Boarded her, and, after a hard pull, carried ashore dispatch for tug. Next morning, on arrival of tug, ran hawser to latter, which took disabled craft into port for repairs.
July 15	Am. str. City of Green Bay.	Crisps, Lake Superior.....	Overtaken by heavy weather while towing raft of poles; vessel let go to save herself, signaling station to secure raft. When latter came ashore, crew passed lines around it, secured it from breaking up and, on following day, delivered it up to owner. [See letter of acknowledgment.]
July 15	Pile driver; no name.	Muskallonge Lake, Lake Superior.	Sprung aleak and sunk in prevailing gale; one of her crew reached shore in her boat, the remaining five sought refuge in the frame of the derrick. After three unsuccessful attempts to reach them with the surfboat, during which the boat was capsized by the violent seas and one of the surfmen nearly drowned, life-saving crew succeeded in pulling alongside and bringing the five men safely ashore. Three days later, assisted to pump out and raise sunken craft.
July 15	Am. sc. Mars.....	Ludington, Lake Michigan.	Hard aground in heavy sea and gale. Took master ashore to procure tug, and when sea moderated ran line to latter, but she was unable to haul the vessel afloat. Another attempt was made two days later, crew assisting by running lines to the tug, and the craft was released.
July 15	Am. sc. Essie M. Thompson.	White River, Lake Michigan.	On her beam ends, twelve miles from station, heavy seas breaking over her; crew of three men in the rigging. Launched lifeboat and succeeded in rescuing, with great skill, the three men from their dangerous position. Part of the life-saving crew then went on board and managed to throw overboard some of the tan bark on her deck. The successful performance of this hazardous duty caused the vessel to right sufficiently to enable life-saving crew to sail her to Muskegon, thus saving both vessel and crew.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. July 15	Am. sc. Cheeny Ames.	Muskegon, Lake Michigan.	Collided with wharf; vessel sinking. Directed master to steer his craft on a shoal to prevent foundering, then landed entire crew of ten men with their personal effects and vessel's supplies. Cared for crew at station and assisted in raising the vessel, after which put back on board all articles removed at time of disaster.
July 15	Am. sc. A. R. Upright.	South Haven, Lake Michigan.	Struck dock while entering harbor, damaging hull, sails, and rigging. Assisted to keep her away from the wharf, against which she was pounding, and to haul her into smooth water for repairs.
July 15	Small boat; no name.	Michigan City, Lake Michigan.	Drifting offshore, the two boys on board being unable to pull against wind and sea. Launched surfboat and towed them into harbor.
July 15	Am. slp. yt. Rogers.	South Chicago, Lake Michigan.	Pounded against wharf in heavy weather, carrying away her rudder. Towed her away from dock in time to prevent destruction and beached her in safe place. When weather moderated took her into harbor and pumped her out with station pump.
July 15	Fishing boat; no name.	Two Rivers, Lake Michigan.	Unable to enter harbor against offshore gale. Towed her alongside pier.
July 15	Fishing boat; no name.	.....do.....	Attempted to beat into port against head wind and sea. Took her line and towed her into harbor.
July 15	Fishing boat; no name.	.....do.....	Outside harbor; trying to enter against offshore gale. Towed her in.
July 15	Fishing boat; no name.	.....do.....	Making fruitless efforts to get into port; wind offshore and blowing a gale. Took her line and assisted her into harbor.
July 15	Fishing boat; no name.	.....do.....	Attempted to beat into harbor, but was unable to make headway. Towed her alongside pier.
July 16	Am. sc. Hattie M. Mayo.	Crumple Island, Maine.....	Ran ashore during fog. Boarded her, planted an anchor in deep water and hove her afloat. Piloted her to safe anchorage.
July 16	Am. sc. Eugene Borda.	White Head, Maine.....	Dragged on a sunken ledge; leaking badly. Manned pumps until arrival of wrecking steamer, then transferred deck load to latter vessel, after which wreckers pumped her out and took her into port.
July 16	Br. barge Bismarck..	Oswego, Lake Ontario.....	Hawser parted while in tow of tug, causing vessel to go ashore three miles from station. After a perilous trip in the lifeboat, during which one of the surfmen was washed overboard, rescued entire crew of eight persons. Cared for the family of the master at the station.
July 16	Br. barge Cherokee..	.....do.....	Vessel parted towline and went ashore at same time as the Bismarck (see preceding case). Landed entire crew of twelve persons, including master's family, and cared for latter at station.
July 16	Br. barge Siren.....	.....do.....	In company with barges Bismarck and Cherokee, and went ashore at same time. Landed her crew of four men with lifeboat.
July 16	Am. sc. Plow Boy...	Erie, Lake Erie.....	Mistook lights and stranded. Boarded her and ran lines to tugs, but they were unable to haul her off. Life-saving crew worked on vessel for ten days, planting anchors and carrying lines to tugs, but could not release her. She was finally floated by wreckers.
July 16	Am. sc. Conrad Reid.	Cleveland, Lake Erie.....	Unable to raise her anchors; vessel short-handed. Assisted to heave them up, thereby enabling her to tow into harbor.
July 16	Am. str. Viking.....	Thunder Bay Island, Lake Huron.	Wanted assistance of life-saving crew to take three passengers from the island, the vessel being unable to make a landing on account of her deep draught. Transferred passengers to steamer in lifeboat.

*Services of crews—Continued.*

and nation- of vessel.	Station and locality.	Nature of casualty and service rendered.
Die Car-	White River, Lake Michi- gan.	Lost head sails and sprung aleak dur- ing gale of previous day; her crew ex- hausted by continuous work at the pumps. Life-saving crew manned pumps, made temporary repairs, and relieved crew until they had rested sufficiently to take their vessel into port without further assistance.
rit-	Cross Island, Maine.....	Misstayed and stranded. Piloted tug out to vessel, but latter could not be floated. When schooner was sold by master (on 20th instant), keeper piloted tug hav- ing crew on board to Machiasport.
.....	White Head, Maine.....	Dismasted. Boarded her, cleared away wreckage, and made temporary repairs, after which she proceeded to her home port.
Am.slp.yt. Rowley	Hunniwells Beach, Maine.	Dragged ashore. Vessel in dangerous position with sea making a breach over her. Carried out a kedge, hove her afloat, and took her to a place of safety.
July 17 Am.str. Volunteer..	Grindstone City, Lake Huron.	Wished assistance to recover raft of logs which broke adrift from her during the gale of the 15th instant, and went ashore on Pointe aux Barques Reef. Recover- ed the hawser lost on that occasion and returned it to vessel. On 22d in- stant ran her line to a portion of raft, which was floated by steamer and towed to Cleveland.
July 17 Am.slp.yt. Growler	Chicago, Lake Michi- gan.	Capsized. Two of her crew rescued by another yacht that was near by. Life- saving crew went out in tow of a tug, rescued the master, who was clinging to the overturned craft, brought boat ashore, and righted and bailed her out.
July 18 Am.sc. L.B.Chand- ler.	Assateague Beach, Vir- ginia.	Misstayed and grounded on a shoal. Planted an anchor in deep water and on flood tide hove her afloat uninjured.
July 18 Am. slp. yacht; no name.	Chicago, Lake Michi- gan.	Blown against breakwater; occupant unable to manage her and boat in danger of swamping. Towed her into a slip near the station and moored her securely.
July 18 Am.sc. Hoboken.....	Racine, Lake Michigan...	Deeply loaded; wished assistance to enter harbor. There being no tug avail- able, crew boarded vessel, piloted her in, and assisted to moor her to wharf.
July 19 Am. slp. Kit Carson	Lone Hill, New York.....	Boat, having on board a picnic party, ran ashore. Keeper landed fifty passengers, thereby lightening vessel so that she floated and proceeded to her destina- tion.
July 19 Am. barge H. J. Mills.	Charlotte, Lake Ontario..	Hawser parted while in tow of tug, letting barge drift ashore. Accompanied tug to stranded barge, sixteen miles from sta- tion, and ran lines by means of which she was got afloat.
July 19 Am.str. Gettysburg	Grindstone City, Lake Huron.	Asked assistance of crew to recover por- tion of raft of logs lost by steamer Vol- unteer (see record of July 17). Gave her information as to depth of water around raft; next morning ran lines by means of which a portion of raft was hauled afloat.
July 19 Lighter; no name...	Thunder Bay Island, Lake Huron.	Vessel, having excursion party on board, was unable to get a line to tug which had brought her to island. Towed her out into deep water with surfboat where tug could reach her.
July 19 Fishing boat; no name.	Point Betsey, Lake Michi- gan.	Had two men on board, one of whom was bleeding from the lungs and appeared to be in danger of dying. At the request of the other, the sick man was taken in surfboat and transported to his home in South Frankfort. Crew pulled nearly sixteen miles in this service.
July 20 Naphtha Launch Bob.	Long Beach, New York..	Capsized, drowning her crew of two men; beyond scope of Service operations. Keeper and two volunteers towed craft ashore righted and bailed her out, and held her for owner.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. July 20	Br. barge Dakota...	Oswego, Lake Ontario....	Towline parted, causing her to go ashore. Ran lines for wrecking tugs, and assisted to get her off.
July 20	Skiff; no name.....	Kenosha, Lake Michigan..	Capsized; two men clinging to bottom of boat and crying for help. One of the life-saving crew rescued them and brought boat and boatmen ashore.
July 20	Am. str. Wisconsin..	Milwaukee, Lake Michigan.	Stranded in foggy weather. Transferred to a tug ninety-three passengers with their baggage, assisted to lighten her of part of cargo, then ran lines to three tugs and revenue cutter Johnson, by whose combined efforts she was floated.
July 22	Skiff; no name.....	Oswego, Lake Ontario....	Overtaken by squall and beached to prevent disaster. Brought two occupants to station for shelter, and hauled boat up clear of the sea.
July 22	Am. tug Charley Ferris.	.....do.....	Needed assistance to get her line on board a lighter that was in shoal water. Crew ran hawser to lighter, which was then towed into harbor.
July 23	Flatboat; no name..	Louisville, Kentucky.....	In danger of drifting over the Falls of the Ohio with its four occupants. Life-saving crew towed them ashore.
July 23	Am. sc. Lottie Mason.	North Manitou Island, Lake Michigan.	Dragging her moorings in a gale. Boarded her, got her under way, and started to bring her into harbor, but, her foresail splitting, anchored in good holding ground, where she rode out the storm.
July 23	Yaw!; no name.....	Chicago, Lake Michigan..	Drifting out into the lake before offshore breeze; the six boys on board unable to check her progress (having lost two oars) and being badly frightened. Rescued the boys and towed boat ashore.
July 23	Am. slp. yacht; no name.	.....do.....	Capsized while towing into harbor, throwing four occupants into the water. Rescued the yachtsmen, one of whom being foul of the running rigging would soon have drowned; then bailed out yacht.
July 23	Am. slp. yt. Fancy....	.....do.....	Disabled and drifting offshore. Notified tug, which towed her into safe anchorage.
July 24	Am. tug S. Thomas Brown.	Watch Hill, Rhode Island.	Ran on point of Watch Hill during fog. Took master ashore to telephone for a tug, and on arrival of latter ran her lines and assisted to release stranded vessel.
July 24	Sailboat Priscilla....	Charlotte, Lake Ontario..	Capsized. Assisted to tow craft ashore; then righted and bailed her out.
July 24	Sailboat Viola.....	.....do.....	Capsized and drifting out into the lake with her crew of four men. Brought them to station and bailed out boat.
July 24	Skiff Fish.....	Cleveland, Lake Erie.....	Moored to breakwater during a squall; oars gone and skiff full of water. Brought boat and three occupants to station, and cared for party until storm passed. On landing at station wharf one of the party, a woman, fell overboard, but was rescued by the life-saving crew.
July 24	Am. tug Torrent.....	Grindstone City, Lake Huron.	Requested assistance to recover part of a raft of logs that had gone ashore during gale. Launched station boat and ran lines, enabling tug to recover raft.
July 24	Sailboat Terror.....	Racine, Lake Michigan...	Capsized in squall; her crew rescued by a craft near at hand before arrival of surfboat. Life-saving crew landed the men, righted and bailed out capsized boat, and turned her over to owner.
July 26	Scow; no name.....	Pentwater, Lake Michigan.	Broke adrift from tug, became water-logged and finally stranded. After an unsuccessful attempt to bail her out, ran lines to a tug which hauled her off and towed her to Ludington for repairs.
July 26	Am. sc. Mary D. Ayer.	Sturgeon Bay Canal, Lake Michigan.	Leaking badly nine miles east of station; her crew exhausted, having been at the pumps nearly three days. Summoned tug and accompanied her out to the vessel. Manned pumps and kept schooner afloat until tug brought her into harbor where, the water gaining on the pumps, she was beached in a safe place.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. July 26	Fishing boat; no name.	Point Adams, Oregon.....	Capsized; boatman rescued by fishermen near at hand. Boatman and owner of boat afterwards attempted to recover the craft but were unable to bring her in against strong ebb tide. Life-saving crew, after searching for some time in the darkness, found boat, towed her into harbor, and returned her to owner.
July 27	Am. tug Acme.....	Sturgeon Point, Lake Huron.	Disabled machinery while towing raft. Pulled out to where she was anchored, eight miles distant, and brought ashore dispatch for tug which arrived later and took steamer and raft to Bay City.
July 28	Skiff; no name.....	Big Sandy, Lake Ontario.	Adrift in surf. Secured her and advertised for owner.
July 28	Am. sc. Samuel L. Watson.	Middle Island, Lake Huron.	Stewardess dangerously ill; unable to use ship's boats for purpose of procuring physician, weather being very rough. Life-saving crew took physician on board. Finding it necessary to send to Alpena for medicines, landed master, who was going for same, and transferred him to the vessel on his return the following morning.
July 28	Am. tug Commodore Nutt.	Two Rivers, Lake Michigan.	Short-handed. Secured services of a fireman, thereby enabling her to complete her voyage.
July 29	Am. str. City of Waterville.	Fletchers Neck, Maine....	Stranded in fog. Landed her sixty passengers and made an unsuccessful attempt to float her. Next morning renewed efforts and got her off. She then proceeded to Saco for repairs.
July 29	Am. sc. Cuba.....	Kenosha, Lake Michigan.	Stranded outside harbor piers; pounding heavily on bottom. Took her lines ashore, hove her afloat, and brought her inside. But for the help of the life-saving crew the vessel would have gone to pieces.
July 31	Am. sc. I. W. Hine...	Wallis Sands, New Hampshire.	Anchored close inshore, dangerously near some ledges. At master's request landed his family and cared for them at station until daybreak, when vessel got under way and proceeded to a place of safety.
July 31	Am. slp. Milo.....	Cuttyhunk, Massachusetts	Fast on the bottom. Boarded her, ran an anchor, and made sail, forcing her into deep water; then anchored her in secure place.
July 31	Am. str. Huron City.	Vermillion Point, Lake Superior.	Broke down while towing; signaled for help. Boarded her and carried ashore dispatch for tug, which took her into port for repairs.
Aug. 2	Catboat; no name..	Tiana, New York.....	Dismasted and unmanageable. Landed ten persons who were on board.
Aug. 2	Am. sc. Thomas W. Waters.	Hog Island, Virginia.....	Stranded and sunk in foggy weather; crew landed in their own boat, the disaster occurring at night and being invisible from the station. Cared for them at station for two days and assisted wreckers in work of stripping vessel. Crew of Cobbs Island Station boarded the schooner and sent telegrams for master.
Aug. 2	Am. tug Mystic.....	Grindstone City, Lake Huron.	Wished assistance to get lines to a raft that had gone ashore. Accompanied her to the place and ran her lines to a portion of the raft, repeating the service on the 3d, 5th, 7th, and 8th instants, when all the raft was finally removed. Crew then put chains, anchor, and other gear of raft on board tug.
Aug. 2	Am. str. Viking.....	Thunder Bay Island, Lake Huron.	Requested assistance of crew to land three passengers, the wind blowing fresh and the vessel having no surfboat. Landed them safely in station boat.
Aug. 2	Small boat; no name.	Fort Point, California.....	Drifted ashore. Hauled her afloat, took her to station and held her for owner.
Aug. 4	Am. sc. Walter C. Hall.	Burnt Island, Maine.....	Master unacquainted with vicinity, and heading his vessel directly for Harts Bar. Directed him the proper course to steer and he proceeded in safety.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Aug. 5	Rowboat Josephine.	Grande Pointe au Sable, Lake Michigan.	Boat, containing two men and their hunting outfit, capsized in the heavy surf. Launched surfboat, rescued the men, and cared for them at station; hauled boat up on beach and saved outfit.
Aug. 5	Skiff; no name.....	Racine, Lake Michigan...	Adrift in the lake. Recovered craft and returned her to owner.
Aug. 6	Am. sc. Palestine.....	Assateague Beach, Virginia.	Misstayd and stranded on Fox Shoal; vessel pounding heavily and leaking. Assisted by crew of Wallops Beach Station ran anchors and hove her afloat in time to save her from going to pieces.
Aug. 8	Am. sc. Rose.....	Pentwater, Lake Michigan.	Lost her small boat. Overhauled it, brought it to station, and returned it to master of schooner.
Aug. 9	Am. sc. Addie E. Snow.	Lewes, Delaware .....	Hard aground. Boarded her, furled sails, ran lines to tug, and assisted as opportunity offered until she was floated.
Aug. 10	Fishing boat; no name.	Shark River, New Jersey..	Capsized, throwing her two occupants overboard. Rescued the men and righted and secured the boat.
Aug. 10	Sloop; no name.....	Fort Lauderdale, Florida.	Out of water; stopped off station to procure same but could not make a landing; the sea being too rough. Keeper threw a heaving line on board by means of which a supply of water from station cistern was hauled out to the sloop in a cask.
Aug. 10	Skiff; no name .....	Racine, Lake Michigan...	Adrift. Recovered boat and returned her to owner.
Aug. 11	Am. sc. Emma McAdam.	Crumple Island, Maine...	Stranded during fog; vessel leaking. Manned pumps, kedged her off, and piloted her clear of the rocks.
Aug. 11	Am. sc. Andrew Lawrence.	Long Beach, New York...	Stranded while attempting to enter East Rockaway Inlet; master unacquainted with channel. When vessel floated, at high water, keeper piloted her into the inlet.
Aug. 11	Am. str. S. Neff.....	Cleveland, Lake Erie.....	Hard aground; pounding heavily and leaking badly. Launched lifeboat, and attempted to run line from tug to vessel, but found it too short. Crew then returned to station, procured two long lines and, by bending them together, succeeded in reaching the steamer, which was hauled afloat and towed inside the breakwater by the tug. As she was then sinking fast, life-saving crew took off her crew of eight persons, with their personal effects, and cared for them at station, subsequently removing all articles of value from the wreck.
Aug. 12	Am. slp. yt. The Kid	Charlotte, Lake Ontario...	Breast line parted during squall, allowing her to swing against the pier, where she would soon have gone to pieces. Crew warped her out to safe anchorage and made temporary repairs.
Aug. 12	Am. sc. Silver Lake..	Racine, Lake Michigan...	Suction of a passing steamer parted her head lines, causing her to swing across and obstruct channel. There being no one on board, life-saving crew secured her to wharf.
Aug. 12	Am. sc. San Jose.....	Umpqua River, Oregon...	Sent two men ashore in dory to purchase provisions. Assisted them to procure same, and the sea having become too rough for them to return to the vessel in their small boat, put them on board with surfboat, towing dory out at same time.
Aug. 13	Am. sc. Diamond State.	Cape May, New Jersey...	Misstayd and stranded. Carried out anchors and warped her off uninjured.
Aug. 14	Am. tug. Mystic.....	Vermillion Point, Lake Superior.	Towline fouled a raft which she was towing, causing both tug and tow to drift toward shore. Went out in response to her signals and cleared the line, enabling her to proceed in safety.
Aug. 14	Am. str. George C. Markham.	Racine, Lake Michigan...	Fast on a reef. Procured tug and ran her line to the stranded vessel which was hauled afloat undamaged.



## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Aug. 15	Am. tug Mystic .....	Vermillion Point, Lake Superior.	Wished assistance to secure some booms that she had in tow. Took two lines from booms to shore, as requested.
Aug. 16	Am. str. Ste Maries..	Pointe aux Barques, Lake Huron.	Aground on the reef. Pulled to Huron City and notified wrecking steamer Fern, which released her.
Aug. 16	Am. str. Push .....	Chicago, Lake Michigan..	Capsized, throwing overboard four workmen who were taking out her machinery. Hastened to their assistance and took them from the water.
Aug. 17	Am. sc. Rosa Bell...	North Manitou Island, Lake Michigan.	One of her crew cut his face badly; master came to station to procure assistance. Keeper boarded vessel, dressed, sewed up, and bandaged the man's wounds.
Aug. 18	Br. str. Castlefield...	False Cape, Virginia.....	Stranded in dangerous position. Assisted by keeper of Wash Woods Station, boarded vessel, carried dispatches ashore, and telegraphed for tugs which hauled the steamer afloat.
Aug. 18	Am. str. City of Nicollet.	Pointe aux Barques, Lake Huron.	Fast on reef. Jettisoned part of her cargo and assisted to get her off.
Aug. 18	Am. sc. Detroit.....	Thunder Bay Island, Lake Huron.	Parted cable during squall and went ashore; her crew landed on Sugar Island in their own boat. Brought them to station and gave them food and shelter, they having had nothing to eat since previous day. Next morning ran anchor and hove vessel afloat.
Aug. 18	Skiff Josephine .....	Hammonds Bay, Lake Huron.	Drifting out into the lake, the three occupants unable to check her progress. Towed boat and boatmen ashore. Shortly after reaching land a heavy gale sprung up that would soon have swamped the skiff.
Aug. 18	Pile driver; no name.	Muskallonge Lake, Lake Superior.	Heavy sea caused her to spring aleak and sink; watchman clinging to derrick for safety. Rescued him with surfboat.
Aug. 19	Fishing boat Bay King.	Cranberry Isles, Maine ...	Stranded in thick fog. Carried out an anchor, threw ballast overboard, hove vessel into deep water, and took her into harbor.
Aug. 19	Am. sc. Ironton .....	Middle Island, Lake Huron.	Sprung aleak during heavy weather while in tow of steamer Charles J. Kershaw; crew worn-out by labor at the pumps. Boarded her, manned pumps, and repaired one of the leaks; then carried mechanics on board from the steamer, who finished the temporary repairs, and enabled vessel to complete her voyage.
Aug. 20	Am. slp. yt. Lottie...	Corsons Inlet, New Jersey.	Hawser broke while towing into harbor during squall, causing vessel to go ashore. Loaned her crew an anchor, cable, blocks, and other gear, and assisted to free her of water. Sheltered crew at station three nights. Vessel was floated on 26th instant.
Aug. 20	Am. st. yt. William H. Fisher.	Cobbs Island, Virginia....	Broke shaft and lost propeller four miles offshore. Boarded her, brought master and engineer ashore, and secured services of two sailboats which towed disabled craft into inlet for repairs.
Aug. 21	Sloop; no name.....	Galveston, Texas.....	Broke her rudder. Repaired same, enabling vessel to continue her voyage.
Aug. 21	Small boat; no name.	Cleveland, Lake Erie.....	Capsized, throwing overboard her occupant, who was intoxicated. Rescued him, towed boat ashore, and turned her over to owner.
Aug. 21	Sailboat; no name..	Louisville, Kentucky.....	One of her crew fell overboard. Those on board threw him a line, but he was unable to hold on to it and, the wind carrying the boat farther away from him, he would soon have drowned. Life-saving crew rescued him and brought him to station.
Aug. 21	Am. sc. Volunteer...	Grindstone City, Lake Huron.	Stranded on a reef and signaled for assistance. Carried out an anchor and warped her into deep water.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Aug. 22	Am. sc. Northern Light.	Point Marblehead, Lake Erie.	Carried away her mainmast in northeast gale. Pulled alongside, and, as the weather was threatening, stripped vessel and landed her crew of two men. When weather moderated, put her outfit on board. [See letter of acknowledgment.]
Aug. 22	Am. sc. Pilot.....	Hammonds Bay, Lake Huron.	Lost her small boat. Life-saving crew overhauled same drifting offshore and returned it to vessel.
Aug. 22	Am. st. yt. Little Jim.	South Chicago, Lake Michigan.	Out of fuel; aleak and in danger of going on the breakwater. Towed her into harbor, and took her into shallow water to prevent her from sinking.
Aug. 23	Catboat; no name...	Point Marblehead, Lake Erie.	Partly filled and in danger of capsizing. Towed boat and boatman ashore.
Aug. 24	Am. str. Atlantic....	Hammonds Bay, Lake Huron.	Mistook light and stranded. Assisted to trim cargo, then procured tug, and sounded out channel for same. The tug, pulling in the direction indicated by life-saving crew, released the vessel.
Aug. 25	Sailboat Urus.....	Mosquito Lagoon, Florida.	Boat, carrying United States mail, broke throat halyard block and could not proceed without assistance. Keeper helped to repair block, and boat continued to her destination.
Aug. 25	Am. str. H. D. Coffinberry.	Sand Beach, Lake Huron..	Sprung aleak and was beached to prevent sinking; wind and sea heavy. Assisted vessel's boat to land seven men, and landed remaining eight in lifeboat; helped wreckers to place their steam pump on board, and worked on vessel four days, at the end of which time she was released.
Aug. 25	Pile-driver; no name.	Ottawa Point, Lake Huron.	Parted her moorings and drifting offshore; no one on board; anchored her securely.
Aug. 25	Skiff; no name.....	North Manitou Island, Lake Michigan.	Capsized, throwing occupant into the water. Saved boat and boatman.
Aug. 25	Am. sl. yt. May Queen.	Milwaukee, Lake Michigan.	Carried away her rigging and became unmanageable. Towed her into harbor.
Aug. 26	Am. sl. yt. Annie Maud.	Fletchers Neck, Maine...	Anchored in dangerous position, where she would have pounded on bottom at low tide; lost her small boat. Took vessel to place of safety, recovered her boat, and afterwards picked up her anchor, which she had been compelled to slip when leaving her former moorings.
Aug. 26	Am. sc. Fanny Fern.	North Scituate, Massachusetts.	In danger of dragging ashore; weather heavy, vessel shipping seas. Station being closed for summer, keeper went out in Massachusetts Humane Society's boat and assisted to land the two men who were on board. Shortly afterwards she dragged on the beach and went to pieces.
Aug. 26	Fishing boat; no name.	Fourth Cliff, Massachusetts.	Capsized in the prevailing heavy weather; owner clinging to her mast, and almost exhausted. Three surfmen rescued him after a hard struggle against wind and sea, and sent him home.
Aug. 26	Am. sc. Sea Foam ...	Big Sandy, Lake Ontario..	Unable to enter Big Sandy Creek against offshore gale. Boarded her, ran lines, and assisted to haul her into the creek.
Aug. 26	St. launch Fawn...	Cape Arago, Oregon.....	Stranded on edge of sand spit, where, the tide ebbing, she was in danger of careening and filling. Ran lines and hove her into deep water.
Aug. 27	Am. sc. Regina.....	Ludington, Lake Michigan.	Leaking. Notified diver and attended him while searching for the leak.
Aug. 28	A m. s. c. Collins Howes, jr.	Burnt Island, Maine.....	Dragged ashore in heavy weather. Ran line, warped vessel to windward, and took her to secure anchorage.
Aug. 28	Br. sc. Acacia.....	Davis Neck, Massachusetts.	Leaking badly; anchored on a lee shore in heavy weather with sails and rigging damaged, displaying signals of distress. Boarded her and sent a messenger to Gloucester for a tug, but latter would not come on account of the high sea; life-saving crew then pumped her out, got her under way, and took her to safe anchorage.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Aug. 28	Br. sc. Cygnet.....	Davis Neck, Massachusetts.	Anchored on lee shore in heavy weather; sails and rigging damaged and boat gone. Boarded her, pumped her out, carried out a keedge, and warped her into deep water; provided her with a boat until next morning, when tug arrived and towed her to Gloucester.
Aug. 28	Br. str. Water Lily..	Big Sandy, Lake Ontario	Grounded at entrance of creek. Ran anchor and hove her afloat. Steamer then entered creek uninjured.
Aug. 28	Skiff; no name.....	Louisville, Kentucky.....	Drifting toward middle chute of falls; occupant unable to stem the current. Rescued man and boat and brought them safely ashore.
Aug. 30	Am. sc. Lizzie Doak.	Ludington, Lake Michigan.	Sprung a leak in gale and became water-logged; beached to prevent sinking, her crew landing without assistance. Cared for them at station, and, the vessel being a total wreck, helped strip her for owner.
Aug. 30	Sloop; no name.....	Chicago, Lake Michigan..	Carried away rudderhead, preventing her from reaching her wharf. Towed into the slip and alongside the pier.
Aug. 31	Am. sloop yacht; no name.	Oswego, Lake Ontario....	Drifting into the breakers, the two boys on board being frightened and unable to manage her. Overhauled them and brought boat and occupants into the harbor.
Aug. 31	Am. str. Western Reserve.	Muskallonge Lake, Lake Superior.	Broke in two during violent gale, thirty-five miles from station, on the night of the 30th instant. Six of her crew drowned while attempting to leave vessel; the remaining twenty-one took to the ship's yawl, which capsized near shore and drowned all but one man, who came to station and was cared for. Life-saving crew patrolled the beach in search of bodies until September 18, during which time they recovered sixteen bodies, four of which were sent to Cleveland. The remaining twelve were properly buried. [See letter of acknowledgment.]
Sept. 1	Am. slp. Cora Lee...	Jupiter Inlet, Florida.....	Grounded on the flats inside inlet. Kegged her off into deep water.
Sept. 1	Fishing boat Sphinx.	Erie, Lake Erie.....	Capsized three miles from station; her two occupants rescued by a boat lying near the scene before arrival of life-saving crew. Latter took the two men to the station and cared for them; righted boat and got it ready for use.
Sept. 1	Am. sc. City of Toledo.	Manistee, Lake Michigan.	Capsized fifteen miles from station, August 30, drowning her entire crew of nine persons. At owner's request accompanied tug to wreck and assisted for two days in recovering her anchors and lines and clearing up wreckage; vessel was subsequently towed to Manistee and, while there, life-saving crew ran lines for the tugs employed in righting her; keeper had the beach patrolled for the bodies of her crew, but succeeded in finding only that of the master's daughter, which was given over to the coroner.
Sept. 2	Am. sc. Marcia Lewis.	Ocean City, New Jersey..	Stranded and totally wrecked. Transferred part of her crew to steamer Florence, and landed and cared for remaining three at the station. Crew of Great Egg Station came to her assistance, but were not needed.
Sept. 2	Am. slp. yt. Penrose.	Hereford Inlet, New Jersey.	Lost her dory while crossing bar. Recovered boat and notified master of yacht.
Sept. 2	Am. sc. C. H. Moore..	Aranzas, Texas.....	Mistook ranges and stranded while coming in over the bar; vessel pounding heavily. Carried out an anchor and hove her into deep water. But for the help of the life-saving crew she would have gone to pieces. When released she was leaking, but was able to proceed to destination.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Sept. 2	Am. str. Oclemena..	Buffalo, Lake Erie.....	Fast on Horseshoe Reef. Pulled to her assistance and ran station hawser from vessel to a tug; the latter being unable to release her, crew then transferred her passengers, one hundred and twenty persons, to the tug, which landed them at Buffalo Life-Saving Station. Crew remained on board steamer until morning, when they ran lines to another tug, which hauled her off and brought her into port. [See letter of acknowledgment.]
Sept. 2	Pontoon; no name	Thunder Bay Island, Lake Huron.	Broke adrift from tug while towing. Overhauled her with lifeboat, secured her to wharf, and on following day towed her out to the tug which had lost her.
Sept. 2	Pontoon; no name	.....do.....	Rough sea caused her to break adrift from tug, and drift out into the lake. After a hard pull, brought her alongside wharf for the night, and in morning took her out to the tug.
Sept. 3	Am. str. Atlantic City.	Atlantic City, New Jersey.	Engineer's hand injured by accident to machinery. Took him ashore for medical treatment and landed one of her passengers.
Sept. 3	Catboat Carrie.....	Hereford Inlet, New Jersey.	Mistook channel and stranded. Landed her three passengers; on flood tide got her afloat and took her to safe anchorage.
Sept. 3	Pontoon; no name..	Thunder Bay Island, Lake Huron.	Ashore, having broken adrift from consort on previous day. Ran her lines to a tug, which hauled her afloat.
Sept. 3	Lighter; no name..	.....do.....	Towline parted on previous day, allowing her to drift ashore. Ran lines to tug, which released her.
Sept. 3	Am. tug John Miner.	Chicago, Lake Michigan..	On fire. Turned in alarm; took station force pump and got fire under control before arrival of fire boat, which finished the work.
Sept. 4	Sloop; no name.....	Cuttyhunk, Massachusetts.	Unacquainted with channel into inner harbor. Piloted her in.
Sept. 4	Catboat; no name..	.....do.....	Master ignorant of channel. Brought boat safely into inner harbor.
Sept. 4	Am. slp. Flossy .....	.....do.....	Split her mainsail and sprung a leak in collision with schooner. Grounded vessel in safe place to prevent sinking; cared for crew at station and held sloop until owner came, three days later, and took her away.
Sept. 4	Skiff; no name .....	Buffalo, Lake Erie.....	Adrift. Recovered and restored her to owner.
Sept. 4	Sailboat; no name..	Erie, Lake Erie.....	Capsized. Rescued her crew of three men and cared for them at station; righted and bailed out boat.
Sept. 4	Barge 118.....	Bois Blanc, Lake Huron..	Stranded six miles from station. Ran lines for steamer A. D. Thomson, which hauled her off uninjured.
Sept. 4	Sailboat; no name..	Milwaukee, Lake Michigan.	Carried away her jib, rendering her unmanageable. Towed her into harbor.
Sept. 5	Sailboat Annie D....	Sandy Hook, New Jersey.	Capsized in squall. Life-saving crew hurried to her assistance, transferred her eight passengers to a vessel close at hand, righted and bailed out boat, and signaled for steam yacht Climax, which towed her home.
Sept. 5	Am. sc. Telfer.....	Little Egg, New Jersey..	Ran aground. Boarded her, ran anchor, made sail, and forced her into deep water, after which she proceeded to New York.
Sept. 5	Br. shp. Lord Bangor.	Seatack, Virginia.....	Anchored off station and sent small boat ashore. The surf being high along the beach, launched surfboat and accompanied ship's boat through the breakers.
Sept. 5	Am. str. Edward S. Pease.	Marquette, Lake Superior.	Leaking badly, no dry dock in vicinity. One of life-saving crew put on diving apparatus and repaired leak. This service was very opportune, as the vessel would otherwise have been obliged to lighter her cargo and proceed to Cleveland in ballast for repairs.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Sept. 6	Am. str. Katahdin...	White Head, Maine.....	Passed station with distress signals flying. Telephoned to her agent in Rockland, who sent steamer Mount Desert to her assistance.
Sept. 6	Sailboat; no name..	Point Allerton, Massachusetts.	Jib torn; in need of assistance. Put two surfmen on board, who brought her into safe anchorage.
Sept. 6	Am. sc. George B. Markle.	Monomoy, Massachusetts.	Aground; pounding heavily and leaking badly. Boarded and pumped her out; at low water calked leaky seams and, when flood tide made, floated her and took her into Dennis, having worked all night.
Sept. 6	Am. sc. Diamond State.	Cape May, New Jersey...	Fast on jetty. Ran anchor and hove her off into deep water; during the night she parted her cable and went ashore; next morning went to her assistance and got her afloat.
Sept. 8	Sloop; no name.....	Jerrys Point, New Hampshire.	High and dry on the rocks; abandoned by crew. Ran anchor to hold her in position, floated her at high water, and restored her to owner.
Sept. 8	Am. str. Charles W. Wetmore.	Cape Arago, Oregon.....	Stranded and totally wrecked; crew in the rigging, heavy seas sweeping her decks. Towed out through breakers, rescued entire crew of twenty-two men with lifeboat, and transferred them and two small boats to tug; during four succeeding days attempted to board vessel to bring off effects of crew, but without success, on account of heavy sea; on 13th put master on board and saved crew's personal effects; afterwards carried provisions out to master and transferred to vessel seventy-five laborers, who attempted to pump her out and save cargo: this effort having been abandoned, heavy weather setting in, put laborers on board tug; during gale that prevailed from 21st to 26th instant made daily efforts to land master and a sailor who were on board, the lifeboat capsizing on one occasion and injuring keeper; on 27th crew of Umpqua River Station succeeded in reaching vessel from outside, in tow of tug, and rescued those on board: crew of Coquille River Station also came to offer assistance, but were unable to do anything. [See letter of acknowledgment.]
Sept. 9	Sloop; no name.....	Galveston, Texas.....	Carried away tiller; the man on board being unable to manage the craft, anchored her. Made temporary repairs, pumped her out and got her under way.
Sept. 9	Am. sc. Madonna...	Manistee, Lake Michigan.	Water-logged and signaling for assistance; crew exhausted by continuous pumping. A tug reached her and took her in tow before arrival of station crew; latter boarded vessel, relieved crew at pumps, freed her of water, and partly repaired leak. After she was towed into harbor, life-saving crew watched her and pumped her out several times during the day while her crew rested.
Sept. 10	Am. tug B. P. Barnes.	.....do.....	Master and three men at work on bottom of capsized schooner City of Toledo (see record of September 1), where, the sea beginning to rise, they were in danger of being swept overboard, their boat having swamped and tug being unable to come alongside to take them off. Launched surfboat and brought them ashore.
Sept. 10	Am. sc. Ostrich.....	Sturgeon Bay Canal, Lake Michigan.	Leaking badly; her crew exhausted by continuous pumping. Brought her into harbor, manned pumps, and kept her free for six hours, allowing her crew to rest, at the end of which time weather moderated sufficiently to permit her to proceed to Milwaukee.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Sept. 11	Am. sc. Nellie Grant.	White Head, Maine.....	Lost her reckoning during thick fog and running directly for the ledges. Boarded her before she could strike and piloted her out clear of danger.
Sept. 11	Am. str. Lawrence...	North Manitou Island, Lake Michigan.	Wished assistance to land nine passengers; wind and sea heavy. Took them ashore in surfboat.
Sept. 12	Am. str. Cepheus.....	Fire Island, New York ...	Vessel, overcrowded with passengers of quarantined steamer Normannia, was unable to enter inlet, master being ignorant of the channel. Keeper piloted her in, enabling her to land passengers, and on 16th instant took her over the bar.
Sept. 13	Am. sc. yt. Ranger...	Cleveland, Lake Erie.....	Parted moorings in gale and drifted against pier, where she was pounding heavily and would soon have gone to pieces. There being no tug available, crew hauled her away from wharf, scuttled her in shallow water, and hove her down, preventing her destruction.
Sept. 13	Am. sc. Charles Wall.	Sand Beach, Lake Huron.	Towline parted, causing her to go ashore. Weather threatening, landed her crew of seven men, and when the weather moderated next morning, put them back on board. On 15th assisted tug to get her afloat by running lines and sounding out channel for her guidance.
Sept. 13	Am. sc. Daisy.....	St. Joseph, Lake Michigan.	Carried away wheel rope and collided with wharf, damaging her headgear. She finally got clear of wharf and sailed up to station, where life-saving crew ran her line to light-house dock and assisted to secure her from the heavy sea rolling into the harbor.
Sept. 14	Br. bk. Casket.....	Cape Fear, North Carolina.	Struck on Frying Pan Shoals and was totally wrecked; vessel invisible from station at time of disaster on account of darkness and thick weather. As soon as it cleared up, life-saving crew discovered ship's company approaching shore in a small boat. Met them when two miles offshore and transferred part of the ten men to surfboat; put a surfer in charge of ship's boat, then took same in tow and landed all safely through the surf at station, where they were provided with food and dry clothing and cared for until next morning, when they were taken to Southport and furnished transportation to Wilmington. On 17th a boat belonging to the bark came ashore and was secured by life-saving crew. Crew of Oak Island station boarded the vessel, but their assistance was not necessary. [See letter of acknowledgment.]
Sept. 14	Am. sc. Aunt Ruth...	Pointe aux Barques, Lake Huron.	Water-logged and unmanageable. Launched lifeboat in response to signal of distress, overtook her twenty miles offshore, and assisted to shorten sail; ran lines to tug Grayling, and transferred a woman and a child to latter vessel, which then towed disabled schooner into port. Crew of Sand Beach Station, who had summoned the tug, came out to offer assistance, but were not needed.
Sept. 14	Am. sc. Cora.....	St. Joseph, Lake Michigan.	Struck on sand bar while attempting to enter harbor in rough weather. Her line being too short to reach wharf, ran station hawser; assisted to warp her afloat and alongside wharf.
Sept. 14	Am. st. yt. No. 12.....	Chicago, Lake Michigan..	Disabled machinery sixty-five miles from Chicago; reported to station by schooner Ralph Campbell. Keeper notified tug, which went to her assistance.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Sept. 15	Br. sc. Princeport...	Cross Island, Maine.....	Stranded and totally wrecked on Libbys Island; crew landed by light-keeper at that place. Pulled to scene of wreck, seven miles from station, and took master to Machiasport to telegraph owner; cared for crew at station until arrival of steamer, then procured them free transportation on same to Eastport.
Sept. 15	Rowboat; no name..	Ocean City, Maryland.....	Capsized in breakers. Rescued the three men clinging to bottom of overturned boat and towed latter ashore.
Sept. 15	Am. str. A. B. Taylor.	Holland, Lake Michigan..	Aground outside of Saugatuck Harbor, eight miles from station; vessel endangered by high surf. In response to telegram from owner proceeded to place in lifeboat, ran lines to a dredge inside harbor piers, and assisted to get her afloat.
Sept. 15	Am. sc. E. M. Stanton.	Chicago, Lake Michigan..	Burning torch. Boarded her and finding that she wanted a tug notified one, which went out and towed her into harbor.
Sept. 16	Am. st. yt. Winifred.	Cleveland, Lake Erie.....	Lost her spars in collision with a schooner. Boarded her and assisted to clear up wreckage. Her hull being uninjured, she proceeded to destination.
Sept. 16	Am. sc. Thomas L. Parker.	Sturgeon Point, Lake Huron.	Broke adrift while towing during previous night and anchored ten miles off station. Boarded her, and sent dispatch to Alpena, in response to which steamer Josephine came out and took her in tow.
Sept. 17	Am. st. yt. Ismalia..	Buffalo, Lake Erie.....	Steering gear disabled, causing her to go ashore on Horseshoe Reef. Went out with tug and ran a line, by means of which yacht was hauled afloat uninjured.
Sept. 17	Am. st. yt. Baby....	.....do.....	Stranded and lost her shoe and rudder while attempting to release above-mentioned vessel. Ran lines for tug which took her into harbor.
Sept. 17	Am. sc. Odd Fellow.	Marquette, Lake Superior.	Dismasted in heavy squall. Boarded her with lifeboat, cleared up wreckage, saved sails, and picked up her small boat that had broken adrift. Schooner was towed in by a tug that followed lifeboat out.
Sept. 19	Am. sc. Enterprise..	Hunniwells Beach, Maine.	Stranded. Hauled her afloat and took her to a place of safety.
Sept. 19	Small boat; no name.	Jerrys Point, New Hampshire.	Parted moorings and went adrift. Hauled her up on beach; afterwards returned her to owner.
Sept. 20	Am. slp. Yeoman...	Crumple Island, Maine..	Carried away masthead; unmanageable. Made temporary repairs and sailed her out clear of rocks. [See letter of acknowledgment.]
Sept. 20	Small boat; no name.	Jerrys Point, New Hampshire.	Drifted on beach. Secured her and advertised for owner.
Sept. 20	Sharpie; no name..	Cuttyhunk, Massachusetts.	Adrift. Hauled her up on beach above high-water mark and held her for owner.
Sept. 20	Am. sc. Magdalena..	Milwaukee, Lake Michigan.	Sprung aleak while crossing lake; crew worn out by pumping. Relieved crew, allowing them to rest, and pumped vessel dry.
Sept. 20	Am. str. George Dunbar.	Sheboygan, Lake Michigan.	Broke shaft and sprung aleak; signaling for assistance. Notified tug, which towed her into port for repairs.
Sept. 21	Fishing boat; no name.	Highland, Massachusetts.	Capsized in breakers. Rescued two boatmen and cared for them at station; saved boat and seine.
Sept. 22	Am. str. Brockway..	Thunder Bay Island, Lake Huron.	Lost her reckoning during foggy weather, heading directly for the beach with three large schooners in tow. Hearing her whistles, life-saving crew launched surfboat and warned her out of danger. She was so close to Sugar Island that, in getting her tow offshore, the hindmost schooner almost swung aground before she was headed seaward.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Sept. 22	Am. sc. Skylark.....	Middle Island, Lake Huron.	Stranded on reef; in exposed condition. Boarded her, took master ashore to procure tugs, and on arrival of same rendered all possible assistance until she was floated on following morning.
Sept. 23	Am. sc. Mazurka....	White Head, Maine.....	Lost her anchor. Swept for and recovered same.
Sept. 23	U. S. rev. str. Galveston.	Aranas, Texas.....	Stopped off bar and hoisted signal, inquiring depth of water. Took soundings and reported same to commanding officer, who brought vessel into the bay.
Sept. 23	Am. sc. City of Toledo.	Ludington, Lake Michigan.	Moored in channel, having been towed to this port from Manistec for purpose of righting her. (See record of September 1.) On request of owner put anchor light on board of her at night. October 2 removed to a place of safety an anchor and a hawser that were in danger of being swept from her by the rising sea.
Sept. 25	Am. tug Battler.....	Hunniwells Beach, Maine.	Stranded on rocks during foggy weather. Boarded her, carried out an anchor, and hove her afloat uninjured. At high water piloted her to safe anchorage. [See letter of acknowledgment.]
Sept. 25	Barge No. 202.....	.....do.....	In tow of above-named vessel, and anchored when latter struck, but was in danger of swinging among the rocks on next change of tide. Life-saving crew planted her kege offshore, enabling her to haul clear.
Sept. 25	Catboat E. L. Foot..	Erie, Lake Erie.....	Stranded on breakwater in squall. Brought pleasure party, consisting of three men and three women, to station and cared for them. One of the men attempted to go to Erie in the catboat, but latter capsized. Rescued him with lifeboat and transferred him to another boat, which took him to destination.
Sept. 25	Small boat; no name.	Point Marblehead, Lake Erie.	Capsized. Rescued boatman, righted and bailed out boat and towed her ashore.
Sept. 25	Skiff; no name.....	Louisville, Kentucky.....	In danger of going over the falls with a man and a boy on board. Launched station boat and towed skiff and occupants ashore.
Sept. 25	Am. sc. Hattie Leroy.	Grand Haven, Lake Michigan.	Disabled tiller; master ran her ashore. Landed master and family and cared for them at station. Took off her cargo of household furniture. On 28th hauled her off the beach, took her into harbor, repaired tiller and reloaded cargo; working on vessel four days.
Sept. 26	Am. sc. John Burt..	Big Sandy, Lake Ontario..	Carried away rudderhead; driven ashore by violent gale and sea and totally wrecked. Brought beach apparatus opposite wreck and fired line over her, but her crew did not haul it off. Vessel breaking up, surfmen rushed into the water, rescued five of the seamen, and cared for them at station. Two days later recovered bodies of a man and a woman, who were drowned in disaster, and gave them over to coroner. [For detailed account involving loss of two lives, see under caption Loss of Life.]
Sept. 27	Am. sc. Little Jennie.	Race Point, Massachusetts.	Aground. Floated her and towed her out into deep water.
Sept. 27	Rowboat; no name..	Marquette, Lake Superior.	Run down by a fishing steamer, drowning one of her occupants. Survivor reported accident to patrol. Dragged for, recovered, and endeavored to resuscitate body of drowned man; towed boat and outfit ashore and turned them over to owner. This accident happened beyond scope of Service operations; occurred at night at a place invisible from station, and no signals were made for assistance.
Sept. 27	Fishing boat; no name.	Grand Haven, Lake Michigan.	Hove to off entrance to harbor; afraid to enter on account of heavy sea. Went out with surfboat and accompanied her in.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Sept. 28	Am. sc. Kate McClintock.	Hunniwells Beach, Maine.	Misstayed and stranded. Floated her and took her to place of safety.
Sept. 28	Am. slp. yt. Owl.....	Morris Island, South Carolina.	Dismasted and drifting in the surf; full of water. Hauled her up on beach and held her for owner.
Sept. 28	Catboat; no name..	Santa Rosa, Florida.....	Adrift. Towed her to station and held her for owner. Latter arrived in afternoon, but was unable to return to Pensacola on account of bad weather. Kept him at station until morning, then took him and his boat to city, weather being too rough for him to return unassisted.
Sept. 28	Am. sc. Magdalena.	Holland, Lake Michigan..	Needed assistance to get out of harbor, wind light and baffling. Towed her out far enough to get an offing.
Sept. 29	Am. sc. Addie.....	.....do.....	Becalmed. Towed her into harbor.
Sept. 30	Am. str. Absecon....	Assateague Beach, Virginia.	Broke down; forced to anchor offshore where she was endangered by rough sea. Boarded her and, when tide rose, got her under way and assisted to bring her to Chincoteague Bar.
Sept. 30	Am. str. Volunteer..	Ottawa Point, Lake Huron.	One of her crew sick; sea being rough, vessel stopped off station and whistled for assistance. Launched lifeboat, took the man to East Tawas and, after he had received proper medical treatment, transferred him to steamer.
Oct. 1	Am. barge Eagle, No. 1.	Galveston, Texas.....	Anchored dangerously near jetty; overtaken by stormy weather and in peril of foundering. Summoned tug, went out with her, and ran lines to vessel, which was towed into harbor.
Oct. 1	Am. barge Waul.....	.....do.....	Anchored to windward of jetty and in danger of dragging on same, having lost one of her anchors and a cable during heavy squall. Tug being unable to go alongside on account of seaway, crew ran her lines to barge Eagle No. 1, and both were towed into port.
Oct. 1	Am. sc. C. G. King...	Marquette, Lake Superior.	Sails torn; laboring heavily in trough of sea and in danger of foundering; heavy seas sweeping over her decks. Attempted to procure tug, but latter refused to go on account of severity of weather. Then launched lifeboat and, after a long and hard pull to windward, boarded disabled craft. Finding her crew worn-out, repaired and set sails, pumped her out, and brought her inside breakwater, from which place she was towed into harbor by tug.
Oct. 1	Am. sc. Rambler.....	Holland, Lake Michigan	Unable to enter harbor, wind offshore, and no tug available. Towed her in.
Oct. 1	Am. sc. Alert.....	.....do.....	In need of assistance to enter harbor against fresh offshore breeze. Took her line and towed her in.
Oct. 1	Am. sc. F. Fitch.....	.....do.....	Attempted to enter harbor but was headed off by wind. Assisted to get her into port.
Oct. 1	Am. str. Post Boy ...	Chicago, Lake Michigan..	Carried away her rudder, compelling her to anchor in dangerous position. On boarding vessel found her rudder hanging by a chain and in danger of pounding a hole in her stern in the seaway. Rigged tackles and assisted to get rudder on deck. Stood by vessel until arrival of tug and then helped get her under way.
Oct. 1	Am. sc. Bay State....	Two Rivers, Lake Michigan.	Aleak, with five feet of water in her hold; water gaining on pumps and vessel in danger of capsizing in heavy sea. Boarded her, relieved her crew at pumps, they being exhausted, and by hard work kept water from gaining further until vessel was towed into Manitowoc, where laborers were procured to pump her out.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Oct. 2	Am. sc. Victory.....	Fletchers Neck, Maine....	Anchored in shoal water; master unacquainted with channel. As vessel would have pounded on bottom at low tide, got her under way and took her to safe anchorage.
Oct. 2	Am. sc. Charlie A. Sproul.	.....do.....	Anchored in unsafe position; water shoal and sea rough. Piloted her to place of safety.
Oct. 2	Am. sc. G. M. Hopkins.	Plum Island, Massachusetts.	Drifted on jetty. Kedged her into channel.
Oct. 2	Am. slp. yt. Sylvia...	Point Allerton, Massachusetts.	Parted moorings and drifted ashore. Carried out station kedged, hove her afloat, and took her to place of safety.
Oct. 2	Fishing boat; no name.	Thunder Bay Island, Lake Huron.	Stranded. Assisted to get her off reef and into deep water.
Oct. 3	Br. sc. Leah D.....	Crumple Island, Maine....	Foremast head carried away; signaling for assistance. Made repairs, enabling vessel to complete her voyage.
Oct. 3	Sloop; no name.....	Kenosha, Lake Michigan.	Capsized. Rescued owner; righted and bailed out boat.
Oct. 3	Am. sc. Alice Royce	Racine, Lake Michigan...	Aground. Notified tug, piloted her out as near stranded vessel as possible, and then ran a line, by means of which latter was released.
Oct. 3	Am. sc. Gussie Klose.	Fort Point, California.....	Dangerously near rocks; weather foggy. Towed her to safe anchorage.
Oct. 5	Sloop; no name.....	White Head, Maine.....	Sprung aleak and foundered at her anchor; no one on board. Raised craft, pumped her out, and repaired leak.
Oct. 5	Am. sc. J. W. Flanders.	Cuttyhunk, Massachusetts.	Parted moorings during squall and dragged ashore. Hauled her afloat and secured her.
Oct. 5	Am. sc. Susie.....	Saluria, Texas.....	Unacquainted with locality; wished to enter Decros Channel. Keeper boarded her and informed master that it was dangerous to attempt to enter channel on account of shoal water and strong ebb tide. Took her to Pass Cavallo and piloted her into safe anchorage.
Oct. 5	Am. sc. South Bend..	Shoalwater Bay, Washington.	Anchor foul; vessel leaking. There being no one on board, life-saving crew cleared chains, pumped her out, and left her in good condition.
Oct. 7	Am. sc. Lizzie Brewster.	Monomoy, Massachusetts.	Sails disabled in squall; anchored off station. Boarded her, then notified tug, which towed her to Vineyard Haven.
Oct. 7	Dory; no name.....	Amagansett, New York..	Capsized, imprisoning boatman. Rescued man and righted boat.
Oct. 7	Am. sc. Palestine.....	Atlantic City, New Jersey.	Struck on bar and injured her steering gear. Hastened to her assistance, but vessel floated unaided. Crew then accompanied her to safe anchorage.
Oct. 7	Am. sc. H. A. Richmond.	North Manitou Island, Lake Michigan.	Anchored off station to ride out gale, and, when storm abated, was unable to get her anchors on account of heavy sea and long scope of chain. Boarded her, hove up anchors, assisted to make sail, and piloted her clear of south point of island.
Oct. 7	Am. sc. Carrier.....	Racine, Lake Michigan...	Fast on reef; pounding on rocks. Assisted to jettison cargo, made sail, and forced vessel off into deep water. Life-saving crew then assisted to ship her rudder, which had been dislodged by pounding on the bottom.
Oct. 8	Skiff; no name.....	Brentons Point, Rhode Island.	Unable to proceed on account of fog. Sheltered two occupants at station overnight. Next morning, fog lifting, they proceeded to their destination.
Oct. 8	Am. sc. Commerce..	Thunder Bay Island, Lake Huron.	Sprung aleak during prevalence of heavy gale; flying signals of distress. Boarded her, and after a hard pull, took master to Alpena for a tug; life-saving crew then accompanied tug back to schooner; assisted to get latter under way and stood by her until she was towed safely into port, sixteen hours after starting to her assistance.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Oct. 8	Am. sc. J. B. Newland.	Racine, Lake Michigan...	Attempted to enter harbor with light breeze and heavy sea, but was swept past entrance by current and forced to anchor, where she was pounding heavily on bottom. Ran station hawser and hove her inside harbor after working for seven hours. Two days later crew recovered the anchor, which she was obliged to slip, and returned it to vessel. The craft, having no lines that would hold her, and there being no tugs available, would have been severely injured, if not totally destroyed, but for the services of the life-saving crew.
Oct. 9	Am. sc. Birdie.....	Hammonds Bay, Lake Huron.	Dragged ashore and was totally wrecked during heavy weather. Pulled to vessel, six miles distant, and stripped her for owner; on 13th attempted to float her, but did not succeed.
Oct. 10	Am. sc. Simpson.....	North Manitou Island, Lake Michigan.	Wished to anchor under lee of North Manitou Island to ride out gale, but was unacquainted with vicinity. Boarded her and took her to safe anchorage.
Oct. 11	Am. sc. Magnolia ...	White Head, Maine.....	Fast on sunken ledge; heeled over, with booms and sails in water. Trimmed ship and at high tide forced her off into deep water.
Oct. 11	Fishing boat Alfred B.	Thunder Bay Island, Lake Huron.	Swamped in breakers; two occupants rescued and brought ashore by two surfmen who were near by. Crew then towed boat ashore, bailed her out, and launched her into smooth water.
Oct. 11	Am. sc. Alice Royce..	Racine, Lake Michigan...	Centerboard jammed in its box; master requested assistance of life-saving crew to clear same. Released it enabling vessel to resume her voyage.
Oct. 12	Am. sc. Alice J. Crabtree.	Muskeget, Massachusetts.	Aground seven miles from station. Boarded her and made unsuccessful attempt to heave her off. On arrival of tug, assisted to make sail and get schooner afloat.
Oct. 12	Am. sc. Rebecca F. Lamdin.	Seabright, New Jersey.....	Anchored off station on account of threatening weather, her crew sick with fever and unable to work vessel into port. Boarded her, took charge and telegraphed for tug. On arrival of latter, with assistance of crew of Monmouth Beach Station, got schooner under way and accompanied her to safe anchorage at lower quarantine station, New York harbor. [See letter of acknowledgment.]
Oct. 12	Am. sc. D. S. Austin.	Two Rivers, Lake Michigan.	Mistook Two Rivers for Manitowoc and was standing for harbor, where she would have grounded; vessel deeply loaded and the water shoal. Met her with surf boat and notified master of his mistake, whereupon vessel was headed out into the lake.
Oct. 12	Scow; no name.....	Fort Point, California.....	Drifted ashore and was totally wrecked. Ran lines for tug, but latter failed to haul the scow off. Stripped her of everything of value and saved cargo, working three days on her. Crew also recovered for tug the wire cable which she had parted while attempting to release the scow.
Oct. 12	Barge; no name.....	Golden Gate Park, California.	Dragged ashore. Ran line to beach and secured her; worked two days, handling lines for tug and rendering all assistance possible until barge was floated. Crew of Fort Point Station assisted to get lines on board stranded vessel.
Oct. 14	Am. sc. Frank Learning.	Monomoy, Massachusetts.	Disabled by collision with sunken wreck and forced to anchor. Boarded her and assisted to make temporary repairs, which enabled her to proceed to her destination.
Oct. 14	Am. sc. R. P. Mason..	Two Rivers, Lake Michigan.	Fast on sand bar. Ran lines and hove her alongside wharf.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Oct. 15	Small boat; no name.	Michigan City, Lake Michigan.	Two occupants afraid to bring their boat into harbor without assistance. Towed her in.
Oct. 15	Am. str. Sheboygan.	Racine, Lake Michigan...	Stranded while backing out of harbor. Carried lines to wharf, enabling her to get afloat.
Oct. 16	Skiff; no name.....	Point Judith, Rhode Island.	Drifted on beach. Hauled her up and held her for owner.
Oct. 16	Am. sc. Iver Lawson.	Pentwater, Lake Michigan.	Wished tug to tow her into harbor; displaying torch signals. Boarded her and sent message for tug, which towed her in.
Oct. 17	Am. slp. yt. Mist....	Forked River, New Jersey.	Ran aground and injured her bottom. Pried her up, calked seams, and hauled her afloat.
Oct. 17	Fishing boat; no name.	Middle Island, Lake Huron.	Fouled her nets. Started to her assistance, but she got clear before arrival of surfboat. The night being dark, piloted boat into harbor.
Oct. 18	Am. sc. Sardinian...	Monomoy, Massachusetts.	Fast on Shovelful Shoal. Boarded her, sounded out channel, and ran kedge. Later a tug arrived and hauled her afloat.
Oct. 18	Am. slp. yt. Pet.....	Little Egg, New Jersey...	High and dry ashore. Worked on her during three flood tides without success; *on the fourth tide, after two hours' labor, hove her off and took her to safe anchorage.
Oct. 18	Am. sc. R. A. Hardee.	Jupiter Inlet, Florida.....	Stranded while attempting to enter inlet, seas making a clear breach over her. Boarded her, forced her off into deep water, and brought her inside inlet. Recovered her boats, which got adrift when she struck, and returned them to vessel.
Oct. 18	Am. sc. G. Ellen.....	Pentwater, Lake Michigan.	In need of assistance to haul up channel, the water being shoal where she was lying. Helped move her to secure mooring place.
Oct. 19	Am. str. Peerless.....	Ship Canal, Lake Superior.	Stranded in canal. Ran lines to opposite bank, by means of which vessel hauled herself afloat.
Oct. 19	Skiff; no name.....	Racine, Lake Michigan...	Two small boys made boat fast to a departing vessel, cast off from her when about a half mile offshore and attempted to pull back. Seeing that they were unable to make headway with the piece of plank which they were using for an oar, life-saving crew launched station boat and towed them ashore.
Oct. 19	Br. bk. Lizzie Bell...	Cape Disappointment, Washington.	Grounded while towing into harbor. On flood tide ran lines to tug, which hauled her afloat.
Oct. 20	Am. sc. Charles Lawrence.	Cobbs Island, Virginia.....	Aground. Carried out anchor and hove her off into five fathoms of water. Next morning, vessel being short-handed, got her anchor and took her to place of safety.
Oct. 20	Am. sc. H. M. Avery..	White River, Lake Michigan.	On beam ends; water-logged. Jettisoned a portion of her cargo, causing her to partially right, and manned pumps until she was towed inside harbor.
Oct. 21	Am. sc. Phebe Ann..	Burnt Island, Maine.....	Stranded; pounding on rocks and leaking badly. Accompanied tug to disabled craft, ran a line, by means of which she was floated, and assisted afterwards in securing her to wharf.
Oct. 21	Am. tug Alice.....	Santa Rosa, Florida.....	Broke crank shaft; disabled and whistling for assistance. Towed her to Pensacola, where a tug took charge of her and docked her.
Oct. 22	Am. sc. Nellie Eaton.	Chatham, Massachusetts..	Lost mainsail and damaged other sails in squall. Boarded vessel, took master ashore and assisted him to procure new mainsail. Then repaired remaining sails, after which vessel proceeded to her destination.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Oct. 22	Br. sc. Viola .....	Monomoy, Massachu- setts.	Parted cable and drifted on Handkerchief Shoal, where she was pounding heavily in the breakers. Boarded her, assisted to float, and piloted her into ship channel.
Oct. 22	Am. sc. Joel F. Sheppard.	Muskeget, Massachu- setts.	Stranded on shoal. Assisted to get her afloat.
Oct. 22	Am. str. E. Buckley..	Manistee, Lake Michi- gan.	One of her lines fouled her propeller while making bend in river. Ran lines to hold her in position and assisted to clear propeller.
Oct. 23	Am. sc. Margaret Leonard.	Burnt Island, Maine.....	Stranded on shoal. Boarded her and pumped her free; floated her at high water.
Oct. 24	Am. sc. Carrie T. Rogers.	.....do .....	Misstayed and stranded on the rocks. Hove her afloat and took her to safe anchorage.
Oct. 24	Am. sc. Ada Crössman.	Galveston, Texas.....	Fast by the head. Made sail and pumped her dry, lightening vessel sufficiently to release her.
Oct. 24	Am. sc. Wonder....	Holland, Lake Michigan..	Sprung aleak in gale and became water-logged; anchored and displayed signal of distress. Boarded her, jettisoned part of deck load, manned pumps, and after working three hours lowered water sufficiently to permit her to enter harbor.
Oct. 24	Catboat Perdita.....	Chatham, Massachusetts.	Stranded on bar. Hauled her afloat and cared for two occupants at station until wind set fair, two days later, then piloted craft into deep water, whence she resumed her voyage.
Oct. 25	Catboat Pirate .....	Santa Rosa, Florida.....	Capsized. Rescued her crew of five men, who were exhausted by clinging to the bottom of the boat for seven hours; cared for them at station, and dressed the wounds of one of the party whose hands were injured; towed boat to the station, righted, and secured her.
Oct. 25	Am. str. J. W. Westcott.	Ludington, Lake Michi- gan.	Grounded while attempting to enter harbor. Ran a line from vessel to pier, after which tug came out and released her.
Oct. 25	Am. sc. Agnes.....	Michigan City, Lake Michigan.	Sails blown away; displaying distress signals. Pulled out to vessel, six miles distant, and brought master ashore to engage steamer; latter, needing assistance on account of rough sea, took lifeboat and ran her lines to schooner, which was then towed into port.
Oct. 26	Am. str. Oceanica ...	Milwaukee, Lake Michi- gan.	Carried away rudder twenty-five miles offshore. A passing steamer towed her thirteen miles and then gave up the attempt to bring her into harbor on account of her wild sheering without a rudder. Seeing her signal of distress, life-saving crew notified a tug, accompanied her out into lake and ran her lines to disabled steamer, which was then towed into harbor.
Oct. 27	Am. sc. Farmer.....	Little Egg, New Jersey...	Stranded. Made sail and forced her off into deep water.
Oct. 28	Am. sc. Odd Fellow	Marquette, Lake Super- rior.	Dragging anchor and drifting out of harbor in offshore gale. Moored her securely and landed her only occupant.
Oct. 28	Lighter J. W. Fee...	.....do .....	Broke adrift from tug during heavy gale and snowstorm, and stranded twelve miles north of station. Tug brought information to station at 9 P. M. that lighter was adrift with ten men aboard. Keeper, knowing that if she should strand on an outlying shoal her crew would be in great danger, engaged horses and hauled the surfboat four miles up the shore, where team and boat were left all night with a surfman, while the rest went to find lighter. After traveling eight miles over rocks and through swamps, lighter was found in the morning stranded only a few feet from shore, where her crew had landed unaided. On the 30th life-saving crew accompanied tug to vessel, ran lines, and assisted to dredge channel to lighter, which was released on the 31st.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Oct. 28	Am. sc. Maggie Thompson.	North Manitou Island, Lake Michigan.	Overtaken by heavy weather while loading tan bark; anchored in exposed position and in danger of dragging ashore. Boarded her, and, finding that schooner Waukesha was dragging down on her, assisted to bend hawser on to her chain and increase her scope of cable; stood by all night, and in morning brought beach apparatus opposite vessels in case it should be needed, but both succeeded in riding out the storm.
Oct. 28	Am. sc. Waukesha.....do.....	.....do.....	Anchored half mile to windward of preceding vessel, dragged anchors, and was in danger of falling aboard of her; finally fetched up close to her. Life-saving crew assisted vessels to keep clear and stood by all night and next forenoon; made two trips with surfboat.
Oct. 28	Am. sc. Michicott.	Manistee, Lake Michigan.	Sails blown away and vessel driven ashore, five miles from station. On first seeing her (when about nine miles offshore), notified tug and attempted to reach her with same, but were compelled to give up on account of heavy sea; then took beach apparatus opposite wreck and with great difficulty succeeded in rescuing her crew of three men, brought them to station and cared for them there. On 30th and 31st instant boarded vessel, saved everything of value, and made an unsuccessful attempt to float her. November 9, assisted tug J. L. Wheeler to place steam pump on board, and ran lines by which schooner was hauled afloat and towed into port for repairs. In rescuing one of her crew, keeper rushed into water and seized him as he fell from the rope by means of which he was attempting to reach the shore hand over hand; both would have been swept out by undertow but for the help of the light-keeper of Manistee light-house. [See letter acknowledging services of crew.]
Oct. 28	Am. sc. Nellie Hammond.	Muskegon Lake Michigan.	Collided with piers while attempting to enter harbor during violent storm, causing death of master; the remaining members of her crew (two men) jumped on the wharf. Boarded vessel, took in sail, and secured her to wharf just before she sunk; cared for crew at station and on following day stripped vessel. [See detailed account under caption "Loss of Life."]
Oct. 28	Am. sc. Ralph Campbell.	.....do.....	Baffling winds and strong current drove her against pier while standing into harbor, injuring her bulwarks and releasing her anchor. Made her lines fast to wharf and held her until all her chain had been paid out and secured; vessel then sailed into harbor.
Oct. 29	Ger. bk. Stella.....	Oak Island, North Carolina.	Stranded. Boarded her, landed entire crew of twelve men in lifeboat, and took master to Southport to telegraph for tugs. At night, seeing a boat pulling off, apparently with the intention of plundering vessel, put part of crew on board and saved personal effects and all articles of value; cared for ship's company at station until November 1, when vessel was floated.
Oct. 29	Catboat Dot.....	Charlotte, Lake Ontario..	Capsized. Manned surfboat, rescued the two men clinging to bottom of overturned craft, brought them to station and cared for them; righted and bailed out boat and towed her ashore. [See letter acknowledging services of crew.]
Oct. 29	Am. barge Loretto..	Erie, Lake Erie.....	Both anchors down, dragging on rocky shore in heavy gale. Tug being unable to reach her, life-saving crew took heaving stick and line and enabled barge to get towline, by means of which she was taken into harbor.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Oct. 29	Am. str. V. H. Ketcham.	Cleveland, Lake Erie .....	Grounded at harbor entrance during heavy weather. Went out in company with tug and assisted her in handling heavy lines; vessel was released and towed into port.
Oct. 29	Am. str. Maruba.....	.....do.....	Struck bar at entrance to harbor. Assisted tug by handling lines, but she was unable to release vessel. Steamer was subsequently got off by owners.
Oct. 29	Am. str. Pontiac.....	.....do.....	Hard and fast aground, tug unable to release her. Landed master in station boat; vessel floated next day by tug.
Oct. 29	Am. sc. Glad Tidings.	.....do.....	Dragged ashore and sunk at a place invisible from station, her crew landing without assistance. Cared for them at station.
Oct. 29	U. S. rev. str. Wm. P. Fessenden.	Ottawa Point, Lake Huron.	Dragged ashore in gale. Ran station hawser and one of vessel's lines to some piles, by which she attempted to heave herself afloat, but was unsuccessful. Next morning carried lines for two tugs, which hauled her afloat.
Oct. 29	Am. sc. Sonora.....	Middle Island, Lake Huron.	Sprung aleak and became water-logged while attempting to ride out prevailing gale. Ran lines from tug to vessel, accompanied latter to False Presque Isle and landed her crew with their effects; on following day partly pumped her out and helped lighter cargo; on 31st accompanied her as far as Thunder Bay, her crew being unwilling to go unless the life-saving men were on board, as there was danger of her rolling over during the trip; when she reached smooth water life-saving crew departed for station while schooner towed to Alpena for repairs.
Oct. 29	Am. sc. Columbian.....	.....do.....	Run into by steamer while riding out gale; vessel leaking and her crew exhausted by continued pumping. After landing crew of schooner Sonora, boarded vessel, manned pumps for ten hours, allowing her crew to rest. Then took master to False Presque Isle, six miles distant, where he engaged a tug to tow his craft to Alpena.
Oct. 29	Am. sc. M. I. Wilcox.	Hammonds Bay, Lake Huron.	Sails blown away and yawl lost in prevailing gale; vessel anchored in dangerous position. Boarded her with great difficulty, the lifeboat capsizing twice in the effort; carried ashore dispatch for owner and telegraphed for tug; stood by vessel all night. On arrival of tug, next morning, ran lines to schooner and assisted to get her under way. [See letter acknowledging services of crew.]
Oct. 29	Am. sc. Zach Chandler.	Muskallonge Lake, Lake Superior.	Broke loose from towing steamer during heavy weather; driven ashore and totally wrecked. Five of her crew reached shore in her small boat; two, who had taken to a raft of lumber, drifted shoreward and were rescued, at great peril, by life-saving crew, taken to station and cared for properly there. One sailor drowned. Crew of Two Heart River Station about ten miles distant, brought their beach apparatus to scene of wreck, but were too late to render assistance. November 5, recovered body of the drowned seaman belonging to this vessel and gave it proper burial. [See detailed account, under caption "Loss of Life."]

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Oct. 29	Am. sc. F. L. Danforth.	Frankfort, Lake Michigan.	Lost foresail and jibs in gale; anchored in dangerous position twenty-four miles from station. Took surfboat and wagon to place, boarded vessel, and brought master ashore to telegraph for tug; wires being down, making it impossible to secure tug, crew bent mizzen in place of foresail, got vessel under way, worked her out into deep water, and staid by until she reached place of safety; shortly afterwards a heavy on-shore gale sprung up, which would have driven craft ashore had she remained in her former position.
Oct. 30	Skiff; no name.	Bellport, New York.....	Capsized. Rescued owner and cared for him at station. Towed boat ashore.
Oct. 30	Am. sc. Hattie L. Sheets.	Wachapreague, Virginia.	Aground in exposed position. Boarded her, and, with assistance of crews from Paramores Beach and Metomkin Inlet Stations, made sail and forced her over the shoals; piloted her into Wachapreague Inlet.
Oct. 30	Am. sc. Mattie E. Hiles.	Currituck Inlet, North Carolina.	Sinking; master beached vessel to save her; strong surfrunning. Landed crew of five men in surfboat and cared for them at station for eight days, during which time life-saving crew removed from schooner all articles that could be saved.
Oct. 30	Am. str. City of Naples.	Middle Island, Lake Huron.	Stranded while attempting to enter harbor during thick weather, leaving vessel in exposed position. Assisted for two days, engaging laborers and jettisoning cargo; on third day she was floated, crew of Thunder Bay Island Station helping during last two days. The vessel was released barely in time to escape serious injury, if not total destruction, by heavy weather. In assisting this vessel and the schooners Sonora and Columbian (see record of 29th instant), the crew of this station were absent sixty-two hours, during which time they rested but eight hours, and were the means of saving property to the value of nearly \$200,000.
Oct. 30	Am. tug Monarch...	Sturgeon Bay Canal, Lake Michigan.	Wished assistance to get her tow into the canal for shelter; weather stormy. Secured tug, which gave necessary aid.
Oct. 30	Am. str. Gipsy.....	Fort Point, California.....	Stranded. Assisted to carry out anchor astern, by means of which she was hauled into deep water.
Oct. 31	Am. st. yt. Arthur Eastwood.	Buffalo, Lake Erie.....	Disabled machinery temporarily, causing her to run aground. Ran anchor and hove her off, enabling her to proceed to destination.
Oct. 31	Am. sc. Fleetwing..	Manistee, Lake Michigan.	Struck north pier while attempting to make harbor against offshore wind. Took her line and towed her inside.
Nov. 1	Am. sc. J. Nickerson.	Fletchers Neck, Maine....	Fast on rocks. Ran anchor and made ineffectual attempt to heave her off; on flood tide carried her hawser to tug and hove up anchor; vessel was floated uninjured.
Nov. 1	Am. str. Mary Pringle.	Thunder Bay Island, Lake Huron.	Unable to land a man who had been injured by falling down hatchway of steamer City of Naples, heavy weather prevailing. Took him ashore in lifeboat and secured his transportation to Alpena.
Nov. 1	Am. sc. Lillie Pratt..	Frankfort, Lake Michigan.	Driven ashore in gale of October 28. Crew worked three days, pumping her out and running lines for tug, but vessel failed to come off. She was floated in the spring.
Nov. 1	Am. sc. Homer.....	Two Rivers, Lake Michigan.	Running before wind and sea displaying signals of distress. Pulled out to meet her and learned that she had sprung aleak and wanted tug to take her to Manitowoc. Sent out tug, which towed vessel into port.



Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Nov. 2	Am. sc. E. B. Palmer.	Thunder Bay Island, Lake Huron.	Stranded on North Point Reef; abandoned by crew. Worked on vessel at every opportunity, putting steam pumps on board, but as soon as pumps were in place a gale would spring up washing them down and driving crew away; finally, after life-saving crew had worked sixty-six hours in cold and ice, vessel broke up on 13th, and became a total loss.
Nov. 2	Am. str. Robert Holland.	Manistee, Lake Michigan.	Damaged stern bearing. Assisted by tending diver while he repaired same.
Nov. 2	Am. sc. Premier.....	Fort Point, California.....	Becalmed; drifting near rocks. Notified tug, which towed her to safe anchorage.
Nov. 3	Am. slp. Water Witch.	Smith Island, Virginia.....	Lost her reckoning and went ashore, causing her to pound heavily and spring aleak; abandoned by part of crew. Life-saving crew took off master and mate, brought vessel inside Little Inlet, and stripped her before she sunk.
Nov. 3	Am. tug Arthur D.	Thunder Bay Island, Lake Huron.	Unable to reach raft of logs, which had stranded on Gull Island on previous day and been secured by station crew. Took station boat and ran her lines.
Nov. 3	Am. tug George H. Parker.	.....do.....	Needed assistance to release stranded raft of logs. Made her lines fast to raft and enabled her to get same afloat.
Nov. 4	Yawl; no name.....	Cleveland, Lake Erie.....	Attempted to run line from tug to barge, but was drifting ashore. Rescued two occupants before boat struck. Brought the men and boat to station and cared for them until morning.
Nov. 5	Fishing boat; no name.	Rye Beach, New Hampshire.	Broke adrift. Recovered her and delivered her to owner.
Nov. 5	Am. tug Charlie.....	Cuttyhunk, Massachusetts.	Wished assistance to land three passengers; weather stormy. Took them ashore in surfboat.
Nov. 5	Catboat; no name...	Shinneck, New York...	Drifted on sand bank; no one on board. Took her to safe anchorage.
Nov. 5	Am. sc. Annie.....	Cobbs Island, Virginia.....	Dragged ashore; vessel short handed, and crew unable to carry out an anchor. Life-saving crew planted her anchor in deep water and made an unsuccessful attempt to haul her afloat. On following morning they renewed their efforts, and succeeded in releasing her.
Nov. 5	Am. tugs Daniel L. Hebard and City of Marquette.	Marquette, Lake Superior.	Lost raft of logs on previous day. Ran lines for tugs and assisted to get logs into booms. Crew worked five days and helped save half a million feet of logs.
Nov. 5	Am. sc. Guido.....	Manistee, Lake Michigan.	Overtaken by heavy weather while loading at Pierport; pounding against wharf and in danger of parting moorings and going ashore. In compliance with master's telegram, accompanied tug to place and ran lines from latter to schooner with lifeboat. Vessel was then towed to Manistee. She would doubtless have gone ashore but for assistance of life-saving crew, the tug being unable to get a line to her, and the lifeboat being the only boat capable of performing that task in the heavy surf that was running. [See letter acknowledging services of crew.]
Nov. 5	Small boat; no name.	Humboldt Bay, California.	Lost in fog and drifting into breakers with two men in her. One of the crew overhauled them with skiff and piloted them ashore.
Nov. 6	Br. bk. Arethusa.....	Fort Point, California.....	Becalmed; drifting close to shore and in danger of stranding. Went out in company of tug and ran her hawser to vessel, which was then towed into port; crew of Golden Gate Park Station started to her assistance with beach apparatus, thinking her ashore.
Nov. 7	Am. slp. yt. Madgie..	Barnegat, New Jersey.....	Stranded on bar; pounding on bottom, seas breaking over her. Carried out anchors, made sail, and got her afloat; brought her into inlet.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Nov. 7	Fishing boat Charles Lawson.	Racine, Lake Michigan...	Caught in gale; boat and sails iced up. Engaged tug, went out with her, and towed craft into harbor, where, her crew being chilled, life-saving crew unloaded and secured boat.
Nov. 8	Sloop; no name.....	White Head, Maine.....	Parted moorings and drifted on rocks during heavy gale. Kedged her off and took her to place of safety.
Nov. 8	Nor. bk. Flora.....	Cape Henlopen, Delaware.	Aground on point of cape. Assisted by crew from Lewes Station, manned boat, put wrecking crew on board, and ran line to wrecking tug, which released her.
Nov. 8	Am. barge Eagle No. 1.	Galveston, Texas .....	Carried away windlass and head rail while anchored near jetty. Boarded her and offered assistance; took message ashore to owner, who had damages repaired.
Nov. 8	Am. sc. Thomas C. Wilson.	North Manitou Island, Lake Michigan.	Drifting along shore in stormy weather; master unacquainted with locality. Finding that her heavy rolling had caused her to spring leak, life-saving crew pumped her out and then brought her to safe anchorage.
Nov. 9	Am. sc. William Frederick.	Burnt Island, Maine.....	Mistook lights and anchored where she would have stranded at low tide. Carried out anchor and hauled her into deep water; next day got her under way and piloted her clear of rocks.
Nov. 9	Am. sc. Edith M. Prior.	.....do.....	Stranded on rocks. Assisted to get her afloat and under way.
Nov. 9	Steam launch; no name.	Galveston, Texas .....	Fires extinguished and craft driven on jetty by sea. Secured her from pounding on bottom, then ran hawser for tug which hauled her afloat, two of life-saving crew accompanying her to Galveston and securing her to wharf.
Nov. 9	Dump scow; no name.	North Manitou Island, Lake Michigan.	Broke adrift from tug E. G. Crosby off Sturgeon Bay during heavy weather; no one on board. Boarded her when ten miles off station, towed her into harbor with sailboat, and notified owners, who sent tug for her. [See letter acknowledging services of crew.]
Nov. 9	Scow; no name.....	Pentwater, Lake Michigan.	Scow, having on board engine for driving poundnet stakes, was endangered by fire breaking out near wharf. Set her adrift and saved her.
Nov. 10	Am. sc. Hiram.....	Jerrys Point, New Hampshire.	Signaling for assistance. Pulled out to her, and, finding that she wanted a tug, telephoned to Portsmouth for one, which towed her into port.
Nov. 10	Am. sc. Annie E. Rudolph.	Davis Neck, Massachu- setts.	Needed tug. Sent dispatch for same to Boston as requested by master.
Nov. 10	Am. schooner Red, White, and Blue.	Point Marblehead, Lake Erie.	Carried away sails, rigging, and steering gear in squall; leaking, and her crew worn out by working at pumps. Went out in tow of tug and ran her line to schooner; assisted to heave up anchor, manned pumps, and made temporary repairs to steering gear; tug then towed her to place of safety.
Nov. 11	Am. slp. Lizzie Frost.	Napeague, New York.....	Fouled anchors and dragged ashore. Ran anchors to hold her in position; after several ineffectual attempts to float her, life-saving crew succeeded in heaving her off on 16th.
Nov. 11	Br. bk. Copsefield...	Green Run Inlet, Mary- land.	Misstayed and stranded; sea heavy. Assisted by one of crew of North Beach Station, set up beach apparatus and landed mate in breeches buoy; telegraphed for tug and stood by until arrival of same; weather becoming threatening, set up beach apparatus again, but it was not needed. Craft was finally hauled afloat three days later.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Nov. 11	Am. sc. Montgomery.	Marquette, Lake Superior.	Hawser parted while towing into harbor during gale; vessel anchored, but was gradually dragging ashore. Succeeded in locating her, although a heavy snow-storm prevailed; found out depth of water around her, and, after a hard pull against wind and sea, reached harbor and sent out powerful tug, which was enabled, by keeper's directions, to find schooner and tow her into port.
Nov. 11	Am. str. Joseph C. Suit.	Pentwater, Lake Michigan.	Struck bar; became unmanageable and went ashore; high wind and sea prevailing. Took master ashore to engage tug; on next day, weather moderating, ran line for tug and assisted until vessel was released.
Nov. 12	Steamer; name unknown.	Little Beach, New Jersey.	Stopped off station and hoisted signal inquiring latitude. Keeper signaled back the desired information, whereupon vessel wore around and stood to the southward, evidently having over-run her reckoning.
Nov. 12	Am. sc. James E. Kelsey.	Ocracoke, North Carolina.	Stranded in breakers on Hatteras Inlet Bar, six miles from station. Boarded her, and assisted by crew of Durants Station, lightered cargo and floated vessel. [See letter acknowledging services of crew.]
Nov. 12	Br. sc. Marquis.....	Sand Beach, Lake Huron.	Stranded and totally wrecked: high wind and sea. Launched lifeboat and went to scene of disaster in tow of tug. Part of her crew having taken to their own boat, life-saving crew saw them safely through rough water, and then transferred the remaining four men from wreck to tug.
Nov. 12	Am. sc. L. Seaton...	Pointe aux Barques, Lake Huron.	Parted cable and dragged ashore, where she became a total wreck; crew landed in their own boat. Brought them to station and cared for them five days; worked on vessel on 12th, 13th, 14th, and 16th instants, stripping her and saving her outfit and personal effects of crew.
Nov. 12	Dump scow, no name.	South Chicago, Lake Michigan.	Parted moorings and stranded in surf; no one on board. Tug being unable to reach scow, launched surfboat and ran her line to latter, thereby saving her from destruction.
Nov. 12	Am. sc. E. Scoville..	Kenosha, Lake Michigan.	Struck lee pier while standing into harbor; pounded heavily in seaway, causing her to spring leak. Ran lines to opposite side of channel and hove her clear of wharf, saving her from going to pieces. Sent for tug, which towed her to safe anchorage. Life-saving crew then pumped her out, located and repaired leak.
Nov. 12	Am. slp. Lizzie R. A.	Fort Point, California.....	Capsized; owner sent a scow to right her, from which she broke adrift and was going to sea. Telephoned for tug, and on arrival of latter, made her line fast to overturned craft, which was then towed into harbor; crew rigged parbuckle and righted sloop, but she was afterward lost.
Nov. 13	Am. sc. H. F. Church.	Ottawa Point, Lake Huron.	Dragged moorings and stranded. Took master ashore in lifeboat to procure services of tugs and ran lines for latter, but schooner failed to come off. At night, weather threatening, took off crew and cared for them at station until morning, then put them on board, pumped out schooner and ran lines again to tugs, which succeeded in getting her afloat.
Nov. 13	Am. sc. City of Grand Haven.	North Manitou Island, Lake Michigan.	Lost part of her deck load, causing her to list badly and partially fill; showing signal of distress. Boarded her, pumped her out, and assisted to trim remainder of deck load, bringing her on an even keel.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Nov. 13	Am. sc. Guide .....	White River, Lake Michigan.	Water-logged; her crew worn-out by labor at pumps. Pumped her out, found and repaired leak.
Nov. 13	Am. sc. Jessie Martin.	Grand Haven, Lake Michigan.	Windbound against pier; pounding hard no tug available to take her to place of safety. Ran her lines to opposite side of channel, hove her clear, made sail, and took her up river to safe mooring place.
Nov. 13	Am. sc. Una .....	.....do.....	Wind, shifting and blowing a gale, held her against pier, where she was in danger of pounding to pieces. Hove her clear and sailed her up river to safe berth.
Nov. 13	Am. sc. Archie B. McDougal.	.....do.....	Unable to get away from weather side of wharf; in danger of destruction; heavy wind and sea. Hauled her clear and took her to secure anchorage.
Nov. 14	Am. sc. Mary Wood	Barnegat, New Jersey.....	Stranded on Barnegat Shoal; vessel laboring heavily in surf. Attempted to heave her off, without success; discharged cargo of oysters with which she was laden, made sail, and forced her into channel; took her to safe anchorage, and on following day, recovered anchor and chain, which she was obliged to slip when getting afloat.
Nov. 14	Am. sc. Bay State....	Sturgeon Bay Canal, Lake Michigan.	Slipped her anchor on previous day. Vessel being short-handed, assisted to recover anchor and get her under way.
Nov. 15	Am. str. F. and P. M., No. 2.	Ship Canal, Lake Superior.	Aground. Rowed to Hancock, seven miles distant, secured tug, and ran lines for her; vessel was then hauled afloat.
Nov. 15	Am. sc. Lincoln Dall.	Frankfort, Lake Michigan.	Driven ashore in gale of Oct. 28. Stripped her for owners.
Nov. 16	Am. sc. Cora Etta...	White Head, Maine.....	Dragged anchors in gale; about to stove on rocks. Kedge her clear of danger and took her to safe anchorage.
Nov. 16	Am. sc. Highland Queen.	Fletchers Neck, Maine....	In danger of dragging ashore; heavy weather prevailing. In response to her signal of distress, landed crew and sheltered them at station; when storm abated, got vessel under way and piloted her out clear of rocks.
Nov. 16	Skiff; no name.....	Charlotte, Lake Ontario..	Capsized. Rescued owner clinging to bottom of boat and brought him ashore.
Nov. 16	Am. str. Richard Martini.	Cleveland, Lake Erie.....	Stranded during thick weather. Assisted the tugs to handle lines and get her afloat.
Nov. 16	Am. str. E. E. Thompson.	Sturgeon Bay Canal, Lake Michigan.	Machinery disabled; whistling for assistance. Notified tug, which brought her into harbor.
Nov. 17	Am. sc. Storm King..	Monomoy, Massachusetts.	Struck on shoal and became total wreck. Boarded her and transferred her crew of five men with their effects to tug Underwriter.
Nov. 17	Am. sc. Sooloo.....	.....do.....	Struck on Pollock Rip, and sunk; crew took to their dory. Life-saving crew transferred master to tug Underwriter and took two of schooner's crew to station and cared for them; the two remaining members of her crew landed at Chatham Station, and were provided for at that place.
Nov. 17	Am. slp. yt. Pet.....	Mosquito Lagoon, Florida.	Aground on a coral bank. After two ineffectual attempts to warp her off, keeper got a lever under her bow, by means of which he released her and piloted her into lagoon.
Nov. 17	Am. sc. Mary Isabel.	Brazos, Texas.....	Stranded. Assisted to kedge her into deep water.
Nov. 17	Am. scow Swan.....	Cleveland, Lake Erie.....	High and dry ashore. Went out in company of tug and trimmed cargo so that she could be floated and towed into harbor.
Nov. 18	Am. scow; no name.	Rockaway Point, New York.	Towline parted; vessel driven ashore and totally wrecked. Boarded her; rescued her crew of two men before she went to pieces and cared for them at station.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Nov. 18	Small boat; no name.	Brazos, Texas.....	Boat containing pilot, who had accompanied an outgoing steamer over bar; was unable to reach shore against wind and sea. Launched surfboat and towed her ashore.
Nov. 18	Am.sc. J. M. Spaulding.	Ottawa Point, Lake Huron.	Parted cables and dragged against weather side of dock; pounding heavily; in danger of going to pieces. Her crew jumped on the wharf, which, having no planking, allowed two of their number to fall through and drown. This accident occurring three miles from station and no signal being made for assistance, life-saving crew knew nothing of it until tug Pensaukee came for assistance to save schooner. Launched lifeboat, accompanied tug, and ran her hawser to vessel, enabling her to tow into smooth water.
Nov. 18	Am. sc. M. Dore.....	Sturgeon Bay Canal, Lake Michigan.	Wished assistance to get into port. Sent message for tug, which took her to her destination.
Nov. 19	Am. sc. Irene Thayer.	Oregon Inlet, North Carolina.	Totally wrecked in heavy gale. Assisted by crew of Pea Island Station, landed crew of six men with breeches buoy, provided them with dry clothing and cared for them at station for two days. Crew of Pea Island Station also assisted in saving clothing and other effects of crew from wreck. [See letter of acknowledgment.]
Nov. 19	Am. sc. Lottie Cooper.	Holland, Lake Michigan..	Dismasted and drifted off harbor, where she anchored and displayed signals of distress. Boarded her, took master ashore in lifeboat; he wished to engage tug, and had no boat suitable for landing through surf. On his return from the city put him on board. On 22d master came ashore in small boat, but was unable to return to his vessel on account of rough weather; life-saving crew took him off in surfboat; next day tug came out and towed craft into harbor.
Nov. 20	Am. sc. Henry T. Wood.	Hunniwells Beach, Maine.	Ran aground. Assisted to float her, then piloted her out of river.
Nov. 20	Am.sc. Vandalia.....	Watch Hill, Rhode Island.	Fast on rocks. Got her afloat, but found she was leaking badly; took master and crew to station; telephoned for tug, and on arrival of same helped get vessel under way, she was then towed to New London for repairs.
Nov. 20	Am.sc. Brooklyn..	Sand Beach, Lake Huron.	Leaking; pump broken. Directed master to place where he could have pump repaired, and when it was ready for use boarded vessel and pumped her dry.
Nov. 20	Am. scow; no name.	Ludington, Lake Michigan.	Stranded. Tug unable to get a line to her and came to station for assistance. Put spare hawser on board tug, her own being too short to reach vessel, and accompanied her to place of disaster; then ran line to scow, which was hauled afloat. The scow, a new one, was saved from destruction, as a heavy gale set in shortly afterwards which would have pounded her to pieces.
Nov. 21	Am.sc. Eva May....	Monomoy, Massachusetts.	Mistook lights and ran aground. Life-saving crew dispatched messages for master; vessel was floated by wreckers.
Nov. 21	Catboat Carrie and Mamie.	Cuttyhunk, Massachusetts.	Capsized. Righted her and bailed her out.
Nov. 21	Am. sc. A. Stewart...	Fairport, Lake Erie.....	Driven to leeward of harbor piers while attempting to enter during heavy weather. Assisted to secure her; next day weather moderating, ran her lines to tug and schooner was towed into harbor,

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Nov. 21	Am. sc. Bay City....	Thunder Bay Island, Lake Huron.	Broke adrift from towing steamer and went ashore on North Point. Boarded her with great difficulty and took master to Alpena to secure tug. Crew worked on vessel five days, the last forty hours almost continuously, during prevalence of cold and stormy weather, carrying and splicing lines in icy water, putting steam pumps on board, and rendering all assistance possible until vessel was saved.
Nov. 21	Am. sc. Alice Richards.	.....do.....	Went ashore at same time as schooner Bay City; seven feet of water in her hold. Crew worked on this vessel and the Bay City at same time; finally, on 27th instant, after a very hard day's work running lines for tugs and performing various other services, schooner was hauled afloat. But for the help of the life-saving crew both of these vessels would have been lost.
Nov. 21	Am. sc. Annie Vought.	North Manitou Island, Lake Michigan.	Totally wrecked on South Manitou Island, ten miles from station; severe gale. On receiving notice of disaster from revenue cutter Johnson, the life-saving crew put beach apparatus on board that vessel and accompanied her to place of wreck; on arrival found latter breaking up, heavy seas boarding her; set up beach apparatus on shore and rescued entire crew of seven men and one woman with breeches buoy.
Nov. 22	Am. sc. Ella T. Little.	Cobbs Island, Virginia....	Sprung aleak and filled; master ran her on the beach, where she became a total wreck. Pulled to her, five miles distant, rescued crew, with their effects, and conveyed them to station; next day went out to vessel with master and carried ashore all provisions that were on board.
Nov. 22	Am. sc. Harry Ransom.	Beaver Island, Lake Michigan.	Sails blown away in squall; drifting out to sea. Seeing her signals of distress, notified tug and accompanied her to disabled craft, which was found badly lee'd up and unmanageable; tug brought her into port.
Nov. 23	Am. sc. Jonathan Cone.	Knobbs Beach, Massachusetts.	Mistayed and stranded. Boarded her, went to Newburyport for tug, and at high water made an unsuccessful attempt to float the schooner. On following day ran lines to her from the tug, and by heaving on windlass of schooner assisted to release her.
Nov. 23	Am. slp. Maggie Bell.	Cobbs Island, Virginia.....	Short-handed; unable to work into harbor against head wind and sea. Boarded her and brought her in.
Nov. 23	Skiff; no name.....	Brazos, Texas.....	Boat belonging to pilot broke loose from outgoing vessel and drifted ashore. Hauled her up above high-water mark and notified owner.
Nov. 23	Am. sc. Hartford.....	Sturgeon Bay Canal, Lake Michigan.	Signaling for tug to take her into canal; weather heavy and threatening; Telephoned to Sturgeon Bay for tug, which towed her to place of safety.
Nov. 24	Am. sc. Eve.....	Sabine Pass, Texas.....	Sunk in squall in Sabine Lake, thirteen miles from station. Pulled to her and found her lying broadside to sea, with deck load working heavily. Lightered portion of deck load and brought her hatch coamings above water; then pumped her out, replaced cargo, brought her to Sabine Pass, and moored her to wharf.
Nov. 24	Am. scow Mackinac	Pentwater, Lake Michigan.	Parted towline and went ashore. Ran hawser for tug, but latter could not pull her off, the scow being half full of water. On 27th assisted to place steam pumps on board; schooner was then pumped out and hauled afloat.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Nov. 24	Am. sc. Silver Lake..	Racine, Lake Michigan...	Yawl broke adrift and was going out of harbor; no one on board vessel at the time. Overhauled boat, towed her back, and secured her alongside schooner.
Nov. 25	Am. str. Berks.....	Petunk, New York .....	Stranded. Assisted to float her.
Nov. 25	Slp.; no name.....	North Beach, Maryland....	Fast on sand bar. Assisted owner to get her afloat and proceed home safely.
Nov. 25	Am. sc. Wonder.....	Holland, Lake Michigan..	Needed assistance to get into harbor; wind light and baffling. Towed her in.
Nov. 25	Am. sc. Lena Hall..	Milwaukee, Lake Michigan.	Parted moorings in gale and dragged on rocks; pounding hard, sea threatening to wash overboard the two sailors in charge. Launched surfboat and attempted to find her, but were unsuccessful on account of thick snowstorm; one of the life-saving crew who had been sent along the shore to look for vessel found her and, assisted by some men on the beach, succeeded in getting a line to those on board vessel and hauled them ashore. Schooner was pulled off by a tug next day, life-saving crew running the necessary lines.
Nov. 26	Am. sc. General Grant.	Cross Island, Maine.....	Stranded. Reefed her sails and warped her offshore; then got her under way, and worked her to safe moorings.
Nov. 27	Am. sc. J. B. Atlett..	Little Kinnakeet, North Carolina.	Fast on reef in Pamlico Sound. Lightened her, forced her into deep water, and then reloaded cargo.
Nov. 28	Am. sc. Samuel P. Ely.	Muskegon, Lake Michigan.	Hard ashore. Passed lines from two tugs to her; after working seven hours got her afloat.
Nov. 28	Am. str. City of New York.	.....do .....	Grounded while leaving port, the above-named vessel obstructing the channel. Ran and shifted her lines as needed, assisting her to get off.
Nov. 29	Am. sc. Ranger.....	New Shoreham, Rhode Island.	Parted chains and dragged ashore in heavy weather. Boarded her, ran her hawser to shore and at flood tide warped her off and took her to good anchorage; had she remained aground another tide she would have been wrecked.
Nov. 29	Am. str. Ann Arbor, No. 1.	Sturgeon Bay Canal, Lake Michigan.	Stranded during thick weather, sixteen miles south of station. In response to telegrams sent by master, engaged tug and towed to place; found vessel in dangerous position, seas sweeping her fore and aft; landed her crew of eight men through dangerous surf, and on arrival of wrecking tugs ran and shifted their lines, etc., working fifty-five hours continuously until she was saved. By the efforts of the life-saving crew the vessel, a new one, valued at \$200,000, with her cargo of loaded freight cars, was saved from total shipwreck. The eight tugs whose lines the crew had handled showed their appreciation of the assistance rendered by saluting the surfboat as she departed for station.
Nov. 30	Br. bk. Kate Harding.	Highland, Massachusetts.	Stranded and totally wrecked; fierce gale and dangerous sea. Assisted by the surfmen of High Head Station, landed crew of ten men with breeches buoy, provided them with food, and cared for them at station for four days, when they departed for home. [See letter of acknowledgment.]
Dec. 1	Am. sc. E. Waterman.	Quoddy Head, Maine.....	Misstayed; anchored to prevent stranding, but swung against the rocks, knocking off her rudder; she then slipped her cable and stood offshore, but was unmanageable without the rudder in the rough sea. Boarded her, trimmed sails properly, and brought her to temporary anchorage; then went to Lubec and secured tug, which towed her into smooth water; next day recovered anchor and cable and returned them to vessel.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Dec. 1	Am. str. City of Racine.	Racine, Lake Michigan...	Steamer of 1,041 tons ran on reef near station; dense fog; whistled for aid. Keeper sent for tug, and then pulled by compass to steamer; planted anchor, and steamer tried to back off, but without success; two tugs came later, and life-saving crew ran lines, etc.; after hard towing tugs got steamer afloat.
Dec. 2	Am. sc. Julia A .....	Crumple Island, Maine...	On the rocks, seven miles from station; leaking badly. Assisted to discharge cargo and ballast, ran her anchors, and hove her off at high water; by constant bailing life-saving crew kept her afloat until she reached a place of safety. [See letter of acknowledgment.]
Dec. 2	Br. sc. Parisian.....	Chatham, Massachusetts.	Split her sails and sprung aleak in gale; crew worn out by excessive pumping. Seeing her signal of distress, boarded her after a hard pull through high sea, took charge, and piloted her into Vineyard Haven, her master being unacquainted with coast. Next day, vessel having been ordered to Boston for repairs, crew manned pumps until she was opposite Chatham, then left for their station.
Dec. 2	Am. sc. B. I. Hazard.	Poyners Hill, North Carolina.	Out of oil; mate attempted to land in small boat to procure supply. Seeing that the frail craft would probably capsize in the heavy surf, keeper launched surfboat, took mate on board, and brought him ashore; supplied him with oil, and then took him back to his vessel.
Dec. 2	Am. str.; name unknown; Goodrich Line.	Racine, Lake Michigan...	Blew whistle for signals to be made on pier to guide her in; thick fog. Keeper sent surfman to end of pier with fog horn. Steamer guided safely into harbor by signals of surfman.
Dec. 3	Br. str. May.....	Race Point, Massachusetts.	Machinery disabled; weather threatening. Keeper telegraphed for two tugs, which took her into port for repairs. Crew boarded vessel and proffered aid, but she needed no further assistance.
Dec. 3	Am. sc. Beechwood..	Monomoy, Massachusetts.	Struck sunken wreck of steam yacht Alva while towing and sprung aleak; 8 feet of water in her hold. Assisted to get towboat alongside vessel and to pump her out.
Dec. 4	Am. sc. Ralph E. Eaton.	Race Point, Massachusetts.	Stranded; weather growing rough. Assisted to haul her head off the wind, and as soon as her sails would draw set them and forced her afloat.
Dec. 4	Br. bk. Abana.....	Santa Rosa, Florida.....	Aground. Ran hawser for tug, and by proper handling of vessel's sails assisted to get her afloat uninjured.
Dec. 4	Am. sc. Parkersburgh.	Coquille River, Oregon...	Strong ebb tide and freshet in river caused her to strand. Ran lines to jetty and tug but failed to release her. Next morning carried her line to jetty and succeeded in getting her into the channel, where a tug took charge of her and towed her into port.
Dec. 6	Sailboat; no name..	Velasco, Texas.....	Capsized. Assisted to right and bail her out.
Dec. 7	Am. sc. Oriental.....	Burnt Island, Maine.....	Split mainsail; anchored to prevent going ashore, but dragged dangerously near the rocks. Ran out station kedge and warped her to safe anchorage. Vessel being short-handed, life-saving crew repaired her sail and enabled her to resume her voyage.
Dec. 7	Yawl; no name.....	Galveston, Texas.....	Drifting out to sea. Recovered her and turned her over to owners.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Dec. 8	Am. slp. Julia.....	Saluria, Texas.....	Out of water and provisions, her master having been unable to procure same on account of bad weather. Furnished her with supplies sufficient to last until she reached her destination.
Dec. 10	Am. sc. Mary Jannette.	Galveston, Texas.....	Ashore. Carried out an anchor and hove her afloat uninjured.
Dec. 10	Am. sc. Fair Wind..	Aransas, Texas.....	Dragged ashore. At flood tide ran her anchor to windward with surfboat, vessels boat being too small for that purpose, and warped her off. Next day assisted to get her under way.
Dec. 10	Am. sc. Leman No. 3.	Brazos, Texas.....	Lost lumber that she had lightered. Secured same and notified master.
Dec. 11	Am. sc. Dave Freeman.	Galveston, Texas.....	Lost yawl, and while attempting to recover it carried away rudderhead, forcing her to anchor; in danger of dragging ashore in heavy gale and surf. Picked up yawl with surfboat and, after a hard pull, succeeded in reaching vessel; hove up her anchor, steered her by long oars and by properly trimming sails, and brought her safely alongside wharf at city.
Dec. 11	Skiff; no name.....	.....do.....	Broke adrift from passing vessel and went into the breakers. Recovered her with surfboat, towed her to station, repaired, and held her for owners.
Dec. 11	Am. sc. Lake Austin.	Aransas, Texas.....	Disabled steering gear while coming in over bar in heavy weather; compelled to anchor in breakers. Boarded her, made temporary repairs, got her under way, and brought her safely into harbor; next morning, schooner being short-handed, assisted to get her under way.
Dec. 13	Am. sc. Abbie Dees.	.....do.....	Rudder stock twisted off in gale; anchored to ride out storm; when weather moderated vessel's crew were unable to get her under way, the windlass having broken. Station crew pulled twelve miles to schooner, rigged temporary steering gear, got her under way, and took her safely into port.
Dec. 14	Am. sc. Helen.....	White Head, Maine.....	Stranded on sunken ledge during snow-storm; strained and leaking badly. Pulled four miles against wind and sea and boarded vessel; calked seams, pumped her out, and after working nineteen hours hove her afloat. Then ran her on mud flats, where she was repaired.
Dec. 14	Am. sc. Liberty.....	Aransas, Texas.....	Carried away fore gaff in heavy weather. Station crew assisted to makewen'spar. Aground. Floated her uninjured.
Dec. 16	Am. slp. yt. Sea Gull.	Hereford Inlet, New Jersey.	Caught fire; jettisoned part of her cargo of furniture to prevent burning. Life-saving crew recovered portion of same and held for steamer.
Dec. 16	Am. str. George D. Sanford, jr.	Ludington, Lake Michigan.	Fast on shoal. Carried out an anchor, hove her afloat, and took her to safe anchorage.
Dec. 18	Am. slp. Pauline.....	Barnegat, New Jersey.....	High and dry. Pulled five miles to vessel and kedged her off into deep water.
Dec. 18	Am. slp. Silver Cloud.	San Luis, Texas.....	Stranded during fog. Assisted by crew of Bonds Station, jettisoned part of her cargo, and ran lines to wrecking tugs, which succeeded in getting her off.
Dec. 19	Am. shp. Emily F. Whitney.	Long Beach, New Jersey..	Occupant lost his way in the marsh during the night. Hearing his shouts, patrol guided him to the shore.
Dec. 19	Sailboat; no name..	Morris Island, South Carolina.	Aground. Boarded her, and, as weather was threatening, stood by until arrival of master with two tugs and a survey party. The wind having increased to a gale and a high sea running, transferred master and survey party to bark with surfboat and then ran lines to the tugs, which hauled vessel afloat and towed her to safe anchorage.
Dec. 19	Nor. shp. Dorothea.	Santa Rosa, Florida.....	

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Dec. 19	Am. sc. Mary.....	Galveston, Texas.....	Dragged ashore on weather side of jetty, where she would have soon gone to pieces in high surf and heavy gale. Worked her off and took her to place of safety.
Dec. 20	Am. sc. A. P. Nowell.	Hog Island, Virginia.....	Mistook light and stranded on Hog Island Bar; totally wrecked, heavy seas sweeping her decks. Launched life-boat, and, with great skill and difficulty, rescued crew of six men, landed them at the station, wet and chilled through, and cared for them properly. Next day brought ashore from wreck clothing and other personal effects of crew. [See letter of acknowledgment.]
Dec. 20	Br. sc. Magellan.....	Smith Island, Virginia.....	Struck on shoal eight miles from station and became a total wreck; her crew put to sea in ship's boat and all but one were picked up by passing vessels. Life-saving crews of Smith Island and Hog Island Stations pulled out to vessel, but found her sunk and abandoned, and could therefore render no assistance. [See detailed account under caption "Loss of Life."]
Dec. 20	Am. sc. Leonore.....	Cape Lookout, North Carolina.	Parted chains in squall and went on the beach. Recovered both anchors and a small boat that had sunk in the breakers; dug a channel and, after working four days, floated her, uninjured.
Dec. 20	Am. sc. Argyle.....	Oak Island, North Carolina.	Lost her yawl. Found same in the breakers, hauled it up on the beach, and subsequently turned it over to master of schooner.
Dec. 21	Am. sc. Fleetwing...	Plum Island, Massachusetts.	Misstayed and stranded. Ran out kedge, made sail, and floated her; then took her to good anchorage.
Dec. 21	Small boat; no name.	False Cape, Virginia. ....	Drifting out to sea. Pulled five miles, recovered boat, and held it for owner.
Dec. 23	Am. sc. Charlotte Fish.	Monomoy, Massachusetts.	Disabled and forced to anchor; dragging toward shore. Rowed seven miles in rough sea, and, at master's request, telegraphed for tug to come and take his vessel into port. Early next morning tug arrived alongside schooner and took off her crew, but was unable to save the vessel, which sunk during the night of the 24th.
Dec. 23	Br. sc. Chautauquan.	Kitty Hawk, North Carolina.	Dismasted and compelled to anchor; out of drinking water. Seeing her boat coming ashore, warned her not to attempt to land through heavy surf; boarded vessel and supplied her with water; then sent telegram for tug, which came and towed schooner into port.
Dec. 23	Am. tug Hercules ...	Whales Head, North Carolina.	Unable to locate dismasted schooner for which she was looking; had given up search, and was standing back up the coast. Launched surfboat, intercepted tug, and directed her to Kitty Hawk, where she found the vessel and towed her to Norfolk.
Dec. 24	Am. slp. Gertrude..	Long Branch, New Jersey.	Missed stays and went ashore. Carried out an anchor and hove her afloat.
Dec. 24	Am. sc. Mary E. H. G. Dow.	Smith Island, Virginia....	Aground on Outer Middle Ground Shoal, ten miles from station; became a total wreck. Launched boat, but could pull no further than Fishermans Island before night on account of heavy weather; next morning reached vessel; finding her leaking, assisted to man pumps, and staid by her until a tug arrived and took charge of the work.
Dec. 24	Sailboat; no name..	Coquille River, Oregon ...	Adrift. Recovered her and turned her over to owner.
Dec. 25	Fishing smack; no name.	Point of Woods, New York.	Windbound; unable to procure fuel and provisions. Furnished her with same.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Dec. 25	Am. sc. Willie L. Newton.	Assateague Beach, Virginia.	Aground and driving up on the beach. Assisted by crew of Wallops Beach Station, made sail, backed her off into deep water, and piloted her out clear of shoals. Had she remained aground much longer she would probably have been lost, a heavy sea setting in shortly after she floated.
Dec. 25	Am. sc. Thomas J. May.	Cape Lookout, North Carolina.	Dragged anchor and went into the breakers, pounding bottom astern. Boarded her, and, at master's request, stood by all night. In the morning, the wind having shifted, got her under way and took her to secure anchorage.
Dec. 26	Am. sc. Viola Repard.	Chatham, Massachusetts.	Disabled; anchored off station. Launched surfboat and pulled out to schooner; master was anxious to reach Boston, and keeper telegraphed for tug, which towed vessel to that port.
Dec. 26	Am. sc. Catharine P.	Rockaway Point, New York.	Caught in ice floe and drifting out to sea; her crew ashore. Overhauled her and brought her to safe anchorage.
Dec. 26	Am. sc. Peter C. Schultz.	Monmouth Beach, New Jersey.	Disabled in collision; anchored in dangerous position. Boarded her and carried ashore message for tug; vessel was towed into port.
Dec. 26	Am. slp. Clara.....	Santa Rosa, Florida.....	Unshipped rudder in heavy sea. Towed her to station and anchored her securely; cared for master and four passengers at station overnight; next morning took passengers to Pensacola.
Dec. 26	Am slp. Liberty.....	Brazos, Texas.....	Split sail and broke main boom; master
Dec. 27	Am. sc. James Baker.	Plum Island, Massachusetts.	anchored, but she began to drag ashore, compelling him to beach her. Pulled six miles to vessel and landed her crew of three men with their personal effects; cared for them at station two days, then took them to Point Isabel.
Dec. 27	Am. sc. Fred and Elmer.	Gurnet, Massachusetts....	Driven ashore by heavy gale. Assisted to discharge cargo, hove her afloat, and took her to secure anchorage.
Dec. 27	Am. sc. Gov. Jas. Y. Smith.	.....do.....	Caught in the ice and dragged ashore. Ran out kedge and warped her afloat.
Dec. 27	Am. sc. Esther Ward.	Chatham, Massachusetts.	Seeking anchorage; weather threatening. Sent out one of station crew, who piloted her to place of safety.
Dec. 27	Am. sc. Flora Morang.	Fire Island, New York....	Driven out of her course by heavy gales; mistook Chatham Light for Thatchers Island Light, and went ashore, where she became a total wreck. Three of her crew came ashore in ship's boat, the north patrol directing them where to land through the high surf. Launched surfboat and brought ashore the remaining nine men of her crew, with their personal effects, and cared for them all at the station; next day secured them free transportation to Boston.
Dec. 28	Am. sc. Welcome ...	Race Point, Massachusetts.	Unacquainted with channel. Piloted her out of inlet.
Dec. 30	Am. sc. Lydia M. Webster.	Hunniwells Beach, Maine.	Mistayed and stranded in heavy weather. Two of her crew landed in dory, but it was broken to pieces by violent surf. Life-saving crew set up beach apparatus and landed remaining twelve men with breeches buoy, and provided all with food and shelter at station; when sea moderated saved clothing of crew, then secured them free transportation to their homes. Vessel was floated by wreckers on 31st.
Dec. 30	Am. sc. Gov. Jas. Y. Smith.	Gurnet, Massachusetts....	Stranded, but floated before arrival of life-saving crew. Latter assisted to get her anchor and make sail.
Dec. 30	Am. sc. Gov. Jas. Y. Smith.	Gurnet, Massachusetts....	Ashore on Browns Island Shoals. Notified tug, and on her arrival put hawser and kedge in surfboat and went out to stranded vessel, and stood by until she floated.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Dec. 30	Small boat; no name.	Smiths Creek, Florida.....	Ran on sunken snag. Assisted to get her afloat.
Dec. 31	Am. sc. Lillie.....	Galveston, Texas .....	Sprang aleak and sunk in gale seven miles from the station. Went out with tug and rescued master, who had been clinging to her mast nearly four hours and was benumbed with cold.
Dec. 31	Am. sc. Lily .....	Umpqua River, Oregon...	Sails blown away in gale; unmanageable and signaling for assistance. Procured tug, but could not go out on account of fog shutting in; at daybreak next morning, fog lifting, went out with tug, found vessel six miles off, and towed her to her destination, Gardiner.
1893. Jan. 1	Am. sc. Edith Berwind.	Smith Island, Virginia....	Overran her reckoning in foggy weather; stranded and sunk, decks under. Her crew took to the rigging to escape the heavy seas sweeping over her decks, and clung there for sixteen hours. Life-saving crew pulled six miles against a rough head sea, rescued eight of her crew of nine, brought them to station, and cared for them properly. [See detailed account under caption "Loss of Life."]
Jan. 3	Am. slp. Katydid....	Sandy Hook, New Jersey	On weather side of wharf in rough weather; in danger of pounding to pieces. Assisted to get her under way and clear of danger.
Jan. 4	Sloop; no name.....	Whales Head, North Carolina.	Badly cut by ice. Hauled her up on beach for owner, enabling him to make repairs.
Jan. 6	Am. sc. M. E. Eldridge.	Eatons Neck, New York..	Stranded during snowstorm and froze fast in the ice. Took crew to station and cared for them. Master discharged crew, leaving steward to look out for vessel. March 10, a violent gale prevailing, brought steward ashore and sheltered him at station until weather moderated. When ice melted, assisted tug to get schooner afloat.
Jan. 8	Am. sc. Good Templar.	Cranberry Isles, Maine...	Unacquainted with channel; went ashore. Assisted to float her, then piloted her into harbor.
Jan. 8	Small boat; no name.	Fort Point, California.....	Carried away her rudder and drifting out to sea with strong ebb tide; boatman exhausted with fruitless efforts to stem current. Towed her ashore with surfboat and repaired rudder. [See letter of acknowledgment.]
Jan. 9	Am. sc. May Day....	Jerrys Point, New Hampshire.	Wrecked on sunken ledges; seas breaking over her, weather cold and snowing. Launched surfboat, pulled out against strong wind and sea and rescued all on board, six persons, including wife and two children of master; brought them to station and furnished them with food, shelter, and dry clothing. During next four days, assisted by crew of Wallis Sands Station, saved personal effects of crew, and stripped wreck for owners.
Jan. 10	Fishing boat; no name.	Fort Point, California.....	Swamped. On reaching place with surfboat, found another fishing boat attempting to tow her; passed a line and towed both boats to Fort Point, whence they proceeded to city, with fair wind.
Jan. 11	Am. sc. Marion .....	Jupiter Inlet, Florida.....	Lost her yawl while crossing bar. Overhauled boat, which was drifting out to sea, and restored it to vessel.
Jan. 12	Am. sc. James Gordon Bennett.	Seabright, New Jersey....	Set ashore by drift ice. Assisted by crew of Monmouth Beach Station, landed crew of nine men with breeches buoy and sheltered them at station for fifteen days; shortly afterwards vessel went to pieces.
Jan. 12	Sailboat; no name..	Indian River Inlet, Florida.	Out of fresh water. Furnished her with supply.
Jan. 14	Rowboat; no name..	Jerrys Point, New Hampshire. -	Broke adrift, leaving two men on breakwater calling for help. Recovered boat, and brought boat and men safely to land.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Jan. 14	Sailboat; no name.	Jupiter Inlet, Florida.....	Windbound at inlet and out of fresh water. Provided her with water from station cistern.
Jan. 15	Am. str. Italian .....	Oak Island, North Carolina.	Mistook lights and stranded. Mate of a steamer belonging to same company attempted to reach her with a surfboat, but failed. Life-saving crew rescued two of her crew with lifeboat and transferred them to the other steamer; having damaged lifeboat, crew then launched station surfboat and landed the remaining five men of the crew. Vessel was finally floated by tugs. [See letter of acknowledgment.]
Jan. 16	Am. barge Escort....	Cape May, New Jersey...	Caught in ice and drifting out to sea. Telegraphed for tug, which towed her to safe anchorage.
Jan. 16	Am. sc. E. W. Tunnel.	Rehoboth Beach, Delaware.	Out of fresh water; unable to get inside Delaware Breakwater to procure supply on account of ice. Furnished her with what could be spared from station. On following day, the vessel (a pilot boat), having no spare pilots on board, keeper drove to Lewes to procure same.
Jan. 16	Am. sc. Oakes Ames.	Wachapreague, Virginia..	Stranded; short of water and provisions and unable to get ashore to procure them. Worked out to her with much difficulty through the ice, landed her crew of seven men, and cared for them at station. On 19th, vessel having floated, anchored her; brought her inside inlet two days later, and moored her to wharf. Crews of Paramores Beach and Metomkin Inlet Stations came to her assistance, but were not required. [See letter of acknowledgment.]
Jan. 16	Am. sloop Gilbert H. Farrington.	Cobbs Island, Virginia....	Fast in the ice. Her crew of two men, being out of fuel and provisions, walked to Bone Island over the ice, but broke through several times before reaching land. Brought them thence to station in surfboat, provided them with dry clothing, and kept them eight days.
Jan. 17	Sloop; no name.....	Burnt Island, Maine.....	Full of water, iced up, and in danger of foundering at her anchor. Took her to place of safety, then bailed her out.
Jan. 17	Br. bkn. James H. Hamlin.	Orleans, Massachusetts...	Anchored and set signal asking for provisions, having run short on account of delay by baffling winds. Pulled out to vessel and supplied her with sufficient food to enable her to finish her voyage.
Jan. 17	Am. sc. Thomas J. May.	Cape Henlopen, Delaware.	Caught in drifting ice and carried ashore on point of Cape Henlopen. Picked crew from Cape Henlopen and Lewes Stations, manned boat, and landed schooner's crew of six men. Vessel was hauled afloat by tugs.
Jan. 18	Br. str. Recta.....	Cold Spring, New Jersey..	Stranded; out of water and provisions, her crew worn out by hunger and exposure to cold. After a hard and dangerous pull of four miles through the ice, reached vessel and landed mate; sent telegrams for tugs, procured food and water, and attempted to take same out to steamer, but were forced to turn back after a struggle of four hours' duration. Crew of Cape May Station, which boarded vessel about same time as crew of Cold Spring Station, remained on board until arrival of tugs, then ran their lines, and, when steamer was floated, piloted her into deep water and transferred provisions on board from one of tugs. Station crew stayed by steamer until she was conveyed to Delaware Breakwater on afternoon of 19th, her crew being too fatigued to manage vessel without assistance. [See letter of acknowledgment.]

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Jan. 18	Sp. str. Cadagna.....	Rehoboth Beach, Delaware.	Unable to enter Delaware Bay on account of ice; anchored off station. Boarded her and learned that she wished to communicate with her agents; sent dispatches for master.
Jan. 19	Skiff; no name.....	Santa Rosa, Florida.....	Adrift. Launched boat, recovered craft, and held her at station for identification by owner.
Jan. 20	Am. tug Thomas Wilson.	Aransas, Texas.....	Unacquainted with channel over bar. Went out and piloted her into bay.
Jan. 21	Am. sc. Matilda D. Borda.	Cold Spring, New Jersey..	Wanted tug. Carried ashore dispatch for master.
Jan. 21	Am. sc. A. d. d. i. e. Henry.	Durants, North Carolina..	Chains parted and vessel carried ashore by drifting ice. Moored her securely to beach until ice left her, when she was hauled off by tugs.
Jan. 21	Am. sc. Una.....	Umpqua River, Oregon...	Fouled anchor and dragged on sand flat. Planted her anchors in deep water, ran lines, and made sail; after working twelve hours succeeded in dislodging her, and took her to secure anchorage.
Jan. 22	Am. sc. Mina Belle.	Turtle Gut, New Jersey...	Wished to communicate with owners. Boarded her, after a hard pull through the ice, and sent dispatch for master, as requested.
Jan. 23	Oyster boat; no name.	Cobbs Island, Virginia....	Out of food; her crew of three men signaling from Bone Island. Launched surfboat and transported them to Cobbs Island, where they were able to procure provisions.
Jan. 23	Sailboat; no name..	Whales Head, North Carolina.	Endangered by ice in Currituck Sound. Took her to place of safety.
Jan. 25	Sloop; no name.....	Galveston, Texas.....	Adrift; mast carried away and side stove in. Overhauled her and brought her to station; held her for owner.
Jan. 25	Small boat; no name.	Fort Point, California.....	Drifting to sea. Towed her ashore and kept her for identification by owner.
Jan. 26	Small boat; no name.	Brazos, Texas .....	Boat, containing pilot who had taken a vessel out over the bar, was unable to return against sea. Launched surfboat and brought pilot and his boat to shore.
Jan. 28	Am. str. Nantucket	Coskata, Massachusetts...	Unable to reach wharf on account of ice. Landed passengers and freight with surfboat.
Jan. 29	Dory; no name.....	Race Point, Massachusetts.	Caught in drift ice and going out to sea; occupant unable to check her headway. Life-saving crew succeeded in working through ice and bringing man and boat safely ashore.
Jan. 31	Am. str. Edward Annan.	Seabright, New Jersey....	Drifting; her machinery disabled. Notified owner, who sent a tug to tow her inside Sandy Hook.
Feb. 1	Am. sc. Triton.....	Crumple Island, Maine...	Lost an anchor and chain. Swept for, and recovered same, and returned them to vessel.
Feb. 1	Am. sc. Monterey.....	do.....	Stranded. Floated her and worked her out clear of rocks.
Feb. 1	Sailboat; no name..	Hog Island, Virginia.....	Drifting out to sea. Overhauled craft with surfboat; towed her to place of safety and anchored her securely.
Feb. 2	Am. slp. yacht; no name.	Indian River Inlet, Florida.	Unacquainted with channel. Piloted her to safe anchorage. Two days later, at master's request, took her into Indian River.
Feb. 3	Am. slp. Carrie W...	Quoddy Head, Maine.....	Ran aground during snowstorm. Planted anchors to hold her in position; on flood tide hauled her afloat.
Feb. 3	Am. str. Far niente..	Mosquito Lagoon, Florida.	Ran on mud flat while carrying passengers; no food or accommodations on board for them. Took passengers ashore, lightening vessel so that she came afloat.
Feb. 3	Am. str. Roanoke...	Grand Haven, Lake Michigan.	Struck bar, disabling her machinery, and stranded. Station being closed, keeper summoned volunteer crew, took beach apparatus opposite vessel and fired a shot line over her, but her crew came ashore on the ice. Assisted them to haul ashore vessel's boat containing clothes and other personal effects.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Feb. 4	Am. sc. Topaz.....	Little Kinnakeet, North Carolina.	Ran aground. Boarded her and landed a passenger who wished to go ashore. Next day, vessel being out of provisions, took master ashore to procure same. On 6th, wind shifting and tide coming in, schooner floated.
Feb. 5	Nor. bark Unionem	Cape Henlopen, Delaware.	On Hen and Chickens Shoal. Boarded her at high water, made sail and forced her off; then brought her into the bay where a pilot took charge of her.
Feb. 5	Am. sc. Jennie E. McNaughton.	Durants, North Carolina..	Stranded in dangerous position. Trimmed cargo, floated her and took her to good anchorage.
Feb. 6	Am. sc. John S. Ames.	Bellport, New York.....	Ran ashore in thick weather. Sheltered part of crew at station. On 13th, weather rough, assisted to land crew who were working on vessel. On 26th, vessel was floated by wreckers. Crews of Blue Point and Smiths Point Stations went to her assistance whenshe struck, but were unable to accomplish anything. [See letter of acknowledgment.]
Feb. 6	Br. sc. Glenola.....	Short Beach, New York..	Stranded and totally wrecked; her crew of six men landed unassisted. After securing vessel's sails life-saving crew brought her crew to station and cared for them until next day. Crews of Zachs Inlet and Point Lookout Stations went to her assistance, but could do nothing.
Feb. 6	Nor. bk. Alice.....	Long Beach, New Jersey..	Ran aground in fog and became total wreck. Rigged beach apparatus and assisted by crew of Ships Bottom Station landed eleven men with breeches buoy and cared for them at station. One of her crew drifted ashore in a boat and was taken care of at Island Beach Station. [See detailed account under caption " Loss of Life. "]
Feb. 7	Am. str. Cottage City.	Chatham, Massachusetts.	Stranded in thick fog; pounding heavily and in danger of going to pieces. Boarded her after a severe and perilous struggle with the breakers, jettisoned part of her cargo so as to raise her stern, and at high water got her afloat, enabling her to back out clear of the breakers. As she was going offshore a heavy sea carried away her rudder, but keeper steered her to safe anchorage by skillful handling of her sails, from which place she was towed to New York by a tug. Life-saving crew were unable to land through the surf and had to accompany vessel as far as Woods Hole, returning to station thirty-six hours after their departure for the stranded steamer. By this meritorious service, life-saving crew saved from destruction steamer and cargo valued at over \$200,000. The surf at the time was so heavy that the wreckers who started out to assist the steamer were obliged to turn back. Crew of Monomoy Station boarded vessel, but no further assistance was needed.
Feb. 7	Surfboat; no name..	Cedar Creek, New Jersey..	Capsized in edge of surf. Hauled her up clear of tide and secured her.
Feb. 8	Am. slp. Lillie.....	Santa Rosa, Florida.....	Lost her small boat in squall. Crew found the boat floating in Pensacola Bay, recovered and returned it to master.
Feb. 8	Am. str. Menominee.	Sturgeon Bay Canal, Lake Michigan.	Stove a hole in her bow while entering harbor. Keeper made temporary repairs, which enabled her to proceed to Manitowoc.
Feb. 9	Br. bgn. Ellie Carter.	Ship Bottom, New Jersey..	Stranded and totally wrecked; high sea running. Assisted by crews of Harveys Cedars and Long Beach Stations set up beach apparatus and landed her crew of eight men with breeches buoy; provided them with dry clothing and cared for them at station.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Feb. 9	Am. sc. Rebecca M. Walls.	Morris Island, South Carolina.	Water-logged and abandoned by crew. Seeing signals of distress which had been hoisted, on account of threatening weather, by two watchmen left on board by tug Confidence, pulled out to vessel eight miles distant, through heavy sea, and stood by her all night; next morning transferred the two men to a passing tug; furled sails, repaired her steering gear, which had been carried away, and returned to station after an absence of twenty-three hours. Vessel was subsequently towed to Charleston.
Feb. 10	Am. sc. William H. Jones.	White Head, Maine.....	Sprung aleak, her cargo of lime causing fire and endangering vessel; her crew worn-out by work and exposure. Notified tug, then manned vessel's pumps and kept her pumped out and fire extinguished until tug arrived and towed her to Rockland.
Feb. 10	Am. sc. East Wind..	Point Judith, Rhode Island.	Totally wrecked during thick and stormy weather. After a hard and dangerous pull to windward, reached wreck and rescued her crew of four men. Kept them at station for a week, during which time life-saving crew brought ashore their clothing and personal effects and stripped vessel for owners.
Feb. 11	Br. sc. Galatea.....	Quoddy Head, Maine.....	Parted moorings and dragged ashore. Sent dispatches to Eastport for tugs, and on their arrival, ran lines to vessel which was hauled afloat.
Feb. 11	Am. sc. John Paull..	Quonochontaug, Rhode Island.	Ran aground during fog. Master and two of the crew refusing to leave vessel and weather being stormy, life-saving crew took beach apparatus and surfboat to place of disaster and stood by to make rescue if necessary. Keeper and part of his crew, together with part of crew of Point Judith Station, remained at scene of wreck, assisting wreckers and carrying communications between shore and vessel. On 19th, a violent gale having set in, boarded schooner and landed master and two men. [See letter of acknowledgment.]
Feb. 12	Am. sc. Sea Gull.....	Saluria, Texas.....	Dragging into the breakers; signaling for assistance. Boarded craft, got her underway, and took her to secure anchorage.
Feb. 15	Am. sc. R. H. Pettigrew.	Popes Island, Virginia....	Aground. Boarded her and telephoned to Lewes for wrecking tug; vessel being in dangerous position, stood by her with surfboat until wreckers arrived and hauled her afloat. Crew of Lewes Station assisted by launching boat and delivering message to tug.
Feb. 15	Sloop; no name.....	Galveston, Texas .....	Occupant unable to manage her; in danger of capsizing. Rowed out and put a surfman on board the sloop, who assisted to bring her alongside wharf.
Feb. 16	Am. sc. Rebecca J. Moulton.	Monomoy, Massachusetts.	Aground. Assisted to run lines to tug and to make sail, by means of which she was floated.
Feb. 16	Am. sc. Freeman....	Ocean City, New Jersey..	Drifted ashore. Carried out an anchor, hove her off, and piloted her to wharf at city.
Feb. 16	Am. sc. Ripple.....	Santa Rosa, Florida.....	Carried away rudder and drifted ashore; master and part of crew went to Pensacola for tugs. Took remaining women to station and cared for them until morning; next day, vessel going to pieces, stripped her and saved all property possible for owners.



## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Feb. 17	Am. sc. Mattie B. Russell.	Chatham, Massachusetts.	Struck by squall, blowing away her sails, shifting her cargo, and causing her to spring leak; seas breaking over her decks, and crew exhausted by continuous pumping. Boarded her and found she had five feet of water in her hold and that master was in despair of saving his vessel; some wreckers then arriving, keeper took charge, manned pumps, restowed cargo, and brought schooner safely into Chatham Bay just before a heavy gale and snowstorm set in, which would have destroyed her.
Feb. 18	Am. sc. Pearl.....	Burnt Island, Maine .....	Sprung leak; in danger of taking fire from her cargo of quicklime. Pulled out in high wind and snowstorm and brought her to anchor in smooth water. Repaired leak and assisted to get her under way on following day.
Feb. 18	Am. sc. Henry Lip-pitt.	Brentons Point, Rhode Island.	Forced to anchor, having carried away her foremast head; dragging in heavy gale and sea. Sent message to Newport for tug, then boarded vessel and carried ashore dispatch for master. Tug summoned by keeper came out and towed her into port.
Feb. 18	Am. sc. Elsie Fay...	Ditch Plain, New York...	Stranded in thick snowstorm and was totally wrecked. Assisted by crew of Hither Plain Station handed crew of seven men with breeches buoy and took care of them at station for six days.
Feb. 19	Am. sc. Enos B. Phillips.	Point Allerton, Massachusetts.	Ran ashore and wrecked during thick weather; abandoned by crew. Life-saving crew met vessel's crew coming ashore, took master and mate in surf-boat and pulled out to wreck to see if anything could be done to save her, but she soon sunk. Kept her crew at station until next morning, then procured them free transportation to Boston.
Feb. 19	Am. sc. James Butler.	Sandy Hook, New Jersey.	Sunk alongside wharf in furious gale. Attempted to keep her afloat, but without avail. Cared for her crew at station for ten days, until vessel was raised and repaired, life-saving crew assisting in the work.
Feb. 19	Nor. bk. L a n e a -shire.	Santa Rosa, Florida.....	One of her small boats adrift; the sailor in the boat was intoxicated and unable to reach his vessel. Brought man and boat to station and when weather moderated took them out to bark.
Feb. 20	Am. sc. Douglas Dearborn.	Cuttyhunk, Massachusetts.	Became unmanageable and went ashore; totally wrecked in furious gale and sea. With great difficulty brought beach apparatus to place and landed her crew of nine men with breeches buoy. All had suffered greatly from long exposure to the storm and were almost helpless. Life-saving crew gave proper medical treatment to seven of the seamen who were badly frost-bitten, took three to station, the remaining six being provided for at different houses on the island. Next day transferred all on board a tug which came to station for them, then pulled out to wreck and brought ashore such personal effects of crew as could be saved.
Feb. 20	Am. sc. barge Reliance.	Block Island, Rhode Island.	Driven ashore and totally wrecked during prevalence of furious gale. Set up beach apparatus and attempted to establish communication with vessel, but she went to pieces immediately drowning the persons who had not been already swept overboard before the barge struck. Life-saving crew recovered four bodies of the drowned and gave them over to proper State official. Crew of New Shoreham Station came to offer assistance, but nothing could be done. [See detailed account under caption "Loss of Life."]

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Feb. 20	Am. bge. S. O. Co. of N. Y. No. 57.	Ocean City, New Jersey.	Stranded. Boarded her, carried ashore and telegraphed dispatches for master, then pulled to vessel and remained on board until next morning, when tugs arrived and released her by pulling in direction of deepest water indicated by keeper.
Feb. 20	Am. sc. Nathan Esterbrook, Jr.	Little Kinnakeet, North Carolina.	Totally wrecked; heavy sea and gale. Assisted by crews of Gull Shoal and Big Kinnakeet Stations landed entire crew of nine men in breeches buoy and life car, and cared for them at station. One man died after having been landed. [See detailed account under caption "Loss of Life."]
Feb. 20	Am. bk. Formosa....	Cape Hatteras, North Carolina.	Struck on Outer Diamond Shoal and sunk; crew of nine men landed in their own boat. Brought seven to station and cared for them, the remaining two staying at Cape Hatteras Light-House. On 21st took six of them to Durants Station, where they were taken care of until the 23d, when they procured transportation to Philadelphia on schooner Addie Henry. On 22d transported master and two mates to Big Kinnakeet Station, from which place they took steamer for Elizabeth City on the 23d. [See letter of acknowledgment.]
Feb. 21	Am. sc. D. M. Anthony.	Gurnet, Massachusetts....	Wanted tug to tow her into harbor, drifting ice endangering her ground tackle. Went to Duxbury and telegraphed owners at Boston, who sent a tug to her assistance.
Feb. 22	Am. sc. Glenwood...	Point Allerton, Massachusetts.	Wrecked on Hardings Ledge during snowstorm; crew landed in their own boat. Conducted them to station, provided them with food, shelter, and clothing. Next day procured free passes for them to Boston on railroad.
Feb. 22	Schooner; name unknown.	Chatham, Massachusetts..	Dragging ashore in heavy gale; weather thick. Called crew of Monomoy Station to assist in case of disaster and summoned tug. Fortunately wind changed and prevented her striking. Tug came later and took her away.
Feb. 22	Am. sc. Addie B. Bacon.	Cape Lookout, North Carolina.	Anchored too close to shore in Lookout Light; wind shifting and blowing a gale, vessel swung on a shoal and was pounding hard on the bottom. Ran lines three different times to revenue cutter Colfax, which finally succeeded in hauling the schooner into deep water. Crew assisted to heave up the anchor, also to furl sails after she was securely moored.
Feb. 22	Sailboat; no name..	Gilberts Bar, Florida.....	Dragging out to sea; two men and a woman on board. Keeper landed the woman in a small boat, and then assisted to tow the boat out of current.
Feb. 23	Am. slp. Lucy Allen.	Big Kinnakeet, North Carolina.	High and dry ashore. Assisted to put rollers under her keel and get her afloat.
Feb. 23	Steam launch; no name.	Mosquito Lagoon, Florida.	No accommodations for her party of three men. Sheltered them at station overnight.
Feb. 24	Br. bg. Aquatic.....	Cuttyhunk, Massachusetts.	Wrecked on Sow and Pigs Reef in the night. Life-saving crew went to her with surfboat, but could do nothing then on account of violent sea. Next morning, assisted by volunteer crew of Massachusetts Humane Society, rigged beach apparatus on a lighter and rescued four men with breeches buoy, the volunteer boat bringing off the remaining five. Took them all to station and cared for them properly. [For detailed account, see caption "Loss of Life."]
Feb. 24	Am. sc. Ina.....	Jupiter Inlet, Florida.....	Aground; her crew ran out an anchor and a cable, but lost them in swift current. Life-saving crew dragged for and recovered them, and then kedged her out clear of breakers.

Services of Crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Feb. 24	Am. sc. Leman No. 3.	Brazos, Texas.....	Unable to find channel; weather foggy. Piloted her in.
Feb. 25	Am. sc. Laura B. Banks.	Kitty Hawk, North Carolina.	Left high and dry ashore by gale. Assisted by crew of Kill Devil Hills Station put rollers under craft, carried out an anchor, and hove her afloat uninjured.
Feb. 26	Am. sc. W. Parnell O'Hara.	Race Point, Massachusetts.	Ran ashore during snowstorm. When life-saving crew reached vessel, they found her crew very much alarmed and about to abandon her. By keeper's advice, an anchor was dropped over schooner's stern to prevent her driving further on the beach; at high tide made sail and took her offshore uninjured, saving the vessel. Her crew could be persuaded only with great difficulty to remain on board until high water and help get their craft afloat. Crew of Peaked Hill Bars Station came to her assistance and took charge of effects of crew, in case it should be necessary to abandon ship.
Feb. 26	Br. sc. Cricket.....	.....do .....	Stranded in snowstorm and totally wrecked; high wind and sea. Started out to vessel, but met her crew of five men in a small boat; transferred them to surfboat and brought them ashore, they being unacquainted with beach and badly frightened; cared for them at station until 28th, when they left for home.
Feb. 26	Am. sc. Amelia G. Ireland.	Chatham, Massachusetts..	Separated from tug in gale of 20th; anchored, but parted both chains and went to sea. On this date life-saving crew discovered her signal of distress offshore, pulled five miles through a heavy surf, and boarded her, finding her badly injured by storm; master being unacquainted with coast, keeper took charge and worked vessel close to shore, where a tug took charge of her and towed her to Vineyard Haven. [See letter of acknowledgment.]
Feb. 26	Am. sc. Menuncatuck.	Watch Hill, Rhode Island.	Vessel on fire; beached by master. Life-saving crew got flames under control, then backed vessel off the beach and started for Stonington, but fire broke out again, forcing them to scuttle her to prevent burning. Landed crew and telephoned for tug, which pumped vessel out, raised her, and took her to New London for repairs.
Feb. 27	Am. sc. Fly .....	Burnt Island, Maine.....	Dragged dangerously near the rocks in heavy gale. Planted an anchor to windward and warped her clear.
Feb. 27	Swed. bk. Alfild....	Cape Fear, North Carolina.	Wrecked on shoal. Boarded her, and after assisting wreckers for two days in an unsuccessful attempt to float her, landed them in surfboat. Crew of Oak Island landed nine of the crew with lifeboat on 28th, and on following day took master ashore. Later, master and three wreckers having returned to vessel and threatening weather setting in, took them ashore with surfboat.
Feb. 28	Br. sc. Mary E.....	Cross Island, Maine.....	Ran on a ledge and sunk in Cutler Harbor, seven miles from station. Made six trips to her and assisted to get her into shoal water where she was pumped out and raised. [See letter of acknowledgment.]
Feb. 28	Am. str. Percy V.....	Hunniwells Beach, Maine.	Drifted on steep bank; partly filled and in danger of listing offshore and receiving injury on ebb tide. Bailed her out and secured her.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Mar. 2	Am. sc. Arvesta.....	Narragansett Pier, Rhode Island.	Stranded; two feet of water in her hold. Boarded and attempted to pump her out, but were unsuccessful. On following day assisted tug to get steam pump on board. On 4th, a heavy snowstorm setting in with high wind and sea, landed crew of seven men, with their effects, and cared for them at station for two days, when they departed for their homes. Vessel subsequently went to pieces.
Mar. 2	Br. bkn. Baldwin ...	South Brigantine, New Jersey.	Stood too close to beach; keeper hoisted danger signal, but vessel kept on and stranded. Boarded her, assisted to get her afloat, and directed master what courses to steer to reach destination.
Mar. 2	Catboat Zona .....	Morris Island, South Carolina.	Becalmed and drifting into breakers. Took two women and a boy into surfboat and brought them ashore; towed boat to place of safety. One of the women was in a fainting condition, having been badly frightened by the breakers, but was soon restored.
Mar. 3	Am. sc. Kanawha ...	Santa Rosa, Florida.....	Stranded twelve miles east of station during fog; vessel in dangerous position. Life-saving crew went to Pensacola and secured tugs; then sailed back to schooner in surfboat, where keeper took charge of work. After working sixty-five hours, lightering cargo and running lines for tug, vessel was floated; keeper then piloted her to Pensacola.
Mar. 4	Am. sc. Ella M. Watts.	Cape Henlopen, Delaware.	Ran aground on point of cape during thick snowstorm. Picked crew from Cape Henlopen and Lewes Stations landed her crew of seven men, making two difficult and dangerous trips through the heavy sea; took ship's company to station and provided them with food, shelter, and dry clothing. Vessel became total wreck.
Mar. 4	Am. sc. Martha.....	Cape Hatteras, North Carolina.	Carried away mainsail in heavy weather; stranded on shoal and became a total wreck. Assisted by crews from Big Kinnakeet and Creeds Hill Stations, succeeded, after great exertion, in landing her crew of four men with breeches buoy; took them to station and kept them there for four days.
Mar. 5	Small boat; no name.	Orange Grove, Florida....	Drifted on beach; secured her and held her for owner.
Mar. 6	Am. tug Volunteer..	Cuttyhunk, Massachusetts.	Wished assistance to take on board, at Marthas Vineyard, the body of a man which she was to carry to Cuttyhunk for burial, the sea being rough and she having no surfboat. Launched station surfboat, accompanied her to place, and transported the body from shore to tug. Next day, there being considerable sea, landed from vessel a party of relatives of the deceased who had come to the funeral and, after the services, took them back on board.
Mar. 6	Skiff Shamrock.....	Louisville, Kentucky.....	Caught in swift current and being swept to the Falls of the Ohio with its two occupants. Overhauled it and towed it ashore.
Mar. 6	Am. str. Little Albert.	.....do .....	While attempting to tow barge up the river, strong current caught her bow and swept her downstream. Boarded and piloted her safely over the falls and saved her from being wrecked on the rocks. [See letter of acknowledgment.]
Mar. 7	Am. sc. Hunter.....	Monomoy, Massachusetts.	Disabled by splitting of sails; weather threatening. Assisted to repair sails and enabled her to resume her voyage.
Mar. 7	Am. sc. Edward M. Hartshorn.	Atlantic City, New Jersey	Fast on bar. Ran anchor, floated her on flood tide, and took her into harbor.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Mar. 7	Am. barge; no name.	Louisville, Kentucky.....	Broke adrift from steamer Little Albert (see record of March 6), and stranded on rocks. Boarded craft and brought ashore lines and chains that were on board. On 8th, river rising, carried out an anchor and hove a strain on hawser. On following day hauled her afloat. [See letter of acknowledgment.]
Mar. 9	Am. sc. Lillie F. Schmidt.	Ocracoke, North Carolina.	Stranded and totally wrecked, ten miles from station; furious sea and gale. After a hard and laborious journey, brought beach apparatus to place of wreck, and landed her crew of seven men with breeches buoy. Keeper secured them shelter at Ocracoke village, as they were too exhausted to go to station. [See letter of acknowledgment.]
Mar. 9	Am. sc. Kate V. Aitken.	Morris Island, South Carolina.	Driven ashore by squall while towing out of harbor. Pulled nearly seven miles in surfboat, stood by vessel until it was seen that she was a total loss, then landed crew of seven men with personal effects through high surf.
Mar. 10	Small boat; no name.	Mosquito Lagoon, Florida.	Crew of two men came to station and asked shelter, their boat having no accommodations. Cared for them until morning.
Mar. 10	Am. sc. Mary E. Lynch.	Saluria, Texas.....	Unacquainted with channel to landing where she was bound with material for repairing Matagorda Light-House. One of station crew piloted vessel to landing.
Mar. 11	Am. sc. Roger Drury.	Sandy Hook, New Jersey..	Mistook lights and grounded on point of Sandy Hook; dangerous sea running; vessel full of water. Telegraphed for wreckers, who came and floated her.
Mar. 11	Br. str. Wells City...	Monmouth Beach, New Jersey.	Stranded; vessel rolling and pounding heavily, with seas breaking over her. Assisted by crew of Seabright Station, landed her crew of thirty-one men with breeches buoy. The work of rescue was accomplished with great difficulty, on account of the violent rolling of the vessel. [See letter of acknowledgment.]
Mar. 11	Am. tug Chas. West.	Racine, Lake Michigan...	Breaking ice pack, which was causing overflow of river. Assisted to work vessel.
Mar. 11	Small boat; no name.	Fort Point, California.....	Adrift. Took her to shore and secured her.
Mar. 13	Am. slip. Mystic.....	Fairport, Lake Erie.....	Carried out into lake by ice floe. When thaw set in keeper procured assistance, cut channel out to craft, which was leaking, brought her into harbor, and hauled her out for repairs. Owner had given her up for lost.
Mar. 13	Am. sc. Gem.....	Fort Point, California.....	Misstayed and stranded on reef. Ran lines to tugs, and assisted in handling same; vessel was then floated and beached in a safe place for repairs.
Mar. 14	Catboat Nautilus....	Chester Shoal, Florida.....	Sunk; her four occupants taking refuge on top of deck house. Landed them and loaned them a boat with which to continue their journey; afterwards assisted to raise and repair boat.
Mar. 15	Catboat Bertie Branford.	Bellport, New York.....	Fouled anchor and dragged ashore. Floated and took her to station; subsequently turned her over to owner.
Mar. 16	Am. sc. James R. Talbot.	White Head, Maine.....	Missed stays and stranded on Sheep Island, seven miles from station. Ran anchor to prevent her from driving farther up, and at flood tide hove her off and piloted her into channel.
Mar. 16	Br. str. Great Northern.	Cape Fear, North Carolina.	Aground. Took master ashore to procure tugs, but vessel floated without assistance.
Mar. 17	Am. bkn. Altamaha.	Chatham, Massachusetts..	Struck on sunken wreck and stove a hole in her bottom. Master beached her to prevent sinking, but she became a total wreck. With assistance of crew of Monomoy Station, landed her crew of seven men with their effects, took them to station, and cared for them.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Mar. 19	Skiff; no name.....	Cape Arago, Oregon.....	Parted moorings, swamped, and went ashore. Bailed out craft, towed her to station, and delivered her to owner.
Mar. 20	Am. sc. Luther T. Garretson.	Santa Rosa, Florida.....	Ran ashore twenty miles east of station during foggy weather. Went out with tug and worked on her six days between March 24 and April 22, running anchors and lines and assisting in all ways possible, but failed to release the schooner. She was finally floated on May 9.
Mar. 20	Skiff; no name.....	Manistee, Lake Michigan.	Unable to make harbor against wind and sea. Keeper took heaving line and with assistance of volunteers hauled boat to landing and took her up clear of sea.
Mar. 24	Am. sc. L. B. Chandler.	Hog Island, Virginia.....	Leaking badly; attempted to make port but broached to and sunk, driving her crew into the rigging. Launched lifeboat and started to her assistance, but, after pulling nearly two hours against sea and gale, fog shut in, compelling crew to anchor. When fog lifted, proceeded and rescued the crew of four men, wet, cold, and exhausted by exposure to the severe weather for eleven hours. Provided them with dry clothing and kept them at station until they were able to depart for their homes.
Mar. 24	Mex. sc. Bella Sara..	Sabine Pass, Texas.....	Fast on reef. Carried out anchors and made ineffectual attempt to float her. Next morning succeeded in getting her off uninjured.
Mar. 25	Am. sc. Mary A. Hood.	Race Point, Massachusetts.	Mistook fog signals and stranded. Boarded her and ran out two kedges; at high water carried lines to revenue cutter Dexter, which took her offshore; assisted to make sail.
Mar. 25	Ger. str. Gluckauf..	Blue Point, New York ....	Stranded and totally wrecked in foggy weather. Keeper heard her approaching shore and attempted to warn her off by firing a gun, but without avail; when she struck, with assistance of crews from Lone Hill and Bellport Stations, set up beach apparatus and established communication with vessel by means of breeches buoy; telegraphed to New York for tugs. During ensuing month crew rendered all assistance in their power to wreckers until vessel was given up. April 7, a storm arising, assisted wreckers to land steamer's crew (thirty men) and sheltered them at station overnight.
Mar. 25	Am. slp. Margaret Ann.	Bodie Island, North Carolina.	Sprung aleak and sank. Assisted by crew of Oregon Inlet Station, raised vessel, pumped her out, and repaired leaks.
Mar. 25	Am. slp. Mattie H....	Jupiter Inlet, Florida.....	Fast on bar. Floated her uninjured.
Mar. 25	Am. sc. Antelope.....	Coquille River, Oregon....	Aground. Carried her lines to jetty and attempted to heave her off, but without success; next morning, tide increasing, hauled her into the channel.
Mar. 26	Am. slp. Therese.....	Galveston, Texas.....	Carried away rudderhead and drifted against jetty. Towed her to safe anchorage and repaired rudder.
Mar. 29	Am. sc. Hector.....	White Head, Maine.....	Stranded on a ledge. Kedged her off.
Mar. 29	Am. st. yt. Canaveral.	Chester Shoal, Florida.....	Dragged ashore in gale. Keeper took tackles and shovels out to vessel, and worked for three days, assisting crew to dig channel and haul her afloat.
Mar. 30	Br. sc. Nellie Parker.	Smiths Creek, Florida.....	Driven ashore and totally wrecked in heavy gale. Boarded vessel, carried dispatches for master, and assisted, as occasion offered, until her crew left for Jacksonville, April 3.
Apr. 1	Br. sc. Glenera.....	Quoddy Head, Maine.....	Leaking badly and signaling for assistance. Boarded vessel, and, at master's request, beached her in a safe place where leak could be repaired.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Apr. 1	Am. sc. Exchange...	White Head, Maine.....	Stranded on sunken ledge; in dangerous position; high surf running. Ran out anchors and rigged masthead tackles to prevent her from rolling and staving on the rocks; at high water she floated and was taken to safe place.
Apr. 1	Sailboat C. A. Carpenter.	Hog Island, Virginia.....	Capsized; owner exhausted by clinging to bottom of boat in rough sea. One of the life-saving crew rescued him, then righted and bailed out boat and towed her ashore.
Apr. 2	Yawl Nabob.....	Jupiter Inlet, Florida.....	Ran aground while entering inlet; vessel lying broadside to breakers. Life-saving crew boarded her, carried out anchors, and got her head to the sea, where she was safe until flood tide made, when they hauled her afloat.
Apr. 2	Skiff Out of Sight...	Louisville, Kentucky.....	Sweeping downstream and about to go over the falls; the four boys on board unable to manage her. Rescued boat and occupants and brought them ashore.
Apr. 6	Am. sc. Rogers.....	Monomoy, Massachusetts.	Wrecked on Handkerchief Shoal; weather thick and snowing. Attempted to pump her out, but were unsuccessful. Then brought crew of six men to station and cared for them until they could reach their homes.
Apr. 6	Am. sc. Genesta.....	Lewes, Delaware.....	Foundered in squall thirty miles offshore, drowning six of her crew. Schooner Laughing Water landed the remaining twelve of her crew on the beach. Life-saving men conducted them to station and provided them with food and clothing, after which they departed for New York.
Apr. 6	Sailboat, no name...	Wachapreague, Virginia..	Capsized, throwing her three occupants into the water. Life-saving crew rescued them as they clung to the bottom of the overturned craft, brought boat and men safely ashore, and cared for latter at station.
Apr. 7	Am. sc. Julia E. Whalen.	Monomoy, Massachusetts.	Two of her crew became separated from their vessel while trawling in foggy weather and landed on beach. Furnished them with clothing and cared for them until next day; then took them to Chatham from which place keeper secured them free transportation to their homes.
Apr. 7	Dory; no name.....	Durants, North Carolina.	Parted moorings and drifted into the breakers. Secured boat, which had a grapple and two oars on board, and held her at station for owner.
Apr. 7	Skiff; no name.....	Ludington, Lake Michigan.	Sprung leak and capsized with two men. Rescued the men, who were intoxicated and could barely support themselves on the bottom of the skiff; towed her ashore, righted, and bailed her out.
Apr. 7	Fishing boat; no name.	Michigan City, Lake Michigan.	Capsized with two fishermen. Rescued the men and towed their boat into harbor.
Apr. 8	Br. sc. Gladstone...	Cranberry Isles, Maine...	Ran ashore in foggy weather; pounding and in danger of going to pieces in the rough sea. Hove her afloat and brought her into harbor.
Apr. 10	Sailboat; no name..	Lone Hill, New York.....	BeCALMED; owner out of provisions and unable to reach home to procure same. Furnished food and shelter for him at station until morning, when breeze sprung up enabling him to proceed.
Apr. 10	Am. str. H. D. Root	Pentwater, Lake Michigan.	Heavily laden, causing her to strike bottom when attempting to leave port. Ran lines and assisted to haul her out of harbor, working eight hours before getting her clear.
Apr. 11	Am. sc. Charles E. Balch.	False Cape, Virginia.....	Overran her reckoning and stranded. Surf being dangerous, life-saving crew set up beach apparatus and landed mate; telegraphed for wreckers, who hauled vessel afloat on 16th.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Apr. 12	Am. sc. Northern Light.	Indian River Inlet, Delaware.	Broached to while crossing bar and stranded; swept by seas and in danger of breaking up. Hove her afloat and piloted her into the inlet.
Apr. 12	Am. slp. Anna Homan.	Assateague Beach, Virginia.	Misstayd, and stranded in dangerous position; weather threatening. Ran out anchor, hove her afloat, and brought her into Chincoteague Inlet.
Apr. 13	Am. sc. Active.....	Frankfort, Lake Michigan.	Collided with pier while attempting to enter harbor; then anchored but dragged ashore. Her crew being endangered by heavy surf, landed them in surfboat, and cared for them until a tug could be procured, then placed them on board their vessel. Ran lines for tug, and when schooner was towed into harbor pumped her out and repaired injuries caused by collision with wharf. On 15th, sea moderating, recovered anchor and chain which she was forced to slip when hauled off the beach.
Apr. 14	Am. tug G. W. Hunt	Cuttuhunk, Massachusetts.	Wished assistance to land seven passengers. Transferred them to shore in surfboat.
Apr. 14	Am. sc. Laura Louise.	New Shoreham, Rhode Island.	Wished assistance to reach wharf; wind shifting and threatening to drive her ashore. Carried her hawser to wharf and hauled her alongside.
Apr. 14	Am. sc. R. G. Magill.	Squan Beach, New Jersey.	Stranded in thick weather and became a total wreck; crew landed in their own boat. Took them to station and succored them for three days; stripped wreck and saved charts, clothes, and provisions.
Apr. 14	Am. catboat Foam.	Atlantic City, New Jersey.	Stranded. Kedged her afloat.
Apr. 14	Yawl; no name.....	Galveston, Texas.....	Drifting out to sea. Overhauled her, towed her ashore, and turned her over to owner.
Apr. 14	Am. sc. Charles E. Wyman.	Milwaukee, Lake Michigan.	Hard aground. Notified tugs, but they had no line long enough to reach vessel. Life-saving crew then procured a long line from revenue cutter Johnson and ran it from tugs to schooner, which was released on following morning.
Apr. 15	Am. slp. William Downs.	Napeague, New York.....	Stranded; weather thick and stormy. Assisted by crew of Hither Plain Station, planted anchors and dug channel whereby vessel was floated uninjured.
Apr. 15	Am. sc. Centennial.	Sandy Hook, New Jersey.	Dragging ashore. Carried out an anchor and prevented her from going on the beach. Afterwards piloted her to safe anchorage.
Apr. 15	Am. slp. Josie .....	San Luis, Texas.....	Capsized and sunk on the 14th; her crew of two men landed by a man living near scene of casualty, the vessel being invisible from station. Worked on her for nine hours, but were unable to raise her. Then brought her crew to station and provided them with clothing and provisions, as they had lost everything when the vessel sunk.
Apr. 15	Am. str. H. D. Root.	Pentwater, Lake Michigan.	Stranded while attempting to leave harbor deeply laden. Ran lines and assisted her to work her way out of port. Unacquainted with channel into inlet. Launched surfboat and piloted her in.
Apr. 16	Am. sc. William T. Parker.	Fire Island, New York...	Misstayd while entering Hatteras Inlet; vessel anchored but dragged ashore. Assisted by crew of Durants Station, planted a kedged and hove her afloat, but kedged broke out and she went ashore again. Two days later succeeded in releasing her, and anchored her in safe place. [See letter of acknowledgment.]
Apr. 16	Am. sc. Emma W. Burton.	Ocracoke, North Carolina.	Mistook signals which the patrol was displaying for her guidance and stranded. Took her crew to station and kept them there overnight. Next morning hauled vessel afloat.
Apr. 16	Am. slp. Cracker .....	Jupiter Inlet, Florida.....	Mistook signals which the patrol was displaying for her guidance and stranded. Took her crew to station and kept them there overnight. Next morning hauled vessel afloat.
Apr. 16	Skiff; no name.....	Louisville, Kentucky.....	In danger above cross dam of falls. Rescued occupant and towed boat ashore.



## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Apr. 16	Skiff Frank Becker.	Louisville, Kentucky.....	Sweeping over the falls; her two occupants frightened and unable to manage her. Life-saving crew hastened to their rescue, but were obliged to shoot the cross dam in order to reach them. This they did successfully, headed off skiff, and brought it and the men safely ashore.
Apr. 16	Rowboat; no name.	Kenosha, Lake Michigan.	Partially filled and in danger of capsizing. Her two occupants, being inexperienced in handling boats, were badly frightened and about to attempt swimming ashore, an undertaking which probably would have resulted fatally owing to the coldness of the water. Rescued them, and towed their boat to the shore.
Apr. 17	Am. sc. Betty.....	Cape Lookout, North Carolina.	Dragged ashore in gale, sprung aleak, and sunk. At low tide pumped her out, took her to a safe place and, assisted by some fishermen, hauled her up on beach and blocked her up for repairs. On 24th, assisted to haul her afloat.
Apr. 17	Small boat; no name.	Chester Shoal, Florida....	Dragged ashore in gale. Hauled her afloat.
Apr. 18	Am. sc. Blanche Creamer.	Oak Island, North Carolina.	Stranded. Carried out an anchor and hove her into deep water.
Apr. 19	Am. sc. Nellie Lamper.	Monomoy, Massachusetts.	Grounded on Rodgers Shoal. Stood by vessel until flood tide made, when she floated; then assisted to make sail, remaining on board until she was clear of all obstructions.
Apr. 19	Am. slp. Whitney...	Galveston, Texas .....	Capsized. Rescued owner, who was clinging to bottom of boat, brought him to station and cared for him there. Righted and bailed out sloop.
Apr. 19	Am. tug John A. Miller.	Grand Haven, Lake Michigan.	Sprung aleak; master compelled to beach her in an unsafe place to prevent sinking. Keeper notified owners and proceeded to place in lifeboat. Assisted to bail out and succeeded in reducing water sufficiently to allow tugs to haul her afloat, remaining on board and bailing until she was taken into harbor and beached in a safe place for repairs.
Apr. 19	Am. slp. yt. Promise.	Holland, Lake Michigan..	Unable to reach her mooring place against offshore gale. Towed her to boathouse and secured her.
Apr. 19	Am. sc. Addie.....	Holland, Lake Michigan..	Needed assistance to enter harbor; wind offshore and blowing a gale. Crew went out on pier, took her lines, and towed her in.
Apr. 19	Am. slp. yacht; no name.	Racine, Lake Michigan...	Broke adrift. Moored her in a place of safety.
Apr. 20	Am. sc. J. H. Wainwright.	White Head, Maine.....	Anchored close to shore; in danger of dragging on the rocks. She was short-handed, and life-saving crew went on board and worked her to a safe anchorage; shortly afterwards a severe gale sprung up, which would have driven her ashore had she remained where first anchored.
Apr. 20	Am. sc. Eagle.....	Gurnet, Massachusetts,...	Fast on shoal; weather threatening. Planted a kedge, hauled her head offshore, and, as soon as canvas would draw, made sail and forced her afloat before the storm broke; afterwards recovered and returned kedge, which she had been obliged to slip when she floated.
Apr. 20	Catboat Charles H. Davis.	Point of Woods, New York.	Dragged anchors and foundered; her two occupants landed in their own boat. Sheltered them at station until morning; then raised their boat, enabling them to return home.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Apr. 20	Am. sc. Henry R. Congdon.	Deal, New Jersey.....	Lost her foresail in prevailing gale. Anchored, but dragged ashore and became a total wreck, seas making a clean breach over her decks. Assisted by crew of Long Branch Station, landed crew of seven men with breeches buoy; cared for them at station until morning.
Apr. 20	Am. sc. Hattie S. Williams.	Squan Beach, New Jersey.	Stranded and totally wrecked; heavy seas sweeping over her. With assistance of crew of Spring Lake Station, set up beach apparatus, landed the crew of ten men with breeches buoy, and provided them with food and shelter at station.
Apr. 20	Am. sc. Magnolia.	Forked River, New Jersey.	Stranded and totally wrecked in same gale. With great difficulty succeeded in landing her crew of three men with breeches buoy. Conducted them to station and took care of them. One of their number, who had injured himself before leaving vessel, was given proper medical treatment by keeper. Crews of Barnegat and Cedar Creek Stations assisted in the rescue.
Apr. 20	Am. sc. Rebecca ....	Lewes, Delaware .....	Stranded on breakwater; crew rescued by pilot boat before life-saving men could reach the place. Boarded her and ran a line through heavy sea to tug, but latter could not release her. She was floated next morning and towed into port.
Apr. 20	Am. sc. North Star..	Little Island, Virginia.....	Stranded and totally wrecked. Her crew of ten men having abandoned her in small boats, life-saving crew took them into the surfboat, landed them through the breakers, and brought them to station, where their necessities were provided for. Boarded vessel later and saved four small boats and personal effects of crew.
Apr. 20	Catboat Lizzie. ....	Chester Shoal, Florida.....	Sails torn; out of provisions. Repaired sails and supplied master with food.
Apr. 20	Am. tug Grayling...	Sand Beach, Lake Huron	Parted mooring line; in danger of going ashore. Took her cables, and secured her with same.
Apr. 20	Am. tug Jordan Beebe, jr.	.....do .....	Breaking adrift from her moorings during gale. Secured her to wharf.
Apr. 20	Am. sc. F. L. Danforth.	Chicago, Lake Michigan..	Broke adrift from her consort during furious gale and went ashore ten miles from the station; vessel partly submerged, crew in the rigging. Launched lifeboat, accompanied tug to place of disaster, and rescued the crew of ten men, who were almost famished. This service, effected in very heavy weather, by the crew of the station on the World's Fair Grounds, was cheered by the crowds which had collected on the beach. Crew of Evanston Station came to the scene, but the rescue was made before they arrived.
Apr. 20	Am. sc. Kewaunee..	Racine, Lake Michigan...	Dragged moorings and went ashore in violent gale. Rescued the crew of eight men with breeches buoy. Stripped vessel and saved her entire outfit; assisted wreckers by running lines and carrying out anchors, working twelve days. Tugs finally released her.
Apr. 20	Am. sc. Laurina .....	Milwaukee, Lake Michigan.	Dragged ashore in prevailing storm. Threw a heaving line on board and, as vessel was only a short distance from breakwater, hauled ashore a long plank by means of which crew landed safely.
Apr. 20	Small boat; no name.	Two Rivers, Lake Michigan.	Drifting out into lake. Recovered her and turned her over to owner.
Apr. 21	Am. sc. Millie Florence.	Cranberry Isles, Maine...	Unacquainted with channel. Keeper piloted her into harbor.
Apr. 21	Am. sc. Mary E. Lynch.	Hunniwells Beach, Maine.	Stranded in heavy surf. Planted kedge in deep water, hove her afloat, and took her to secure anchorage.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. Apr. 21	Am. sc. Index.....	Fletchers Neck, Maine....	Struck bottom and sprung aleak. Boarded her in obedience to her signal of distress, and attempted to keep her afloat, but failed. As she was in danger of going to pieces, life-savers landed her crew, took them to station, and kept them for ten days. During two days following disaster brought ashore effects of crew and all property that could be saved.
Apr. 21	Am. barge Durham	Jerrys Point, New Hampshire.	Stranded; pounding hard in rough sea. Carried out anchors and prevented her from driving farther on, then telephoned for tug, which took her to place of safety.
Apr. 21	Am. sc. Dixie .....	Forked River, New Jersey.	Dragged ashore in heavy gale. Landed her crew of three men with breeches buoy, crews of Cedar Creek and Barnegat Stations assisting in the work.
Apr. 21	Am. tug L. Luckenbach.	Harvey Cedars, New Jersey.	Wished assistance in towing two disabled barges to New York; heavy sea running. Telegraphed for tug, which took one of the barges in tow.
Apr. 21	Am. sc. Alfred P. Wright.	Racine, Lake Michigan....	Master wished to communicate with owners. Vessel having no boat suitable for landing through the heavy surf, station crew launched lifeboat, boarded the schooner, and brought ashore master's dispatch.
Apr. 22	Am. str. Gov. Flower.	Fire Island, New York....	Unacquainted with channel over bar. Piloted her into the inlet.
Apr. 22	Am. slp. Eveline.....	Barnegat, New Jersey.....	Misstayd and stranded on shoals. Boarded her and ran out two anchors. On flood tide floated her and piloted her to safe moorings.
Apr. 22	Am. sc. Brigadier....	Lewes, Delaware .....	Leaking badly; her crew worn out by working at pumps forty-eight hours without rest. Life-saving crew took charge, manned pumps, and assisted to keep vessel afloat, remaining on board until she was towed to Philadelphia and beached for repairs.
Apr. 22	Am. sc. Volunteer...	Sand Beach, Lake Huron.	Dragging in gale of 20th; her crew slipped her anchors and beached her. When weather moderated life-saving crew lightered cargo, hove vessel afloat, and recovered her anchors.
Apr. 23	Am. str. Gov. Flower.	Fire Island, New York....	Wished assistance to get out of inlet, being unfamiliar with channel. Piloted her out over the bar.
Apr. 23	Skiff; no name.....	Cleveland, Lake Erie .....	Capsized, drowning two of her three occupants. The third was rescued by a tug just before arrival of life-saving crew, and being almost unconscious, was taken to station, where he was properly treated until fully restored. Subsequently recovered the bodies of those drowned and gave them over to undertaker. [See detailed account, under caption "Loss of Life."]
Apr. 24	Am. sc. James M. Flanagan.	Chatham, Massachusetts..	Stranded and became a total wreck. After an ineffectual attempt to float the vessel, landed her crew at station. On following day saved stores from wreck; sheltered crew at station for a week, then procured them free transportation to Boston.
Apr. 25	Nor. bk. Mentor.....	Surfside, Massachusetts...	Sprung aleak; abandoned by crew. Seeing her drifting about, twelve miles offshore, life-saving crew boarded her. There being only three feet of water in her hold, making it possible to save her, assisted to put on board a crew employed by underwriters, who brought her into port.
Apr. 25	Am. sc. Daisy.....	South Haven, Lake Michigan.	In vicinity of burning sawmill. Ran lines and assisted to move her to place of safety.
Apr. 25	Am. sc. Archie B. McDougal,	.....do.....	Endangered by burning sawmill; assisted to move her clear.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Apr. 26	Br. sc. Ella Murton..	Oswego, Lake Ontario.....	Carried against pier by wind and sea while attempting to enter harbor; pounding heavily and in danger of going to pieces. Launched surfboat, ran lines, and hove the vessel around end of pier into smooth water.
Apr. 26	Am. sc.; no name...	Ludington, Lake Michigan.	Unable to enter harbor against offshore gale; launched surfboat and towed her in.
Apr. 26	A. m. str. H. L. Worthington.	.....do.....	Wished to take into harbor for shelter two lumber-laden barges which she was towing. Master being unacquainted with depth of water on bar, keeper gave him such information as enabled him to bring the vessels into port.
Apr. 26	Am. sc. J. B. Newland.	Racine, Lake Michigan...	Anchored outside harbor in dangerous position; weather stormy. Notified tug; went out with her, and assisted to get vessel to safe anchorage.
Apr. 26	Am. sc. Thomas C. Wilson.	Milwaukee, Lake Michigan.	Carried away head gear and sprung aleak in prevailing gale; displaying signals of distress. Procured tug and accompanied her to disabled craft; found latter in danger of sinking, the water gaining steadily on her pumps; towed her into harbor and placed her in sectional dock for repairs.
Apr. 27	Am. sc. J. R. Teel.....	Muskeget, Massachusetts.	Fouled her anchor and dragged ashore. Pulled nearly eight miles and ran lines from stranded vessel to tugs, assisting to get her afloat.
Apr. 27	Br. str. Helen.....	False Cape, Virginia.....	Ran on Pebble Shoals during foggy weather. Vessel having no boats suitable for landing through surf, life-saving crew carried ashore dispatch for wrecking tugs, which came in afternoon and took charge of work. During next two days, assisted by crew from Wash Woods Station, carried messages between shore and vessel and assisted as occasion offered until she was floated.
Apr. 27	Dump scow, No. 3...	Charlotte, Lake Ontario..	Parted topline while trying to make harbor, and went ashore. Accompanied tug to place and carried her lines to craft, which was then hauled afloat.
Apr. 27	Dump scow, No. 4...	.....do.....	Parted hawser while towing into harbor, and driven ashore. Pumped her out with station force pump, jettisoned part of her cargo, and lightened her so that she was released and towed into harbor by tugs. [See letters of acknowledgment for services in this and preceding case.]
Apr. 27	Fishing boat; no name.	Fort Point, California.....	Drifted ashore; two occupants intoxicated; surf high. Patrol assisted to secure boat.
Apr. 28	Am. sc. Aunt Ruth..	Ottawa Point, Lake Huron.	Lost her anchor. Dragged for and recovered same and turned it over to master of vessel.
Apr. 28	Am. str. City of New York.	Muskegon, Lake Michigan.	Stranded while leaving harbor. Ran lines to wharf and secured her from swinging across channel and obstructing navigation.
Apr. 28	Am. sc. Una .....	Holland, Lake Michigan..	Stranded. Carried out her anchor and hove her afloat.
Apr. 29	Br. bkn. Alberta...	Muskeget, Massachusetts	Mistook lights and ran aground. Pulled six miles to vessel and took master ashore to telegraph for tugs; brought on board wreckers and underwriters' agent; assisted to get her afloat by running lines, carrying out anchors, and rigging purchases, working fifteen hours before she was released.
Apr. 29	Am. sc. Wm. E. Hewlett.	Hog Island, Virginia.....	Stranded in breakers. Floated her in time to prevent injury.
Apr. 29	Am. str. Atalanta....	Muskegon, Lake Michigan.	Grounded while entering harbor. Ran her lines to pier, enabling her to get afloat.
Apr. 29	Am. sc. Wonder .....	Holland, Lake Michigan..	Needed assistance to get into harbor; wind fresh offshore. Towed her inside piers.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892.			
Apr. 29	Am. sc. Alert.....	Holland, Lake Michigan.	Unable to enter port; wind fresh and blowing directly out of harbor. Towed her in.
Apr. 30	Am. slp. Lupton.....	Blue Point, New York.....	Anchor foul; dragging. Cleared her anchor and prevented her from going ashore.
Apr. 30	Catboat Libbie Foster.	.....do .....	Adrift. One of life-saving crew secured her.
Apr. 30	Am. slp. Alice.....	.....do .....	Fouled her anchor; drifting toward breakers. Boarded her and let go another anchor, which held her securely.
May 1	Am. slp. Sea Gull ...	Rye Beach, New Hampshire.	Anchored in dangerous position. Piloted her to secure anchorage.
May 1	Am. sc. W. R. Clinton.	Sand Beach, Lake Huron.	Sprung a leak while towing; her crew exhausted by pumping continuously. Went out in response to signal of towing steamer and directed her to safe place for beaching vessel; then pumped latter out; after which a diver repaired the leak, and she proceeded to her destination.
May 3	Am. str. John Mitchell.	Thunder Bay Island, Lake Huron.	Disabled machinery. Boarded her, took dispatch to Alpena, and sent same to owners at Cleveland.
May 3	Am. str. Portage....	Bois Blanc, Lake Huron..	Fast on Cheboygan Point, six miles from station. Sounded out channel for tug, which hauled vessel afloat.
May 4	Am. sc. Collins Howes, jr.	White Head, Maine.....	Parted moorings and went ashore during heavy weather. Shored her up, secured her from injury, and made temporary repairs. Higher tides making ten days later, hove her afloat.
May 4	Am. sc. Brave.....	Knobbs Beach, Massachusetts.	Stranded and wrecked in heavy gale; no crew at station. (Inactive season.) Keeper summoned volunteers, took the apparatus abreast of wreck, and fired a line on board, but before whip line could be hauled out the vessel, which was old and weak, went to pieces, drowning all her crew, four men; subsequently recovered bodies of the drowned seamen. [See detailed account under caption "Loss of Life."]
May 4	Am. sc. William C. Flint.	Cuttyhunk, Massachusetts.	In danger of dragging ashore in stormy weather. Station being closed for the season, keeper assisted to man surfboat of Massachusetts Humane Society; pulled out to fishing schooner and engaged her to go to New Bedford for a tug. On arrival of latter, carried her line to imperiled schooner, which was then towed to good anchorage.
May 4	Catboat Nellie Hayes.	Bellport, New York.....	Parted cable and drifted ashore. Keeper accompanied owner to stranded craft, carried out an anchor, and attempted to haul her off, but without success. She was subsequently floated.
May 4	Am. sc. Emma B.....	Sandy Hook, New Jersey.	Misstayd and stranded on point of Hook; heavy wind and sea. Notified wrecking tug which came and hauled the schooner afloat.
May 4	Fishing boat; no name.	Point Adams, Oregon.....	Capsized, throwing two occupants overboard. Launched lifeboat and pulled six miles to place through heavy sea, but found the two fishermen had been rescued by another boat close at hand. Life-saving crew righted their boat, then returned to station.
May 5	Am. sc. Booth Brothers.	South Brigantine, New Jersey.	Struck Brigantine Shoal during heavy weather and sunk; crew abandoned her and were picked up and taken to New York by schooner James W. Bigelow. Assisted by crew of Brigantine Station, stripped vessel of sails, blocks, and rigging, and held them for owners.
May 5	Flatboat; no name..	Louisville, Kentucky.....	Adrift; in danger of going over the falls. Overhauled and towed her ashore.
May 6	Fishing boat; no name.	Crumple Island, Maine...	Capsized and sunk. Rescued the two occupants and raised their boat.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. May 6	Am. tug Albany.....	Erie, Lake Erie.....	Got out of channel, while towing, and stranded. Boarded tug and, when she backed off, piloted her into channel and gave her the proper course to steer to reach Erie with her consort.
May 8	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized in breakers. Rescued the two occupants and put them on board another boat. There being a heavy sea running, stood by with surfboat until entire fleet of fishing boats got into smooth water.
May 10	Am. tug Mystic.....	Ship Canal, Lake Huron..	Ignorant of channel; signaling for assistance. Piloted her into canal.
May 10	Am. sc. Alice Royce.	Grand Haven, Lake Michigan.	Unable to reach her wharf; master disabled and no crew on board. Life-saving men sailed her up river and secured her to dock.
May 10	Sailboat; no name..	Cape Arago, Oregon.....	Capsized. Rescued boatman, towed boat ashore and bailed her out.
May 11	Am. sc. Pilot.....	Hammonds Bay, Lake Huron.	Capsized by squall; her crew rescued by a tug just before arrival of life-saving crew. Latter righted and bailed out vessel, and after she was towed to wharf, fitted her rigging and got her under way for destination.
May 11	Am. sc. Phantom.....	St. Joseph, Lake Michigan.	Stranded. Hauled her afloat.
May 11	Am. sc. Mary and Ida.	Umpqua River, Oregon....	Stranded while entering harbor. Landed her crew of nine men and cared for them at station. At high water, when vessel floated, transferred crew back to her, worked her close to channel and ran long line to tug, but latter was obliged to wait until morning on account of fog and darkness setting in. Stood by vessel until she settled on sand. Early next morning carried her line to tug, which pulled schooner afloat and took her into port.
May 12	Am. tug Jordan Beebe, jr.	Sand Beach, Lake Huron	Leaking; no one on board. Moved her into shoal water, where she could not sink, pumped her out and turned her over to owner.
May 12	Am. str. George E. Colwell.	Muskallonge Lake, Lake Superior.	Unable to find entrance to harbor; weather thick and foggy. Went out and piloted her to her wharf.
May 12	Am. sc. Lily.....	Umpqua River, Oregon...	Dropped by tug too near sandspit, causing her to fetch up on same when she anchored. Recalled tug, which had departed, knowing nothing of the accident; then assisted to get up schooner's anchor and passed hawser to tug, which took her to safe mooring ground.
May 14	Am. str. Nipigon.....	Vermillion Point, Lake Superior.	Stranded during thick fog while towing schooners Delaware and Melbourne. Took master ashore to telegraph for tugs, and assisted by running lines and jettisoning cargo; lightened steamer sufficiently to enable tugs to get her afloat. Employed from 16th to 19th, inclusive, in picking up and guarding lumber jettisoned from this vessel and her two consorts.
May 14	Am. sc. Delaware.....	.....do.....	Went ashore at same time as above-named vessel. Boarded her, furled sails, and jettisoned cargo. When she had been lightened sufficiently, tugs hauled her afloat.
May 14	Am. sc. Melbourne.....	.....do.....	Stranded while in tow of steamer Nipigon. Carried ashore one of her crew to engage tugs; assisted by crew of Crisps Station, threw overboard part of her cargo and ran lines to tugs, which succeeded in releasing her.
May 15	Am. str. George F. Williams.	Ship Canal, Lake Superior.	Machinery disabled. Pulled to vessel, twenty miles north of station, and carried ashore dispatch for master. Passing steamer took her to destination.
May 15	Am. str. City of Rome.	North Manitou Island, Lake Michigan.	Aground in dangerous position. Went out in company with tug, jettisoned cargo, and lightened her so that she was released by tug.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. May 16	Am. sc. William L. Axford.	Pointe aux Barques, Lake Huron.	Stranded in foggy weather and became total loss. Landed her crew of three men and cared for them at station; worked on vessel at intervals during the two weeks following, transferring cargo to scows. When it became apparent that she could not be saved, stripped her and recovered anchors, which she had lost.
May 17	Am. sc. Richard Law.	White Head, Maine .....	Dragged ashore in gale, pounding heavily, and filling rapidly. Ran anchors and kedged her on to mud flats at high water; then assisted to make repairs.
May 17	Br. sc. Glenora.....	Davis Neck, Massachusetts.	Disabled by striking on sunken ledges and towed into harbor. Vessel being out of provisions, succored her crew of five men at station for two days.
May 17	Am. str. India .....	Erie, Lake Erie.....	Stranded in fog. Notified tugs and ran their lines to vessel, but they failed to get her off. Landed two of her crew in lifeboat. Weather threatening, set up beach apparatus at master's request, established communication with vessel, and stood by to land crew in case it should become necessary. When storm passed tugs succeeded in floating her.
May 17	Skiff; no name.....	Cleveland, Lake Erie .....	Capsized in inner harbor; swept outside of piers; her two occupants drowned; violent gale and sea. Life-saving crew launched life-boat and started to overhaul skiff, but boat was capsized and four surfmen drowned. Three rescued by tug Alva B. [See detailed account under caption "Loss of Life."]
May 17	Am. sc. Melvin S. Bacon.	Racine, Lake Michigan...	Anchored off harbor; master came ashore to telegraph for orders, but was unable to return in his small boat on account of heavy surf. Transferred him from shore to his vessel in surfboat, assisted him to get under way, and gave sailing directions.
May 18	Am. slp. Gun Rock..	Quoddy Head, Maine.....	Stranded on sunken ledge. Carried out anchors and shored up vessel to prevent her from receiving injury on ebb tide. At high water floated and anchored her in safe place.
May 18	Am. sc. Richard Peterson.	Hunniwells Beach, Maine.	Misstayed; stranded and totally wrecked on Georgetown Island. Brought her crew of seven men to station and provided for them until they were able to depart for their homes. [See letter of acknowledgment.]
May 18	Am. sc. Shawnee.....	Sand Beach, Lake Huron.	Hawser parted while in tow of steamer; anchored, but dragged into shoal water where steamer could not reach her. Life-saving crew ran lines from steamer to schooner and assisted to heave up anchor of latter.
May 19	Am. sc. Frolic .....	Fletchers Neck, Maine.....	Aleak; anchored in unsafe position; crew exhausted by continuous pumping. Got her under way and brought her into harbor; relieved crew at pumps until morning, when, wind setting fair, vessel proceeded to Boston.
May 20	Am. sc. Addie J.....	Burnt Island, Maine.....	Sunk twelve miles from station; crew landed in their own boat. Provided for them at station. [See letter of acknowledgment.]
May 20	Fishing boat; no name.	Hammonds Bay, Lake Huron.	Overtaken by stormy weather; owner ran her on the beach to save her. Life-saving crew hauled her up clear of sea and secured her.
May 20	Small boat; no name.	Racine, Lake Michigan...	Drifting out of harbor. Recovered and restored her to owner.
May 20	Skiff; no name.....	.....do.....	Drifting out into lake; the small boy on board unable to manage her; brought skiff and boys safely ashore.
May 22	Am. sc. Michicott....	Point Betsey, Lake Michigan.	Broke her centerboard. Keepsent one of station crew to Frankfort for tug, which towed disabled craft into port.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. May 23	Am. sc. Chester B. Jones.	Buffalo, Lake Erie.....	Dragging ashore in gale. Went out in company with tugs, ran lines, and assisted to get up anchors, saving vessel from disaster.
May 24	Skiff; no name.....	Chicago, Lake Michigan..	Capsized. Tug rescued the two boatmen and brought them to station, where life-saving crew took care of them.
May 24	Am. tug A. Miller..	.....do.....	Hawser parted while entering harbor causing her to lose part of her tow, two small scows. Their loss was not perceived by master of tug, and the scows were in danger of being dashed to pieces against the pier by the rough sea. Life-saving crew towed them into slip and alongside tug.
May 25	Am. sc. Oliver Chase.	Point Judith, Rhode Island.	Sprung aleak and sunk; her crew landed in a fishing boat. Keeper assisted to strip wreck of sails and running rigging.
May 25	Am. tug Acme.....	Ottawa Point, Lake Huron.	One of her crew sick; tug stopped off station and whistled for assistance. Launched lifeboat and took the man to his home in East Tawas for medical treatment.
May 25	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized by heavy breakers, throwing two occupants into water. Hastened to place of casualty and rescued both men, one of whom was clinging to the boat, the other entangled in the net and almost overcome by the force of the breakers. Brought boat and boatmen ashore and cared for latter at station. Righted and bailed out boat.
May 27	Am. sc. Ohio.....	Hunniwells Beach, Maine.	Swept on the rocks by strong current. Trimmed cargo, carried out kedge and hauled vessel afloat. Then took her to safe anchorage.
May 27	Scow; no name.....	Oswego, Lake Ontario.....	Drifting out into lake with two small boys; no sails or oars on board. Life-saving crew overhauled scow and took off occupants, who were badly frightened, then secured craft for owner.
May 29	Sailboat; no name..	Squan Beach, New Jersey.	Boat having no anchor or oars on board was attempting to sail from Brooklyn to Egg Harbor by the outside route. The undertaking being hazardous, keeper procured team, transported boat across to Barnegat Bay and launched her into smooth water, enabling her to complete her voyage in safety.
May 29	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized, drowning both occupants; boat and net carried out to sea by strong ebb tide. Life-saving crew hastened to their assistance, but arrived too late to save them. [See detailed account, under cap—"Loss of Life."]
May 30	Small boat; no name.	Erie, Lake Erie.....	Capsized, throwing her three occupants—two women and a man—into the water. Rescued them as they were clinging to the bottom of the boat, took them to station, and provided for them suitably. Recovered boat, righted and bailed her out, and turned her over to owner.
June 1	Small boat; no name.	Chatham, Massachusetts..	Attempting to enter harbor; occupants unacquainted with channel and in danger of swamping their boat in breakers. Went out and piloted them in.
June 1	Catboat Lilac.....	Cleveland, Lake Erie.....	Mainboom jibed, capsizing boat. Rescued a man and a woman who were clinging to vessel's mast, brought them to station, and cared for them; turned boat over to owner.
June 2	Am. sc. Wm. W. Ker.	Cape May, New Jersey....	Stranded. Ran lines to light-house steamer Zizania, which hauled her afloat.
June 2	Scow; no name.....	Oswego, Lake Ontario.....	Broke adrift, carrying two boys out into the lake. Towed craft ashore and secured her.
June 3	Am. slp. yt. Mystery.	Gurnet, Massachusetts.....	Aground. Keeper and one volunteer boarded her, carried out station kedge, and hauled her into channel.



*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. June 3	Am. sc. Alfred Bra- brook.	Point of Woods, New York.	Mistayed and stranded during foggy weather. Keeper boarded vessel, carried ashore dispatches for master, manned pumps, and assisted until wreckers took charge of work and floated schooner. Keepers of Lone Hill and Fire Island Stations assisted to man pumps and carry messages from vessel to shore.
June 3	Skiff; no name .....	Pentwater, Lake Michi- gan.	Drifting out of harbor, with swift current and offshore breeze. Recovered boat and returned her to owner.
June 3	Fishing boat; no name.	Point Adams, Oregon.....	Swamped, four miles from station, drown- ing one of her occupants. A boat near by rescued the remaining fisherman before crew could reach the place with lifeboat. Towed boat to wharf, bailed her out, and sent her to her owners.
June 4	Am. str. Sakir Shep- herd.	Pointe aux Barques, Lake Huron.	Stranded while attempting to make land- ing at a pier which had no light on it. Assisted to trim cargo, and placed a lantern on wharf. Vessel worked her- self off, and, guided by light, came alongside wharf uninjured.
June 4	Am. str. Puritan.....	Beaver Island, Lake Michigan.	Missed entrance to harbor during fog. Hearing her whistles, went out and piloted her in.
June 4	Am. str. Massachu- setts.	North Manitou Island, Lake Michigan.	Ran aground in fog. Assisted to trim cargo- and planted her anchor in deep water. By heaving a strain on cable and work- ing her engines at same time, vessel was floated.
June 4	Sailboat; no name..	St. Joseph, Lake Mich- igan.	Partly filled; in danger of capsizing by carrying too much sail. Boarded her, took in sail and towed her to landing.
June 4	Rowboat; no name .....	do .....	Capsized at night, throwing two occu- pants, a man and a woman, into the water. Life-saving crew pulled in the direction of the outcry, rescued the persons and brought them to station. Keeper sent for doctor to attend the woman, who was unconscious. After working for two hours, succeeded in re- storing her.
June 4	Am. str. Menomi- nee.	Racine, Lake Michigan...	Struck north pier while attempting to enter harbor during foggy weather, jamming herself between the piles so that she could not get away. Notified tug, which released vessel and towed her into harbor.
June 6	Am. sc. M. W. Griff- ing.	Burnt Island, Maine.....	Stranded on Hart Island Bar. Shored vessel up with planks to prevent her from bilging at low water. At flood tide got her afloat.
June 9	A m. s c. H. M. Avery.	Pentwater, Lake Michi- gan.	Deck load caught fire. Took fire buckets and extinguished flames, saving both vessel and cargo.
June 9	Am. str. Soo City.....	Michigan City, Lake Michigan.	Hawser caught in propeller. Cleared same.
June 9	Scow; no name..	Evanston, Lake Michi- gan.	Scow, loaded with material for break- water, drifting out into lake before off- shore wind; occupant unable to check her headway. A small boat close at hand rescued the man before arrival of life-saving crew. Latter took scow in tow and, after pulling two hours, reached shore and delivered her to owner.
June 10	Am. sc. Julia .....	Thunder Bay Island, Lake Huron.	Water-logged. Notified tug, accompanied her out to vessel, and found latter with her hull completely submerged, her cargo of grape sticks keeping her from going to the bottom. Vessel was towed into port by tug.
June 10	Am. slp. yt. Sea Gull.	Holland, Lake Michigan..	Struck by squall and capsized; three men clinging to her bottom. Rescued yachtsmen, who were chilled and un- able to hold on much longer, righted and bailed out yacht and towed her ashore.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. June 10	Am. sc. Phantom.....	South Haven, Lake Michigan.	Parted hawser while towing; vessel anchored, but cable parted and she went ashore. Landed her crew with surf-boat. Schooner was subsequently floated.
June 10	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized; two occupants rescued by a boat which happened to be near by. Life-saving crew righted boat, recovered net, spars, and boat gear. Cared for the fishermen at station until morning.
June 11	Am. sc. Sallie B.....	Cranberry Isles, Maine....	Stranded. Planted her anchor in deep water, and on flood tide hauled her afloat uninjured and piloted her to safe harbor.
June 11	Am. sc. Pride.....	Grande Pointe au Sable, Lake Michigan.	Became water-logged and capsized twenty miles offshore; crew landed in their own boat. Cared for them at station, and sent master to Ludington in supply boat to procure tug; on arrival of latter, went out and assisted her to search for vessel, but could not find her.
June 11	Am. sc. Island City..	White River, Lake Michigan.	Carried away her mainmast, and sprung aleak; brought into port by tug. Assisted to pump her out and repair mast, enabling her to resume her voyage.
June 11	Am. str. Muskegon..	Evanston, Lake Michigan.	Machinery disabled; signaling for assistance. Boarded vessel, carried ashore dispatch for master, and telephoned towboat company, who sent tugs to bring her into harbor.
June 13	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized in breakers; two fishermen rescued by a boat near at hand before life-saving crew could reach the place. Righted boat, towed her to station, and bailed her out.
June 14	Skiff Look On.....	Louisville, Kentucky .....	In danger of going over the Falls of the Ohio. Rescued boat and two occupants and took them ashore.
June 15	Am. sc. Indian Bill..	Grand Haven, Lake Michigan.	Sprung aleak; vessel being short-handed, master beached her to prevent sinking. Life-saving crew pumped schooner out, repaired leak, and hove her afloat.
June 17	Catboat Flirt.....	Moriches, New York.....	Capsized; master taken off by a passing boat. Righted craft, towed her to station, and turned her over to owner two days later.
June 19	Am. sc. Daniel W. Jones.	Cobbs Island, Virginia....	Aground. Floated her and anchored her in secure place.
June 19	Catboat; no name..	Hammonds Bay, Lake Huron.	Four occupants unable to manage her. Keeper sent two surfmen with supply boat to their assistance, but before they could reach the boat she capsized. Remainder of life-saving crew hastened to place and righted and bailed out capsized boat, the supply boat having rescued the four men.
June 20	Am. sc. Alert .....	White River, Lake Michigan.	Out of food and unable to reach port to procure same; wind baffling. Boarded her and supplied her with provisions.
June 20	Am. sc. Norma .....	Grand Haven, Lake Michigan.	Wished assistance to reach her pier on opposite side of river; wind contrary. Towed her across.
June 21	Sailboat; no name..	Charlotte, Lake Ontario..	Jib foul, rendering her unmanageable. Boarded her, cleared sail, and brought her into harbor.
June 22	Am. sc. G. R. Durkee.	Ottawa Point, Lake Huron.	Aleak. Took her alongside wharf, unloaded part of cargo, reached and repaired leak; then reloaded cargo, working eight hours on vessel.
June 22	Am. sc. Alert.....	White River, Lake Michigan.	Needed assistance to get out of harbor; no tug available. Towed her out into the lake.
June 23	Flatboat; no name..	Louisville, Kentucky.....	Swamped in rapids below cross dam of falls, owner supporting himself on the root of a tree. Rescued him and brought him and his boat to a place of safety.

## Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. June 24	Am. sc. Belle.....	Frankfort, Lake Michigan.	In danger of going to pieces, wind and sea causing her to pound heavily against wharf four miles from station where she was loading. Notified tug, went out in her company, and ran a line to vessel and towed her into harbor.
June 24	Sailboat; no name	South Chicago, Lake Michigan.	Capsized; two occupants rescued by a boat lying near by, before arrival of life-saving crew. Latter recovered capsized boat and hauled her up on the beach.
June 24	Skiff; no name....	Milwaukee, Lake Michigan.	Adrift. Secured craft and returned it to owner.
June 25	Am. sc. yt. Nellie G.	Point Allerton, Massachusetts.	Ran aground. Tide ebbing, carried out anchor on each side and shored her up with planks to prevent bilging on the rocks at low water. On flood tide hauled her afloat uninjured.
June 25	Am. sc. Fleetwing...	Point Betsey, Lake Michigan.	Ran aground in foggy weather. Landed her crew of three men with surfboat, ran out anchor, and attempted to heave her afloat, but were unsuccessful. On 27th landed her cargo of perishable goods and shipped it to destination. Five days later, pumped out vessel and passed lines to tug, which hauled her off. As she was leaking badly, put three surfmen on board to man pumps until she was towed to Frankfort.
June 26	Am. sc. Thomas W. Haven.	Monmouth Beach, New Jersey.	Driven ashore by gale, and totally wrecked. In opposition to warnings of keeper, her crew attempted to land in their own boat, but were capsized and two of their number drowned, three being rescued by some fishermen; keeper and volunteer crew rescued with breeches buoy the last member of the crew and provided for four survivors at station. [See detailed account under caption "Loss of Life."]
June 26	Am. sc. Hester A. Seward.	Chadwicks, New Jersey..	Water-logged and driven ashore by heavy gale and sea. Keeper summoned volunteer crew (the station being closed for the season) and, assisted by volunteer crew of Mantoloking Station, landed her crew of five men with breeches buoy and cared for them at station; vessel was subsequently floated by wreckers.
June 27	Skiff; no name.....	Golden Gate Park, California.	Capsized; occupant rescued by a boat conveniently near; life-saving crew recovered skiff and hauled her up on beach.
June 28	Am. sc. Hero.....	Point Marblehead, Lake Erie.	Dismasted; forced to anchor in exposed position close to shore. Secured services of tug, and ran her lines to vessel, which was then taken to Sandusky for repairs.
June 28	Am. str. Westford ...	Sturgeon Point, Lake Huron.	Steamer, having three barges in tow, was close to reef and heading directly for it. When fog lifted she saw her danger, but wished assistance to get into deep water. Keeper piloted her out clear of obstructions.
June 28	Scow; no name.....	Chicago, Lake Michigan.	Capsized by collision with steamer; latter rescued occupant at once. Life-saving crew recovered the scow, righted, and towed her ashore.
June 29	Am. str. Lora.....	Thunder Bay Island, Lake Huron.	Machinery disabled. Pulled twelve miles to vessel, took master to Alpena in station tender, where he procured services of a tug to tow his vessel into port for repairs.
June 29	Rowboat; no name.	Chicago, Lake Michigan..	Capsized, throwing the two boatmen, who were intoxicated, into the water. Life-saving crew rescued both men, one of whom was sinking for the last time, and brought them ashore. Righted and bailed out boat.

*Services of crews—Continued.*

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1892. June 30	Am. str. Hurricane..	White Head, Maine.....	Stranded on ledge in foggy weather and sprung aleak. Took her outfit ashore and procured tug. After working two days and finding it impossible to gain on leak, lighted her up with barrels sufficiently to allow tug to haul her afloat. During these operations the son of the keeper of White Head Light-House went on board the steamer with empty barrels to sell to the master for lightering purposes, and some time later met with an accident which unfortunately resulted in his instant death. He was in no way connected with the Life-Saving Service.
June 30	Am. slp. Island Queen.	Point Lookout, New York.	Stranded, injured bottom, and partly filled. Assisted by keeper of Short Beach Station, calked leaky seams, hove her afloat, and took her to secure anchorage.

## SERVICES OF CREWS (MISCELLANEOUS).

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. July 1	Property saved.....	Pointe aux Barques, Lake Huron.	Station lookout saw a house in flames and immediately alarmed the crew, who hastened to the place and saved most of the household effects, the fire having progressed so far as to make it impossible to save the house.
July 3	.....do.....	Tiana, New York.....	Seeing a quantity of lumber drifting along the beach, keeper hauled it up out of the way of the sea and held it for owner.
July 4	Resuscitation.....	Fletchers Neck, Maine....	While bathing a man and a woman were overcome by the high surf, both to all appearances dead. Keeper and two volunteer surfmen succeeded in resuscitating the man by the method practiced in the Service, after nearly two hours' work, but were unable to restore the woman, though working for a still longer period.
July 4	Rescue from drowning.	South Haven, Lake Michigan.	A young man who was swimming in the river became exhausted and called for help. Three surfmen sprang into a boat and rescued him just as he was about to sink.
July 4	.....do.....	St. Joseph, Lake Michigan.	A man under the influence of liquor was carried out into the lake by the swift current while bathing, and was struggling fruitlessly to regain the shore. Crew launched surfboat and rescued him. When taken into boat he was completely exhausted and could not have sustained himself longer.
July 4	Property saved .....	Two Rivers, Lake Michigan.	A lady dropped overboard a pocketbook containing a sum of money and a gold watch. One of the crew recovered same and returned it to owner.
July 7	Recovery of body...	Brentons Point, Rhode Island.	On request of relatives, keeper and two volunteer surfmen patrolled the beach for the bodies of two men drowned by the sinking of a catboat offshore on the night of July 2. After searching for nine days, the body of one of the men was found and given over to care of the parents of the deceased.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. July 7	Searching for body..	Oswego, Lake Ontario.....	Policemen requested assistance in recovering the body of a drowned man. Rigger lines and dragged for three days, at the end of which time the body was found by a boy searching near station boat. Crew took body ashore and placed it in undertaker's wagon for coroner.
July 10	Rescue from drowning.	Racine, Lake Michigan...	A young woman while walking on the north pier fell into one of the cribs and was in danger of drowning in the deep water. One of the crew sprang after her, and with the assistance of a bystander succeeded in rescuing her.
July 10	Resuscitation.....	Sheboygan, Lake Michigan.	The lookout, seeing a large crowd on the south pier and suspecting something was wrong, gave the alarm. Life-saving crew hastened to the place and found that a small boy had fallen into the water and sunk. Two of the surfmen found him, and though he had been under water several minutes and was seemingly dead, crew resuscitated him after a prolonged effort.
July 11	Recovery of body...	Louisville, Kentucky.....	Received word that a boy had drowned in the Ohio River, six miles from station; keeper sent part of crew with necessary gear to drag for body; after a brief search they recovered the remains and gave them over to proper officials.
July 13	.....do .....	Point Lookout, New York.	Finding on the beach the body of a man drowned on July 2, keeper took it up clear of water and telegraphed to coroner and friends of deceased; after the inquest the body was taken to Scaford for burial.
July 15	.....do .....	Cleveland, Lake Erie.....	Received notice of the drowning of a little girl six miles west of station; took lines and drags, recovered the body, and gave it over to parents of the deceased.
July 15	.....do .....	Louisville, Kentucky.....	A man having drowned in the mill race on the opposite side of the river, crew dragged for and recovered the body.
July 16	Property saved. ....	Lone Hill, New York.....	Keeper found several large pieces of timber which broke loose from a raft; towed them to a safe place and secured them for owner.
July 17	Recovery of body...	Racine, Lake Michigan...	Word was brought to the station that a boy had fallen into one of the cribs of the north pier; crew recovered body and made efforts to restore consciousness, but without success. The boy had been injured on the head in falling, and life was extinct; gave the body into charge of coroner.
July 18	Resuscitation .....	Santa Rosa, Florida.....	Hearing screams from the end of the boat landing, keeper hastened to the place and assisted to rescue a colored woman who had fallen overboard. When recovered, she had been under water several minutes and was apparently dead, but was resuscitated by keeper.
July 19	Rescue from drowning.	Louisville, Kentucky.....	Four negroes engaged in fishing from a flatboat became frightened at the approach of a steamer and jumped overboard, two of their number drowning. A skiff close at hand rescued one man before arrival of station crew, who rescued remaining man and took him ashore, then recovered the bodies of the two drowned men and turned them over to coroner.
July 19	Seizure of small boat.	Shoalwater Bay, Washington.	As the fog lifted a small boat containing thirteen Chinamen was seen coming in over the bar. Suspecting they were being imported contrary to law, crew launched surfboat and gave chase, but the suspected craft succeeded in reaching the beach before it was overhauled, and its occupants disembarked and ran into the woods. Keeper seized the boat with the effects left on board by the Chinamen and turned them over to special agent of Treasury Department.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. July 24	Recovery of body...	Chicago, Lake Michigan..	Crew dragged for and recovered body of a man who was drowned by the capsizing of a rowboat on the previous day.
July 25	Rescue from drowning.	Cleveland, Lake Erie.....	Seeing a large crowd of people on the opposite side of the river waving their hands excitedly, life-saving crew ran to the place indicated and discovered a young girl struggling in the water. One of the surfmen sprang in and rescued her as she was sinking. She was taken to station and cared for until taken home by her friends.
July 25	Recovery of body...	Sheboygan, Lake Michigan.	Launched surfboat and dragged for the body of a boy drowned while bathing, three miles from station. After searching for two hours crew recovered the body and gave it over to the police.
July 26	.....do.....	Cleveland, Lake Erie.....	Keeper received news of the drowning of a boy. Life-saving crew recovered the body and gave it over to parents of the deceased.
July 26	Assisting to make survey.	Point Adams, Oregon.....	Station crew assisted a party in making a survey of Clatsop Spit for U. S. Engineer Department by carrying them out in surfboat and taking soundings as directed.
July 27	Medical aid given...	Wash Woods, North Carolina.	A member of the Martin Point Gun Club was prostrated by sunstroke while hunting, and, when found by keeper was rolling in the mud and water in great agony. With the assistance of two other men keeper took him to the clubhouse and, by proper treatment, succeeded in restoring him.
July 27	Recovery of body...	Erie, Lake Erie .....	At request of two men who came to station, crew recovered the body of a man drowned while bathing and gave it to undertaker for burial.
July 27	.....do.....	Kenosha, Lake Michigan.	On receiving notice of the drowning of a man, life-saving crew launched surfboat, recovered the body, and brought it to the station, where it was turned over to coroner.
July 27	.....do.....	Sheboygan, Lake Michigan.	Request having been made at station to drag for the body of a man drowned in Pigeon River, crew proceeded to place and recovered the remains.
July 31	Rescue from drowning.	Louisville, Kentucky.....	A man bathing in the river was swept downstream by the swift current and carried against an iron gate in the abutment of the cross dam, where he was clinging in an almost exhausted condition when the life-saving crew rescued him from his perilous position and brought him ashore.
Aug. 4	Recovery of bodies..	Buffalo, Lake Erie.....	A man while attempting to save the life of his boy, who had fallen into the river, became exhausted, and both father and son were drowned. On receiving word of the accident, crew equipped two boats, recovered the bodies, and notified coroner, who took charge of them.
Aug. 7	Recovery of body...	St. Joseph, Lake Michigan.	Word was received that a man had drowned. Keeper dispatched a boat with drags, recovered the body, and gave it into the custody of the coroner.
Aug. 7	Recovery of bodies..	Michigan City, Lake Michigan.	Received word at the station that two men had been drowned by the capsizing of a boat. After searching for twelve hours, crew succeeded in recovering the bodies.
Aug. 9	Recovery of body...	Louisville, Kentucky.....	Life-saving crew manned a boat and went to search for the body of a boy who had drowned on the evening of the previous day four miles from station. In a few hours they recovered the body and notified the coroner.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. Aug. 10	Medical aid given...	Oswego, Lake Ontario ....	Seeing a commotion near the Owego Light-house, crew hurried to the place and found that the light-keeper had fallen from a ladder and cut his head severely. Sponged and bandaged injured places, took him home, and assisted surgeon to dress and sew up the wounds
Aug. 10	Rescue from drowning.	South Haven, Lake Michigan.	The lookout gave the alarm that some persons were drowning at Avery Beach, a summer resort near the station. Life-saving crew hastened to the scene and, finding a man struggling against the undertow and attempting at the same time to support three young women who had gone beyond their depth while bathing, sprang into the water and brought them all ashore. But for the prompt aid afforded by the life-saving crew, all four must have perished, as the man was sinking under the weight which he was attempting to support.
Aug. 11	.....do.....	Thunder Bay Island, Lake Huron.	A small boy, one of a picnic party at this island, fell off the wharf and, being unable to swim, soon sunk. Keeper and one of the surfmen immediately leaped into the water and brought him ashore in an insensible condition. He was soon restored by means of artificial respiration, and was then taken to the station and furnished with dry clothing.
Aug. 11	.....do.....	South Haven, Lake Michigan.	A young man attempted to rescue a small boy who had fallen from the south pier, but was forced to desist in order to save himself. Hearing cries of distress the keeper pulled to the place in a small boat, assisted the man ashore, and rescued the boy as he was about to sink.
Aug. 14	Recovery of body..	Louisville, Kentucky.....	Receiving word that a man had fallen into the river and drowned, keeper sent a boat to the place designated and, after a short search, recovered the body and gave it in charge of the coroner.
Aug. 14	.....do.....	.....do.....	Word was brought to the station that a man had fallen into the canal on the opposite side of the river and drowned. Recovered the body and notified the coroner, who came and took charge of the remains.
Aug. 14	Rescue from drowning.	Milwaukee, Lake Michigan.	Two surfmen rescued a drunken man who had fallen into the river abreast of the station. He was going down for the last time when they reached him, and would have drowned but for their timely arrival.
Aug. 15	Recovery of body...	Sheboygan, Lake Michigan.	Crew discovered the body of a coal-passer who had fallen overboard from the steamer Sheboygan and drowned on the 6th instant. Recovered same and gave it to proper authorities.
Aug. 16	.....do.....	Evanston, Lake Michigan.	Word was brought to the station that a small boy had drowned while bathing. Life-saving crew dragged for and recovered body, and worked for two hours trying to resuscitate same, but their efforts were unavailing.
Aug. 17	.....do.....	Cleveland, Lake Erie .....	Notice of the drowning of a small boy was telephoned to the station. Equipped two boats with drags, recovered the body, and sent it to the morgue.
Aug. 17	Property saved.....	Manistee, Lake Michigan.	A raft of logs parted its moorings and went adrift. Crew got lines around it, secured it alongside wharf, and telephoned owner, who sent a tug for it.
Aug. 18	Recovery of body...	Cleveland, Lake Erie .....	Late in the evening the keeper received a telephone message of the drowning of a man while bathing. Two boats from the station proceeded to the place and dragged for the body, but were unable to find it on account of the darkness and the uneven nature of the bottom. Next morning the search was renewed, and the body recovered and given to the undertaker for burial.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. Aug. 19	Recovery of body....	Pecks Beach, New Jersey.	Keeper discovered the body of a drowned man on the beach opposite the station, and on the following morning gave it proper burial.
Aug. 20	Assistance at fire.....	Jerrys Point, New Hampshire.	Seeing a building on fire, keeper summoned volunteer crew, proceeded to place, and prevented the flames from spreading to the adjacent structures. It was impossible to save the burning building, the fire having gained too much headway.
Aug. 20	Rescue from drowning.	Long Branch, New Jersey.	Two women while bathing were overthrown by the surf and in danger of drowning. One of the life-saving crew brought them safely ashore.
Aug. 21	Recovery of body...	Oswego, Lake Ontario....	A telegram was received at the station asking for the assistance of the life-saving crew for the purpose of recovering the body of a man drowned in Fair Haven Bay, fourteen miles from the station. Two of the surfmen went to the place and recovered the body.
Aug. 21	Rescue from drowning.	Louisville, Kentucky.....	About 4 o'clock in the afternoon the lookout saw a man spring into the water from a sailboat. He immediately rang the alarm gong and the crew launched a boat, rescued the man, and brought him to the station.
Aug. 22	Recovery of body...	Corsons Inlet, New Jersey.	Finding the body of a drowned man on the beach, keeper carried it up clear of the tide and notified the coroner, who took charge of it.
Aug. 22	Fire extinguished...	Point Marblehead, Lake Erie.	Fire broke out at Marblehead jail. Crew hastened to place and extinguished the flames.
Aug. 23	Property saved.....	Louisville, Kentucky.....	A team of horses, drawing a heavy wagon, took fright, ran away, and dashed into the river, where, the weight of the wagon carrying them under the water, they were quickly drowned. Crew took grapnel to place, and, there being a derrick at hand, with the assistance of a few bystanders raised the wagon and horses to the surface, unharnessed the horses, and saved wagon and harness for owners.
Aug. 25	Fire extinguished...	South Chicago, Lake Michigan.	Fire broke out in the oil room of an elevator. Crew made all possible speed to the building, took charge of the hose of the steamer R. E. Schuck, lying at the wharf, and, with the assistance of her crew, succeeded in extinguishing the fire.
Sept. 2	Recovery of body...	Pamet River, Massachusetts.	Finding portions of a human body on the beach, keeper took them in charge and gave them proper burial.
Sept. 2	Shelter and succor given.	Orange Grove, Florida.....	Two men traveling on foot from Miami to Lake Worth were overtaken by a storm, and applied to station for shelter. Cared for them until next morning, when the weather had cleared sufficiently to permit them to resume their journey.
Sept. 2	Recovery of body...	Ludington, Lake Michigan.	Early in the morning the patrol found the body of a drowned man on the beach and reported the fact to the keeper. Took body from the water and sent for the coroner, who assumed charge of the remains.
Sept. 2	Fire extinguished...	Sturgeon Bay Canal, Lake Michigan.	A pile of tan bark caught fire and endangered a warehouse near by. Went to place with station pump, and after an hour's work extinguished flames and saved the building.
Sept. 3	Property saved.....	Chicago, Lake Michigan..	At request of officials of the Illinois Central Railroad Company, crew launched station boat and raised four car wheels that were on the bottom of the river.



*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. Sept. 6	Rescue from drowning.	Charlotte, Lake Ontario...	Seeing a large crowd on the ferry pier, keeper, fearing an accident, dispatched two surfmen to the scene with a small boat. Just as they arrived, two men were crowded off the pier and fell into the water. Surfmen rescued both, and brought one of them to the station, where he was provided with dry clothing.
Sept. 8	Property saved.....	Sand Beach, Lake Huron	Life-saving crew picked up thirty-one bunches of shingles which had washed ashore with some wreckage, and held them until identified by owner.
Sept. 11	Shelter and succor given.	Burnt Island, Maine.....	Two men who had got lost came to the station, where they were cared for until morning.
Sept. 11	Recovery of body...	Cape Disappointment, Washington.	Keeper found the body of a man on the beach and took care of it until the arrival of the coroner, whom he had notified.
Sept. 14	Rescue from drowning.	Buffalo, Lake Erie.....	Hearing loud cries for help, one of the surfmen ran up the Government wharf and found a woman struggling in the water. He succeeded with much difficulty in rescuing her, and took her home.
Sept. 16	Assisting to maintain quarantine.	Cleveland, Lake Erie.....	Quarantine having been declared against foreign ports, keeper pulled out to a Canadian steamer that was about to enter the harbor without first waiting to be boarded by the health officer, and ordered her to stop. The vessel wore around and stood out into the lake.
Sept. 16	Seizure of smuggler.	Cape Disappointment, Washington.	It being reported that the steamer Wilmington was bound into port with smuggled goods on board, life-saving crew took six customs officials in surfboat, and, after cruising for two nights, assisted to make a seizure of the vessel on the morning of the 18th instant. Several cases of opium were found in her cargo.
Sept. 17	Assistance to injured man.	Bonds, New Jersey.....	The upsetting of a wagon broke the leg of a man who was driving along the beach. Keeper and crew took mattresses and blankets, with which they made him as comfortable as possible, and conveyed him to his home.
Sept. 17	Assistance to quarantine officer.	Cleveland, Lake Erie.....	Crew put quarantine officer on board an incoming Canadian steamer, and, when he had inspected her, took him ashore.
Sept. 17	Recovery of body...	Shoalwater Bay, Washington.	The south patrol discovered the body of a man which had washed up on the beach, and at once reported the fact to the keeper. Buried the body and notified the coroner.
Sept. 18	Medical aid given...	Corsons Inlet, New Jersey.	A man fishing fell and injured his leg, and when he reached the station was suffering greatly. Keeper dressed the wound; in the afternoon the man was able to return to his home.
Sept. 23	Shelter and succor given.	Indian River Inlet, Florida.	A party of six belated excursionists applied to the station for shelter and were lodged until morning.
Sept. 25	.....do.....	.....do.....	At 2 o'clock in the morning, during the squally weather prevailing, two men came to the station for food and shelter. Succored them until weather moderated, when they proceeded to their destination.
Sept. 27	Recovery of body...	Muskallonge Lake, Lake Superior.	Found a body supposed to be that of the steward of the steamer Western Reserve, which foundered at sea. (See services of crew, August 30.) Took a coffin to the place where the body washed ashore, and gave the remains proper burial.
Sept. 29	Succor given.....	Mosquito Lagoon, Florida.	A man who was journeying on foot from Melbourne to New Smyrna, being destitute of food, applied to station for relief. Keeper provided him with dinner and gave him enough food to last him to his destination.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. Oct. 2	Rescue from drowning.	Buffalo, Lake Erie.....	While attempting to step from a skiff to the landing, a woman fell overboard. One of the life-saving crew, assisted by a man who was standing near, rescued her and took her to her home.
Oct. 4	Fire extinguished...	Point Allerton, Massachusetts.	Early in the morning a hotel was discovered to be on fire. Crew assisted fire department in extinguishing the flames, working nearly five hours before the fire was brought under control.
Oct. 4	Assistance in securing bridge.	Coquille River, Oregon ...	Life-saving crew assisted to secure a bridge that had been partially carried away by the unusually high tide.
Oct. 5	Assistance at fire....	Monmouth Beach, New Jersey.	The midnight patrol, discovering flames issuing from a cottage near Seabright, hastened to the scene, removed from the building a trunkful of clothing, and restrained some half frantic women from rushing into the burning building to save their personal effects at the peril of their lives.
Oct. 6	Fire extinguished...	Bayhead, New Jersey.....	During the afternoon a railroad trestle spanning a creek caught fire. Took buckets and extinguished the flames, thereby saving the structure.
Oct. 7	Rescue from drowning.	Buffalo, Lake Erie.....	A woman, whom one of the crew had transported across the harbor in a ferry scow, slipped while attempting to step ashore and fell overboard. The surfman rescued her and took her home.
Oct. 7	Recovery of body...	Muskallonge Lake, Lake Superior.	On receiving word that a body, supposed to be that of one of the crew of the steamer Western Reserve, which foundered at sea (see services of crew, August 30), had washed ashore ten miles from the station, life-saving crew took a coffin to the place and buried the remains.
Oct. 9	Transportation of persons.	North Manitou Island, Lake Michigan.	A woman, left destitute by the death of her husband, came to the station with her two children and asked keeper to transfer them to Leland, Michigan. As soon as the weather moderated crew transported them and their household effects to the mainland.
Oct. 11	Assistance at fire....	Galveston, Texas.....	Cresote works catching fire, and it being impossible to save the buildings, life-saving crew assisted fire department to prevent the burning oil from spreading the flames along the wharves. After working for five hours, the fire was got under control.
Oct. 11	Recovery of body...	St. Joseph, Lake Michigan.	The master of a steamer reported to keeper that the body of a small boy was seen floating about three miles out in the lake. Launched surfboat, recovered body, and gave it over to the authorities.
Oct. 12	.....do.....	Rehoboth Beach, Delaware.	The south patrol found the body of a man on the beach. Keeper notified coroner, who took charge of the remains and gave them proper interment.
Oct. 12	Rescue from drowning.	Milwaukee, Lake Michigan.	An intoxicated man jumped into the river with the intention of committing suicide. Crew launched a small boat, rescued him, and turned him over to the police.
Oct. 13	Property saved. ....	Ludington, Lake Michigan.	Lookout reported some boom sticks drifting out of the harbor. Made a line fast to them and moored them to station wharf, to await identification by owner.
Oct. 15	.....do.....	San Luis, Texas.....	Eight bales of cotton thrown overboard and anchored by steamer Allee Blair during stormy weather parted their moorings and were drifting out to sea. Lashed them together, towed them to station, and notified master of steamer, who took charge of the cotton.
Oct. 21	Caring for sick person.	Racine, Lake Michigan...	Seeing a man fall down in a fit, crew took him to a building near at hand, and when he had recovered returned to him a pocketbook containing fifty-five dollars and some papers, which dropped from his pocket during his convulsions.

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892.			
Oct. 23	Property saved.....	Fort Lauderdale, Florida..	Keeper finding a bale of cotton on the beach, secured and held it for owner.
Oct. 28	Fire extinguished...	Chicago, Lake Michigan..	Twice during the day the breakwater caught fire. Crew took buckets to the place and extinguished the flames.
Oct. 29	Searching for body..	Ludington, Lake Michigan.	At the request of some friends of a man who had gone out in a skiff the night before, and was supposed to have been lost, crew searched for the remains and succeeded in finding the boat, bottom up, but were unable to recover the body.
Oct. 30	Recovery of body...	Sand Beach, Lake Huron..	Crew grappled for and recovered the body of a man who was swept overboard from the breakwater by the sea and drowned. The remains were handed over to the coroner.
Oct. 30	Property saved.....	Grindstone City, Lake Huron.	A large quantity of lumber and shingles was seen floating out into the lake. Recovered a portion of same and held it at station for owner.
Oct. 30	.....do.....	Thunder Bay Island, Lake Huron.	A quantity of lumber having drifted ashore, crew worked for two days in recovering same for owner.
Oct. 31	Recovery of body...	Frankfort, Lake Michigan.	A body having drifted ashore about four miles south of the station, crew recovered it and delivered it to coroner.
Nov. 5	Transportation of person.	Grindstone City, Lake Huron.	The assistant keeper of Port Austin Light, who had gone to Grindstone City in a small boat for provisions, was unable to return to the light-house on account of the rough sea, and applied to station for assistance. Launched surfboat and took the man and his boat to destination.
Nov. 7	Property saved.....	Crisps, Lake Superior.....	Crew picked up and held for owner about thirty-five thousand feet of lumber that had been washed from the deck of a passing vessel.
Nov. 9	.... do.....	Pentwater, Lake Michigan.	Seeing a fire on the south side of the harbor, life-saving crew made all possible haste to the place and found two fishermen's shanties in flames. It was impossible to save the buildings, but crew succeeded in saving nearly all the nets and other fishing tackle.
Nov. 10	Shelter and succor given.	Cranberry Isles, Maine ...	Crew launched surfboat and pulled to a fire that was burning on the beach. Found a man lying down much exhausted and in danger of perishing in the inclement weather. Took him to the station, gave him dry clothing, and cared for him over night.
Nov. 12	Rescue from danger.	Racine, Lake Michigan...	Early in the morning, about quarter of an hour before the arrival of the train, the south patrol discovered a man stupefied with liquor lying across the railroad track. He dragged the helpless man to a place of safety and gave him into the custody of the police.
Nov. 15	Shelter and succor given.	Cross Island, Maine.....	On his way to Machiasport on official business, keeper met the master and crew of three men of the schooner <i>Mary</i> , that had been wrecked the day before, seven miles from the station. Finding them in a destitute condition, he brought them to the station and provided for them until the arrival of the steamer two days later, when he procured them passage to Rockland.
Nov. 15	Property saved.....	Thunder Bay Island, Lake Huron.	About four thousand feet of lumber washed ashore near the station. Crew secured same and held it for owner.
Nov. 15	Recovery of body...	Milwaukee, Lake Michigan.	A laborer working on a wharf fell overboard and was drowned. Crew took three small boats and dragged for the body until nightfall, but without success, owing to the swift current that was running. At daylight of the next morning they renewed the search, recovered the body, and transferred it to coroner

*Services of crews (miscellaneous)*—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1892. Nov. 20	Fire extinguished...	South Chicago, Lake Michigan.	The patrol on watch from 8 o'clock to midnight discovered that one of the wharves at the entrance of the harbor was on fire. Life-saving crew launched surfboat, pulled to the pier with station pump, and, after an hour's work, extinguished the flames.
Nov. 21	Succor given .....	Mosquito Lagoon, Florida.	Three men who had had nothing to eat since the night before stopped at the station during the afternoon of this day and asked for food. Keeper provided them with same, after which they proceeded to Eldora.
Nov. 25	Property saved.....	Galveston, Texas.....	Some timber having washed away from the workmen employed on the jetty, launched boat, overhauled timber, and towed it back to jetty.
Nov. 26	Transportation of person.	Gilberts Bar, Florida .....	A destitute man walking the beach wished to be taken to the north side of the inlet, where he had friends. Keeper transferred him across inlet in station boat.
Nov. 29	Shelter and succor given.	Lone Hill, New York.....	Three hunters caught in the heavy snow-storm and unable to reach their homes were cared for at the station until morning.
Nov. 29	Fire extinguished...	Grande Pointe au Sabie, Lake Michigan.....	The lookout discovered flames bursting through the roof of a house, and at once sounded the fire alarm. Crew hastened to the place with fire buckets and, after a sharp struggle, extinguished the fire before much damage was done.
Dec. 6	Property saved.....	Jupiter Inlet, Florida.....	The first night patrol, south, found a bale of cotton on the beach. With the assistance of his relief he rolled it up above high-water mark, saving it for owner.
Dec. 10	Recovery of body...	Oswego, Lake Ontario.....	Seeing a commotion on the east end of the breakwater, lookout reported the same to keeper. Crew pulled out to a tug that was in the vicinity and found that a boy, in attempting to reach a duck which he had shot, had fallen overboard and drowned. One of the crew accompanied the tug to the breakwater and dragged for and recovered the body, which was given to the coroner.
Dec. 11	Shelter and succor given.	Biscayne Bay, Florida.....	Two men and a woman came to the station and asked for shelter from the inclement weather. Keeper provided for them until morning.
Dec. 18	Property saved ...	Cape Elizabeth, Maine.....	Early in the morning the west patrol gave the alarm that a hotel was on fire. Crew hastened to the place and succeeded in saving a portion of the furniture, the fire having progressed too far to permit them to save the building.
Dec. 20	..... do .....	Santa Rosa, Florida.....	A large quantity of timber having gone adrift, crew worked two days in picking up pieces afloat and on the beach and securing same for owner.
Dec. 25	Transportation of persons.	Oswego, Lake Ontario.....	The beacon light-house having closed for the winter season, the two keepers wished assistance to reach shore. Keeper and a volunteer surfman landed them.
Dec. 26	Property saved .....	Crisps, Lake Superior.....	Keeper and three volunteers dug from the ice one hundred and ten barrels of oil supposed to have washed ashore from the steamer <i>Northerner</i> that burned at L'Anse, Michigan, on the 12th instant. Held for owners.
Dec. 28	Shelter and succor given.	Smiths Creek, Florida.....	Keeper fed and lodged at the station a sailor who was traveling along the beach.
Dec. 31	Recovery of body...	Galveston, Texas .....	While returning from the rescue of the master of the schooner <i>Lillie</i> (see services of crew, December 31), keeper discovered the body of a man floating in the channel. Took the remains ashore and gave them into custody of coroner.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893. Jan. 1	Recovery of body...	Tiana, New York.....	Word was received at the station that a boy, while skating, had fallen into an air hole in the ice and drowned. Recovered the body and took it to the station, where an inquest was held by the proper officer.
Jan. 4	Property saved.....	Louisville, Kentucky.....	Owing to the slippery condition of the banks of the river, a wagon loaded with oil slid down the levee into the water, dragging with it the horses, which were in danger of drowning. One of the crew unhitched them and got them ashore.
Jan. 6	.....do.....	Two Heart River, Lake Superior.	One hundred and fifty barrels of oil, supposed to have been thrown overboard from the steamer <i>Northerner</i> , which was burned December 12, were found fast in the ice along the shore. Keeper and three volunteer surfmen dug them out of the ice and held them for owner.
Jan. 7	.....do.....	Crisps, Lake Superior.....	Keeper and three volunteer surfmen dug from the ice seventy-five barrels of oil supposed to have been thrown overboard from the steamer <i>Northerner</i> , and brought same to station to await identification by owner.
Jan. 10	.....do.....	Point Alberton, Massachusetts.	Found a raft of piles adrift. Hauled it up on the beach and held it for owner.
Jan. 12	.....do.....	Crumple Island, Maine.	One of the crew found on the beach of Fisherman Island a quantity of general merchandise lost overboard by some passing vessel. Launched two boats, brought the goods to the station, and held them for owner.
Jan. 16	Shelter and succor given.	Mosquito Lagoon, Florida.	The crew of a small steam launch applied at the station for shelter, the weather being cold. Keeper provided for them at station overnight.
Jan. 17	Succor given.....	North Beach, Maryland..	During the prevailing severe weather, the stock-owners at Green Run were in danger of losing their cattle through inability to procure feed for them. On three different occasions (17th, 18th, and 20th instant) crew carried corn across the frozen bay and furnished it to those in need.
Jan. 19	Extricating horses from ice.	Moriches, New York.....	A team of horses with which a fisherman was attempting to cross the frozen bay broke through the ice. Crew went to their assistance and succeeded in rescuing them from their perilous position.
Jan. 20	Shelter and succor given.	Metomkin Inlet, Virginia.	Four men, comprising the crews of two small oyster boats that were frozen in the ice and out of provisions, started to walk to their homes and stopped at the station at sunset, where they asked for food and shelter. Kept them until morning, when they resumed their journey.
Jan. 20	Rescue from drowning.	Fort Point, California....	Two small boys who had gone out on the rocks were cut off from the shore by the flood tide. Seeing their dangerous position, lookout went to their assistance and brought them safely to the land.
Jan. 21	Shelter and succor given.	Wallops Beach, Virginia..	Shortly before nightfall four men arrived at the station, exhausted by walking from Metomkin Inlet through the deep snow, and reported that they had been obliged to leave behind one of their number, who was overcome by cold and fatigue. Three surfmen were immediately sent to search for the man, and after walking three miles found him asleep on a cake of ice, in imminent danger of freezing to death. He was brought to the station, where he was restored by the method employed in the Service. Crew succored all the men at the station until morning, when two surfmen conveyed them to Chinco-teague Island.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893. Jan. 23	Shelter and succor given.	Metomkin Inlet, Virginia.	Four men who had remained by their boat, which was frozen in the ice, until their provisions were gone started to walk along the beach to their homes and called at the station, much fatigued. Provided them food and shelter until morning.
Jan. 24	Transportation of person.	Big Kinnakeet, North Carolina.	A sloop having frozen fast in the ice, the master asked assistance of keeper to enable him and his family to reach home. Sent horse and cart for them and brought them to station; after furnishing them with food, took them to a place from which they could reach their homes without difficulty.
Jan. 24	.....do.....	Cape Lookout, North Carolina.	A man who had walked from Portsmouth along the beach arrived at the station in an exhausted condition, and requested assistance to reach Beaufort. Keeper transported him to neighboring village, from which place he was able to secure passage home.
Jan. 25	Resuscitation .....	Monmouth Beach, New Jersey.	An insane man, who attempted to commit suicide by drowning, was brought to the station overcome by cold. After working for nearly two hours, crew restored the man and turned him over to proper authorities.
Feb. 3	Property saved.....	Kittyhawk, North Carolina.	Found a large quantity of lumber on the beach, that had washed ashore from a vessel wrecked at sea. Hauled it above high-water mark and held it for instructions.
Feb. 3	.....do.....	Chicamcomico, North Carolina.	Life-saving crew secured some lumber that was floating in the surf.
Feb. 5	.....do.....	New Inlet, North Carolina.	Crew engaged during a portion of three days in picking up lumber that had drifted on the beach from a vessel wrecked at sea. Nearly thirteen hundred pieces were secured and turned over to the commissioner of wrecks.
Feb. 5	.....do.....	Gull Shoal, North Carolina.	About eight hundred planks were found floating in the surf. Crew recovered them, and gave them over to the commissioner of wrecks.
Feb. 5	.....do.....	Little Kinnakeet, North Carolina.	Crew occupied two days in picking up and securing lumber, supposed to have washed ashore from a wrecked vessel. The recovered property was given over to the proper authorities.
Feb. 13	Fire extinguished..	Ottawa Point, Lake Huron.	A house belonging to a party of fishermen, who were absent on a fishing trip, caught fire. After hard work keeper extinguished the flames, saving the house and its contents.
Feb. 16	Assistance to light-keeper.	Morris Island, South Carolina.	The keeper of Charleston Light-House being in danger of losing his team of horses with which he was attempting to ford an inlet, crew assisted to get them across.
Feb. 17	Extricating person from quicksand.	Umpqua River, Oregon....	Hearing cries for help, the south patrol ran in the direction of the sounds and found a man who had lost his way and wandered into the quicksands, where he was making frantic, but unsuccessful, efforts to release himself. The patrol extricated him from his perilous situation, brought him to the station, and kept him until morning.
Feb. 20	Shelter and succor given.	Mosquito Lagoon, Florida.	Three men bound to New Smyrna arrived at station at nightfall and requested permission to remain until morning. Keeper sheltered them until daybreak, and furnished them with sufficient drinking water to last them to destination.
Mar. 2	Rescue from drowning.	Plum Island, Massachusetts.	Two boys broke through the ice near the wharf at Newburyport and were in danger of drowning. Keeper and one of the crew, who were in the city on business, heard their cries, ran to their assistance, and rescued them.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893. Mar. 8	Recovery of body...	Fort Point, California.....	Word was brought to the station that the body of a man had been found among the rocks on the beach. Crew recovered the remains and notified the coroner.
Mar. 9	Property saved.....	Racine, Lake Michigan...	At request of the mayor of Racine, keeper mustered a volunteer crew, went to the assistance of three families whose houses were partly flooded by the rising water of the river, and removed their household goods to a safe place.
Mar. 19	Shelter and succor given.	Rchoboth Beach, Delaware.	An oysterman deprived of work by the severity of the weather arrived at the station at sunset in a destitute condition. Provided him with clothing and cared for him until morning.
Mar. 28	Assistance at fire.....	Knobbs Beach, Massachusetts.	Shortly before midnight the patrol gave the alarm that a house was on fire. Crew assisted to extinguish flames and save property.
Mar. 29	Recovery of bodies.	Cahoons Hollow, Massachusetts.	The sunset patrol having discovered the body of one of the crew of the schooner Ada K. Damon (see record of 30th, Nauset Station) on the beach, keeper had the beach patrolled and two days later another body was found. Notified medical examiner and undertaker, who took the bodies to Provincetown for burial.
Mar. 29	Shelter and succor given.	Assateague Beach, Virginia.	A eastaway sailor came to the station at night wet and hungry and in a destitute condition. Keeper furnished him with dry clothing and kept him overnight.
Mar. 29	..... do .....	Mosquito Lagoon, Florida.	A party of five persons, one of whom was an invalid, came to the station for shelter from the stormy weather. Took care of them until afternoon of following day, when the weather moderated sufficiently to enable them to leave for their homes.
Mar. 30	Recovery of bodies..	Nauset, Massachusetts.....	The patrol north from sunset to 8 o'clock, finding two bodies on the beach, took them up clear of the water and covered them over until morning. Early on the following day, while going for them with a team, found a third body on the beach and brought all three to the station, from which place they were taken to Provincetown for burial. The remains were those of three of the crew of the fishing schooner Ada K. Damon, who, while fishing in their dories, were separated from their vessel by a heavy snowstorm and drowned by the capsizing of their boats.
Apr. 9	Recovery of body...	Pamet River, Massachusetts.	The body of one of the crew of the schooner Ada K. Damon was found on the beach. Notified medical examiner and undertaker, who took the remains to Provincetown for burial.
Apr. 9	.....do.....	Deal, New Jersey.....	The sunrise patrol discovered the body of a drowned man on the beach. Notified coroner, who took charge of the remains.
Apr. 11	Assistance at fire.....	Pamet River, Massachusetts.	Smoke was seen issuing from a cottage. Crew took buckets and threw water on the outbuildings, saving them from destruction. It was impossible to save the dwelling, which burned to the ground.
Apr. 14	Shelter and succor given.	Galveston, Texas.....	A fisherman and his son came to station for shelter from a heavy rain squall, the boy convulsed with cold. Furnished them with dry clothing and cared for them until storm passed over.
Apr. 15	Property saved.....	Grindstone City, Lake Huron.	Crew pulled out of the surf about six thousand feet of pine lumber, rafted it down to the station, and held it for owner.
Apr. 17	Recovery of body...	Muskegon, Lake Michigan.	Discovered the body of a man floating in the surf. Crew took the body from the water and gave it into charge of the coroner.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893. Apr. 20	Rescue from drowning.	Milwaukee, Lake Michigan.	During the terrific gale prevailing, the house on the crib of new tunnel for city waterworks washed away. The workmen took refuge in the air lock during night of 19th, and on morning of 20th all but one were drowned. Survivor was rescued from crib by life-saving crew of Milwaukee Station, who were towed to crib by tug Welcome. On following day crew assisted to recover the bodies of ten of those drowned in this casualty.
Apr. 22	Rescue from drowning.	Fort Point, California.....	Crew rescued from drowning a man who was attempting to commit suicide and gave him into the custody of the police.
Apr. 23	Fire extinguished...	Charlotte, Lake Ontario.	Lookout gave the alarm that a house was on fire. Crew took station force pump and succeeded, by hard work, in saving the building.
Apr. 23	Recovery of body...	Bois Blanc, Lake Huron.	One of the crew found the body of a man who was drowned from a fishing boat. Launched surfboat, recovered the body, and put it on board of a tug, which took it to Cheboygan for burial.
Apr. 24	Transportation of persons.	.....do.....	A portion of the wrecked schooner <i>Newell A. Eddy</i> , which foundered at sea, having drifted ashore, the owners hired a tug and proceeded to the place to identify the lost vessel. As the tug was unable to reach the wreck, crew transported them in the surfboat and took them back on board the tug when they had completed their business.
Apr. 24	Assistance at fire....	Pentwater, Lake Michigan.	The pump house of the Chicago and West Michigan R. R. Co. was discovered to be on fire. Crew hastened to the place with force pump, and, being unable to save the pump house on account of the great headway of the fire, directed their efforts toward protecting the adjacent coal shed and water tank, the former of which had already caught fire. After a sharp struggle they succeeded in saving both structures.
Apr. 25	Fire extinguished...	South Haven, Lake Michigan.	Lookout gave the alarm that a sawmill was on fire. Took station pump and extinguished flames.
Apr. 26	Assistance to light-keeper.	Pentwater, Lake Michigan.	Twice during the night the outer range light on the pierhead went out. On both occasions notified light-keeper, who renewed the light.
May 3	Rescue from drowning.	Sheboygan, Lake Michigan.	A small boy fell into the river and would have drowned had not one of the life-saving crew rescued him.
May 8	Recovery of body...	Whales Head, North Carolina.	Word was brought to the station that the body of a man, apparently a sailor, had washed ashore. Keeper took the body out of the surf and gave it proper burial.
May 9	Transportation of person.	Santa Rosa, Florida.....	On request, keeper took a man thirty miles east of the station to assist him in identifying the body of a man who was drowned May 5 while taking a trip on the schooner <i>Jessie P.</i> , and whose body had been recovered by some fishermen. After identifying the remains, keeper brought the man back to the station, from which place he returned to Pensacola.
May 9	Recovery of body...	Louisville, Kentucky .....	Received word that a deranged man had committed suicide by drowning. Sent a boat with drag to the place, recovered the body, and transferred it to the corner.
May 10	.....do.....	Fairport, Lake Erie.....	About 2 o'clock in the afternoon word was brought to the station that a lad had been drowned in the river. Crew dragged for and recovered the remains.
May 10	Prevented suicide...	Racine, Lake Michigan....	A young man attempted to jump into the river with the intention of drowning himself. Three of the crew seized and held him until the arrival of the police, when he was given into their custody.



*Services of crews (miscellaneous)—Continued.*

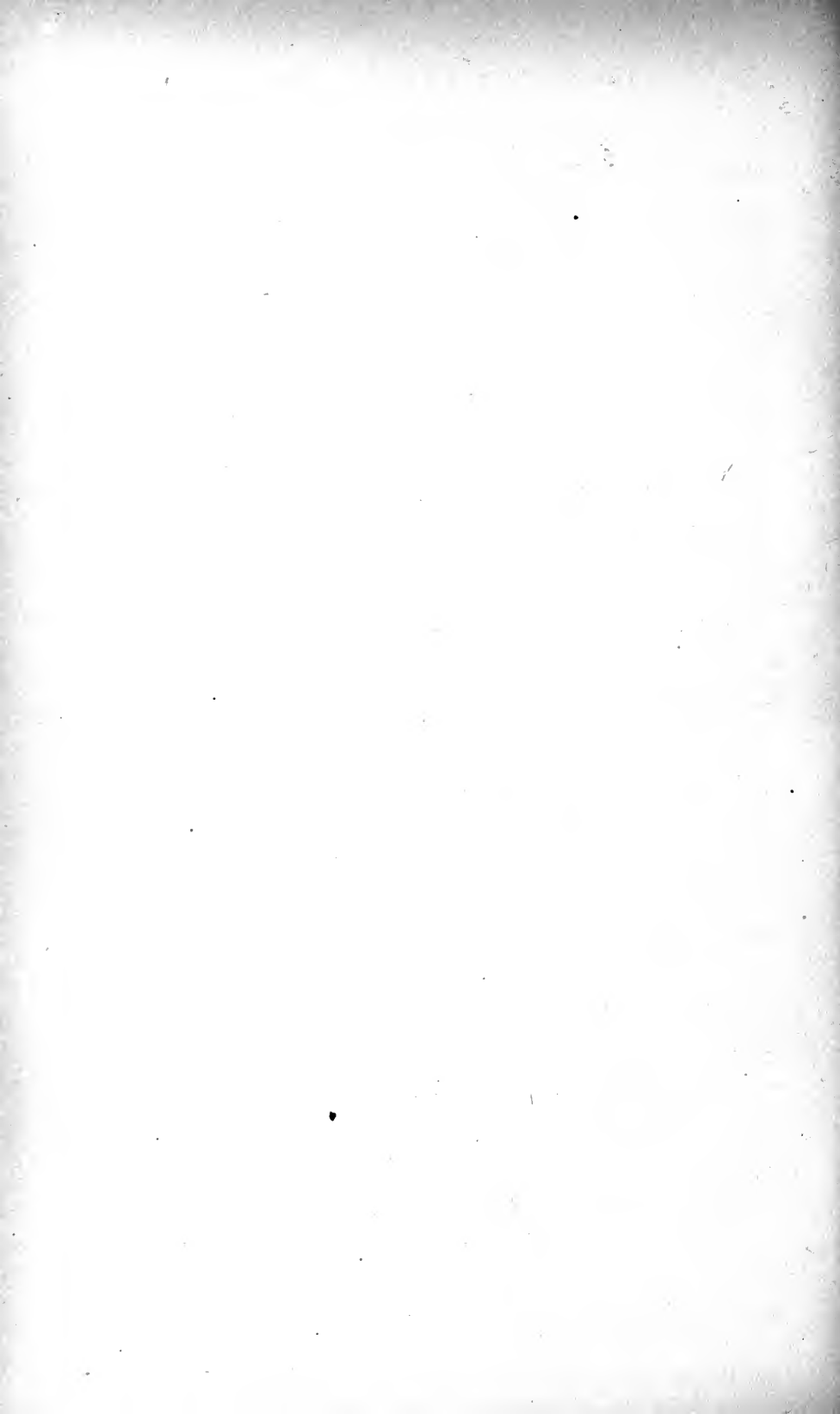
Date.	Service rendered.	Station and locality.	Nature of casualty.
1893. May 12	Recovery of body...	Chicago, Lake Michigan..	The body of a man lodged under the bottom of a dump scow, and when the gates were opened floated inside the craft. Keeper telephoned this information to the police station, and on the arrival of the patrol wagon crew assisted police to recover the remains, which were taken to the morgue.
May 16	Succor given.....	Lone Hill, New York .....	Two fishermen who had been unable to reach their homes on account of the stormy weather applied to the station for food. Keeper furnished them with necessary provisions.
May 20	Rescue from drowning.	South Chicago, Lake Michigan.	Seeing a small boy sinking in the water, keeper sprang after him and brought him safely ashore.
May 22	Shelter and succor given.	Lone Hill, New York.....	A fisherman who was unable to reach his home applied at station for shelter. Kept him until morning.
May 26	Assistance at fire...	Ludington, Lake Michigan.	A limekiln and an ice house caught fire, endangering two fishermen's houses standing close by. Crew assisted to remove their nets and furniture to a place of safety.
May 26	Property saved .....	Evanston, Lake Michigan.	Seeing some lumber drifting past the station, crew launched station boat, recovered about two thousand feet of planks, and held them at the station for identification by owner.
May 28	Rescue from drowning.	Pentwater, Lake Michigan.	A boy fell into the lake, and, not knowing how to swim, would soon have drowned. One of the surfmen sprang to his rescue and brought him to the pier, where both were assisted from the water by the remainder of the crew.
May 28	Rescue from danger.	Fort Point, California .....	Three men who had gone out on the rocks to fish at low water were cut off from shore and their lives imperiled by the rising tide. Station lookout took heaving line and assisted them to get ashore.
May 30	Recovery of body.....	.....do.....	A dead body washed ashore near the station. Secured it and notified coroner, who took charge of the remains.
June 3	.....do.....	Cleveland, Lake Erie.....	Early in the afternoon word was received that a man in attempting to swim across the river had drowned. Crew recovered the body after dragging for several hours and turned it over to the proper authorities.
June 3	.....do.....	..... do .....	An incoming tug reported passing a floating body outside the harbor. Life-saving crew recovered the remains and gave them into the custody of the coroner.
June 3	Assistance to injured person.	Muskegon, Lake Michigan.	While walking along the beach, keeper and one of the crew heard groans, and, hastening in the direction of the sounds, discovered a carpenter who had fallen from a scaffold and was unable to walk; carried him home near by and secured the services of a surgeon.
June 3	Rescue from drowning.	Grand Haven, Lake Michigan.	A small boy, who was playing on a raft, fell into the river. One of the surfmen rescued him and took him home.
June 3	Rescue from danger.	Fort Point, California.....	Station lookout discovering three men who had been cut off from the shore by the rising tide while fishing on some outlying rocks, took a heaving line and hauled them ashore through the surf.
June 4	Rescue from drowning.	Buffalo, Lake Erie.....	Hearing cries for help, patrol took station ferry scow, and pulling in the direction of the sounds, found a man clinging to a coal scow from which he had fallen overboard. Rescued the man and gave him into charge of his friends.
June 4	.... do.....	Racine, Lake Michigan...	Lookout launched a skiff and rescued from drowning a boy who had fallen into the lake.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893. June 4	Rescue from danger.	Fort Point, California.....	Shortly after midnight a man came to the station and asked assistance to find his two sons, who were missing. Crew searched for and found the two boys on a rock, which they had reached on the morning of the previous day during a very low tide; rescued them from their perilous position and restored them to their father.
June 5	Property saved.....	Muskallonge Lake, Lake Superior.	At owner's request launched surfboat and recovered the capstan of the wrecked schooner Zach Chandler (see page 25) and brought it to the station for safe-keeping.
June 6	.....do.....	Two Rivers, Lake Michi- gan.	The north patrol found a coat, vest, and watch which a man, while intoxicated, had left on the beach. Returned the property to owner.
June 7	Rescue from drowning.	Muskallonge Lake, Lake Superior.	Lookout launched a skiff and brought to the shore a small boy who was drifting out into the lake on a frail raft which he had made of some planks and which would have soon gone to pieces.
June 9	Assistance to light-keeper.	Pentwater, Lake Michi- gan.	During the night the lower range light on the pier head went out. Patrol notified light-keeper, who relighted it.
June 9	Fire extinguished...	Coquille River, Oregon...	A dwelling near the station caught fire. Crew assisted to extinguish flames and save the building.
June 10	Recovery of body...	Racine, Lake Michigan...	Hearing cries, crew hastened in the direction indicated by the sounds, and learned that a man had fallen from the bridge and drowned. Grappled for and recovered the body and, after working for two hours in a vain attempt at resuscitation, gave the remains over to friends of the deceased.
June 12	Assistance to set up telephone line.	Thunder Bay Island, Lake Huron.	The Weather Bureau being engaged in setting up a telephone line, keeper took station tender, transferred laborers to and from island, and towed the telephone poles from the mainland to the place of work.
June 12	Attending divers...	Evanston, Lake Michi- gan.	A young man having been drowned by the capsizing of a boat, crew attended two divers who were searching for the body. On the second day the remains were recovered and sent to the home of the deceased.
June 13	Transportation of sick person.	Thunder Bay Island, Lake Huron.	Took to Alpena for medical attendance the light-keeper of Thunder Bay Island Light-House.
June 13	Recovery of body...	St. Joseph, Lake Michi- gan.	Word was received that a man had drowned while swimming about a mile from the station. Launched surfboat and dragged for several hours, but without success; next day renewed search, recovered the body, and turned it over to the coroner.
June 14	Transportation of injured person.	Two Heart River, Lake Superior.	In the afternoon crew transported to Sault de Ste. Marie for medical treatment a man whose leg had been injured by a rolling log.
June 14	Succor given.....	Racine, Lake Michigan...	An old man fell from the pier into the lake. When crew reached the place he had regained the wharf. Took him to the station, provided him with dry clothing and necessary stimulants, and after he had recovered from the effects of his exposure sent him home.
June 17	Recovery of body...	Louisville, Kentucky.....	Word was received that a boy had drowned while bathing in the river some four miles from the station. Equipped a boat with gear for dragging, recovered the body, and gave it over to friends of the deceased.
June 19	Recovery of body...	Chicago, Lake Michigan.	A tug brought word to the station that the body of a man was floating in the lake about two miles offshore. Launched boat, accompanied tug to the place, recovered the remains, and transferred them to the custody of the police.

*Services of crews (miscellaneous)—Continued.*

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893. June 20	Recovery of body...	Cape Hatteras, North Carolina.	Receiving notice that the body of a drowned man had washed ashore, notified keeper of Creeds Hill Station, and with his assistance and that of two volunteers gave the remains proper burial.
June 21	Rescue from drowning.	Sand Beach, Lake Huron	A small boy fell overboard and came up under the pier, where he would have drowned had not one of the life-saving crew rescued him.
June 21	Recovery of body...	Milwaukee, Lake Michigan.	One of the crew, learning that a man had been taken with cramps while swimming and had drowned, reported same to keeper. Dragged for and recovered the remains and notified coroner.
June 22	Recovery of body...	Milwaukee, Lake Michigan.	Early in the morning word was received that a man had committed suicide by drowning. Equipped two boats, dragged for several hours, recovered body, and gave it over to coroner.
June 23	Recovery of body...	Sheboygan, Lake Michigan.	During an epileptic fit a man fell into the river and drowned. Crew recovered the body, and after a fruitless attempt to resuscitate it gave it to coroner.
June 23	Fire extinguished...	Two Rivers, Lake Michigan.	Discovering an ice house across the river had caught fire, crew took force pump in station boat and saved the building.
June 25	Recovery of body...	Cleveland, Lake Erie .....	Received word that an intoxicated man had fallen overboard and drowned. Dragged for and recovered the body and attempted to resuscitate it by method employed in the Service. The effort proving unavailing, owing to length of time the body had been under water, gave the remains to undertaker for burial.
June 25	.....do .....	South Chicago, Lake Michigan.	Keeper was informed that two men had drowned in the lake. Fitted boat with drags and searched for the bodies, but without success. Dragged again next morning and recovered one of the bodies; the other could not be found, though search was continued all day.
June 25	.....do .....	Racine, Lake Michigan...	A man came to the station in great haste and reported finding a hat and a fishing pole floating in one of the holes in the north pier. Crew hastened to the place, recovered the body of a boy, and made an attempt at resuscitation, but were unsuccessful; the lad had struck his head against the pier in falling, which probably caused his death; sent the remains to the parents of the deceased.
June 27	Shelter and succor given.	Santa Rosa, Florida.....	A shipwrecked sailor arrived at the station at sunrise in a destitute and exhausted condition. Keeper cared for him and, when he had rested, took him to Pensacola and obtained employment for him.
June 29	Succor given .....	Charlotte, Lake Ontario..	The lookout, hearing cries for help, rang the alarm gong. On arriving at the place, crew found that a man had fallen from the pier and had been rescued by some persons near at hand; took him to the station and furnished him with dry clothing.



VESSELS WARNED FROM DANGER.

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1892-1893.

10 L S



# VESSELS WARNED FROM DANGER.

The value of the patrol system needs no better illustration than the record of signals displayed by the beachmen to vessels approaching too near the shore or standing toward dangerous rocks and shoals. The amount of damage or loss that might have befallen the imperiled craft can not be justly estimated, but had not these warnings been given serious casualties must inevitably have occurred in many instances. The returns show that ten vessels were warned off by flags of the International Code and other day signals, while two hundred and twenty-six were apprised in the night of their proximity to danger by the Coston lights of the patrolmen in season to avert disaster. A summary of the cases appears below.

## BY DAY SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1892. Sept. 20	Hog Island, coast of Virginia.	At 1 o'clock in the afternoon a large vessel was seen standing down the beach and very near the bar. The day lookout promptly hoisted the International Code signal J D ("You are standing into danger"), and the vessel sheered broad off, but narrowly missed stranding.
Nov. 15	Seatack, coast of Virginia.....	A steamer nearing the beach in thick and stormy weather was induced to alter her course and stand seaward by the display of the proper warning signal of the International Code.
1893. Jan. 8	Oak Island, coast of New York.	At noon a schooner was warned offshore by the signal J D, hoisted at the station flagstaff. The vessel was steering a course that would soon have caused her to strike on Fire Island Bar.
Jan. 15	Hog Island, coast of Virginia.	At 8 o'clock in the morning, during the prevalence of a snowstorm, a large steamer was seen heading directly for the bar. The warning signal J D was immediately hoisted, and the vessel, observing this, changed her course and went clear. In a few minutes more she must have struck on the outer shoal, being deeply loaded, and would have become a total loss in the heavy onshore gale and sea.
Jan. 23	False Cape, coast of Virginia.	The appropriate Code signal was hoisted to warn a bark heading inside a body of ice lying off the station. The vessel kept away and cleared the obstruction.
Feb. 13	Currituck Inlet, coast of North Carolina.	Shortly after daybreak the patrol discovered, through the fog, a vessel almost in the breakers. By waving his coat and shouting he succeeded in notifying those on board of their peril in time to enable them to get their vessel headed offshore.
Feb. 25	Brigantine, coast of New Jersey.	A large steamer steering a course that would soon have caused her to strike on the outlying shoals escaped disaster by heeding the International Code signal J D, which the keeper had hoisted at the station flagstaff.
Feb. 27	Oak Island, coast of North Carolina.	The signal J D was displayed to warn a bark dangerously near the shore, two miles to the westward of the station. The vessel immediately rounded to and anchored.
May 13	Grand Haven, coast of Michigan.	On account of the thick fog, the steamer City of Milwaukee missed her course while attempting to enter the harbor and was heading for the shore. The north patrol warned those on board by shouting, and the steamer's engines were reversed in time to prevent disaster.
June 23	Pointe aux Barques, coast of Michigan.	The station watch, seeing a steam yacht steering inside the reef, hoisted the proper danger signal of the International Code. The craft headed out into the lake, but touched bottom before reaching deep water.

## BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1892, July 28	Cape Disappointment, coast of Washington.	The midwatch flashed his Coston signal as a warning to a vessel standing into danger. She at once altered her course and stood seaward.
Aug. 9	Frankfort, coast of Michigan.	The patrol north discovered a vessel heading directly for the shore and only six hundred yards distant. He quickly burned his Coston signal, and the vessel, by promptly heeding the warning, escaped disaster.
Aug. 18	Pointe aux Barques, coast of Michigan.	The patrolman on duty from midnight to 2 o'clock, seeing a large steamer steering a course that would take herself and tow inside the reef, immediately burned his danger signal. The steamer changed her course and proceeded in safety.
Aug. 20	North Manitou Island, coast of Michigan.	At 11 o'clock the surfman on patrol warned away a vessel standing too close to the shore for safety.
Sept. 1	Cuttyhunk, coast of Massachusetts.	Shortly before midnight a vessel, whose light was discovered near the beach, was warned out of danger by the patrol's Coston signal.
Sept. 3	.....do .....	During the midwatch the patrolman on duty saw the lights of a vessel standing squarely for the shore. He immediately burned his red light, and the craft anchored in time to avoid stranding.
Sept. 8	Umpqua River, coast of Oregon.	The first night patrol, by promptly displaying his danger signal, prevented a schooner from going ashore. She was standing in toward the land during foggy weather, and was not more than four hundred yards distant when discovered and apprised of her danger.
Sept. 9	Pointe aux Barques, coast of Michigan.	A steamer about to strand on the reef was warned off by the Coston signal of the patrolman.
Sept. 11	Point Reyes, coast of California.	The north patrol, by setting off his danger signal, caused a vessel standing too near the beach for safety to keep away.
Sept. 12	Erie, coast of Pennsylvania.	A steamer having a schooner in tow approached the shore so close as to be in danger of stranding. She sheered off, however, on seeing the patrolman's red light and proceeded in safety.
Sept. 13	Hunniwells Beach, coast of Maine.	The sunset patrol warned away a schooner standing dangerously near the shore.
Sept. 13	Peaked Hill Bars, coast of Massachusetts.	Seeing a schooner approaching the bar, the surfman on duty from 8 o'clock to midnight burned his Coston signal. The vessel hauled offshore.
Sept. 13	Point Lookout, coast of New York.	A vessel close to the beach and in imminent danger of stranding kept away on seeing the flash of the Coston signal burned by the sunset patrol.
Sept. 14	Bellport, coast of New York.	The outlines of a vessel that was close to and heading squarely for the beach in heavy weather were discerned by the midwatch. He quickly flashed his danger signal, and the craft altered her course and avoided shipwreck.
Sept. 14	Blue Point, coast of New York.	By burning his Coston signal, the midnight patrol warned away a steamer that was perilously close to the shore.
Sept. 16	Cape Henlopen, coast of Delaware.	The first night patrol showed his warning light to a schooner dangerously near the beach. She at once hauled out clear.
Sept. 18	Cobbs Island, coast of Virginia.	The watchman discovered a steamer standing close to the shoals and notified her of her danger by flashing his red light. The vessel sheered off and proceeded without mishap.
Sept. 19	South Brigantine, coast of Massachusetts.	A vessel standing into danger changed her course when warned by the patrol signal.
Sept. 21	North Beach, coast of Maryland.	During the sunset watch the north patrol warned off a steamer by waving his lantern.
Sept. 21	Cobbs Island, coast of Virginia.	The sunset patrol averted disaster from a steamer perilously near the shoals by promptly burning his Coston signal.
Sept. 22	Metomkin Inlet, coast of Virginia.	Seeing a vessel standing into danger, the surfman of the midnight watch waved his lantern, whereupon she altered her course and went offshore.
Sept. 22	Paul Gamiels Hill, coast of North Carolina.	During the thick and rainy weather prevailing, the midnight patrol discovered a vessel near the shore and heading squarely for the beach. He instantly burned his patrol signal, and the vessel headed seaward.
Sept. 23	Point Allerton, coast of Massachusetts.	At 3 o'clock the watchman saw a schooner running very near the bar and gave warning by flashing his red light, seeing which, the craft kept away and ran out of danger.
Sept. 24	Peaked Hill Bars, coast of Massachusetts.	A schooner near the bar put offshore when warned by the patrol signal of the first night watch.
Sept. 26	Ludington, coast of Michigan.	A schooner running into the harbor for shelter was steering directly for the wreck of the schooner City of Toledo, whose anchor light had gone out. The keeper burned a Coston signal to warn her of her danger, whereupon she kept away, but soon headed for the wreck again. Another Coston signal was burned, and the schooner sheered off, barely clearing the obstruction.



*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1882.		
Sept. 23	Townsend Inlet, coast of New Jersey.	The patrol of the midwatch warned a vessel away by setting off his danger signal.
Sept. 23	Hog Island, coast of Virginia..	A steamer standing too close to the beach hauled broad off on seeing the Coston signal of the midnight patrolman.
Sept. 30	Pointe aux Barques, coast of Michigan.	At 1 o'clock the station lookout discovered a steamer in danger of stranding on the reef. He immediately flashed his red light, and the vessel, taking a course out into the lake, proceeded without accident.
Oct. 4	Atlantic City, coast of New Jersey.	A barkentine discovered dangerously close inshore was notified of her peril by the Coston signal of the north patrol. She sheered away, just clearing Brigantine Shoals.
Oct. 6	Plum Island, coast of Massachusetts.	A sailing vessel standing close to the beach tacked offshore when warned by the red light of the midnight patrol.
Oct. 9	Jupiter Inlet, coast of Florida..	Shortly after midnight the patrol north from the station discovered a schooner very near the breakers and immediately burned his Coston signal. The schooner went about and stood seaward.
Oct. 11	Indian River Inlet, coast of Delaware.	At about 7 o'clock the south patrol observed a steamer heading for the beach and almost in the breakers. By quickly flashing his danger signal he warned her of her peril in time to prevent disaster, but she narrowly missed stranding. When clear, the vessel acknowledged the timely service by blowing her whistle.
Oct. 13	Atlantic City, coast of New Jersey.	A large steamer standing up the coast on a course that would have caused her to strike on Brigantine Shoals stood further offshore when warned of her danger by the patrol signal.
Oct. 14	Cuttyhunk, coast of Massachusetts.	Both sunset patrolmen saw a vessel so close to the beach that they thought her ashore. One of them burned his Coston signal, and the craft jibed and went clear, acknowledging the service by blowing her fog horn.
Oct. 15	Fire Island, coast of New York.	During the first night watch the patrolman discovered a steamer running close in to the beach. He quickly burned his danger signal, and the vessel headed offshore.
Oct. 16	Fourth Cliff, coast of Massachusetts.	At 11 o'clock a large schooner was seen standing for, and close to, the shore. The surfman on duty at once displayed his red light, and the vessel tacked offshore, but narrowly escaped disaster.
Oct. 17	Crumple Island, coast of Maine.	A vessel heading directly for the beach and close inshore went about on seeing the Coston signal of the patrolman and avoided stranding on the rocks.
Oct. 17	Pointe aux Barques, coast of Michigan.	A steamer in danger of striking on the reef was warned of her peril by the south patrol, and went clear.
Oct. 18	Nauset, coast of Massachusetts.	On seeing the patrolman's warning signal, a steamer approaching the land altered her course and proceeded in safety.
Oct. 18	Blue Point, coast of New York.	The first night watch warned away a steamer that was dangerously close inshore.
Oct. 18	Santa Rosa, coast of Florida..	The sunset patrol quickly flashed his Coston signal on seeing a sailing vessel running squarely for the beach. She immediately went about and stood into the offing.
Oct. 18	Pointe aux Barques, coast of Michigan.	Shortly after 4 o'clock a steamer was warned out of danger by the patrol signal. She was heading inside the reef close in, and would have met with disaster but for the vigilance of the patrolman.
Oct. 19	Knobbs Beach, coast of Massachusetts.	At 9 o'clock the south patrol warned a schooner out of danger.
Oct. 19	Nauset, coast of Massachusetts.	The sunset patrol south discovered a steamer approaching Nauset Inlet Bar. Immediately his danger signal flashed its warning light, and the vessel averted disaster by heading seaward.
Oct. 20	Ship Canal, coast of Michigan.	Seeing a schooner to the leeward of the piers, the lookout burned his Coston signal, whereupon the vessel hauled up, but was so close in that she struck lightly before going clear.
Oct. 26	Plum Island, coast of Massachusetts.	The sunrise patrol warned away a vessel that was in dangerous proximity to the beach.
Oct. 27	Smith Island, coast of Virginia.	The sunset patrol fired his warning signal on discovering a vessel hauling in for the shore, thereby saving her from disaster.
Oct. 27	Velasco, coast of Texas.....	At midnight a Coston signal was burned to give warning to a schooner almost in the breakers. She immediately hauled offshore.
Oct. 27	Pointe aux Barques, coast of Michigan.	At half past 11 o'clock the lookout, seeing a steamer standing for the reef, burned his Coston light. The vessel at once shaped her course out into the lake.
Oct. 30	Hog Island, coast of Virginia..	The sunset patrol burned his red light on seeing a steamer heading for the beach. She instantly responded by standing into deep water.
Oct. 31	Blue Point, coast of New York.	The prompt display of a Coston signal during the mid-watch caused a steamer that was heading for the beach to keep away and avoid mishap.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892.		
Nov. 3	Cobbs Island, coast of Virginia.	A steamer near the outlying shoals was warned away by the first night patrol.
Nov. 3	Smith Island, coast of Virginia.	A schooner standing squarely for the beach kept off, and escaped stranding, when warned by the patrol signal of the midwatch.
Nov. 4	Nauset, coast of Massachusetts.	Shortly before 3 o'clock, a steamer approaching the shore too near for safety changed her course on seeing the patrolman's red light.
Nov. 5	Race Point, coast of Massachusetts.	The surfman having the sunset patrol east saw a schooner about to strike on the bar, and burned his Coston signal forthwith. The vessel tacked and went further offshore.
Nov. 5	Hog Island, coast of Virginia.	A vessel standing dangerously close to the shore was apprised of her peril by the sunrise patrol. She changed her course just in time to avoid striking.
Nov. 6	Wallops Beach, coast of Virginia.	At 11 o'clock a schooner was discovered heading for Williams Shoal. She hauled offshore on seeing the Coston light which the north patrol displayed.
Nov. 9	Cape Henlopen, coast of Delaware.	The sunset patrol, by burning his danger signal, warned away a steamer that was almost ashore.
Nov. 9	New Inlet, coast of North Carolina.	A Coston signal was flashed by the sunset patrol south on seeing a square-rigged vessel close to the bar. She acknowledged the warning by waving a torch and hauling offshore.
Nov. 10	Cobbs Island, coast of Virginia.	At 11 o'clock the surfman on patrol duty discerned the outlines of a vessel close to the shoals and displayed his red light, whereupon the craft shaped her course seaward.
Nov. 10	Pointe aux Barques, coast of Michigan.	A steamer in danger of striking on the reef was warned off by the sunset patrol.
Nov. 10	Middle Island, coast of Michigan.	A schooner seeking shelter under the lee of this island was warned from danger and assisted to find her anchorage by means of the patrol signal of the midwatch, the night being very dark.
Nov. 11	Turtle Gut, coast of New Jersey.	At 3 o'clock a schooner near Cold Spring Bar was warned out of danger.
Nov. 11	Kitty Hawk, coast of North Carolina.	The sunset patrol burned his Coston signal to notify a vessel of her dangerous proximity to the shore.
Nov. 12	Race Point, coast of Massachusetts.	Seeing a schooner close to and standing for the beach, the western patrol flashed his red light. The vessel at once tacked and stood away.
Nov. 12	Assateague Beach, coast of Virginia.	Shortly after 1 o'clock a vessel running close to the shore altered her course on seeing the danger signal burned by the midwatch.
Nov. 12	Milwaukee, coast of Wisconsin.	The north patrol burned his Coston signal in order to notify of her peril a schooner that was standing close to the shoal making out from North Point. On discovering her situation she immediately went about and stood out into the lake.
Nov. 13	Knobbs Beach, coast of Massachusetts.	A schooner heading on shore tacked seaward when warned of her danger by the patrol signal.
Nov. 14	Race Point, coast of Massachusetts.	The eastern patrol on duty from midnight to 4 o'clock warned a schooner off the bar.
Nov. 14	.....do.....	During the first night watch, a schooner in danger of stranding on the bar was warned away by the surfman on duty.
Nov. 15	Rehoboth Beach, coast of Delaware.	The patrolman of the midwatch discovered a vessel approaching the beach head on. He promptly burned his red light, and the craft kept away, thereby avoiding mishap.
Nov. 16	Ocean City, coast of New Jersey.	The sunset patrol warned off a vessel that he discovered steering perilously near the beach.
Nov. 16	North Manitou Island, coast of Michigan.	Two Coston signals were burned by the surfman on patrol to warn a vessel offshore. After the second was burned the craft immediately stood out into the lake, but narrowly missed stranding, as she was only three hundred yards from shore when discovered and apprised of her peril.
Nov. 17	Point of Woods, coast of New York.	A sailing vessel indicated by her lights that she was running directly for the bar. The weather being stormy, with a very heavy surf, she would doubtless have soon been wrecked but for the prompt action of the midwatch in flashing his danger signal. The vessel bore away, showing her appreciation of the timely warning by displaying a white light.
Nov. 18	Smith Island, coast of Virginia.	Seeing a vessel standing inshore, the patrol flashed his Coston light. She at once headed away from danger.
Nov. 19	Hog Island, coast of Virginia.	A steamer altered her course and increased her distance from land when warned of her proximity to the bar by the midnight patrolman.
Nov. 19	Cobbs Island, coast of Virginia.	The surfman on sunset patrol warned away a steamer that was close to the shoals.
Nov. 20	Cold Spring, coast of New Jersey.	The midnight watch discovered a vessel almost aground on the bar off Cold Spring Inlet. He quickly burned his red light, whereupon the vessel sheered broad off and went clear.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892.		
Nov. 21	Peaked Hill Bars, coast of Massachusetts.	A schooner very near the bar tacked offshore on seeing the warning signal of the first night patrol.
Nov. 21	Shoalwater Bay, coast of Washington.	The midwatch, seeing a vessel's light perilously near the beach, flashed his Coston signal. The craft hauled off and cleared danger.
Nov. 22	Bayhead, coast of New Jersey.	The surfman on duty from midnight to 4 o'clock displayed his red light on discovering a steamer close to the shore. She had a barge in tow, but succeeded in getting pointed seaward in time to avoid stranding.
Nov. 22	Ocean City, coast of Maryland.	When about three miles north of the station, the patrol discovered a schooner heading into danger. He immediately burned his Coston light and prevented her from striking.
Nov. 22	Wachapreague, coast of Virginia.	A vessel nearly on the shoals was warned offshore by the sunset patrol.
Nov. 23	.....do .....	The patrol north burned his red light to warn a schooner that was running dangerously near Dawsons Shoals. The vessel sheered off and proceeded in safety.
Nov. 24	Metomkin Inlet, coast of Virginia.	During the sunset watch a vessel dangerously near the shore stood seaward on seeing the Coston signal flashed by the patrolman.
Nov. 26	Knobbs Beach, coast of Massachusetts.	The patrol north from sunset to 8 o'clock observed a schooner too near the beach for safety. He quickly flashed his danger signal, and the vessel tacked and stood into deeper water.
Nov. 27	Cobbs Island, coast of Virginia.	A vessel close to the beach anchored and avoided disaster when warned by the Coston signal of the midwatch.
Nov. 28	Quonochontaug, coast of Rhode Island.	The east patrol, when about a mile from the station, observed the light of a schooner that was near the beach and in immediate danger of striking. He promptly fired his warning signal, and the vessel responded by altering her course.
Nov. 29	Ocracoke, coast of North Carolina.	During the sunset watch a steamer in danger of stranding was warned off by the timely display of a Coston light.
Dec. 1	Sea Isle City, coast of New Jersey.	Shortly after 7 o'clock a steamer very near the bar off Corsons Inlet was warned by the danger signal of the patrolman. She bore away and avoided disaster.
Dec. 2	Townsend's Inlet, coast of New Jersey.	A large schooner close to the bar was made aware of her unsafe position by the red light of a Coston signal burned by the midwatch. She escaped mishap by heading seaward.
Dec. 2	Pea Island, coast of North Carolina.	A vessel that was running dangerously near the beach avoided stranding by heeding the warning signal of the south patrol.
Dec. 3	Burnt Island, coast of Maine.	At 9 o'clock the south patrol warned from danger a vessel that was near the rocks.
Dec. 3	Pointe aux Barques, coast of Michigan.	By promptly burning his Coston light the sunset patrolman prevented a steamer from shipwreck. She was heading directly for the reef and would have struck but for the timely warning.
Dec. 6	Peaked Hill Bars, coast of Massachusetts.	The watchman of the sunset patrol, seeing a vessel near the bar, warned her offshore with his Coston signal.
Dec. 7	Point Allerton, coast of Massachusetts.	A stone-laden sloop that had anchored very near the Toddy Rocks during the darkness was warned from her dangerous position by the midwatch.
Dec. 8	Shark River, coast of New Jersey.	During the sunset watch a vessel that had approached the shore too close for safety during the prevailing thick weather avoided disaster by heeding the signal of the patrolman.
Dec. 8	Forked River, coast of New Jersey.	The surfman on duty from 4 o'clock to sunrise, by burning his red light, caused a steamer near the shoals off Barnegat Inlet to haul out into deeper water.
Dec. 9	Metomkin Inlet, coast of Virginia.	A vessel was warned off the beach by the patrol from midnight to 4 o'clock.
Dec. 9	Whales Head, coast of North Carolina.	At 11 o'clock the north patrol fired his danger signal to prevent a vessel from going ashore. She kept away and soon disappeared in the offing.
Dec. 11	Great Neck, coast of Massachusetts.	Between 2 and 3 o'clock the patrolman discovered a vessel heading straight for the beach and only a quarter of a mile distant. He at once burned his Coston signal and the vessel went about, but narrowly missed stranding.
Dec. 11	Cold Spring, coast of New Jersey.	A schooner close to the beach was warned away by the patrol signal of the midwatch.
Dec. 12	Wallops Beach, coast of Virginia.	In order to prevent a vessel from striking on one of the outlying shoals, a red light was burned by the surfman on patrol. She heeded the warning and went offshore.
Dec. 13	Race Point, coast of Massachusetts.	During the midwatch a schooner dangerously near the bar tacked offshore on seeing the Coston light of the western patrol.
Dec. 13	Napeague, coast of New York.	A steamer was warned off by the sunset patrolman,

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1892. Dec. 15	Plum Island, coast of Massachusetts.	The north patrol of the sunset watch observed a vessel about to attempt crossing the bar. The undertaking being very hazardous on account of the heavy breakers, he burned his Coston signal to warn her of her danger, whereupon she wore around and anchored until daylight.
Dec. 15	Paramores Beach, coast of Virginia.	Shortly after 10 o'clock a steamer was warned away from the beach by the surfman on watch.
Dec. 16	Hog Island, coast of Virginia.	On seeing a steamer near the bar, the sunset patrol burned his Coston light. This being unobserved, it was necessary to burn another before the vessel changed her course.
Dec. 17	Fenwick Island, coast of Delaware.	Early in the morning a schooner was observed drawing near the shore and in danger of stranding. A warning signal was at once displayed, seeing which, she lost no time in going about and heading into deep water.
Dec. 18	Peaked Hill Bars, coast of Massachusetts.	The patrol, west, of the midwatch burned two danger signals on discovering a schooner near the bar. The craft responded by waving a lantern and tacking seaward.
Dec. 18	Cobbs Island, coast of Virginia.	At twenty minutes past 11 o'clock a steamer was warned off the shoals.
Dec. 19	Cape Fear, coast of North Carolina.	Shortly before 12 o'clock a vessel's light was seen in the immediate vicinity of Frying Pan Shoals. A Coston signal was quickly ignited, whereupon the vessel stood to the eastward out of danger.
Dec. 20	Oak Island, coast of North Carolina.	The patrolman of the midwatch burned his red light on observing a steamer heading close to the beach during thick and stormy weather. The vessel altered her course forthwith.
Dec. 22	Cold Spring, coast of New Jersey.	A schooner almost aground on the bar was saved from disaster by the warning signal of the midnight patrol.
Dec. 22	Ocean City, coast of Maryland.	At half past 3 o'clock, when about a mile south of the station, the patrolman saw a schooner almost ashore. He instantly burned his Coston signal, and the vessel went about, barely in time to save herself from grounding, and anchored for the night.
Dec. 22	San Luis, coast of Texas.....	Shortly before the end of the midwatch, a steamer too near the shore for safety was warned off by the patrol signal.
Dec. 23	Cahoons Hollow, coast of Massachusetts.	While patrolling the beach, about a mile south of the station, the sunset watch warned away a steamer in danger of stranding.
Dec. 23	Nauset, coast of Massachusetts.	The surfman of the midwatch saw a schooner burning her torch so near the beach that, after flashing his danger signal, he hastened to arouse the station crew, thinking her ashore. She kept away, however, and escaped disaster.
Dec. 23	Tathams, coast of New Jersey.	A vessel standing close in to the shoals was warned away by the Coston light of the first night patrol.
Dec. 24	Georgia, coast of New York.	The patrolman of the first night watch flashed his red light on discovering a steamer dangerously near the outer bar. She bore away, but grounded a few minutes before she finally got clear.
Dec. 24	Point Reyes, coast of California.	A steamer running directly for the beach during thick and stormy weather escaped destruction by heeding the patrol signal of the midwatch, her first intimation of danger.
Dec. 25	North Beach, coast of Maryland.	During the watch from 4 o'clock to midnight the south patrol, by displaying his red light, caused a schooner running too near the bar for safety to haul offshore.
Dec. 26	Hog Island, coast of Virginia.	At 1 o'clock a steamer whose light was observed in close proximity to the beach was notified of her peril by the burning of a Coston signal. She immediately steered off and headed seaward.
Dec. 28	Cape Henlopen, coast of Virginia.	Two Coston lights were burned to warn a steamer out of danger. The second signal was observed by those on board and the vessel was pointed offshore.
Dec. 28	Hog Island, coast of Virginia.	Each of the two patrolmen of the midwatch burned his danger signal on seeing a steamer running near the bar during a thick snowstorm. The vessel anchored until the weather cleared, but was very near the shore. But for the timely warnings, she would have suffered great injury, if not destruction, in the stormy weather then prevailing.
Dec. 28	Cobbs Island, coast of Virginia.	Shortly before 2 o'clock a vessel running into danger altered her course on seeing the red light of the patrol signal.
Dec. 30	Lewes, coast of Delaware.....	A steamer was almost on the beach when seen by the patrolman and warned of her peril by his red light. She succeeded in backing offshore, however, and stood into deep water.
Dec. 30	Metomkin Inlet, coast of Virginia.	At 2 o'clock a schooner standing dangerously near the beach responded to the warning flash of the patrol signal by going further offshore.
1893. Jan. 1	Long Branch, coast of New Jersey.	A large vessel in danger of stranding was warned off the beach during the midwatch.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1893.		
Jan. 2	Cape Disappointment, coast of Washington.	The first night patrol burned his red signal and warned away a steamer that had approached the shore too near for safety during the prevailing thick weather.
Jan. 3	Pecks Beach, coast of New Jersey.	A vessel running near the beach hauled seaward when warned off by the surfman of the first night watch.
Jan. 3	Corsons Inlet, coast of New Jersey.	The patrol south discovered a schooner close inshore and flashed his Coston signal. She went about and headed out to sea.
Jan. 3	Assateague Beach, coast of Virginia.	The surfman of the midwatch warned a vessel off one of the outlying shoals.
Jan. 3	Smith Island, coast of Virginia.	While patrolling south from the station the surfman on duty observed a vessel heading for the beach. She kept away on seeing the danger signal which he immediately burned.
Jan. 5	Quoddy Head, coast of Maine.	By heeding the warning signal of the first night watch, a vessel standing for the ledges escaped disaster.
Jan. 5	Monmouth Beach, coast of New Jersey.	Through the thick snowstorm the patrolman discovered a vessel running for the beach. He promptly flashed his red light, and the vessel, heading offshore, avoided the impending danger.
Jan. 5	Wachapreague, coast of Virginia.	The two surfmen on duty during the midwatch burned three Coston signals to attract the attention of a vessel approaching the shore in thick weather. Seeing them she rounded to and anchored until the weather cleared.
Jan. 5	Cobbs Island, coast of Virginia.	At quarter past 10 o'clock the watchman on patrol warned from danger a vessel that was close to the shoals.
Jan. 6	Gull Shoal, coast of North Carolina.	Seeing a large schooner very near the beach, the early morning patrol at once displayed his red light. The vessel profited by the warning to keep away, and escaped stranding in the heavy surf.
Jan. 8	High Head, coast of Massachusetts.	At 11 o'clock a Coston light was burned in order to warn from the bar a steamer with barges in tow. She acknowledged the service by blowing her whistle and heading out into deep water.
Jan. 9	Race Point, coast of Massachusetts.	On seeing the danger signal of the first night watchman, a schooner running directly for the beach sheered broad off and averted mishap.
Jan. 9	Peaked Hill Bars, coast of Massachusetts.	The sunset patrol warned away a steamer by showing a red light.
Jan. 10	Short Beach, coast of New York.	A vessel nearing the shore in heavy weather was warned off by the patrolman of the first night watch.
Jan. 10	Hog Island, coast of Virginia.	The first night patrol, observing a vessel near the bar, flashed his Coston signal. She immediately altered her course and proceeded in safety.
Jan. 10	Oregon Inlet, coast of North Carolina.	While on his patrol north from the station, the sunset watch burned his red light on discovering a schooner in dangerous proximity to the beach. The vessel bore away, displaying a torch in answer to the timely warning.
Jan. 10	.....do.....	At half past 8 o'clock, while on his return to the station, the same patrol fired two Coston signals before the imperiled steamer for which they were intended noted her danger and headed offshore.
Jan. 11	Assateague Beach, coast of Virginia.	A vessel close to Ship Shoal was notified of her danger by the red light of the sunrise patrolman, seeing which, she kept away and went clear.
Jan. 12	Monmouth Beach, coast of New Jersey.	The sunrise patrol warned away a vessel that was running toward the shore. The weather at the time being thick, she would doubtless have stranded but for his prompt action.
Jan. 12	Ocean City, coast of Maryland.	Shortly after 2 o'clock a vessel standing dangerously near the beach increased her distance from the land on seeing the flash of the patrol signal.
Jan. 12	Assateague Beach, coast of Virginia.	During the midwatch a vessel approaching the shore was warned out of danger by the burning of a Coston light.
Jan. 12	Cobbs Island, coast of Virginia.	Seeing the lights of a steamer close to the outlying shoals, the patrol burned his danger signal, whereupon the vessel altered her course so as to proceed in safety.
Jan. 13	Georgia, coast of New York.	A steamer near the bar headed offshore on observing the warning signal flashed by the surfman of the midwatch.
Jan. 13	Long Branch, coast of New Jersey.	The red flash of a Coston signal warned a vessel out of danger.
Jan. 14	Petunk, coast of New York.	At quarter past 12 o'clock a steamer having a barge in tow was apprised of her proximity to the beach by the patrolman's red light. She at once sheered off.
Jan. 15	Little Island, coast of Virginia.	While patrolling north from the station, the surfman of the midwatch discovered a large steamer perilously near the shore. He quickly fired his Coston light, and the vessel, keeping away, avoided the impending disaster.
Jan. 18	Surfside, coast of Massachusetts.	The west patrol, observing a vessel's light close to the beach, burned his warning signal. The craft at once headed offshore.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1893.		
Jan. 19	Cobbs Island, coast of Virginia.	At about half past 10 o'clock the surfman of the first night watch warned from danger a vessel which he discovered near the shoals.
Jan. 20	Metomkin Inlet, coast of Virginia.	A vessel almost ashore escaped disaster by heeding the red light, which the patrol fired to warn her of her peril.
Jan. 23	Assateague Beach, coast of Virginia.	During the midwatch a vessel was warned away from Ship Shoal, on which she was in danger of stranding.
Jan. 24	Cape Lookout, coast of North Carolina.	At half past 2 o'clock the patrol south discovered a vessel standing for and dangerously near the beach. He at once burned his Coston signal, and the vessel, tacking offshore, avoided mishap. She was so close in that her lights and sails were plainly visible.
Jan. 29	Long Branch, coast of New Jersey.	Through the thick fog prevailing, the sunrise patrol discovered the outlines of a large vessel that was almost on the beach. He instantly flashed his danger signal, and the vessel kept away, barely escaping disaster.
Jan. 30	Fletchers Neck, coast of Maine.	The patrol, west, of the midnight watch warned off a vessel by showing a red light.
Jan. 30	Galveston, coast of Texas.....	At half past 9 o'clock, a dense fog prevailing, a steamer was discovered dangerously near the rock jetty at the entrance to the harbor. The surfman on watch at once fired his Coston light, whereupon the vessel kept off into the channel.
Jan. 30	San Luis, coast of Texas.....	At 11 o'clock the surfman having the north patrol warned away a vessel that was almost ashore. Had there been any delay in showing his danger signal she must have stranded, as the hazy weather rendered the beach invisible to those on board.
Feb. 6	Zachs Inlet, coast of New York.	During the sunrise watch the western patrol saw a vessel close in to the shore and immediately burned his Coston signal.
Feb. 7	Nauset, coast of Massachusetts.	A schooner bound down the coast altered her course and avoided grounding on seeing the patrol signal displayed for her guidance.
Feb. 7	Cape Henlopen, coast of Delaware.	The surfman of the midwatch, seeing a schooner about to strike, fired his Coston signal, thereby saving her from destruction.
Feb. 12	Wachapreague, coast of Virginia.	A red light was burned by the first night patrol to warn from danger a steamer approaching the beach. She at once sheered off and stood down the coast.
Feb. 12	Hog Island, coast of Virginia.	At half past 4 o'clock the patrolman on duty ignited his danger signal on discovering a steamer very near the bar. She instantly kept away and stood offshore.
Feb. 12	Cape Henry, coast of Virginia.	When about two miles from the station the patrol, north, of the sunset watch warned off a steamer close in and heading for the beach. The vessel responded by blowing her whistle, standing out into deep water and anchoring.
Feb. 16	Ocracoke, coast of North Carolina.	A schooner whose light was seen perilously near the shore was warned away by the north patrol of the first night-watch.
Feb. 16	.....do.....	Between 9 and 10 o'clock the south patrol burned his Coston signal on seeing a schooner too near the beach for safety. She went about and soon disappeared in the offing.
Feb. 19	Brigantine, coast of New Jersey.	A steamer in danger of stranding was warned offshore by the patrolman on duty from 8 o'clock to midnight.
Feb. 20	Cranberry Isles, coast of Maine.	Early in the morning, during a snowstorm, the keeper burned a red light to prevent a vessel from going ashore. The craft at once kept away and proceeded in safety.
Feb. 22	North Scituate, coast of Massachusetts.	At quarter past 5 o'clock a vessel that had approached the shore during the thick snowstorm was warned off in time to avoid mishap.
Feb. 23	Wallops Beach, coast of Virginia.	A sloop seeking harbor was warned off the shoals and guided to a safe anchorage by means of the Coston light burned by the sunset patrol.
Feb. 27	Nauset, coast of Massachusetts.	Shortly after 5 o'clock the patrolman south burned his danger signal and prevented a schooner from grounding. The vessel was so near Nauset Bar that he started to alarm the station crew, thinking her ashore. She bore away, however, and went clear.
Mar. 2	Wallops Beach, coast of Virginia.	Seeing a schooner running directly for a dangerous shoal, the north patrol promptly flashed his red light. She hauled broad off and stood out to sea.
Mar. 5	Wachapreague, coast of Virginia.	While on their respective beats the north and south patrolmen saw a vessel standing too near the shoals for safety. Each burned his Coston light, seeing which, the vessel ran out of danger.

*Warned by night signals—Continued.*

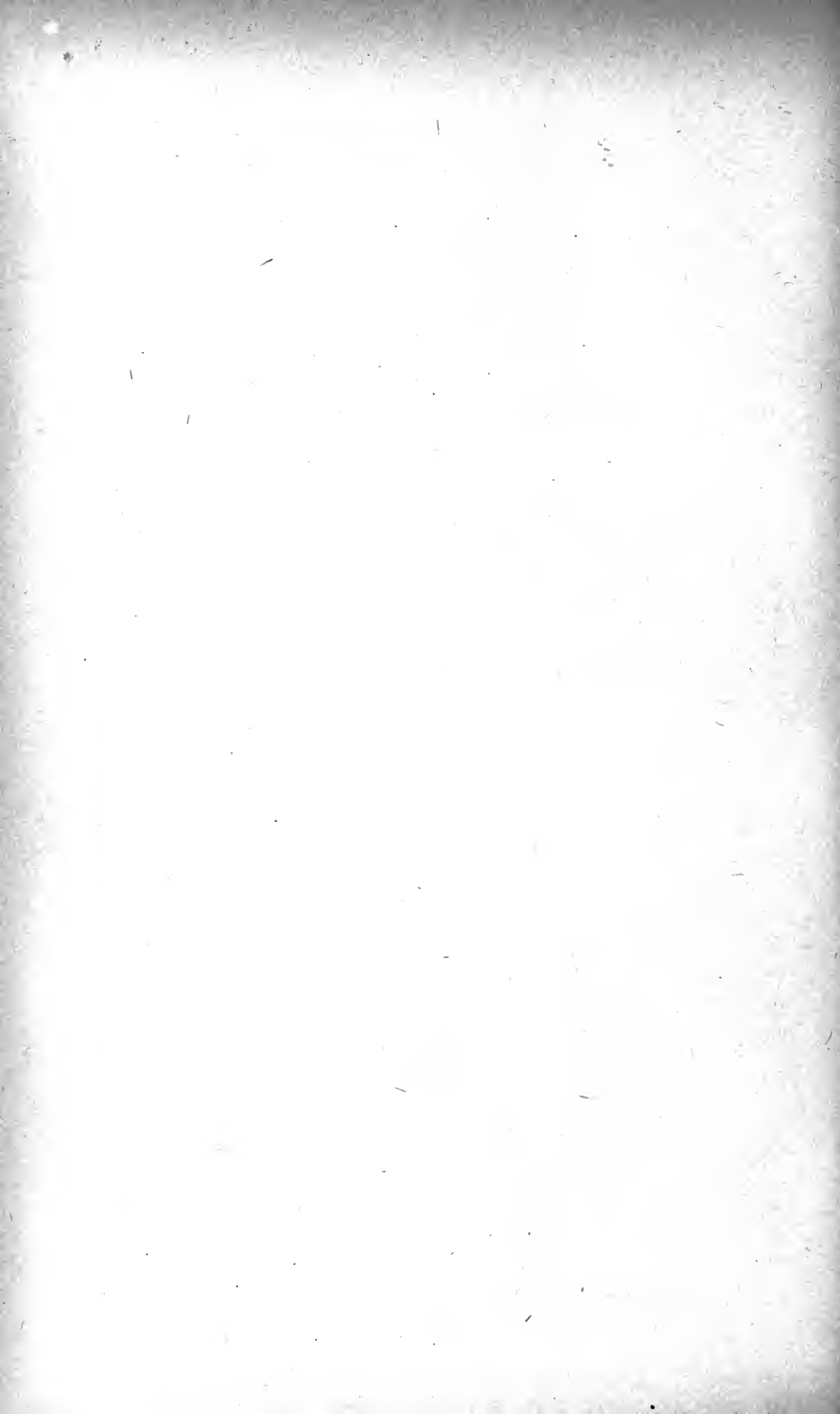
Date.	Station and locality.	Circumstances of warning.
1893. Mar. 5	Hog Island, coast of Virginia.	At 10 o'clock, discovering a large three-masted schooner very near the bar, both patrolmen flashed their warning signals. As these were unobserved by the vessel, and as she was in imminent danger of striking, the north patrol flashed another signal, observing which, the schooner jibed and stood offshore, barely escaping casualty.
Mar. 8	Dam Neck Mills, coast of North Carolina.	The first night patrol, by showing his red light, caused a schooner standing too close to the beach to steer a safe course.
Mar. 11	Rehoboth Beach, coast of Delaware.	Two Coston signals were burned before a steamer heading directly for the beach became aware of her peril and stood offshore. In a few minutes more she would have struck and have sustained serious injury in the heavy sea that was running.
Mar. 12	Ocracoke, coast of North Carolina.	The flash of the patrolman's danger signal warned off a schooner that was perilously close to the beach.
Mar. 15	Metomkin Inlet, coast of Virginia.	A vessel near the shoals was warned away by the sunset patrol.
Mar. 17	Humboldt Bay, coast of California.	The first night patrol burned two Coston lights on seeing a steamer heading squarely for the beach during thick weather. The second signal was observed by those on board, and the vessel hauled offshore.
Mar. 20	Santa Rosa, coast of Florida.	A tug towing a vessel in from sea lost her bearings and would have been wrecked on Santa Rosa Island but for the patrolman of the first night watch, who saw her peril and warned her off with his red light.
Mar. 20	Point Reyes, coast of California.	While patrolling the beach north of the station the sunrise watch discerned through the fog a steamer almost in the breakers. He promptly flashed his danger signal, and the vessel escaped disaster by sheering broad off.
Mar. 23	South Brigantine, coast of New Jersey.	A large steamer standing close to the beach in stormy weather altered her course and proceeded in safety on seeing the signal of warning fired by the sunrise patrol.
Mar. 23	Rehoboth Beach, coast of Delaware.	The patrolman south from 8 o'clock to midnight saw a large steamer running directly for the shore and warned her off with his Coston signal.
Mar. 26	Kittv Hawk, coast of North Carolina.	A steamer that had worked in close to the beach during thick, stormy weather kept away and escaped stranding on observing the red light flashed by the north patrol.
Mar. 26	.....do.....	The south patrol of the sunrise watch warned away a steamer perilously near the shore.
Mar. 28	Forked River, coast of New Jersey.	As the patrolman of the midwatch was pursuing his beat north of the station he discovered a steamer in dangerous proximity to the beach. He instantly fired his Coston light, and the vessel hastened to alter her course and stand offshore.
Apr. 5	Rehoboth Beach, coast of Delaware.	During the first night watch a steamer was seen heading for the shore. Two Coston signals were burned before those on board realized their danger and steered a safe course.
Apr. 6	Peaked Hill Bars, coast of Massachusetts.	A schooner in danger of striking on the bar in snowy weather put offshore when the patrolman flashed his red light.
Apr. 9	Race Point, coast of Massachusetts.	The east patrol warned away a schooner perilously near the bar.
Apr. 11	Cuttyhunk, coast of Massachusetts.	Between 7 and 8 o'clock a schooner was warned off by the surfman having the sunset watch.
Apr. 12	Cold Spring, coast of New Jersey.	A steamer, seeing the red light of the first night patrol, bore away and went clear of danger.
Apr. 13	Hunniwells Beach, coast of Maine.	During the midwatch the surfman having the western patrol warned a steamer off the beach with his Coston light.
Apr. 14	Race Point, coast of Massachusetts.	At half-past 7 o'clock the keepersaw a steamer standing in close to the shore with some barges in tow. She kept away on seeing the red light which he promptly burned.
Apr. 14	Peaked Hill Bars, coast of Massachusetts.	Three Coston signals were fired by the sunset patrol to attract the attention of a steamer that was towing a barge close to the inner bar during thick, stormy weather. The craft was so nearly aground that he alarmed the station crew, thinking her fast on the shoal. She succeeded in getting clear, however, and passed in safety.
Apr. 14	High Head, coast of Massachusetts.	A vessel steering a course that would have resulted disastrously escaped mishap by heeding the danger signal of the sunset patrol.
Apr. 14	.....do.....	During the thick weather prevailing the south patrol warned off a vessel that was dangerously near the shore.
Apr. 16	Turtle Gut, coast of New Jersey.	Shortly before 4 o'clock a large four-masted schooner stood out into deep water on seeing the danger signal burned by the surfman on patrol duty.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1893.		
Apr. 16	Turtle Gut, coast of New Jersey.	At about half past 4 o'clock the south patrol discovered a three-masted schooner almost aground on Cold Spring Bar. He instantly flashed his Coston signal, and the vessel sheered off, barely saving herself. She was so close inshore that the men on board were plainly visible.
Apr. 18	North Beach, coast of Maryland.	A schooner in danger of stranding was warned away by the patrolman's red light.
Apr. 19	Peaked Hill Bars, coast of Massachusetts.	On seeing the danger signal of the first night patrol, a schooner too near the shoals for safety changed her course so as to avoid disaster.
Apr. 19	Metomkin Inlet, coast of Virginia.	The burning of a Coston light caused a vessel sailing perilously close to the beach to go about and stand offshore.
Apr. 20	Nauset, coast of Massachusetts.	Discovering a schooner in danger of stranding, the south patrol flashed his red light. The vessel so altered her course as to go clear.
Apr. 20	Harveys Cedars, coast of New Jersey.	At 11 o'clock, during a heavy onshore gale, the patrolman discovered a large three-masted schooner very near the beach. He promptly fired his Coston signal, whereupon the vessel anchored and succeeded in riding out the storm.
Apr. 20	Assateague, coast of Virginia.	During the midwatch a vessel was warned offshore by the patrolman on duty. Had she struck she would doubtless have been lost in the heavy wind and surf.
Apr. 21	Napeague, coast of New York.	A steamer was warned away by the patrolman's danger signal.
Apr. 22	Assateague Beach, coast of Virginia.	By promptly showing his Coston light, the midwatch caused a vessel nearing the breakers to steer a safe course.
Apr. 25	Brigantine, coast of New Jersey.	The first night patrol burned his red light to warn a steamer that she was dangerously near the beach. The craft bore away at once and escaped disaster.
Apr. 25	Hog Island, coast of Virginia.	At half past 2 o'clock the patrolman on duty saw a steamer standing very close to the shoals, and quickly ignited his danger signal, seeing which, the vessel hauled offshore, but narrowly missed striking.
Apr. 26	Green Run Inlet, coast of Maryland.	While on his return to the station, the surfman patrolling north warned offshore a vessel that had approached the beach too near for safety in the prevailing thick weather.
Apr. 26	Pointe aux Barques, coast of Michigan.	A large steamer that had failed to discover her dangerous proximity to the beach on account of thick, rainy weather was notified of her peril by the red light of a Coston signal. She immediately headed out into the lake.
Apr. 27	North Scituate, coast of Massachusetts.	At 10 o'clock, during a thick fog, a schooner in danger of stranding kept away on seeing the warning signal of the patrolman, and avoided a casualty.
Apr. 27	Fourth Cliff, coast of Massachusetts.	When about two miles south of the station, the midnight patrol discovered a vessel close inshore. He quickly burned his Coston light, seeing which, she went about and headed seaward.
May 1	North Manitou Island, coast of Michigan.	Shortly after going on watch the north patrol discovered through the thick fog a schooner dangerously near the beach. His first warning signal being unobserved by those on board, he promptly burned another, whereupon the craft tacked and stood out into the lake.
May 1	.....do.....	At twenty minutes before 10 o'clock a large steamer was warned off the beach by the station watch.
May 1	.....do.....	Just before the close of the first night watch, the keeper and the station lookout observed, through the fog, a large steamer heading for the shore and almost in the breakers. A Coston signal was immediately burned, and the vessel backed offshore in time to avoid disaster.
May 2	Thunder Bay Island, coast of Michigan.	The patrol on duty from 8 o'clock to midnight warned away a steamer that was heading directly for the reef at the southeast end of the island.
May 20	Point Betsey, coast of Michigan.	On discovering a vessel near the shoals, the south patrol warned her off with his Coston light. The weather at the time being thick, she would doubtless have struck but for his prompt action.
June 5	Grande Pointe au Sable, coast of Michigan.	At 2 o'clock, a thick fog prevailing, the patrolman saw a steamer's light heading directly for the shore. He at once burned his warning signal and alarmed the station crew, thinking her ashore. The vessel, however, reversed her engines and backed off into deep water.
June 19	Frankfort, coast of Michigan.	The red flash of a Coston signal warned a steamer that she was approaching the beach too close for safety. She responded by sheering broad off and heading out into the lake.
June 30	Grande Pointe au Sable, coast of Michigan.	At the close of the midwatch the lookout observed a steamer standing squarely for the shore and instantly burned his patrol signal. The vessel wore around and stood offshore.



LETTERS OF ACKNOWLEDGMENT.



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

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The following letters have been received from captains or owners of vessels and others in grateful acknowledgment of valuable services rendered in their behalf by the crews of various life-saving stations during the year:

ROCKLAND, MAINE, *July 8, 1892.*

DEAR SIR: We wish to express through you our most sincere gratitude to Captain Freeman Shea, of the White Head Life-Saving Station, and to his brave crew for the valuable assistance which they rendered us, and for their great kindness toward us while in their charge. We were wrecked [sloop yacht *Vashti*] on their island during a thick fog and a southwest gale, and they not only saved our lives, but also extended toward us every hospitality which was in their power. We wish to give our most earnest indorsement to the work of maintaining these stations, for we realize and appreciate of what inestimable value they are in the saving of lives and property.

Very sincerely, yours,

HERBERT O. STETSON.  
E. RUSSELL FIELD.  
HARRY B. WILSON.

Captain J. M. RICHARDSON,  
*Superintendent First Life-Saving District, Portland, Maine.*

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DEER ISLE, MAINE, *July 11, 1892.*

DEAR SIR: I will drop you a line to let you know the kindness that Captain Z. H. Spinney, of Popham Life-Saving Station, [Hunniwells Beach,] did me July 3. I lost my vessel, [schooner *Commodore Tucker*,] Sunday, July 3, on Popham Beach. Captain Spinney came to our assistance with a smart and able crew of men, who did all they could to make us comfortable. They took us to the shore up to their station, gave us a warm breakfast and warm dry clothing, and treated us like gentlemen. They did all that lay in their power. Nobody could have done any more than Captain Spinney and his wife till I left to go home. My own folks could not have done any more for me than they did. There was nothing lacking, and I thank them a thousand times. No doubt they would do all they could for anyone that was cast away. They are very nice folks.

E. E. NORTON,  
*Deer Isle, Maine.*

Mr. J. M. RICHARDSON,  
*Superintendent First Life-Saving District, Portland, Maine.*

BUFFALO, NEW YORK, *September 7, 1892.*

DEAR SIR: We wish to thank you for your prompt action taken, and the excellent service you and your crew rendered our excursion steamer *Oclemena* when she went ashore on Horseshoe Reef, Friday night, September 2, with an excursion party aboard, by answering the steamer's appeal for help and carrying hawser from tug to steamer to release her from rocks, failing in which, you transferred our passengers from steamer to tug in safety and without accident.

Truly, yours,

SLOAN, COWLES & SLOAN,  
*Owners and Managers.*

Captain WILLIAMS,  
*Keeper U. S. Life-Saving Station.*

CAPE FEAR STATION, NORTH CAROLINA, *September 15, 1892.*

DEAR SIR: This is to express the gratitude I feel for the services rendered to me and my crew by Captain J. L. Watts and his crew, of the Cape Fear Life-Saving Station. My vessel, the British bark *Casket*, of Guernsey, England, from Huelva, Spain, to Wilmington, North Carolina, went ashore on Frying Pan Shoals, about seven miles south by east from the station, at 11:30 P. M. in the evening of the 13th instant, during a heavy southerly wind and squally weather. The weather was very thick when my vessel went ashore, and remained thick until 8 or 9 o'clock the next morning. I could not see land, nor could anyone see my vessel from the land. In a short time after my vessel struck I was compelled to leave her in my boat, as the sea was breaking completely over her and she was going to pieces. When I left, my vessel was full of water. When about two miles from land, I met Captain Watts in his surfboat. He kindly took me in tow, and in a short time landed us safe on the beach abreast of his station. Dry clothing was furnished myself and nine men, and we were kindly cared for until to-day, when we leave for Wilmington.

Very respectfully,

RICH. R. C. TOGER,  
*Master of the British Bark Casket.*

JONESPORT, MAINE, *September 21, 1892.*

DEAR SIR: I take great pleasure in expressing my thanks to Captain Marshall and crew for their valuable assistance rendered to my sloop *Yeoman* while dismasted off the Crumple Island Life-Saving Station. I was aboard at the time, and fully realize the assistance rendered.

Yours, very respectfully,

C. H. MANSFIELD,  
*Owner.*

Captain J. M. RICHARDSON,  
*Portland, Maine.*

SAN FRANCISCO, CALIFORNIA, *September 23, 1892.*

DEAR SIR: I beg to offer you my heartfelt thanks and esteem for the bravery and manner in which you rescued me and the entire crew of the whaleback steamer *Chas. W. Wetmore*, on the morning of the 8th

of September. The risk you had to contend with bringing your lifeboat out in a thick fog and with an ebb tide across such a bar was work of no mean ability, and shows devotion to your hazardous life, and during my stay of several days at your station, the attention, the discipline, and the willingness with which you went out to the steamer, doing all in your power to help save and assist, will never be forgotten by me. Please accept my heartfelt gratitude and esteem, and may God guard and protect you in your noble duty.

I beg to remain your esteemed and grateful friend,

STEPHEN JAMES RAINS,

*Late Chief Officer Steamship Charles W. Wetmore.*

Captain LOCH,

*Keeper Life-Saving Station, Coos Bay, Oregon.*

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FORT POPHAM, MAINE, *September 26, 1892.*

This is to certify to the efficiency of the Life-Saving Service, for, on the evening of the 25th, the red star tug *Battler* was caught in a dense fog while coming down the river with the whaleback barge 202 in tow. When sighted, Pond Island was too close to sheer clear of; let go barge's anchor, which fetched up on the island; tugboat then pulled barge afloat; in so doing, got caught in the cross tide and got ashore on Wood Island bar; blew for assistance, which was promptly answered by the Hunniwells Beach life-saving crew, which was prompt, willing, and did render great assistance in running the anchor for tug; then borrowed kedge and ran it for the barge, so that she could haul off to a safe distance to anchor. Too much praise can not be given the men of this station for their gentlemanly and efficient services rendered tug and barge in the present emergency, which, in my opinion, would have been bad for both without their assistance. Too much can not be said to their credit. Wishing the Life-Saving Service success, and with best wishes,

I remain, yours, etc.,

JACOB SWAIN,

*Master Tug Battler.*

J. M. RICHARDSON,

*Superintendent First Life-Saving District, Portland, Maine.*

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EMPIRE CITY, OREGON, *September 27, 1892.*

MY DEAR CAPTAIN: It is with deep regret that I learned of your accident in trying to save the sailor and me on the 24th instant. My dear friend, I have heard rumors concerning your not coming off yesterday and to-day, but I have emphatically disapproved of such insinuations. I told the parties aforesaid that it was implicitly understood between you and me that I was to set signals (P F) when I wanted you. As I did not see any chance for a lifeboat to live during the last seven days, I did not set the signal, knowing that no boat could live in the terrible sea that was running and has been running ever since. I wish to sincerely and heartily thank you for the brave services you rendered us in taking off crew, and also for the services you rendered in trying to float ship. When we were rescued we had provisions for three or four days, and had good spirits. I am sorry, Captain Loch,

that circumstances were such that an outside lifeboat [from Umpquah River Station] was the means of taking us off, and, as it happened, it was the only time during our stay when it was possible to approach. I will conclude by wishing you to convey my heartfelt thanks to Mrs. Loch for the many kindnesses extended during our unfortunate stay.

Very sincerely, yours,

JOHN A. O'BRIEN,  
*Late Master Steamship Chas. W. Wetmore.*

Captain LOCH,  
*Keeper Life-Saving Station, Coos Bay, Oregon.*

ROCHESTER, NEW YORK, *November 1, 1892.*

DEAR SIR: We, the undersigned, wish again to thank you for the prompt manner in which yourself and brave crew rescued us from the chilly water of Lake Ontario on the 29th day of October last. We, at the distance of nearly a mile from your station, were, as you will remember, capsized by a sudden squall, which struck the yacht *Dot* as we were sailing out the mouth of the river. We had scarcely become aware of the fact that we were in the water when yourself and crew were at hand to assist us; and, furthermore, we thank you for the kind and generous hospitality which you tendered us upon reaching the station.

Very truly, yours,

LAWRENCE S. BRENNANE.  
FRANK I. THOMAS.

Captain DOYLE,  
*Keeper Life-Saving Station, Charlotte, New York.*

MANISTEE, MICHIGAN, *November 2, 1892.*

DEAR SIR: The undersigned, owners and sailors of the scow *Michicott*, which drifted ashore Friday, the 28th of October, find it our duty to express our grateful thanks for the very valuable service of the Manistee life-saving crew under Captain John Hanson and Light-House Keeper T. Robinson. We have seen in the Manistee paper a story against the crew which is all untrue.

Respectfully,

JAMES NELSON, *Captain.*  
TH. THOMPSON.

ASSISTANT INSPECTOR, *Eleventh Life-Saving District.*

CURRITUCK BEACH, NORTH CAROLINA, *November 5, 1892.*

DEAR SIR: I wish to express my sincere thanks to you for the services and assistance rendered me by Captain T. J. Tillett and crew, of the Currituck Inlet Life-Saving Station. On the morning of October 30, I was compelled to run my schooner, the *Mattie E. Hiles*, of Newbern, North Carolina, ashore to keep her from sinking at sea with me. Without their assistance we would have been bothered to land on said beach, but nearly as soon as we struck the outward reef they were alongside. I can not forget Captain Tillett's kindness to me and my crew.

Respectfully, yours,

DAVID IRELAND.

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

MANISTEE, MICHIGAN, *November 5, 1892.*

Herewith find letter of thanks to the Manistee life-saving crew for prompt and valuable service rendered me and the crew on schooner *Guido* on the day of November 5 for getting into this port. I would certainly have lost my vessel, and as thanks are all they accept, I wish to return the same publicly for their services.

H. LASEN,  
*Captain Schooner Guido.*

Captain N. ROBBINS,  
*Grand Haven, Michigan.*

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BOSTON, MASSACHUSETTS, *November 9, 1892.*

DEAR SIR: Please allow me, through you, to thank Captain Mulligan and Captain West, with their crews, of the Monmouth Beach and Seabright Life-Saving Stations, for assistance and kindness rendered me on board schooner *Rebecca F. Lamdin*, October 12, near Seabright, when myself and whole crew were sick with malarial fever and unable to help ourselves, and the vessel was in a very dangerous position. I was on a voyage from Savannah to Boston. When four days out, my crew were stricken down, and a few days later I was taken down myself. We drifted round for days unable to do anything, and after eighteen days drifting around—some days one man, and part of the time nobody on deck—we finally reached Seabright, where we anchored to keep from drifting on shore. When your life-saving crews came on board, only the mate and one man could get on deck. Your crews rendered us every assistance possible, and were, no doubt, the means of saving the vessel and crew.

Yours, truly,

THOS. E. RAYE,  
*Master Schooner Rebecca F. Lamdin, Perry, Maine.*

SUPERINTENDENT FOURTH LIFE-SAVING DISTRICT,  
*Point Pleasant, New Jersey.*

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CAPE HATTERAS, NORTH CAROLINA, *November 12, 1892.*

SIR: Allow me to express my sincere thanks to keepers and crews of Ocracoke and Durants Life-Saving Stations, for timely response and assistance rendered in floating my vessel from Hatteras Swash on the above date. Had it not been for their assistance the vessel would have become a total loss.

Very respectfully,

JOHN S. BIRCH,  
*Master Schooner Jas. E. Kelsey.*

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

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CLEVELAND, OHIO, *November 15, 1892.*

DEAR SIR: Through you, his superior officer, I wish to extend my sincere thanks to Captain J. H. Frahm, of the Muskallonge Lake Life-Saving Station, for the inestimable services he has rendered me in recovering the bodies of my parents, brother, sister, and friends, who

were lost from the ill-fated *Western Reserve*. Refusing all remuneration, claiming he was only doing his duty, he worked faithfully for weeks, early and late, until all bodies had been recovered. He is, indeed, a faithful officer, and he and his competent crew are a credit to the Service.

Yours, very truly,

PHILIP J. MINCH.

Superintendent JEROME KIAH,  
*Sand Beach, Michigan.*

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NORTH MANITOU ISLAND, MICHIGAN, *November 15, 1892.*

DEAR SIR: On November 5, about 2 P. M., I lost a dump scow twenty miles off Sturgeon Bay Canal in a gale of wind from the south. The same scow was rescued by the crew of the North Manitou Island Life-Saving Station, picked up by them November 9, about ten miles north-east of station. By their efforts they have saved Crosby & Co., of Muskegon, \$5,000. We wish to thank you for these good efforts to us in helping us in time of need.

Respectfully, yours,

P. D. CAMPBELL,  
*Master Tug E. G. Crosby.*

Captain N. ROBBINS,  
*Superintendent Eleventh Life-Saving District.*

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OREGON INLET STATION, NORTH CAROLINA,  
*November 23, 1892.*

SIR: We came ashore on the night of the 19th in a heavy northwest gale, and I take great pleasure in writing this to inform you of the timely and heroic service that was rendered us by the crews of the Oregon Inlet and Pea Island Stations. They were abreast of the schooner with their gear in thirty minutes from the time we stranded. They did their work rapidly and bravely in saving us from our position, and landed us without any mishap. I also wish to tender sincere thanks to the captains and crews for this, and also for the kindness and care we have received at their hands while at the station. They have done all in their power and willingly in helping save what has been saved from the vessel, and they should receive the credit which truly belongs to them. I am also thankful to know that I belong to a nation that furnishes such men and houses of refuge for the benefit of seafaring men.

Yours, with much respect,

S. H. WALL,  
*Master of Wrecked Schooner Irene Thayer.*

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

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CAPE COD, MASSACHUSETTS, *December 6, 1892.*

DEAR CAPTAIN: I desire on the part of myself, my officers, and crew, to tender you and your men our warmest gratitude for the great service rendered us on the morning of November 30, when our bark was wrecked



on your beach, and for the continued kindness which we have received while unavoidably detained at your station. It is with feelings of great respect and pleasure that I testify to the remarkable efficiency and promptness of the U. S. Life-Saving Service. If I may judge from the experience of myself and crew, it is for prompt action and thorough discipline superior to any similar service in the world. Again thanking you and your men for their aid and kindness, I remain,

Very truly, yours,

WELLINGTON W. PERRY,

*Master of British Bark Kate Harding, Quebec, Canada.*

Captain E. P. WORTHEN,

*Keeper Highland Life-Saving Station,*

*Coast of Cape Cod, Massachusetts.*

NORFOLK, VIRGINIA, *December 27, 1893.*

SIR: I desire to express profound thanks to Captain J. E. Johnson and crew for the rescue of myself and crew from death on the morning of December 20, 1892. My vessel, the *A. P. Nowell*, while running back in a snow and rain storm and a gale of wind, was stranded on Hog Island Shoals at 6 A. M. We were seen a few minutes before we struck by the patrol on the beach, who burnt his warning signal. We changed our course, but too late to clear the shoals. The patrol reported the vessel to the keeper, who mustered his crew, and through a blinding storm and gale of wind were seen with their noble lifeboat, which at times was buried in the breakers out of sight, and to our surprise would emerge from under the breakers and continue battling with the heavy seas until she reached our sinking vessel, which was pounding hard, and the breakers making over her continually, and leaking badly. It was with great difficulty we were taken on board the lifeboat, owing to the heavy breakers, which were overwhelmingly breaking over and around us all the time. Two of my crew barely escaped being crushed between the vessel and lifeboat, but were rescued from that position by the strong arms of the life-savers, and we were safely landed at the station at 10 A. M., although wet and cold. Too much credit can not be given Captain Johnson and crew, as I can testify to his bravery and skill in rescuing from drowning and death so many imperiled sailors.

I am, most respectfully, yours,

GEO. B. HUNTER,

*Master Schooner A. P. Nowell.*

Hon. S. I. KIMBALL,

*General Superintendent Life-Saving Service,*

*Washington, D. C.*

FORT POINT LIFE-SAVING STATION, CALIFORNIA,

*January 8, 1893.*

I am thankful for the assistance rendered to me by the Fort Point Life-Saving Station. My sloop being disabled in the channel, and having only two small oars, I could not hold her against the tide and wind, and was drifting fast outside, when the life-savers came to my rescue. They towed my sloop to the station and put her in working order.

G. REINFELD.

RICHMOND, VIRGINIA, *January 19, 1893.*

MY DEAR SIR: I beg leave to thank you for the volumes sent, as mentioned in your letter of the 17th. I have had occasion to appreciate the value of the Life-Saving Service again since I saw you. One of our fleet, the tug *Italian*, went ashore near Bald Head, Cape Fear River, North Carolina, last Saturday. The men were rescued by the boats from the station near there. Afterwards, I am thankful to be able to say, the tug got off and was taken safely to Wilmington. Had it not been for the matchless bravery of the life-saving crew, I am confident loss of life would have ensued. Again thanking you, I remain,

Very truly, yours,

C. P. E. BURGWYN,  
*President Virginia Dredging Company.*

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

PHILADELPHIA, PENNSYLVANIA, *January 30, 1893.*

MY DEAR CAPTAIN: Before I leave this port I want to write you this note to thank you for the very great service you rendered to my boat when she was ashore on the 18th instant. I would have written you this before, but I have been so busy up here that I haven't had time to turn, but I wrote to the Secretary of the Treasury to thank him for your service, so that I hope you will hear of it from headquarters. Yourself and men rendered the greatest possible assistance to my vessel, far in excess of what the English Coast Guard would have done, and I especially notice the very gallant attempt to bring off our provisions, even though it was unsuccessful. My mate tells me that you kept on pegging away long after he advised you to turn back, as it was in his opinion unsafe to proceed. I am trying to get up some little testimonial for you from my owners and underwriters, but meanwhile I want to thank you on my own behalf.

Yours, truly,

S. W. SMITH,  
*Master British Steamship Recta.*

Captain AUGUSTUS SOOY,  
*Cold Spring Life-Saving Station, Cape May, New Jersey.*

The letter to the Secretary of the Treasury, referred to above, reads as follows:

STEAMSHIP RECTA,  
*Philadelphia, Pennsylvania, January 26, 1893.*

SIR: May I take the liberty of drawing your attention to the gallant manner in which my ship was boarded through the ice by the captains and crews of the life-saving stations at Cape May and Cold Spring, and their valuable assistance in getting me off.

I am, your obedient servant,

S. W. SMITH,  
*Master.*

WACHAPREAGUE STATION, VIRGINIA, *January 30, 1893.*

SIR: I take this occasion to express my high appreciation of your Service, and especially do I appreciate the valuable services rendered

me and the kind treatment received at the hands of Captain Savage and crew, of Wachapreague Life-Saving Station, while being compelled to remain with them. My vessel stranded on Dawson Shoals on the morning of the 16th, with the thermometer at zero, but those men responded nobly, and in a short time were ready to take us to the station, where we were treated in the kindest manner possible. Being short of fuel and provisions, we have been compelled to stay with them, as we could not get away nor get provisions until now on account of ice. And I again express my sincere thanks to Captain Savage and crew for their kindness and attention while we were with them.

Very respectfully,

WM. CROPPER,  
*Master Schooner Oakes Ames.*

GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.

CAPE HATTERAS STATION, NORTH CAROLINA,  
*February 20, 1893.*

I wish to acknowledge my thanks to the life-saving keeper and crew for services and kindness rendered to myself and crew after landing on the beach at the hour of 7 P. M., February 19, 1893. The barkentine *Formosa* struck on the outward Diamond Shoal, and immediately bilged and fell over on her beam ends, sea at the time breaking over the ship. No time was offered to signal the life-saving station. One boat was immediately launched, wind blowing a fresh gale from west-southwest. At 2 A. M. on the following morning landed three miles north of Cape Hatteras Light-House, and was immediately discovered by life-saving crew, taken to station, and kindly cared for.

J. SHEPPARD, *Master.*  
H. PURDY, *Mate.*  
G. NEUHAUS, *Second Mate.*

DETROIT, MICHIGAN, *February 20, 1893.*

DEAR SIR: In addition to the inclosed wreck report on a loss sustained by the schooner *M. J. Wilcox*, October 28 and 29, 1892, I feel it my duty to add that the services rendered to the crew of the schooner by the Hammonds Bay Life-Saving Station (Captain Joseph Valentine) in assisting them to clear the vessel and to man the pumps as far as necessary was duly appreciated. In attempting to board the vessel their lifeboat was capsized twice, but they were successful in the third attempt, and after rendering all assistance necessary, they stood by ready to render further aid until all danger was past. When the weather and intense cold are taken into consideration, it goes to show the kind of material this crew is composed of, and I hope that they will receive the credit from the Department which they deserve.

Very respectfully, yours,

DANIEL MCFARLANE,  
*Master of Schooner M. J. Wilcox.*

COLLECTOR OF CUSTOMS, *Detroit, Michigan.*

PROVIDENCE, RHODE ISLAND, *February 21, 1893.*

DEAR CAPTAIN: I wish to congratulate you upon the good work done by your men [Quonochontaug Station, Rhode Island] in rescuing

the captain and two seamen from the schooner *John Paul*. They had a tough job to do and acted like men all through it.

\* \* \* \* \*  
Yours, very truly,

H. S. BLOODGOOD.

Captain HERBERT M. KNOWLES,  
*Assistant Superintendent, Wakefield, Rhode Island.*

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BAYONNE, NEW JERSEY, *March 4, 1893.*

DEAR FRIEND: I call you friend, for though I never saw you before that day you boarded me [schooner *Amelia G. Ireland*] off Chatham, and I may never see you again, yet I shall never forget your face nor your kind words and deeds, and when you left that morning I felt that I was leaving a real friend. We left the Vineyard Monday night. On Tuesday night anchored in New Haven, on Wednesday night in City Island, and Thursday at noon made fast to our dock at Bayonne. I had quite a reception at the docks. The news I had sent on ahead had reached them, and half the employés were there to welcome me home. I soon got off and home, found my wife and boy well, and all rightly worried; but now, after two days, it almost seems like a dream. I am taking a rest until Monday, when I expect to take up my old position, and things will move on as before.

Yesterday I went to our office in New York and made a detailed statement of the whole affair, and I did not fail to tell them of your kindness and the noble manner in which you came to my assistance. I have prepared a card for the papers, and I have not failed to state your services, and I hope you may long live to render the same help to others that you extended to me. The *Ireland* is being fixed up again, and the old captain is in her again, and ere long you will see her again passing by Chatham; but Bayonne suits me very well, and my parlor is more comfortable than drifting over Nantucket Shoals.

Remember me to the boys who were with you, and tell them I thank them all, and should any of you ever come this way I shall be only too glad to render you any service it is possible for me to do. And now good-by. I shall think of you often and pray that you may prosper and be happy. And believe me when I say that I am your sincere friend,

A. K. ATWOOD.

Captain N. E. GOULD,  
*Keeper Chatham Life-Saving Station.*

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LOUISVILLE STATION, KENTUCKY, *March 11, 1893.*

GENTLEMEN: Allow me to express my thanks for the prompt manner in which you have saved the steamer *Little Albert* and crew of four men, March 6, 1893, from being wrecked on the Falls of the Ohio River, and also for services you have rendered me by saving my barge and staves.

Yours, with respect,

JOHN OLRECHT,  
*Proprietor Steamer Little Albert.*

Captain DEVAN and Crew,  
*Life-Saving Station, Louisville, Kentucky.*

OCRACOKE, NORTH CAROLINA, *March 18, 1893.*

DEAR SIR: March 9, at 5:15 A. M., the schooner *Lillie F. Schmidt*, of Philadelphia, bound from the port of Savannah, Georgia, via Bermuda, to Baltimore, stranded in the breakers about five hundred yards from the beach, about four miles north of Ocracoke light. At the time a strong gale blew from the southward, with thick weather and rough sea. At 8 A. M. was sighted by people from Ocracoke village, who proceeded to the life-saving station, northeast end of Ocracoke Island, and notified Captain J. W. Howard of the stranded vessel, and he and crew, with apparatus, proceeded to wreck as soon as possible, to save the crew. Arriving abreast at 2:30 P. M., prepared and shot a line across the vessel, rigged the breeches buoy, and all hands were safely landed in three-quarters of an hour from arrival on beach abreast of vessel, which, in my opinion, was well done, owing to the great distance vessel was from the beach. Myself and crew being much fatigued and the distance being so great, with no way of getting there without walking the whole distance, Captain Howard arranged and sent us to the village of Ocracoke, where we all were taken care of. I desire to express my grateful thanks to the captain and crew for his and their timely aid and prompt service in landing myself and crew safely from wreck to shore and attending our wants.

Yours, respectfully,

P. C. VAN GILDER,  
*Master of Schooner Lillie F. Schmidt.*

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

ST. ANDREWS, NEW BRUNSWICK, *March 20, 1893.*

DEAR SIR: The British schooner *Mary E.*, on a voyage from Boston to this port, in attempting to make a harbor at Cutler on the night of the 19th ultimo, struck on a ledge the extreme easterly point of the island at the mouth of the harbor, the wind being from the southeast, with snow and a heavy sea on. After striking she remained on a short time, and the tide being flood and wind in, the vessel pounded over the ledge and was run into the harbor, where she sunk, lying on the bottom in about six fathoms water, at high water. I was sent by the underwriters on the vessel to ascertain her situation and report. I found it practicable to raise her, which was done, completing the job on the 9th instant; made temporary repairs without discharging the cargo, and on 17th instant arrived in this port.

During the execution of the raising process I had the counsel and advice of your Captain Wright, of Cross Island Life-Saving Station, with the assistance of his crew, and I write you to express my feelings of gratitude and thankfulness for such counsel and aid. The presence of Captain Wright with his crew of perfectly disciplined men had the desired effect of restraining and regulating the actions of unprincipled men that are usually found in all countries where a stranding occurs, and I have much pleasure in congratulating you and your Government in having such sterling worth as you have in Captain Wright. With much gratitude and thankfulness, I remain,

Respectfully, yours,

RUFUS C. COLE,  
*For Underwriters.*

Captain J. M. RICHARDSON,  
*Superintendent First Life-Saving District, Portland, Maine.*

NEW YORK CITY, *March 20, 1893.*

DEAR SIR: Please accept my sincere thanks for the prompt assistance rendered to the schooner *John S. Ames* and crew by Captain Kremer and crew, of Life-Saving Station, No. 21, Bellport, Long Island, from night of February 6 to the 25th. Words can not express its valuable service to a shipwrecked crew.

I remain, yours, truly,

CHAS. O. OLSON,  
*Master Schooner John S. Ames.*

GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE,  
*Treasury Department, Washington, D. C.*

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STEAMSHIP *WELLS CITY*, ERIE DRY DOCK,  
*Brooklyn, New York, April 1, 1893.*

GENTLEMEN: I feel it my duty to write to you and acquaint you of the gallant manner in which Captain Mulligan and his crew of U. S. Life-Saving Station, No. 4, (Monmouth Beach,) on New Jersey coast, rescued myself and crew during a hard southeast gale and thick fog from the steamship *Wells City*, which stranded near Seabright, New Jersey, on the night of the 11th March, 1893. For three days prior to the accident we had experienced thick, foggy weather, which lasted up to the time of the casualty. On the 11th instant the wind blew hard all day from the eastward, with a rough sea, and at 6:30 P. M., although the ship was steaming slow and repeated casts of the lead were being taken, we found ourselves in the surf too late to back the ship off. The ship struck the beach and gradually worked around broadside to the shore, and she lay helpless in the heavy surf that was breaking on the shore.

Immediately after stranding, and although the shore was but dimly visible through the fog, we saw two bright red lights, which we learned latterly were shown by the patrolmen from Nos. 3 and 4 stations, and who must have been keeping a most diligent lookout. The wind and sea increased fast, and the seas were breaking with great violence over our ship. We fired signals of distress, which were answered by those on shore by red lights, and very shortly after we heard a report and found the rocket line over the fore end of our ship. This we hauled away upon and secured the tailblock to our foremast head, and the lines were manipulated so well on shore that in a short space of time, and in spite of the trying circumstances, we were enabled to secure the gear ready for use. By this time the wind was blowing a whole gale from east-southeast, and the heavy seas were making a clean breach over us, and the ship was rolling and pounding heavily on the beach. The quick manner in which each member of the crew was hauled on shore, and the buoy returned to the ship, was highly creditable to the crew working the whip, our ship rolling so heavily, one moment the buoy would be forty feet in the air and the next in the surf. The hawser parted about 10 P. M., but was quickly replaced by another, and myself, the last member of the crew, was taken on shore at midnight.

The weather cleared early next day and the wind moderated, and subsequently the ship was saved, and we are now lying in dry dock repairing the considerable damage that we sustained. Had the storm of the 11th instant continued the ship would undoubtedly have been lost. The ship was loaded with a full cargo of tin plate. My crew numbered thirty-two, with two passengers.

We remained with Captain Mulligan until Monday morning, the 13th, and the kindness with which he and his crew treated us could not have been exceeded. I also beg to tender thanks to the captain and crew of Station No. 3, (Seabright,) who were exceedingly kind to the portion of my crew who were staying there. I can assure you, gentlemen, we will always think kindly of the gallant members of the U. S. life-saving crews who were so kind and did us such good service on the night of the 11th March, 1893.

Yours, respectfully,

GEORGE J. SAVAGE, *Master*,  
 WILLIAM M. HUNTER, *Chief Officer*,  
 H. MCKEGG, *Second Officer*,  
 WM. D. COLTON, *Chief Engineer*,  
 ROBT. IRVING JOHNSTON, *Second Engineer*,  
 THOMAS R. TYLER, *Third Engineer*,  
*British Steamship Wells City.*

BRISTOL CITY LINE OF STEAMERS,  
*James Arkell, Agent, Kemble Buildings, New York.*

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BUFFALO, NEW YORK, *April 29, 1893.*

DEAR SIR: We think it our duty to thank the Service through you for the help rendered us by Captain Doyle, of the life-saving station at Charlotte, New York. At 3 A. M. on the 26th instant we were making for Charlotte Harbor to escape a severe squall. Our fleet consisted of a large dredge and two large scows in tow of a tug. The coupling lines between dredge and scows parted, and the scows rapidly drifted ashore. The life-saving crew went to their assistance, but could do nothing, as the boats were so large and under great headway. The following day we got the scows off the beach, and had it not been for the hearty assistance given us by Captain Doyle and his crew they would be there yet. They ran the lines and helped at the pumps with as good will as if they owned the boats.

Most thankfully and respectfully, yours,

HINGSTON, ROGERS & O'BRIEN.

S. I. KIMBALL, Esq.,

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

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BUFFALO, NEW YORK, *April 29, 1893.*

DEAR SIR: We desire to express our appreciation of the valuable assistance you and your crew rendered us on the occasion of our scows going ashore at Charlotte, New York, on the morning of the 26th of April. Had it not been for your help we might, and probably would, have had the scows there still. What was the pleasantest thing about it was the hearty good will with which the boys worked. Had they had a personal interest in the boats they could have done no better. And we desire that you thank each individually for his kindness and help in our trouble, which kindness we shall never forget.

Most respectfully, yours,

HINGSTON, ROGERS & O'BRIEN.

Captain J. O. DOYLE and Crew,

*Life-Saving Station, Charlotte, New York.*

BIDDEFORD POOL, MAINE, *May 1, 1893.*

On the 21st day of April, 1893, the schooner *Index* was stranded, by stress of weather, one mile from Fletchers Neck Life-Saving Station. When it was found that I needed assistance I put my flag in the rigging as a signal of distress, when, to my agreeable surprise, the life-saving crew of Fletchers Neck, with Captain L. C. Totman in charge, was on board in a very remarkably short time, rendering what assistance he and his noble crew could to save life and property. I also found Captain Totman and his crew very gentlemanly and attentive to business while at the station with them, where he cared for myself and crew.

G. GARRISON,

*Master of Schooner Index.*NEWBERN, NORTH CAROLINA, *May 1, 1893.*

SIR: Allow me to thank the crews of Ocracoke and Durants Life-Saving Stations for valuable services rendered me while ashore on Ocracoke Beach. They did everything that lay in their power to assist me, and had it not been for them my vessel might have become a total wreck.

Very respectfully,

W. J. REED, *Master,*J. S. BIRCH, *Mate,**Schooner E. W. Burton.*

HON. S. I. KIMBALL,

*General Superintendent Life-Saving Service, Washington, D. C.*BURNT ISLAND, MAINE, *May 21, 1893.*

We, the undersigned, master and crew of the schooner *Addie J.*, of Duxbury, Massachusetts, being desirous to express our gratitude to Captain Herbert Elwell for the kindness shown us on our landing at his station last night, after having been obliged to abandon our vessel in a sinking condition off this island, would say that Captain Elwell did all in his power to relieve our wants by supplying us with food and dry clothing and furnishing us with good lodging and showing us many kindnesses; and we will ever hold him in our memories with grateful affection.

PARKER J. HALL, *Master.*

BANGS A. LEWIS,

FRANK C. HALL,

*Crew of Schooner Addie J., Kingston, Massachusetts.*HUNNIWELLS BEACH STATION, MAINE, *May 22, 1893.*

DEAR SIR: I wish to express my sincere thanks to you for the services and assistance rendered me and my crew by Captain Z. H. Spinney and crew of the Hunniwells Beach Life-Saving Station on the night of May 17. I was compelled to leave my vessel and take to the boat and steer for Seguin Island, and was taken off by Captain Spinney and crew and brought to the Hunniwells Beach Life-Saving Station on the morning of 18th of May, where my crew and wife and myself were treated hospit-



ably by Captain Spinney and wife. His kindness I can not forget, as he returned with me to the locality of the wreck with his lifeboat and crew and gave me all aid in his power. I remain,

Yours, respectfully,

S. CAMERON,

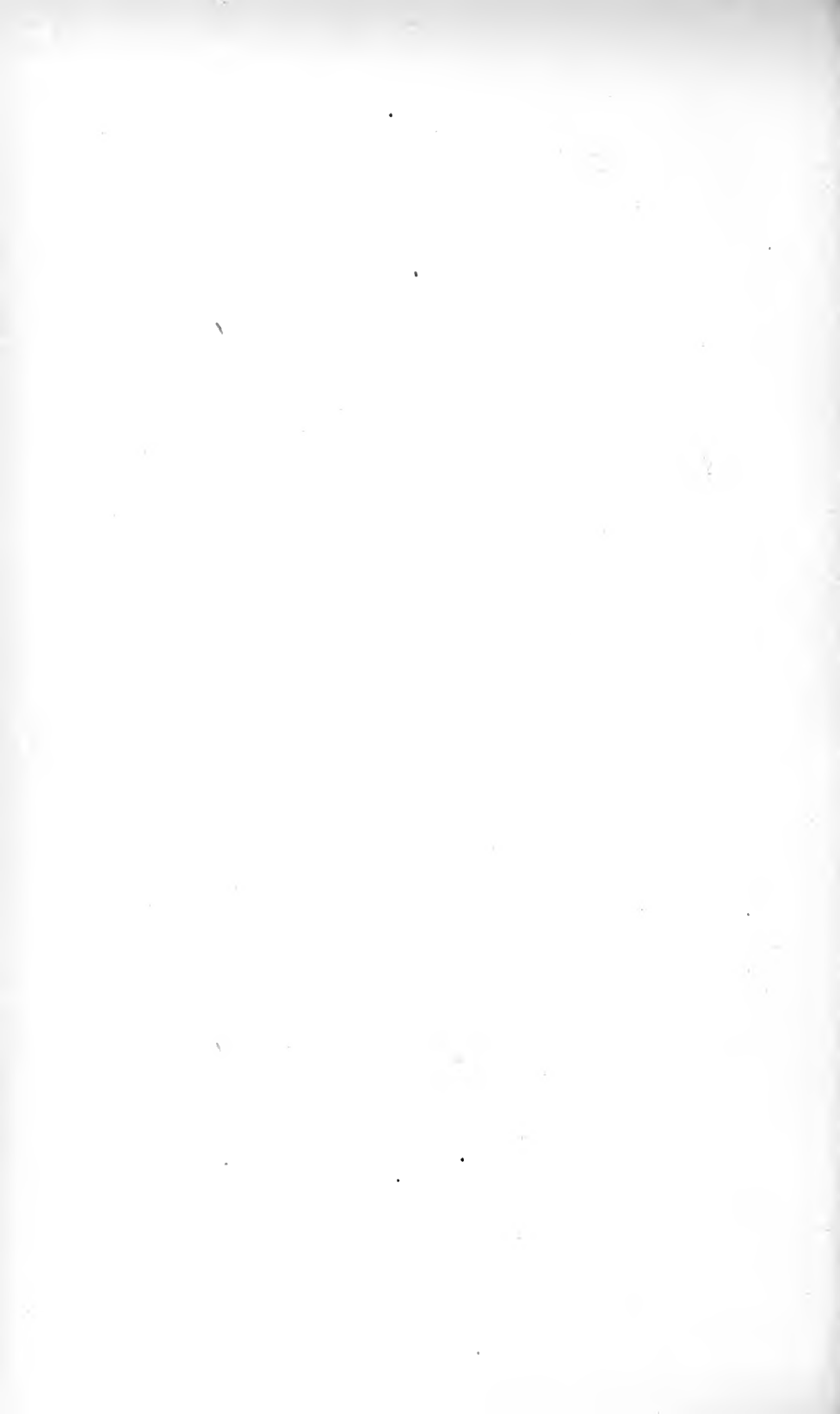
*Master of Schooner Richard Peterson, of New York.*

GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE,

*Washington, D. C.*



MEDALS OF HONOR.



## AWARDS OF MEDALS.

In the following table will be found the names of all persons to whom life-saving medals of honor have been awarded by the Secretary of the Treasury under authority of the acts of June 20, 1874, June 18, 1878, and May 4, 1882. While this table contains in brief form a statement of the services for which all awards have been made to the close of this year, more complete accounts of the rescues for which medals were bestowed prior to June 30, 1890, may be found in the annual reports of the Service covering the years in which such awards were made :

### *Awards 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 life-boat crew.	Rescue of eight of the crew of the wrecked American ship <i>Ellen Southard</i> , at the mouth of the River Mersey, England, September 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.

## Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
J. Schuyler Crosby .....	New York.....	Rescue of Miss Edith May, and efforts to rescue others from the yacht Mohawk, which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	Gold medal....	June 8, 1877
Carl Fosberg .....	do.....	do.....	do.....	Do.
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 of New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal....	Jan. 4, 1878
John Hussey.....	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 of 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 ferryboat into the North River. (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 of New York.	Rescue of two men from drowning in the East River on Nov. 18, 1876, and Sept. 4, 1877, respectively. (An. Rpt., 1878.)	Silver medal....	May 3, 1878
Lucien Young.....	Ensign, U. S. Navy	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal....	June 12, 1878

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Michael Gorman.....	Metropolitan police of New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	Gold medal....	Jan. 31, 1879
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.....	New York.....	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

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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
William Devan.....	Louisville .....	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1875, of no less than forty-five persons. (An. Rpt., 1879.)	.....do.....	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 of 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 of 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 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.



*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jerome G. Kiah.....	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the life-boat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	Gold medal....	Nov. 8, 1880
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.)	.....do .....	Nov. 9, 1880
Edith Morgan.....	Hamlin, Mich. ....	Rescuing and assisting to rescue two fisherman whose boat had capsized (Mar. 23, 1878), and the crew of the wrecked steamer City of Toledo (Dec. 21, 1879), near Grande Pointeau 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 Vannoté .....	.....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 B. 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 23, 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. Rpt., 1881.)	.....do .....	July 16, 1881
Isaac H. Grant.....	Keeper of the Whitehead 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

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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
Samuel S. Cox.....	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-'81 four persons. (An. Rpt., 1882.)	.....do.....	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.....	Macinac 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, April 15, 1883. (An. Rpt., 1883.)	Gold medal ...	June 7, 1883
Alfred Cardran.....	.....do.....	.....do.....	.....do.....	Do.
Alfred M. Palmer.....	Second lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, Cal., Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal ..	Mar. 15, 1884
William E. Bowman ....	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	.....do.....	Do.
William Wilson.....	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., of a twelve-year-old lad, Oct. 22, 1882. (An. Rpt., 1884.)	.....do.....	Mar. 31, 1884
F. C. Bartholomew.....	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	.....do.....	June 19, 1884
C. A. Harrison.....	.....do.....	.....do.....	.....do.....	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John Sanders.....	Metropolitan police of New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, of several persons at various times during the summer of 1883. (An. Rpt., 1884.)	Gold medal....	June 27, 1884
John H. Hewitt.....	New Haven, Conn.	Rescue of the crew of the schooner Jane, wrecked off New Haven, Conn., during the furious gale of Feb. 29, 1884. (An. Rpt., 1885.)	Silver medal...	Nov. 29, 1884
Aaron 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 schooner Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on the 31st of Oct. and the 1st and 11th of Nov., 1883, respectively. Each service was performed at night and during the prevalence of a terrific gale. (An. Rpt., 1885.) Frederick T. Hatch was subsequently—see under date of Feb. 26, 1891—awarded a gold bar for saving life.	Gold medal....	Dec. 3, 1884
Lawrence Distel.....	Surfman.....	do.....	do.....	Do.
John L. Eveleigh.....	do.....	do.....	do.....	Do.
Joseph Goodroe.....	do.....	do.....	do.....	Do.
William Goodwin.....	do.....	do.....	do.....	Do.
Frederick T. Hatch.....	do.....	do.....	do.....	Do.
Delos Hayden.....	do.....	do.....	do.....	Do.
Charles Learned.....	do.....	do.....	do.....	Do.
Jay Lindsay.....	do.....	do.....	do.....	Do.
Charles W. Fraser.....	Caldwell, N. Y.	Rescue of three men from a small sloop yacht capsized on Lake George, N. Y., Oct. 25, 1884. (An. Rpt., 1885.)	Silver medal..	Dec. 18, 1884
Dean Worden.....	Great Captains Island, New York.	Rescue from drowning of Mr. Charles P. Cowies, who broke through the ice while skating near Great Captains Island, Long Island Sound, Feb. 23, 1885. (An. Rpt., 1885.)	do.....	Apr. 24, 1885
Benjamin B. Dailey.....	Keeper of life-saving station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Ephraim Williams, off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles off shore 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.

## Awards of medals—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 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.

*Awards of medals—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 Lighthouse 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-'87. (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.)	.....do.....	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
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

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Thomas Finn .....	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, 1855, during a fierce gale. (An. Rpt., 1855.)	Silver medal ..	Nov. 12, 1887
Daniel Melver .....	do .....	do .....	do .....	Do.
Malcolm McDonald .....	do .....	do .....	do .....	Do.
John McDonald .....	do .....	do .....	do .....	Do.
Neil McIver .....	do .....	do .....	do .....	Do.
John McLean .....	do .....	do .....	do .....	Do.
Henry H. Everett .....	Chicago, Ill .....	Rescue of several persons from drowning in Lake Michigan at different times in the years 1853-'85. (An. Rpt., 1888.)	do .....	Do.
William R. Everett .....	do .....	do .....	do .....	Do.
John F. Kilty .....	Boston, Mass. ....	Rescue of ten persons from drowning on various occasions during the years 1874-'86. (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. 12, 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 1853-'86. (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 ten years old. (An. Rpt., 1888.)	do .....	Feb. 7, 1888
James Behan .....	Metropolitan police of 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. 13, 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.

## Awards of medals—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, New Jersey, 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 of 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. (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.

## Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John F. Condon.....	New York.....	Rescuing from drowning two persons, one a boy who had broken through the ice, the other a man who had ventured too far from shore while swimming. (An. Rpt., 1890.)	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, 1890
George W. Randall.....	Surfman .....	.....do .....	.....do .....	Do.
Winslow A. Amazeen...	.....do .....	.....do .....	.....do .....	Do.
Ephraim S. Hall.....	.....do .....	.....do .....	.....do .....	Do.
Selden F. Wells.....	.....do .....	.....do .....	.....do .....	Do.
Ernest Robinson.....	.....do .....	.....do .....	.....do .....	Do.
John Smith.....	.....do .....	.....do .....	.....do .....	Do.
Joshua James.....	Volunteer of the Massachusetts Humane Society.	Rescuing the crew of eight men of the schooner Gertrude Abbott, wrecked on the rocks at Nantasket Roads by the furious gale early in the evening of Nov. 25, 1888. The heavy sea, together with the darkness and driving snowstorm, rendered the service extremely hazardous. Capt. Joshua James had charge of the rescuing boat. (An. Rpt., 1889.)	.....do .....	Do.
Osceola F. James .....	.....do .....	.....do .....	.....do .....	Do.
Alonzo L. Mitchell.....	.....do .....	.....do .....	.....do .....	Do.
H. Webster Mitchell.....	.....do .....	.....do .....	.....do .....	Do.
Ambrose B. Mitchell.....	.....do .....	.....do .....	.....do .....	Do.
John L. Mitchell.....	.....do .....	.....do .....	.....do .....	Do.
Eben T. Pope.....	.....do .....	.....do .....	.....do .....	Do.
George F. Pope.....	.....do .....	.....do .....	.....do .....	Do.
Joseph T. Galliano .....	.....do .....	.....do .....	.....do .....	Do.
Louis F. Galliano .....	.....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 had been washed overboard and lost, and one froze 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 Galliano.....	.....do .....	.....do .....	.....do .....	Do.
George Augustus .....	.....do .....	.....do .....	.....do .....	Do.



*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hanley .....	New York.....	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-'88. (An. Rpt., 1890.)	Silver medal..	July 2, 1889
James Quigley.....	Metropolitan police of New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	.....do.....	Do.
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 <i>Dorado</i> . (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 S. Wilson, navigating officer of U. S. S. <i>Vandalia</i> , 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 Quinaielt Agency, Wash.	Rescuing the entire crew (fourteen men) of the schooner <i>Lilly Grace</i> , wrecked near Grays Harbor, January, 1887, and, about a year later, rescuing three of the crew of the British ship <i>Abercorn</i> , wrecked not far from the same place. (An. Rpt., 1890.)	.....do.....	Do.
Sampson Johns.....	.....do.....	.....do.....	.....do.....	Do.
Richard F. Warren.....	Wilmington, N. C.	Rescuing from drowning, at great hazard to himself, a young lady who, while bathing at Wrightsville Beach, N. C., was carried out beyond the breakers by the strong current, June 15, 1889. (An. Rpt., 1890.)	Gold medal...	Apr. 23, 1890
John Boyne .....	South Haven, Mich.	Rescue from drowning of a child that had fallen from a wharf into the harbor of South Haven, Aug. 10, 1889. (An. Rpt., 1890.)	Silver medal..	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Andrew M. Taylor.....	Rondout, N. Y.....	Rescuing several persons from drowning during the years 1882-'83. (An. Rpt., 1890.)	Silver medal..	Apr. 23, 1890
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.)	.....do.....	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 1890. (An. Rpt., 1890.)	.....do.....	Do.
Frank Tompkins.....	Governors Island, N. Y.	Rescue from drowning in the Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An. Rpt., 1890.)	.....do.....	Do.
James S. Donahue.....	Keeper of lighthouse at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875-'89. (An. Rpt., 1890.)	.....do.....	May 20, 1890
James McMahon.....	New York.....	Rescue of a man from drowning in the surf off Normandie, N. J., at the imminent risk of his life, July 26, 1890.	Gold medal..	Aug. 20, 1890
Jesse Howland.....	Seabright, N. J.....	.....do.....	.....do.....	Do.
Arthur L. Finch .....	Lackawaxen, Pa..	Rescue from drowning of a lad who had fallen into Lackawaxen Creek, which at the time was much swollen by recent heavy rains, July 27, 1890.	Silver medal..	Sept. 11, 1890
Harry H. Moore .....	Brooklyn, N. Y...	Rescuing a girl from drowning near Cos Cob, 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 rescue was effected only after the display of extraordinary heroism and courage by the boat's crew.	Gold medal..	Oct. 17, 1890
George Crosby.....	Surfman .....	.....do.....	.....do.....	Do.
William M. Ewing.....	.....do.....	.....do.....	.....do.....	Do.
Jacob Loring.....	.....do.....	.....do.....	.....do.....	Do.
Edson B. Fowler.....	.....do.....	.....do.....	.....do.....	Do.
William L. Wilson.....	.....do.....	.....do.....	.....do.....	Do.
Frank M. Kindig.....	.....do.....	.....do.....	.....do.....	Do.
Thomas M. Webb.....	Wilmington, N.C.	Rescue from drowning in the surf off Wrightsville, N.C., of two ladies who had been carried beyond their depth by the tide, Aug. 30, 1890.	.....do.....	Do.
Daniel J. Reagan .....	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal..	Dec. 22, 1890
Thomas F. Freel.....	New York.....	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884-'89.	.....do.....	Jan. 9, 1891

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Alfred Mitchell.....	Erie, Pa.....	Rescuing, while in command of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal...	Jan. 10, 1891
Jacob N. Lanstra.....	Assistant keeper of Goose Point Light - Vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890.	Silver medal...	Jan. 23, 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, near Fort Sill, Tex., 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-'86, and particularly for gallantly taking six persons from a boat capsized in New York Bay, Sept., 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 fourteen years.	.....do.....	Do.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	Oct. 23, 1891
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.	.....do.....	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 <i>Mendoeno</i> , 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, Oregon..	Rescuing eighteen or twenty persons from the steamer <i>Tacona</i> , 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, Oregon.	.....do.....	.....do.....	Do.
Edward D. Ballentine..	Captain of steamer <i>Elfin-Mere</i> .	Rescuing under circumstances of great hazard and difficulty the entire crew—thirteen men—of the steamer <i>Oswegatchie</i> , sinking off Sturgeon Point, Lake Huron, Nov. 20, 1891.	.....do.....	Feb. 23, 1892
John E. Johnson.....	Keeper of life-saving station.	Rescue of nineteen men from the wreck of the Spanish steamer <i>San Albano</i> , 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. (An. Rpt., 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 ...	Apr. 2, 1892
Nicholas Shomin.....	.....do.....	.....do.....	.....do.....	Do.

Awards of medals—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, fifteen miles 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 B. 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. Edward White.....	Copalis, Wash.....	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark Fernalde, 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.	.....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 .....	Private, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
Cyrus S. Van Amringe..	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.

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin U. Jackson...	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	Silver medal...	June 10, 1892
Bertie O. Burr.....	Lincoln, Nebr.....	Rescuing from drowning, with heroic bravery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal....	June 14, 1892
Samuel Arundale.....	Charlottesville, Va.	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal...	June 20, 1892
William N. Blow, jr.....	First lieutenant, U. S. Army.	Rescuing, with an unseaworthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	.....do.....	Do.
Michael Kynan.....	Private, Company H, Fifteenth Infantry.	.....do.....	.....do.....	Do.
Daniel H. Cleaveland...	U. S. Fish Commission steam-launch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J. Apr. 22, 1892.	.....do.....	Do.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886, and on Nov. 15, 1887, after many trials and with effort and 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.
Mattie 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

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Godfrey H. Macdonald.	First lieutenant, First U. S. Cavalry.	Rescued, on the night of Aug. 14, 1892, by leaping from the ferryboat Atlantic in mid-stream, New York Harbor, a man who had fallen overboard, and who would have drowned but for the timely assistance 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 August 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, Fla., May 20, 1880, about three miles from shore.	Silver medal..	Jan. 28, 1893
Virgil L. Hopson.....	Leesburg, Fla.....	.....do.....	.....do.....	Do.

## Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Henry P. Christiernin...	East Boston, Mass.	Rescuing three boys from drowning by leaping into the water from the deck of a ferry boat September 6, 1887, also saving a woman from drowning in a ferry slip at East Boston, Mass., January 8, 1891.	Silver medal..	Feb. 16, 1893
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 given 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, inasmuch as the ice bent 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 incident to running over oyster beds to reach them.	.....do.....	Mar. 16, 1893



*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal...	Mar. 16, 1893
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
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 seventeen years old.	.....do.....	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. G. 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 Port des Mortes 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

*Awards of medals—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 waterworks 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 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.	.....do.....	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.....	Deck hand 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 Zabaljanigui.....	.....do.....	.....do.....	.....do.....	Do.
Wm. B. Scherer.....	.....do.....	.....do.....	.....do.....	Do.
Robert Miller.....	.....do.....	.....do.....	.....do.....	Do.

# TABLE OF CASUALTIES

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

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SEASON OF 1892-1893.

## United States Life-Saving Service.—Table

## DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
July 3	Three hundred yards southeast of station.	White Head.....	Slp. yt. Vashti, Boston, Mass.	Stetson .....	10
July 3	One and three-quarters miles southwest of station.	H u n n i w e l l s Beach.	Sc. Commodore Tucker, Bangor, Me.	Norton .....	112
July 16	Four miles west-southwest of station.	Cross Island.....	Sc. Daniel Brittain, Boston, Mass.	Keefe.....	249
July 16	Fishermans Island.....	Crumple Island..	Sc. Hattie M. Mayo, New York City.	Garnett.....	69
July 16	Caif Island Ledge.....	White Head.....	Sc. Eugene Borda, St. George, Me.	Robinson..	207
July 17	Ten miles southwest of station.	.....do .....	Sc. Herald, Camden, Me.	Veazie.....	86
July 17	Stage Island.....	H u n n i w e l l s Beach.	Slp. Rob Roy, Bath, Me.	.....	.....
July 29	Stage Island Point.....	Fletchers Neck...	Str. City of Waterville, Bath Me.	Brown.....	37
July 31	Near Foss Ledges.....	Wallis Sands.....	Sc. I. W. Hine, * Boston, Mass.	Johnson....	132
Aug. 11	Brownneys Island.....	Crumple Island..	Sc. Emma McAdam, Calais, Me.	Brown.....	167
Aug. 13	Whealers Bay.....	White Head.....	Sc. Eugene Borda, St. George, Me.	Robinson..	207
Aug. 18	Southeast Point of Little Cranberry Island	Cranberry Isles ..	Fish boat Bay King, Cranberry Isles, Me.	.....	.....
Aug. 26	Three-quarters of a mile north of station.	Fletchers Neck ..	Slp. yt. Annie Maud, * Boston, Mass.	.....	.....
Aug. 28	Two hundred yards southwest of station.	Burnt Island.....	Sc. Collins Howes, Jr., Boothbay, Me.	Winchenbach.	33
Sept. 8	One-half mile south of station.	Jerrys Point.....	Sailboat, Portsmouth, N. H.	.....	.....
Sept. 11	Browns Ledges.....	White Head.....	Sc. Nellie Grant, * Ellsworth, Me.	Dodge.....	139
Sept. 15	Libby Island Bar.....	Cross Island.....	Sc. Princeport Truro, Nova Scotia.	Brown.....	122
Sept. 19	One-third mile north-northwest of station.	H u n n i w e l l s Beach.	Sc. Enterprise, Portland, Me.	Chambling	25
Sept. 20	Two hundred yards west of station.	Crumple Island..	Slp. Yeoman, Machias, Me.	Kelley .....	12
Sept. 25	North end of Pond Island.	H u n n i w e l l s Beach.	Barge No. 202 * New York City.	Johnson....	651
Sept. 25	Wood Island Bar.....	.....do .....	Str. Battler, Philadelphia, Pa.	Swain.....	139
Sept. 28	Near Stage Island.....	.....do .....	Sc. Kate McClintock, Bath, Me.	Wright .....	72
Oct. 1	Ten miles east-northeast of station.	Crumple Island..	Sc. Leah D., † St. John, N. B.	Slocum.....	48
Oct. 4	Seal Harbor.....	White Head.....	Sloop, Camden, Me.....	.....	.....
Oct. 11	Seven miles northeast of station.	.....do .....	Sc. Magnolia, Boothbay, Me.	Fitzgerald	64
Oct. 21	Egg Rock, South Ledge..	Burnt Island.....	Sc. Phebe Ann, Bangor, Me.	Hurd .....	75
Oct. 23	Careys Rock Shoal.....	.....do .....	Sc. Margaret Leonard, Southwest Harbor, Me.	Turner.....	33
Oct. 23	One-quarter mile north-northwest of station.	.....do .....	Sc. Carrie T. Rogers, Waldoboro, Me.	Chadwick.	10
Nov. 1	Stage Island.....	Fletchers Neck...	Sc. J. Nickerson, Portland, Me.	Winslow...	180
Nov. 5	One mile east-northeast of station.	Rye Beach .....	Fish boat .....	.....	.....
Nov. 8	Spruce Head Island.....	White Head.....	Sloop, St. George, Me..	.....	.....
Nov. 8	Mosquito Island Ledge ..	Burnt Island.....	Sc. William Frederick, * Belfast, Me.	Elwell.....	453

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

† Disabled, requiring the assistance of the life-saving crew.

of casualties, season of 1892-'93.

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 succeeded at stations.	Days' succor afforded.
Boston, Mass., to Camden, Me.		\$4,000		\$4,000	\$3,200	\$800	5	5		5	20
Boston, Mass., to Deer Isle, Me.		500		500		500	2	2		2	4
Boston, Mass., to St. John, New Brunswick.		3,000		3,000		3,000	6	6			
Boston, Mass., to Calais, Me.	General ...	1,500	\$3,000	4,500	4,350	150	3	3			
St. George, Me., to New York City.	Stone.....	4,000	1,500	5,500	5,200	300	5	5			
Rockport, Me., to New York City.	Lime.....	1,000	940	1,940	1,690	250	3	3			
From Bath, Me.		150		150	150		5	5			
Saco to Fletchers Neck, Me.		8,000		8,000	7,985	15	115	115			
Boston, Mass., to Greens Landing, Me.		1,500		1,500	1,500		7	7		4	4
Boston, Mass., to Calais, Me.		3,500		3,500	3,500		5	5			
St. George, Me., to New York City.	Stone.....	4,000	1,000	5,000	1,800	3,200	5	5			
Fishing trip.	Fish.....	300	10	310	285	25	3	3			
Squirrel Island, Me., to Boston, Mass.		1,500		1,500	1,500		5	5			
Boothbay to Burnt Island, Me.		500		500	500		2	2			
Pleasure trip.....		25		25	25		3	3			
Portland to Ellsworth, Me.		8,000		8,000	8,000		5	5			
Port George, N. S., to Boston, Mass.	Wood.....	2,000	200	2,200		2,200	6	6		5	5
Portland to Phippsburg Center, Me.	Merchandise.	500	600	1,100	1,100		2	2			
To Jonesport, Me.	Bark.....	600	100	700	650	50	2	2			
Bath, Me., to Philadelphia, Pa.	Ice.....	60,000	3,000	63,000	58,405	4,595	4	4			
do.		25,000		25,000	25,000		9	9			
Boston, Mass., to Bath, Me.		1,000		1,000	1,000		3	3			
St. John, New Brunswick, to Rockland, Me.	Wood.....	1,200	180	1,380	1,330	50	3	3			
Sunk at moorings		150		150	150		(†)				
Boston, Mass., to Frankfort, Me.	Corn.....	1,000	1,000	2,000	2,000		4	4			
Bangor, Me., to Boston, Mass.	Lumber ...	500	1,200	1,700	1,400	300	4	4			
Port Clyde to Portland, Me.	Fish.....	2,000	900	2,900	2,900		9	9			
Cushing to Burnt Island, Me.		400		400	400		3	3			
Friendship, Me., to New York City.	Stone.....	7,000	1,000	8,000	8,000		6	6			
Adrift.....		40		40	40		(†)				
do.		200		200	190	10	(†)				
Boston, Mass., to Belfast, Me.		8,000		8,000	8,000		7	7			

† No one on board.

## United States Life-Saving Service.—Table

## DISTRICT NO. I.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Nov. 9	Four miles northeast-by-north of station.	Burnt Island.....	Sc. Edith M. Prior, Gloucester, Mass.	Prior.....	111
Nov. 16	Elwells Point.....	White Head.....	Sc. Cora Etta,* Boothbay, Me.	Havener.....	8
Nov. 16	Wood Island Harbor.....	Fletchers Neck...	Sc. Highland Queen,† Machias, Me.	Dobbin.....	58
Nov. 20	One-third mile southeast of station.	H u n n i w e l l s Beach.	Sc. Henry T. Wood, Bangor, Me.	Farrer.....	135
Nov. 26	West side Little Machias Bay.	Cross Island.....	Sc. General Grant, Gloucester, Mass.	Davis.....	45
Dec. 1	One and one-half miles east of station.	Quoddy Head.....	Sc. E. Waterman, Calais, Me.	Huntly.....	107
Dec. 2	Green Rock, off Kelleys Point.	Crumple Island..	Sc. Julia A., Ellsworth, Me.	McRae.....	14
Dec. 7	Three and one-half miles northeast of station.	Burnt Island.....	Sc. Oriental,‡ Wilmington, Del.	Foss.....	50
Dec. 14	Four miles northeast of station.	White Head.....	Sc. Helen, Tisbury, Mass.	Chapman...	140
Dec. 18	McGee Island.....	Burnt Island.....	Sc. Ivy Belle,‡ Damariscotta, Me.	.....	123
Dec. 30	Seguin Ledges.....	H u n n i w e l l s Beach.	Sc. Lydia M. Webster, Castine, Me.	Hooper.....	48
1893.					
Jan. 8	Bakers Island Bar.....	Cranberry Isles...	Sc. Good Templar, Boston, Mass.	Lurchin.....	57
Jan. 9	Odiornes Point.....	Jerrys Point.....	Sc. May Day, Machias, Me.	Perry.....	102
Feb. 1	Ledge near Browney Island.	Crumple Island..	Sc. Monterey, Portland, Me.	McDonald..	33
Feb. 3	Crowells Ledge.....	Quoddy Head.....	Slp. Carrie W., Eastport, Me.	.....	.....
Feb. 9	Seal Harbor.....	White Head.....	Sc. William H. Jones,   New York City.	Carter.....	298
Feb. 11	Liberty Point, Campobello Island, New Brunswick.	Quoddy Head.....	Sc. Galatea, St. John, New Brunswick.	Martin.....	122
Feb. 18	Two miles southeast of station.	Burnt Island.....	Sc. Pearl, Rockland, Me.	Thompson..	58
Feb. 19	Entrance to Cutler Harbor.	Cross Island.....	Sc. Mary E., Sackville, New Brunswick.	Ward.....	99
Feb. 27	Four miles north-northwest of station.	Burnt Island.....	Sc. Fly,‡ Waldoboro, Me.	Butler.....	13
Mar. 16	Sheep Island Rocks.....	White Head.....	Sc. James R. Talbot, Thomaston, Me.	Russel.....	316
Mar. 28	Long Ledge, Seal Harbor.....	.....do.....	Sc. Hector, St. George, Me.	.....	.....
Apr. 1	Seal Harbor.....	White Head.....	Sc. Exchange, St. George, Me.	Davis.....	30
Apr. 1	Two miles east-northeast of station.	Quoddy Head.....	Sc. Glenera, St. John, New Brunswick.	Adams.....	99
Apr. 7	Grindstone Ledge.....	White Head.....	Sc. Aurora,‡ Parrsboro, Nova Scotia.	Slocum.....	85
Apr. 8	Eastern point of Great Cranberry Island.	Cranberry Isles...	Sc. Gladstone, Parrsboro, Nova Scotia.	Morris.....	149
Apr. 20	One-quarter mile south-southeast of station.	White Head.....	Sc. J. H. Wainwright,‡ Bangor, Me.	Jones.....	200

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

† In distress.

‡ In dangerous position, from which life-saving crew extricated her.

§ No assistance required of life-saving crew.

of casualties, season of 1892-'93—Continued.

OF 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 stations.	Days' succor afforded.
Fishing trip.....		\$20,000		\$20,000	\$20,000		20	20			
North Haven to Bristol, Me.	Fish .....	300	\$50	350	350		2	2			
Boston, Mass., to Jonesport, Me.	General ..	900	2,000	2,900	2,900		3	3		3	3
New Bedford, Mass., to Bangor, Me.		1,500		1,500	1,500		4	4			
Gloucester, Mass., to Rockland, Me.	Wood.....	800	150	950	950		2	2			
Calais, Me., to New York City.	Lumber...	4,000	1,600	5,600	5,500	\$100	5	5			
To Jonesport, Me.....	Apples.....	1,000	200	1,200	1,025	175	2	2			
York to Rockland, Me.		500		500	500		2	2			
South Thomaston, Me., to New York City.	Stone.....	3,000	725	3,725	3,425	300	5	5			
New York City to Black Island, Me.	Coal .....	3,000	700	3,700	3,700		5	5			
Port Clyde to Portland, Me.	General ..	28,000	1,000	29,000	29,000		3	3			
Pembroke to Portland, Me.	Potatoes..	1,000	25	1,025	1,025		3	3			
Boston, Mass., to Calais, Me.	General ..	2,000	2,700	4,700	50	4,650	6	6		6	72
Portland to Jonesport, Me.	Lobsters..	2,600	250	2,850	2,850		3	3			
Grand Manan, New Brunswick, to Eastport, Me.	Fish.....	250	200	450	450		2	2			
Rockland, Me., to New York City.	Lime .....	4,000	3,800	7,800		7,800	6	6			
Barren Isle, N. Y., to St. Andrews, New Brunswick.	Phosphate	6,000	6,000	12,000	11,400	600	5	5			
Rockland, Me., to Salem, Mass.	Lime .....	1,000	700	1,700	1,700		3	3			
Boston, Mass., to St. Andrews, Me.	Phosphate	4,000	2,800	6,800	3,900	2,900	4	4			
Friendship to Port Clyde, Me.		300		300	300		2	2			
Boston, Mass., to Rockland, Me.		7,000		7,000	7,000		6	6			
Camden to St. George, Me.		150		150	150		3	3			
Muscle Ridge Islands Portland, Me.	Lobsters..	2,000	200	2,200	2,150	50	3	3			
St. John, New Brunswick, to Boston, Mass.	Lumber....	1,000	1,300	2,300	2,200	100	5	5			
Nova Scotia to Boston, Mass.	Wood .....	2,500	300	2,800	2,800		4	4			
New York City to Advocate Harbor, Nova Scotia.		6,000		6,000	5,200	800	6	6			
Vineyard Haven, Mass., to Bucksport, Me.		2,000		2,000	2,000		3	3			

[In distress; cargo of lime on fire. Life-saving crew saved her from immediate destruction. Vessel was towed to Rockland, and in attempting to discharge cargo fire broke out anew, and she became a total loss on March 21, 1893.

## United States Life-Saving Service. — Table

## DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Apr. 21	One-half mile northwest of station.	Hunniwells Beach.	Sc. Mary E. Lynch, Bath, Me.	Norman....	186
Apr. 21	Stage Island.....	Fletchers Neck...	Sc. Index, Bridgeton, N. J.	Garrison ....	334
Apr. 21	One-quarter mile southwest of station.	Jerrys Point. ....	Barge Durham, Portsmouth, N. H.	.....	.....
May 4	Rackliffs Island.....	White Head.....	Sc. Collins Howes, Jr., Waldoboro, Me.	Winchenbach.	33
May 6	Three-quarters of a mile north of station.	Crumple Island...	Sloop, Jonesport, Me.	.....	.....
May 13	Otter Island.....	White Head.....	Sc. Alice M. Leland, Mount Desert Ferry, Me.	Somes. ....	57
May 17	Seal Harbor.....	.....do.....	Sc. Richard Law, Portland, Me.	Elwell .....	137
May 17	South end of Gurgettown Island.	Hunniwells Beach.	Sc. Richard Peterson, New York City.	Cameron....	202
May 18	Duck Ledge.....	Quoddy Head ....	Slp. Gun Rock, Lubec, Me.	.....	.....
May 27	One-third mile north by east of station.	Hunniwells Beach.	Sc. Ohio, North Haven, Me.	Smith .....	43
June 6	Hart Island Bar.....	Burnt Island.....	Sc. M. W. Griffing, Bangor, Me.	Kavanagh..	131
June 11	South side of Suttons Island, 3/4 miles northwest of station.	Cranberry Isles...	Sc. Sallie B., Boston, Mass.	Higgins.....	287
June 30	Browns Ledge.....	White Head.....	Str. Hurricane,* Rockland, Me.	Butman.....	39
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 2.—EMBRACING

1892.					
July 4	Seven miles west-northwest of station.	Muskeget .....	Sc. Cathie C. Berry, Eastport, Me.	Foster.....	320
July 10	Handkerchief Shoal. ....	Monomoy .....	Sc. Maggie J. Chadwick, Boston, Mass.	Driscoll .....	287
July 31	One-quarter mile northwest of station.	Cuttyhunk.....	Slp. Milo, Providence, R. I.	.....	.....
Aug. 26	Three and one-half miles north of station.	Fourth Cliff.....	Fish boat, Scituate, Mass.	.....	.....
Aug. 26	One-quarter mile north of station.	North Scituate....	Sc. Fanny Fern, Scituate, Mass.	Mitchell.....	9
Aug. 26	Devils Back .....	Point Allerton.....	Str. William S. Slater,† Boston, Mass.	Crosby.....	127
Aug. 28	Two miles northeast of station.	Davis Neck.....	Sc. Acacia,† St. John, New Brunswick.	Fisher .....	99
Aug. 28	One-half mile west-southwest of station.	.....do .....	Sc. Cygnet, Parrsboro, Nova Scotia.	Dalton .....	99
Sept. 4	One-third mile northwest by north of station.	Cuttyhunk .....	Sloop, Marion, Mass.....	.....	.....
Sept. 5	Five and one-half miles northwest by north of station.	Monomoy .....	Sc. George B. Markle, Perth Amboy, N. J.	Williams....	118
Sept. 11	Browns Bank .....	Gurnet.....	Sc. yt. Adrienne,‡ Boston, Mass.	Treroorg....	98
Sept. 12	Seven miles northwest by north of station.	Muskeget. ....	Sc. Eben Fisher,‡ Boston, Mass.	Cole .....	298
Sept. 21	One-quarter mile northeast of station.	Highland.....	Small boat, Provincetown, Mass.	.....	.....
Sept. 27	One-half mile west of station.	Race Point.....	Sc. Little Jennie, Provincetown, Mass.	Mayo.....	12

\* Two young men went off to this vessel in their own boat. As the station surf boat was about leaving for the shore, one of the young men, Walter Jellison, got into her bow without permission. The boat was caught by a heavy sea and thrown toward the vessel and Jellison was crushed between the surf boat and vessel and killed.



of casualties, seasons of 1892-'93—Continued.

OF 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 stations.	Days' succor afforded.
Potomac, Va., to Bath, Me.	Timber.....	\$12,000	\$2,000	\$14,000	\$14,000	.....	5	5	.....	.....	.....
Philadelphia, Pa., to Saco, Me.	Coal.....	5,000	1,700	6,700	850	\$5,850	5	5	.....	5	50
New Castle to Little Harbor, N. H.	Stone.....	2,000	50	2,050	2,050	.....	5	5	.....	.....	.....
Thomaston to Bangor, Me.	.....	750	.....	750	700	50	2	2	.....	.....	.....
Fishing trip.....	.....	35	.....	35	35	.....	2	2	.....	.....	.....
Franklin, Me., to Boston, Mass.	Granite.....	2,600	500	3,100	.....	3,100	3	3	.....	.....	.....
Portland to Rockland, Me.	.....	1,000	.....	1,000	975	25	3	3	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Lumber...	4,000	2,435	6,435	.....	6,435	7	7	.....	7	13
Eastport to Quoddy Head, Me.	.....	700	.....	700	690	10	2	2	.....	.....	.....
From Vinalhaven, Me.	Sand.....	800	60	860	860	.....	2	2	.....	.....	.....
Warren to Bangor, Me.	.....	5,000	.....	5,000	4,900	100	4	4	.....	.....	.....
Mount Desert, Me., to Philadelphia, Pa.	Granite...	4,000	5,000	9,000	9,000	.....	6	6	.....	.....	.....
Fishing trip.....	.....	5,000	.....	5,000	4,600	400	10	10	.....	10	20
.....	.....	298,750	51,075	349,825	300,935	48,890	414	414	.....	47	191

COAST OF MASSACHUSETTS.

Washington, D. C., to Lynn, Mass.	Coal.....	\$8,000	\$5,000	\$13,000	\$13,000	.....	9	9	.....	.....	.....
St. John, New Brunswick, to New York City.	Piling.....	5,000	2,000	7,000	7,000	.....	6	6	.....	.....	.....
Providence, R. I., to Wianno.	.....	900	.....	900	900	.....	3	3	.....	.....	.....
Fishing trip.....	Fish and nets.	75	40	115	55	\$60	1	1	.....	.....	.....
Salem to Scituate, Mass.	Moss.....	200	50	250	.....	250	2	2	.....	.....	.....
Boston, Mass., to Kennebec River, Me.	.....	25,000	.....	25,000	.....	25,000	9	9	.....	.....	.....
St. John, New Brunswick, to Salem, Mass.	Lumber...	800	1,500	2,300	2,200	100	5	5	.....	.....	.....
St. John, New Brunswick, to Vinyard Haven, Mass.	.....do.....	2,000	1,600	3,600	3,450	150	4	4	.....	.....	.....
Marion to Cottage City, Mass.	.....	200	.....	200	155	45	4	4	.....	4	4
South Amboy, N. J., to Dennis, Mass.	Coal.....	800	700	1,500	1,470	30	4	4	.....	.....	.....
From Boston, Mass. ....	.....	5,000	.....	5,000	5,000	.....	3	3	.....	.....	.....
Millbridge, Me., to New York City.	Stone.....	3,000	1,800	4,800	.....	4,800	6	6	.....	.....	.....
Fishing trip.....	.....	65	.....	65	65	.....	2	2	.....	2	2
.....do.....	.....	700	.....	700	700	.....	5	5	.....	.....	.....

† Crew landed without assistance.

‡ In distress, requiring the assistance of the life-saving crew.

§ No assistance required of life-saving crew.

United States Life-Saving Service.—Table

## DISTRICT NO. 2. — EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Oct. 1	One and one-eighth miles north of station.	Plum Island.....	Sc. G. M. Hopkins, Provincetown, Mass.	Hassen.....	74
Oct. 2	Nantasket Beach.....	Point Allerton.....	Slp. Sylvia, Chelsea, Mass.	.....	.....
Oct. 5	Two-fifths of a mile north west one-half north of station.	Cuttyhunk.....	Sc. J. W. Flanders, New Bedford, Mass.	Keeney ....	18
Oct. 12	Seven miles northwest by north of station.	Muskeget.....	Sc. Alice J. Crabtree, New York City.	Crabtree ....	379
Oct. 14	Four miles southeast one-half east of station.	Monomoy .....	Sc. Frank Leaming, Philadelphia, Pa.	Campbell ...	257
Oct. 17	Shovelful Shoal.....	.....do.....	Sc. Sardinian, Rockland, Me.	Halversen..	125
Oct. 22	Tuckernuck Shoals.....	Muskeget .....	Sc. Joel F. Sheppard, Boston, Mass.	Welch.....	568
Oct. 22	Handkerchief Shoal.....	Monomoy .....	Sc. Viola, Windsor, Nova Scotia.	Duncan.....	124
Oct. 25	Chatham Bar.....	Chatham.....	Catboat Perdita, Marion, Mass.	.....	.....
Nov. 16	Pollock Rip.....	Monomoy .....	Sc. Sooloo, Boston, Mass.	Humphrey.	963
Nov. 16	.....do.....	.....do.....	Sc. Storm King, Boston, Mass.	Swayne .....	1,262
Nov. 21	Handkerchief Shoal.....	.....do.....	Sc. Eva May, Portland, Me.	McDuffie....	341
Nov. 21	One-third mile north-west by west of station.	Cuttyhunk.....	Catboat Carrie and Mamie, Cuttyhunk, Mass.	.....	.....
Nov. 22	Ipswich Bar.....	Knobbs Beach ...	Sc. Jonathan Cone, Newburyport, Mass.	Sherman.....	121
Nov. 30	One-half mile north of Highland Station.	Highland and High Head.	Bk. Kate Harding, Quebec, Canada.	Perry .....	712
Dec. 2	Two miles east-southeast of station.	Chatham .....	Sc. Parisian,* Lunenburg, Nova Scotia.	Flaherty....	107
Dec. 2	Pollock Rip.....	Monomoy.....	Sc. Ethel Emmerson,† Dorchester, New Brunswick.	Hickman ...	176
Dec. 3	Eight miles south of station.	Race Point.....	Str. May,† Cardiff, Wales.	Smith .....	751
Dec. 3	Pollock Rip.....	Monomoy.....	Sc. Beechwood, Philadelphia, Pa.	Spaulding..	841
Dec. 4	One-third mile north-west of station.	Race Point .....	Sc. Ralph E. Eaton, Gloucester, Mass.	Nolan .....	69
Dec. 21	Salisbury Point.....	Plum Island.....	Sc. Fleetwing, Boston, Mass.	Gray .....	59
Dec. 22	Four and five-eighths miles from Monomoy Light.	Monomoy .....	Sc. Charlotte Fish, Belfast, Me.	Pendleton ..	234
Dec. 26	Plum Island Point.....	Plum Island .....	Sc. James Baker, Boston, Mass.	Geyer .....	63
Dec. 27	Browns Island Shoals.....	Gurnet .....	Sc. Fred and Elmer, Boston, Mass.	Tallgin .....	32
Dec. 27	Chatham Bar.....	Chatham.....	Sc. Esther Ward, Gloucester, Mass.	Pinelli.....	62
Dec. 28	Three-quarters of a mile west of station.	Race Point.....	Sc. Welcome, Gloucester, Mass.	Hains .....	61
Dec. 30	Browns Island Shoals.....	Gurnet .....	Sc. Governor James Y. Smith, Dighton, Mass.	M'Cumber..	321
1893.					
Jan. 29	Two miles southwest of station.	Race Point.....	Fish boat. Provincetown, Mass.	.....	.....
Feb. 7	Three-quarters of a mile south of station	Chatham.....	Str. Cottage City, Portland, Me.	Bennett .....	1,885

\* In distress, requiring the assistance of life-saving crew.

† No assistance by life-saving crew.

of casualties, season of 1892-'93—Continued.

COAST 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 stations.	Days' succor afforded
Plum Island Point to Boston, Mass.	Sand.....	\$2, 200	\$150	\$2, 350	\$2, 350	.....	5	5	.....	.....	.....
Fishing trip.....	.....	200	.....	200	190	\$10	.....	.....	.....	.....	.....
Parted moorings.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Sullivan, Me., to New York City.	Stone.....	17, 000	2, 500	19, 500	19, 500	.....	9	9	.....	.....	.....
Lanesville, Mass., to Philadelphia, Pa.	Stone.....	10, 000	3, 000	13, 000	12, 750	250	6	6	.....	.....	.....
Rockland, Me., to New York City.	Lime.....	4, 000	1, 600	5, 600	5, 350	250	5	5	.....	.....	.....
Boston, Mass., to Philadelphia, Pa.	.....	25, 000	.....	25, 000	25, 000	.....	8	8	.....	.....	.....
Bayonne, N. J., to Charlotte town, Prince Edward Island.	Kerosene and coal.	7, 500	4, 500	12, 000	11, 800	200	6	6	.....	.....	.....
Boston to Marion, Mass.	.....	300	.....	300	300	.....	2	2	.....	2	4
Newport News, Va., to Boston, Mass.	Coal.....	15, 000	3, 600	18, 600	.....	18, 600	5	5	.....	2	2
.....do.....	.....do.....	20, 000	4, 500	24, 500	.....	24, 500	5	5	.....	.....	.....
Perth Amboy, N. J., to Gardiner, Me.	.....do.....	1, 400	1, 400	2, 800	2, 140	660	6	6	.....	.....	.....
Fishing trip.....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
South Amboy, N. J., to Ipswich, Mass.	Coal.....	2, 000	900	2, 900	2, 775	125	5	5	.....	.....	.....
Barbadoes, West Indies, to Portland, Me.	.....	5, 000	.....	5, 000	1, 480	3, 520	10	10	.....	10	40
Alberton, Prince Edward Island, to Boston, Mass.	Potatoes..	3, 000	1, 000	4, 000	3, 000	1, 000	6	6	.....	.....	.....
New York City to Sackville, New Brunswick.	Sand.....	4, 000	200	4, 200	.....	4, 200	6	6	.....	.....	.....
Boston, Mass., to Mobile, Ala.	General...	25, 000	5, 000	30, 000	30, 000	.....	20	20	.....	.....	.....
Philadelphia, Pa., to Salem, Mass.	Coal.....	12, 000	5, 000	17, 000	15, 500	1, 500	4	4	.....	.....	.....
Fishing trip.....	Fish.....	2, 800	200	3, 000	3, 000	.....	14	14	.....	.....	.....
Boston to Plum Island Point, Mass.	.....	1, 200	.....	1, 200	1, 200	.....	5	5	.....	.....	.....
Perth Amboy, N. J., to Portsmouth, N. H.	Coal.....	4, 000	1, 500	5, 500	.....	5, 500	5	5	.....	.....	.....
At moorings.....	Sand.....	1, 200	40	1, 240	1, 210	30	4	4	.....	.....	.....
Fishing trip.....	.....	1, 000	.....	1, 000	1, 000	.....	8	8	.....	.....	.....
La Have Bank, Nova Scotia, to Gloucester, Mass.	Fish.....	2, 000	1, 600	3, 600	.....	3, 600	12	12	.....	12	12
Fishing trip.....	.....	2, 100	.....	2, 100	2, 100	.....	14	14	.....	14	14
Perth Amboy, N. J., to Boston, Mass.	Coal.....	5, 000	2, 500	7, 500	7, 500	.....	6	6	.....	.....	.....
Fishing trip.....	Fish.....	40	25	65	65	.....	1	1	.....	.....	.....
Portland, Me., to New York City.	General...	175, 000	75, 000	250, 000	225, 000	25, 000	29	29	.....	.....	.....

† Disabled. Life-saving crew telegraphed for tugs, which came to her assistance; also boarded vessel and offered further assistance which was not required.

## United States Life-Saving Service.—Table

## DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
Feb. 16	Pollock Rip.....	Monomoy.....	Sc. Rebecca J. Moulton, Boston, Mass.	Cook.....	589
Feb. 17	Six miles east of station...	Chatham.....	Sc. Mattie B. Russell, Portland, Me.	Collins.....	370
Feb. 19	Two miles east-southeast of station.	Point Allerton.....	Sc. Enos B. Phillips, Boston, Mass.	Brown.....	409
Feb. 20	One and one-eighth miles west-southwest of station.	Cuttyhunk.....	Sc. Douglas Dearborn, Bath, Me.	Welch.....	1,024
Feb. 22	Hardings Ledge.....	Point Allerton.....	Sc. Glenwood, Fall River, Mass.	Burt.....	1,649
Feb. 24	Sow and Pigs Shoals.....	Cuttyhunk.....	Bg. Aquatic,* St. John, New Brunswick.	Halerow.....	361
Feb. 25	One-quarter mile south of Race Point Station.	Race Point and Peaked Hill Bars.	Sc. W. Parnell O'Hara, Boston, Mass.	Martin.....	86
Feb. 26	Five miles east-southeast of station.	Chatham.....	Sc. Amelia G. Ireland,† New York City.	Atwood.....	285
Feb. 26	Three-quarters of a mile southeast of Race Point Station.	Race Point and Peaked Hill Bars.	Sc. Cricket, St. John, New Brunswick.	Ernst.....	125
Mar. 7	Four miles southeast by south of station.	Monomoy.....	Sc. Hunter,‡ Bangor, Me.	Cutler.....	197
Mar. 19	Two and one-quarter miles south of Chatham Station.	Chatham and Monomoy.	Bkn. Altamaha, Boston, Mass.	Parsons.....	343
Mar. 25	Two miles southwest by west of station.	Race Point.....	Sc. Mary A. Hood, Philadelphia, Pa.	Corson.. ..	380
Apr. 6	Handkerchief Shoal.....	Monomoy.....	Sc. Rogers, Machias, Me.	Rogers.....	266
Apr. 19	Rogers Shoal.....	.....do.....	Sc. Nellie Lamper, Marblehead, Mass.	Thompson..	327
Apr. 20	Browns Island Ledges....	Gurnet.....	Sc. Eagle, Boston, Mass.	Wentworth	103
Apr. 24	Chatham Bar.....	Chatham.....	Sc. James M. Flanagan, New York City.	McDonald..	272
Apr. 27	Norton Shoal.....	Muskeget.....	Sc. J. R. Teel, Boston, Mass.	Johnson.....	871
Apr. 29	Six miles west-northwest of station.	.....do.....	Bkn. Albertina, Windsor, Nova Scotia.	Dill.....	665
May 4	Plum Island Beach.....	Knobbs Beach....	Sc. Brave, Deer Isle, Me.	Lane.....	113
May 10	One-eighth mile southeast of station.	Nauset.....	Sc. Lottie B., † St. Johns, Newfoundland.	Carvier.....	88
May 23	Handkerchief Shoal.....	Monomoy.....	Sc. Wm. M. Bird, ‡ Somers Point, N. J.	Barrett.....	808
June 3	Browns Island Shoals....	Gurnet.....	Slp. Mystery, Boston, Mass.	Pope.....	38
June 25	Toddy Rocks.....	Point Allerton.....	Sc. yt. Nellie G., Salem, Mass.	March.....	15
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 3.—EMBRACING COASTS

1893.					
July 3	Two miles east of station..	Point Lookout....	Slp. yt. Elaine, Bath Beach, N. Y.	.....	35
July 24	Watch Hill Point.....	Watch Hill.....	Str. S. Thomas Brown, Taunton, Mass.	Hathaway..	58
Aug. 11	One and one-half miles west of station.	Long Beach.....	Sc. Andrew Lawrence, New York City.	Richards....	28

\* Five volunteers in Massachusetts Humane Society's boat were drowned by the cap-sizing of their boat while attempting to board the vessel. The persons on board were rescued by the crew of the life-saving station with other assistance.

of casualties, season of 1892-'93—Continued.

COAST 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 stations.	Days' succor afforded.
Baltimore, Md., to Boston, Mass.	Coal.....	\$12,000	\$3,000	\$15,000	\$15,000	.....	8	8	.....	.....	.....
Perth Amboy, N. J., to Portland, Me.	do .....	1,000	2,200	3,200	2,700	\$500	10	10	.....	.....	.....
Baltimore, Md., to Boston, Mass.	do .....	9,000	2,000	11,000	.....	11,000	7	7	.....	7	7
Philadelphia, Pa., to Portland, Me.	do .....	45,000	5,000	50,000	.....	50,000	9	9	.....	3	3
Baltimore, Md., to Boston, Mass.	do .....	65,000	6,000	71,000	.....	71,000	11	11	.....	11	11
Sagua, Cuba, to Boston, Mass.	Sugar.....	12,000	38,000	50,000	.....	50,000	8	8	.....	8	8
Fishing trip.....	.....	4,000	.....	4,000	4,000	.....	15	15	.....	.....	.....
Boston, Mass., to New York City.	.....	7,000	.....	7,000	6,000	1,000	5	5	.....	.....	.....
New York City, to St. John, New Brunswick.	Coal.....	2,000	800	2,800	250	2,550	5	5	.....	5	10
St. John, New Brunswick, to New York City.	Lime and laths.	6,000	2,100	8,100	8,075	25	6	6	.....	.....	.....
Darien, Ga., to Boston, Mass.	Lumber ...	6,000	3,000	9,000	.....	9,000	7	7	.....	7	14
Boston, Mass., to Philadelphia, Pa.	.....	8,000	.....	8,000	8,000	.....	7	7	.....	.....	.....
New York City to Boston, Mass.	Coal.....	10,000	1,200	11,200	200	11,000	6	6	.....	6	42
Wehawken, N. J., to Lynn, Mass.	do .....	2,000	2,800	4,800	4,800	.....	7	7	.....	.....	.....
Plymouth to Boston, Mass.	.....	2,500	.....	2,500	2,500	.....	5	5	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ...	5,000	3,000	8,000	.....	8,000	7	7	.....	7	49
Norfolk, Va., to Portland, Me.	Coal.....	40,000	5,600	45,600	45,600	.....	9	9	.....	.....	.....
Buenos Ayres, South America, to Boston, Mass.	Hides.....	30,000	90,000	120,000	120,000	.....	11	11	.....	.....	.....
Deer Isle, Me., to Boston, Mass.	Granite...	2,000	250	2,250	.....	2,250	4	.....	4	.....	.....
St. Johns, Newfoundland, to New York City.	Lumber ...	3,000	2,000	5,000	5,000	.....	5	5	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Coal.....	16,000	2,500	18,500	18,500	.....	8	8	.....	.....	.....
Cruising.....	.....	3,000	.....	3,000	3,000	.....	8	8	.....	.....	.....
Pleasure trip.....	.....	1,000	.....	1,000	1,000	.....	12	12	.....	.....	.....
.....	.....	691,880	296,355	988,235	652,530	335,705	451	447	4	100	222

OF RHODE ISLAND AND LONG ISLAND.

Pleasure trip.....	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Noank, Conn., to Fall River, Mass.	.....	18,000	.....	18,000	17,925	75	8	8	.....	.....	.....
New York City to Long Beach, N. Y.	Miscellaneous.	2,000	500	2,500	2,500	.....	13	13	.....	.....	.....

† In distress, requiring the assistance of the life-saving crew.  
 ‡ Disabled, requiring the assistance of life-saving crew.  
 § No assistance required of life-saving crew.

United States Life-Saving Service.—Table

DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Oct. 2	Three and one-half miles north northwest of station.	Brentons Point....	Slp. Fashion, Stonington, Conn.	Meech .....	6
Oct. 7	One-half mile east of station.	Amagansett.....	Small boat, Amagansett, N. Y.	.....	
Oct. 16	Shagwong Reef .....	Ditch Plain.....	Shp. Joseph,* Maitland, Nova Scotia.	Nichols....	1,542
Oct. 30	One mile north of station..	Bellport .....	Skiff, Bellport, N. Y.....	.....	
Nov. 5	Two miles southwest of station.	Eatons Neck.....	Sc. Mary C. Decker,* Port Jefferson, N. Y.	.....	91
Nov. 11	Three-quarters of a mile northeast of station.	Napeague .....	Slp. Lizzie Frost, Boston, Mass.	Lynch.....	10
Nov. 18	Two miles southwest of station.	Rockaway Point..	Scow No. 16, New York City.	.....	
Nov. 20	One-half mile south of station.	Watch Hill.....	Sc. Vandalia, Ellsworth, Me.	Betts.....	92
Nov. 25	Three-quarters of a mile east of station.	Petunk.....	Str. Berks, Philadelphia, Pa.	Pierson .....	565
Nov. 29	One-quarter mile east-southeast of station.	New Shoreham ...	Sc. Ranger, Newport, R. I.	Gray.....	24
Dec. 26	One-quarter mile from station.	Rockaway Point..	Sc. Catharine P., New York City.	Latrelle.....	18
1893.					
Jan. 6	One and one-half miles east of station.	Eatons Neck.....	Sc. M. E. Eldridge, Barnstable, Mass.	Kelley .....	253
Feb. 6	One-quarter mile west of Bellport Station.	Bellport, Smiths Point, and Blue Point.	Sc. John S. Ames, Boston, Mass.	Olson .....	964
Feb. 6	Jones Inlet Bars .....	Short Beach.....	Sc. Glenola, Windsor, Nova Scotia.	Holder .....	124
Feb. 10	Three-quarters of a mile north of station.	Point Judith .....	Sc. East Wind, Rockport, Me.	Coombs.....	97
Feb. 10	Green Hill Point.....	Quononochotaug..	Sc. John Paull, Fall River, Mass.	Whittier .....	1,509
Feb. 17	Montauk Point.....	Ditch Plain and Hither Plain.	Sc. Elsie Fay, Boston, Mass.	Worf.....	172
Feb. 20	One-quarter mile south by west of station.	Block Island.....	Sc. Reliance, Philadelphia, Pa.	Remington..	841
Feb. 26	One-eighth mile northwest of station.	Watch Hill.....	Sc. Menuncatuck, Dennis, Mass.	Ellis.....	66
Mar. 2	Two miles northeast of station.	Narragansett Pier.	Sc. Arvesta, New York City.	Mott .....	505
Mar. 15	One mile north of station..	Bellport.....	Catboat Bertie Brantford, Patchogue, N. Y.	.....	6
Mar. 29	Abreast of Blue Point Station.	Blue Point, Bellport, and Lone Hill.	Str. Gluckauf, Geestemunde, Germany.	Borger .....	2,306
Apr. 15	Two miles north of Napeague Station.	Napeague and Hither Plain.	Slp. William Downs, Greenport, N. Y.	Parsons.....	17
Apr. 20	Three-quarters of a mile northeast of station.	Point of Woods...	Catboat Charles H. Davis, Patchogue, N. Y.	Hulse .....	7
Apr. 30	One-half mile north of station.	Blue Point .....	Slp. Lupton, Patchogue, N. Y.	.....	
Apr. 30	One mile north of station..	.....do.....	Slp. Alice, Patchogue, N. Y.	.....	
Apr. 30	Three-quarters of a mile north of station.	.....do.....	Catboat Libbie Foster, Patchogue, N. Y.	.....	
May 4	One and one-half miles northeast of station.	Bellport .....	Catboat Nellie Hayes, Patchogue, N. Y.	.....	
May 24	Three miles west of station.	Point Judith .....	Sc. Oliver Chase, Providence, R. I.	Watts .....	28
June 3	Two and one-half miles west of Point of Woods Station.	Point of Woods, Lone Hill, and Fire Island.	Sc. Alfred Brabrook, Fall River, Mass.	Foss.....	562
June 17	One mile north of station..	Moriches .....	Catboat Flirt, West Hampton, N. Y.	.....	
June 30	One mile east of Point Lookout Station.	Point Lookout and Short Beach.	Slp. Island Queen, Patchogue, N. Y.	Stillman .....	14
	Total .....	.....	.....	.....	.....

\*No assistance required of life-saving crew.

of casualties, season of 1892-'93—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Vineyard Sound, Mass., to Noank, Conn.	Fish .....	\$850	\$150	\$500	.....	\$500	3	3	.....	.....	.....
Fishing trip.....	.....	20	.....	20	\$20	.....	1	1	.....	.....	.....
New York City to London, England.	Petroleum.	15,000	37,000	52,000	47,100	4,900	19	19	.....	.....	.....
Pleasure trip.....	.....	125	.....	125	125	.....	1	1	.....	.....	.....
Dragged anchors and stranded.	.....	4,000	.....	4,000	4,000	.....	5	5	.....	.....	.....
In Napeague Harbor.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
In New York Harbor.....	.....	17,000	.....	17,000	.....	17,000	2	2	.....	2	2
New York City to Rockland, Me.	Kerosene...	1,500	3,400	4,900	4,500	400	3	3	.....	3	3
Boston, Mass., to Philadelphia, Pa.	.....	50,000	.....	50,000	50,000	.....	14	14	.....	.....	.....
Fishing trip.....	Fish and fishing supplies.	1,200	100	1,300	1,200	100	3	3	.....	.....	.....
Adrift.....	Oysters.....	600	600	1,200	1,200	.....	.....	.....	.....	.....	.....
Bangor, Me., to New York City.	Stone.....	10,000	200	10,200	8,200	2,000	5	5	.....	5	5
Boston, Mass., to Newport News, Va.	.....	50,000	.....	50,000	35,000	15,000	9	9	.....	3	45
Jacmel, Haiti, to New York City.	Logwood..	6,000	4,000	10,000	4,000	6,000	6	6	.....	6	6
Rockport, Me., to Providence, R. I.	Lime.....	3,000	1,400	4,400	.....	4,400	4	4	.....	4	28
Norfolk, Va., to Providence, R. I.	Coal.....	75,000	6,000	81,000	2,000	79,000	11	11	.....	.....	.....
Grand Cayman, West Indies, to Boston, Mass.	Logwood and coconuts.	7,000	6,000	13,000	.....	13,000	7	7	.....	6	33
Philadelphia, Pa., to Boston, Mass.	Coal.....	16,600	4,370	20,970	.....	20,970	5	.....	5	.....	.....
New York City to Fall River, Mass.	Blue stone	3,000	10,000	13,000	10,300	2,700	2	2	.....	1	1
Philadelphia, Pa., to Bristol, R. I.	Coal.....	23,000	2,500	25,500	.....	25,500	7	7	.....	7	14
Dragged anchor.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Stettin, Germany, to New York City.	.....	125,000	.....	125,000	.....	125,000	30	30	.....	.....	.....
Fishing trip.....	Trap stakes.	1,000	50	1,050	1,050	.....	6	6	.....	.....	.....
Dragged anchor and stranded.	.....	1,200	.....	1,200	1,200	.....	2	2	.....	2	2
Adrift.....	.....	350	.....	350	350	.....	.....	.....	.....	.....	.....
.....do.....	.....	350	.....	350	350	.....	.....	.....	.....	.....	.....
.....do.....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Parted cable and stranded.	.....	900	.....	900	825	75	1	1	.....	1	1
Rocky Hill, Conn., to New Bedford, Mass.	Sand.....	800	200	1,000	.....	1,000	2	2	.....	1	4
Norfolk, Va., to Salem, Mass.	Coal.....	20,000	2,500	22,500	22,400	100	8	8	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	190	10	1	1	.....	.....	.....
New York City to Blue Point, N. Y.	.....	800	.....	800	750	50	2	2	.....	.....	.....
.....	.....	456,395	78,970	535,365	217,585	317,780	182	177	5	41	144

United States Life-Saving Service.—Table

## DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
July 3	One-quarter mile northwest of station.	Sandy Hook .....	Slp. Centurion, New York City.	Totten .....	125
July 4	Point of Sandy Hook.....	.....do.....	Cutter Nanon, Philadelphia, Pa.	Thompson .....	26
Aug. 10	Three-quarters of a mile east of station.	Shark River.....	Fish boat, Ocean Grove, N. J.	.....	.....
Aug. 12	One mile northwest of station.	Cape May.....	Sc. Diamond State, Lewes, Del.	.....	.....
Aug. 20	Two and one-half miles southeast of station.	Ocean City.....	Slp. Sallie and Eliza, Somers Point, N. J.	Hackett.....	6
Aug. 20	One-quarter mile southeast of station.	Corsons Inlet.....	Yt. Lottie .....	.....	.....
Sept. 2	Two and one-half miles east-southeast of Ocean City Station.	Ocean City and Great Egg.	Sc. Marcia S. Lewis, Boston, Mass.	Lewis.....	347
Sept. 3	One mile north of station..	Hereford Inlet.....	Yt. Carrie, Cape May, N. J.	.....	.....
Sept. 5	Three-quarters of a mile southwest of station.	Sandy Hook .....	Sailboat, Red Bank, N. J.	.....	.....
Sept. 5	One-half mile west of station.	Little Egg.....	Sc. Telfer, New York City.	Farrow.....	24
Sept. 5	One and three-quarter miles northwest of station.	Cape May.....	Sc. Diamond State, Lewes, Del.	.....	.....
Oct. 12	One and one-half miles northeast of Monmouth Beach Station.	Monmouth Beach and Seabright.	Sc. Rebecca F. Landon,* Eastport, Me.	Raye.....	464
Oct. 17	One and three-quarter miles south of station.	Forked River.....	Yt. Mist, Waretown, N. J.	.....	.....
Oct. 17	One and one-half miles southwest of station.	Little Egg.....	Slp. yt. Pet, New Haven, Conn.	Sheerwagen.....	10
Oct. 27	One-half mile south of station.	.....do.....	Sc. Farmer, New York City.	Henderson.....	32
Nov. 6	Barnegat Shoals.....	Barnegat.....	Slp. Madgie, New London, Conn.	.....	.....
Nov. 14	.....do.....	.....do.....	Sc. Mary Wood, Patchogue, N. Y.	Rogers.....	35
Dec. 2	False Hook .....	Sandy Hook .....	Bk. Prince Frederick, † Christiania, Norway.	Overgaard.....	1,490
Dec. 16	North Bar, Hereford Inlet.	Hereford Inlet.....	Slp. yt. Sea Gull, Sea Isle City, N. J.	.....	.....
Dec. 18	Barnegat Shoals .....	Barnegat.....	Slp. Pauline, Perth Amboy, N. J.	Cotrel.....	8
Dec. 19	Two miles south of Long Beach Station.	Long Beach and Bonds.	Shp. Emily F. Whitney, Boston, Mass.	Dearborn .....	1,315
Dec. 24	Three hundred yards south of station.	Long Branch.....	Slp. Gertrude, Somers Point, N. J.	Hilton .....	18
Dec. 26	One and one-half miles east of station.	Monmouth Beach	Sc. Peter C. Schultz, † New York City.	Lowery.....	438
1893.					
Jan. 12	One-half mile north of Seabright Station.	Seabright and Monmouth Beach.	Sc. James Gordon Bennett, New York City.	Mix .....	54
Jan. 18	Four miles southwest of Cold Spring Station.	Cold Spring and Cape May.	Str. Recta, London, England.	Smith.....	2,921
Feb. 6	One and three-quarter miles northeast of Long Beach Station.	Long Beach and Ship Bottom.	Bk. Alice, Arundal, Norway.	Jacobsen.....	977
Feb. 9	Three-quarters of a mile southwest by south of Ship Bottom Station.	Ship Bottom, Harvey Cedars, and Long Beach.	Bgn. Ellie Carter, Halifax, Nova Scotia.	Darrell.....	147
Feb. 16	One and three-quarter miles northeast of station.	Ocean City .....	Sc. Freeman, Somers Point, N. J.	Risley.....	14
Feb. 19	One-fifth mile northwest of station.	Sandy Hook.....	Sc. James Butler, New York City.	Smith.....	57

\* In distress and in dangerous position from which life-saving crew assisted to extricate her, thereby saving her from probable destruction.

† No assistance required of life-saving crew.



of casualties, season of 1892-'93—Continued.

COAST OF NEW JERSEY.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
New York City to Sandy Hook, N. J. Cruising .....	Coal .....	\$450	\$100	\$550	\$100	\$450	3	3	.....	.....	.....
Pleasure trip.....	.....	8,000	.....	8,000	7,900	100	7	7	.....	.....	.....
Lewes, Del., to Cape May, N. J. Fishing trip.....	Peaches ...	300	60	360	360	.....	2	2	.....	.....	.....
.....	.....	300	.....	300	.....	300	2	1	1	.....	.....
Broke from tow and stranded. Philadelphia, Pa., to Biddeford, Me.	Coal .....	700	.....	700	700	.....	.....	.....	4	10	.....
.....	.....	4,500	1,200	5,700	.....	5,700	6	6	.....	5	10
Stone Harbor to Angelsea, N. J.	.....	400	.....	400	400	.....	4	4	.....	.....	.....
Fort Hamilton, N. Y., to Red Bank, N. J.	.....	400	.....	400	400	.....	8	8	.....	.....	.....
Beach Haven, N. J., to New York City.	.....	3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Lewes, Del., to Cape May, N. J.	Peaches ...	300	40	340	310	30	2	2	.....	.....	.....
Savannah, Ga., to Boston, Mass.	Lumber ...	15,000	3,000	18,000	18,000	.....	8	8	.....	.....	.....
Fishing trip.....	.....	400	.....	400	350	50	3	3	.....	.....	.....
New York City to Florida.	.....	1,500	.....	1,500	1,500	.....	4	4	.....	1	2
Bay Shore, N. Y., to Chincoteague, Va.	.....	1,500	.....	1,500	1,500	.....	2	2	.....	.....	.....
New London, Conn., to Jacksonville, Fla.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Barnegat Bay to Princess Bay, N. J.	Oysters.....	1,500	300	1,800	1,700	100	3	3	.....	.....	.....
New York City to Antwerp, Belgium.	Petroleum.	45,000	20,560	65,560	65,560	.....	19	19	.....	.....	.....
Philadelphia, Pa., to Sea Isle City, N. J.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Barnegat Bay to Keyport, N. J.	.....	800	.....	800	800	.....	3	3	.....	.....	.....
Pisagua, Chile, to New York City.	Nitrate of soda.	45,000	97,870	142,870	132,645	10,225	19	19	.....	.....	.....
Virginia to New York City.	Clams .....	800	700	1,500	1,500	.....	2	2	.....	.....	.....
City Point, Va., to New York City.	Railroad ties.	12,000	3,000	15,000	12,500	2,500	7	7	.....	.....	.....
Cruising .....	.....	12,000	.....	12,000	.....	12,000	9	9	.....	9	135
Serpho, Greece, to Philadelphia, Pa.	Iron ore...	100,000	15,000	115,000	115,000	.....	27	27	.....	1	1
Dunkirk, France, to New York City.	.....	15,000	.....	15,000	.....	15,000	16	12	4	11	14
Hamilton, Bermuda, to New York City.	.....	6,000	.....	6,000	.....	6,000	8	8	.....	8	24
Pleasantville to Ocean City, N. J.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Perth Amboy to Sandy Hook, N. J.	Coal.....	1,000	500	1,500	1,300	200	4	4	.....	4	40

† In distress, having been disabled by collision.

‡ These were persons who were employed to get the vessel afloat.

## United States Life-Saving Service.—Table

## DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893. Feb. 20	Two miles southeast of station.	Ocean City.....	Barge Standard Oil Co., No. 57, New York City.	Chase.....	1,310
Mar. 2	Brigantine Shoals.....	South Brigantine..	Bkn. Baldwin, Yarmouth, Nova Scotia.	Whitmore...	800
Mar. 7	Absecon Inlet, Outer Bar..	Atlantic City.....	Sc. Edward M. Hartshorn, Somers Point, N. J.	Adams.....	29
Mar. 11	Point of Sandy Hook.....	Sandy Hook.....	Sc. Roger Drury, Boston, Mass.	Deloy.....	361
Mar. 11	One and one-half miles north of Monmouth Beach Station.	Monmouth Beach and Seabright.	Str. Wells City, Bristol, England.	Savage.....	1,136
Apr. 14	One mile south of station..	Squan Beach.....	Sc. R. G. Magill, Baltimore Md.	Eaton.....	66
Apr. 14	One mile north of station..	Atlantic City.....	Catboat Foam, Atlantic City, N. J.	.....	.....
Apr. 20	Deal Beach.....	Deal and Long Branch.	Sc. Henry R Congdon, Boston, Mass.	Matheson ...	374
Apr. 20	One and one-half miles north of Squan Beach Station.	Squan Beach and Spring Lake.	Sc. Hattie S. Williams, Fall River, Mass.	Allen.....	898
Apr. 20	Three-quarters of a mile south of Forked River Station.	Forked River, Barnegat, and Cedar Creek.	Sc. Magnolia, Norfolk, Va.	McLeod.....	277
Apr. 20	One and three-quarter miles south of Forked River Station.	Forked River and Barnegat.	Sc. Dixie, Norfolk, Va.	Norton.....	298
Apr. 22	Barnegat Shoals.....	Barnegat. ....	Slp. Eveline, New York City.	Riley.....	23
May 4	Brigantine Shoals.....	South Brigantine and Brigantine.	Sc. Booth Brothers,* New London, Conn.	Burdick.....	348
May 4	Point of Sandy Hook.....	Sandy Hook.....	Sc. Emma B., Perth Amboy, N. J.	Newman.....	57
May 15	North Shoal of Absecon Inlet.	Atlantic City.....	Catboat Olivia, New Rochelle, N. Y.	.....	.....
June 2	One and three-quarter miles southwest of station.	Cape May.....	Sc. Wm. W. Ker, Philadelphia, Pa.	Kelley.....	71
June 26	Three-quarters of a mile north of Chadwicks Station.	Chadwicks and Mantoloking.	Sc. Hester A. Seward, Baltimore, Md.	Palmer.....	158
June 26	One and three-quarter miles south of Monmouth Beach Station.	Monmouth Beach and Long Branch.	Sc. Thomas W. Haven, Greenport, N. Y.	Potter.....	314
	Total .....	.....	.....	.....	.....

## DISTRICT NO. 5.—EMBRACING COAST BETWEEN

1892. July 18	Fox Shoal.....	Assateague Beach	Sc. L. B. Chandler, Chincoteague, Va.	Swift.....	39
Aug. 1	Hog Island Bar .....	Hog Island and Cobbs Island.	Sc. Thomas W. Waters, Baltimore, Md.	Eason.....	92
Aug. 6	Fox Shoal.....	Assateague Beach and Wallops Beach.	Sc. Palestine, Chincoteague, Va.	Clark.....	31
Aug. 8	Point of Cape Henlopen..	Lewes.....	Sc. Addie E. Snow, Rockland, Me.	Whitman ...	163
Aug. 20	Three and one-half miles west of station.	Cobbs Island.....	St. yt. William H. Fisher,† Baltimore, Md.	Coleman....	12
Sept. 15	One-fifth mile south of station.	Ocean City.....	Rowboat Ocean City, Md.	.....	.....

\* Crew abandoned the vessel at sea and were picked up by the schooner James W. Bigelow.

of casualties, season of 1892-'93—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Cuba to New York City.	Sugar.....	\$50,000	\$67,200	\$117,200	\$117,200	.....	9	9	.....	.....	.....
Fishing trip.....	.....	1,200	.....	1,200	1,200	.....	3	3	.....	.....	.....
Satilla River, Ga., to Fall River, Mass.	Lumber...	5,000	3,800	8,800	7,050	\$1,750	9	9	.....	.....	.....
Bristol, England, to New York City.	General ...	145,000	50,000	195,000	195,000	.....	31	31	.....	29	48
Choptank River, Md., to Keyport, N. J.	Oysters.....	2,500	600	3,100	.....	3,100	4	4	.....	4	12
Pleasure trip.....	.....	300	.....	300	300	.....	1	1	.....	.....	.....
Point Breeze, Pa., to Boston, Mass.	Oil.....	120,000	80,000	200,000	200,000	.....	9	9	.....	.....	.....
Boston, Mass., to Norfolk, Va.	.....	12,000	.....	12,000	.....	12,000	7	7	.....	7	7
Baltimore, Md., to Fall River, Mass.	Coal .....	20,000	4,000	24,000	.....	24,000	10	10	.....	10	15
Norfolk, Va., to New York City.	Piling .....	8,000	4,000	12,000	.....	12,000	3	3	.....	3	3
Norfolk, Va., to Boston, Mass.	.....do.....	8,000	4,000	12,000	.....	12,000	3	3	.....	3	7
Keyport to Barnegat Bay, N. J.	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Tenants Harbor, Me., to Philadelphia, Pa.	Stone.....	14,000	3,000	17,000	.....	17,000	8	8	.....	.....	.....
Fishing trip.....	Fishing gear, etc.	9,000	100	9,100	9,100	.....	12	12	.....	.....	.....
New York City to Chesapeake Bay, Va.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Cape May, N. J., to Delaware Breakwater.	.....	17,000	.....	17,000	17,000	.....	11	11	.....	.....	.....
Norfolk, Va., to Bridgeport, Conn.	Lumber..	7,000	1,500	8,500	4,000	4,500	5	5	.....	5	10
Lamberts Point, Va., to Orient, N. Y.	Coal .....	10,000	1,200	11,200	.....	11,200	6	4	2	4	8
.....	.....	708,480	361,730	1,070,210	920,005	150,205	317	310	7	108	346

CAPE HENLOPEN AND CAPE CHARLES.

Chincoteague, Va., to New York City.	Wood.....	2,000	200	2,200	2,200	.....	3	3	.....	.....	.....
New York City to Norfolk, Va.	Stone.....	5,000	2,000	7,000	.....	7,000	6	6	.....	6	12
Chincoteague, Va., to New York City.	Wood.....	2,000	100	2,100	2,000	100	5	5	.....	.....	.....
Vera Cruz, Mexico, to Delaware Breakwater.	Mahogany	2,500	4,000	6,500	6,500	.....	8	8	.....	.....	.....
Cobbs Island to Williams Landing, Va.	.....	2,000	.....	2,000	1,900	100	2	2	.....	.....	.....
Fishing trip.....	.....	15	.....	15	15	.....	3	3	.....	.....	.....

† In distress, requiring the assistance of life-saving crew.

United States Life-Saving Service.—Table  
DISTRICT NO. 4.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892. Sept. 30	Two and one-half miles south-southeast of station.	Assateague Beach	Str. Absecon,* Chincoteague, Va.	Bunting.....	53
Oct. 20	One mile west of station..	Cobbs Island.....	Sc. Charles Lawrence, Chincoteague, Va.	Shepard.....	22
Oct 31	Dawson Shoals.....	Wachapreague, Metomkin Inlet, and Paramores Beach.	Sc. Hattie L. Sheets, Philadelphia, Pa.	Records.....	185
Nov. 3	Two and one-half miles northeast of station.	Smiths Island.....	Slp. Water Witch, Norfolk, Va.	Stubblefield	24
Nov. 5	One-half mile northeast of station.	Cobbs Island.....	Sc. Annie, Newport News, Va.	Rawlins.....	19
Nov. 8	Off Point of Cape Henlopen.	Cape Henlopen and Lewes.	Bk. Flora, Tonsburg, Norway.	Anderson...	813
Nov. 11	Winter Quarter Beach....	Green Run Inlet..	Bk. Copefield, London, England.	Gaston.....	454
Nov. 22	Carters Bar.....	Cobbs Island.....	Sc. Ella T. Little, Philadelphia, Pa.	Bateman.....	249
Nov. 23	Two miles south by west of station.	.....do.....	Slp. Maggie Bell, Cape Charles City, Va.	Isdell.....	13
Dec. 20	Hog Island Bar.....	Hog Island.....	Sc. A. P. Newell, Philadelphia, Pa.	Hunter.....	241
Dec. 20	Ship Shoals, eight miles northeast of Smiths Island Station.	Smiths Island and Cobbs Island.	Sc. Magellan, St. John, New Brunswick.	Dixon.....	226
Dec. 20	One mile southeast by south of station.	Smiths Island.....	Sc. Robert H. Parker, Somers Point, N. J.	Smith.....	380
Dec. 24	Middle Ground, Chesapeake Bay.	.....do.....	Sc. Mary E. H. G. Dow, Bath, Me.	Philpot.....	1,139
Dec. 25	Turners Shoal.....	Assateague Beach and Wallops Beach.	Sc. Willie L. Newton, Bangor, Me.	Hooper.....	386
1893. Jan. 1	Six miles south of station..	Smiths Island.....	Sc. Edith Berwind, Philadelphia, Pa.	McBride.....	815
Jan. 16	Dawson Shoals.....	Wachapreague, Metomkin Inlet, and Paramores Beach.	Sc. Oakes Ames, New York City.	Cropper.....	290
Jan. 17	Round Shoal.....	Cape Henlopen and Lewes.	Sc. Thomas J. May, Philadelphia, Pa.	Walson.....	225
Feb. 10	Hen and Chickens Shoals..	Cape Henlopen...	Bk. Unionen, Bergen, Norway.	Beer.....	2,000
Feb. 15	Two miles north of station.	Popes Island.....	Sc. R. F. Pettigrew, Portland, Me.	Morse.....	931
Mar. 4	Point of Cape Henlopen..	Cape Henlopen and Lewes.	Sc. Ella M. Watts, Thomaston, Me.	Stevens.....	466
Mar. 24	Outer Bar, Hog Island Shoals.	Hog Island.....	Sc. L. B. Chandler, Chincoteague, Va.	Swift.....	39
Apr. 1	Ten miles north of station.	.....do.....	Small boat, Accomac, Va.	.....	.....
Apr. 6	One-half mile west-northwest of station.	Wachapreague....	Sailboat, Chincoteague, Va.	.....	.....
Apr. 12	One and one-quarter miles south one-half east of station.	Indian River Inlet.	Sc. Northern Light, Wilmington, Del.	Lathbery....	19
Apr. 12	Three miles west-southwest of station.	Assateague Beach.	Slp. Anna Homan, Crisfield, Md.	Holl.....	16
Apr. 19	Two miles north-northeast of station.	Lewes.....	Sc. Rebecca, Norfolk, Va.	Travers.....	142
Apr. 22	One mile north of station..	.....do.....	Sc. Brigadier,* Rockland, Me.	Tolman.....	311
Apr. 29	Two miles southeast of station.	Hog Island.....	Sc. Wm. E. Hewlett, Bridgeton, N. J.	Richardson	23
May 19	The Shears.....	Lewes.....	Bk. Monrovia,† New York City.	Kain.....	464
June 19	Carters Bar.....	Cobbs Island.....	Sc. Daniel W. Jones, Crisfield, Md.	Wainright..	15
	Total.....	.....	.....	.....	.....

\*In distress, requiring the assistance of life-saving crew.

of casualties, season of 1892-'93—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Delaware Capes to Chincoteague, Va.	Fish .....	\$5,000	\$50	\$5,050	\$5,000	\$50	3	3			
James River to Chincoteague, Va.	Oysters....	700	125	825	825		2	2			
Wilmington, N. C., to Wilmington, Del.	Miscellaneous.	8,000	1,430	9,430	9,005	425	6	6			
James River to York River, Va.	Oysters....	250	75	325		325	7	7			
Cobbs Island to Norfolk, Va.	.....do.....	1,000	50	1,050	1,050		2	2			
London, England, to Philadelphia, Pa.	.....	10,000		10,000	10,000		15	15			
Glasgow, Scotland, to New York City.	.....	10,000		10,000	10,000		13	13			
York River, Va., to Philadelphia, Pa.	Wood.....	8,000	2,000	10,000		10,000	6	6	6	19	
Carters Bar to Cobbs Island, Va.	Wrecking material.	600	300	900	900		6	6			
Suffolk, Va., to New York City.	Lumber...	8,000	2,500	10,500		10,500	6	6	6	20	
Newport News, Va., to Halifax, Nova Scotia.	Coal .....	6,000	2,620	8,620		8,620	6	5	1		
Richmond, Va., to New Haven, Conn.	Lumber...	12,000	3,780	15,780		15,780	7	7			
Baltimore, Md., to Portsmouth, N. H.	Coal .....	60,000	6,100	66,100		66,100	10	10			
Newport News, Va., to Allys Point, Conn.	.....do.....	16,000	2,000	18,000	18,000		7	7			
Port Tampa, Fla., to Baltimore, Md.	Phosphate rock.	35,000	11,000	46,000		46,000	9	8	1	8	8
New York City to Norfolk, Va.	Salt .....	4,000	2,500	6,500	6,425	75	7	7	7	105	
Wilmington, N. C., to New York City.	Lumber...	2,500	3,800	6,300	5,300	1,000	6	6			
Bergen, Norway, to Philadelphia, Pa.	.....	75,000		75,000	75,000		23	23			
Boston, Mass., to Norfolk, Va.	.....	6,000		6,000	6,000		9	9			
Philadelphia, Pa., to Cardenas, Cuba.	Coal .....	8,000	1,500	9,500		9,500	7	7	6	12	
James River, Va., to New Haven, Conn.	Oysters....	2,000	600	2,600		2,600	4	4	4	9	
Pleasure trip.....	.....	100		100	100		1	1			
Indian Town Creek to Chincoteague Island, Va.	.....	20		20	20		3	3	3	3	
Bridgeton, N. J., to Millville, Del.	Lime .....	800	100	900	900		2	2			
Chincoteague to Norfolk, Va.	.....	1,000		1,000	1,000		4	4			
Norfolk, Va., to New York City.	Lumber...	6,500	1,800	8,300	2,100	6,200	6	6			
Richmond, Va., to New Haven, Conn.	Pig iron...	3,300	6,700	10,000	8,000	2,000	6	6			
Machipongo, Va., to Cape May, N. J.	Oysters....	1,000	400	1,400	1,400		3	3			
Sagua la Grande, Cuba, to Delaware Breakwater.	Sugar.....	14,000	54,000	68,000	67,850	150	9	9			
Pleasure trip.....	.....	300		300	300		3	3			
		318,585	109,730	428,315	241,790	186,525	225	223	2	46	179

† No assistance required of life-saving crew.

## United States Life-Saving Service.—Table

## DISTRICT NO. 6.—EMBRACING COAST BE-

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Aug. 18	Two miles east-north-east of station.	False Cape.....	Str. Castlefield, Stockton, England.	Ching.....	1,485
Sept. 13	Frying Pan Shoals.....	Cape Fear.....	Bk. Casket, Guernsey, England.	Tozer.....	303
Oct. 29	Cape Fear Bar.....	Oak Island.....	Bk. Stella, Rostock, Germany.	Rosenkrapz	501
Oct. 30	One-half mile southeast of station.	Currituck Inlet...	Sc. Mattie E. Hiles Newbern, N. C.	Ireland.....	83
Nov. 11	Five miles northeast of Ocracoke Station.	Ocracoke and Durants.	Sc. James E. Kelsey, Chincoteague, Va.	Birch.....	102
Nov. 19	One-half mile southeast of station.	Oregon Inlet.....	Sc. Irene Thayer, Rockport, Me.	Wall.....	263
Nov. 27	Two and one-half miles west-southwest of station.	Little Kinnakeet	Sc. J. B. Atlett, Cape Hatteras, N. C.	.....	.....
Dec. 20	One mile northeast by north of station.	Cape Lookout.....	Sc. Leonore, Norfolk, Va.	Yeomans....	17
Dec. 21	Five miles southeast of station.	False Cape.....	Yawl.....	.....	.....
Dec. 25	One and one-half miles north by east of station.	Cape Lookout.....	Sc. Thomas J. May, Philadelphia, Pa.	Walston.....	225
1893.					
Jan. 15	Cape Fear Bar.....	Oak Island.....	Str. Italian, Wilmington, N. C.	Burriss.....	59
Jan. 18	Six miles east-northeast of station.	Ocracoke.....	Sc. Addie Henry, Newbern, N. C.	Simpson.....	73
Feb. 5	Pamplico Sound, three and one-half miles north-north west of station.	Little Kinnakeet	Sc. Topaz, Hatteras, N. C.	.....	.....
Feb. 5	Seven miles west-northwest of station.	Durants.....	Sc. Jennie E. McNaughton, Philadelphia, Pa.	Shaw.....	89
Feb. 19	Outer Diamond Shoals....	Cape Hatteras.....	Bk. Formosa, New York City.	Sheppard...	535
Feb. 20	Two and one-half miles north of Little Kinnakeet Station.	Little Kinnakeet, Gull Shoal, and Big Kinnakeet.	Sc. Nathan Esterbrook, Jr., New Haven, Conn.	Kelsey.....	713
Feb. 22	One mile south of Kitty Hawk station.	Kitty Hawk and Kill Devil Hill.	Sc. Laura B. Banks, Edenton, N. C.	Banks.....	8
Feb. 22	One mile northwest of station.	Big Kinnakeet.	Slp. Lucy Allen, Hatteras, N. C.	.....	.....
Feb. 22	One mile north one-half east of station.	Cape Lookout.....	Sc. Addie B. Bacon, Philadelphia, Pa.	Haley.....	391
Feb. 27	Ella Shoal.....	Cape Fear and Oak Island.	Bk. Alphilid, Marstrand, Sweden.	Berntson....	412
Mar. 4	Two miles northeast of Cape Hatteras Station.	Cape Hatteras, Big Kinnakeet, and Creeds Hill.	Sc. Martha, Beaufort, N. C.	Nelson.....	53
Mar. 9	Ten miles southwest of station.	Ocracoke.....	Sc. Lillie F. Schmidt, Philadelphia, Pa.	Vangilder...	577
Mar. 15	Frying Pan Shoals.....	Cape Fear.....	Str. Great Northern, New Castle, England.	Adams.....	1,950
Mar. 25	Three miles southwest of station.	Bodie Island.....	Slp. Margaret Ann, Edenton, N. C.	Dunkwater.	8
Apr. 11	One mile north of station.	False Cape.....	Sc. Charles E. Balch, Bath, Me.	White.....	844
Apr. 15	One and one-half miles northeast of Ocracoke Station.	Ocracoke and Durants.	Sc. Emma W. Burton, Wilmington, Del.	Reed.....	73
Apr. 17	Three-quarters of a mile north of station.	Cape Lookout.....	Sc. Betty, Beaufort, N. C.	.....	.....
Apr. 18	One and one-half miles northeast by east of station.	Oak Island.....	Sc. Blanche Creamer, Wilmington, N. C.	Creamer....	16
Apr. 20	One-half mile northeast of station.	Little Island.....	Sc. North Star, Stonington, Conn.	Haje.....	47
Apr. 27	Two and one-quarter miles southeast by south of station.	False Cape.....	Str. Helen, Belfast, Ireland.	Bugby.....	2,031
	Total.....	.....	.....	.....	.....

of casualties, season of 1892-'93—Continued.

TWEEN CAPE HENRY AND CAPE FEAR.

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 stations.	Days' succor afforded.
Pensacola, Fla., to Norfolk, Va.	Lumber...	\$125,000	\$16,720	\$141,720	\$141,720	.....	22	22	.....	.....	.....
Huelva, Spain, to Wilmington, N. C.	Iron pyrites.	9,000	1,250	10,250	.....	\$10,250	10	10	.....	10	10
London, England, to Wilmington, N. C.	.....	8,000	.....	8,000	8,000	.....	12	12	.....	11	22
New York City to Newbern, N. C.	Miscellaneous.	3,000	1,000	4,000	.....	4,000	5	5	.....	5	40
Stonewall, N. C., to Atlantic City, N. J.	Lumber...	3,000	2,000	5,000	5,000	.....	5	5	.....	.....	.....
Rockport, Me., to Charleston, S. C.	Lime.....	20,000	1,500	21,500	.....	21,500	6	6	.....	6	15
Roanoke to Cape Hatteras, N. C.	General...	250	175	425	425	.....	2	2	.....	.....	.....
Fishing trip.....	.....	800	.....	800	800	.....	6	6	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
New York City to Georgetown, S. C.	.....	15,000	.....	15,000	15,000	.....	6	6	.....	.....	.....
New York City to Wilmington, N. C.	.....	6,000	.....	6,000	5,700	300	7	7	.....	.....	.....
Newbern, N. C., to Philadelphia, Pa.	Lumber...	1,500	2,000	3,500	3,500	.....	5	5	.....	.....	.....
Elizabeth City to Little Kinnakeet, N. C.	General...	450	325	775	775	.....	2	2	.....	.....	.....
Newbern, N. C., to Atlantic City, N. J.	Lumber...	2,000	3,000	5,000	5,000	.....	4	4	.....	.....	.....
Tampa, Fla., to Baltimore, Md.	Phosphate	16,000	8,000	24,000	.....	24,000	9	9	.....	7	15
New York City to Savannah, Ga.	Guano.....	20,000	35,000	55,000	.....	55,000	9	8	1	9	9
Dragged anchor and stranded.	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
do.....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Philadelphia, Pa., to Morehead City, N. C.	Phosphate.	9,000	15,000	24,000	24,000	.....	7	7	.....	.....	.....
Almeria, Spain, to Wilmington, Del.	.....	8,500	.....	8,500	1,000	7,500	10	10	.....	.....	.....
Beaufort, N. C., to Baltimore, Md.	Oysters.....	2,500	6,500	9,000	2,750	6,250	4	4	.....	4	12
Savannah, Ga., to Baltimore, Md.	Lumber...	18,000	6,000	24,000	.....	24,000	7	7	.....	7	21
Baltimore, Md., to Port Royal, S. C.	.....	160,000	.....	160,000	160,000	.....	28	28	.....	2	2
Roanoke to Duck Island, N. C.	Ice and boxes.	700	40	740	510	230	2	2	.....	.....	.....
New York City to Lamberts Point, Va.	.....	40,000	.....	40,000	40,000	.....	9	9	.....	.....	.....
New York City to Newbern, N. C.	.....	2,000	.....	2,000	1,850	150	6	6	.....	6	12
Dragged anchor and stranded.	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Northport, N. C., to Fryling Pan Light-Vessel.	Iron.....	800	80	880	880	.....	7	7	.....	.....	.....
New York City to Hatteras, N. C.	.....	3,000	.....	3,000	.....	3,000	10	10	.....	10	16
Santiago, Cuba, to Baltimore, Md.	Iron ore...	175,000	17,000	192,000	192,000	.....	29	29	.....	.....	.....
.....	.....	650,425	115,590	766,015	609,835	156,180	229	228	1	77	174

United States Life-Saving Service.—Table

## DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
July 11	Four miles northwest of station.	Mosquito Lagoon..	Catboat, Titusville, Fla.	.....	.....
Sept. 1	One mile north of station..	Jupiter Inlet .....	Slp. Cora Lee, Key West, Fla.	.....	9
Sept. 28	One mile northeast of station.	Morris Island .....	Slp. yt. Owl .....	.....	.....
Oct. 18	One and one-quarter miles north of station.	Jupiter Inlet .....	Sc. R. A. Hardee, St. Augustine, Fla.	Schleppy.....	10
Nov. 17	Three miles northwest of station.	Mosquito Lagoon..	Slp. yt. Pet, New Haven, Conn.	Schierwagen.	10
1893.					
Feb. 3	One-half mile west-southwest of station.	.....do .....	St. yt. Farniente, Washington, D. C.	Mears .....	10
Feb. 9	Eight miles east-southeast of station.	Morris Island .....	Sc. Rebecca M. Walls, Philadelphia, Pa.	Smith .....	591
Feb. 24	One mile north of station..	Jupiter Inlet .....	Sc. Ina, Key West, Fla..	Potter.....	11
Mar. 2	One mile east of station..	Morris Island .....	Yt. Zona, Charleston, S. C.	.....	.....
Mar. 9	Six and one-half miles northeast of station.	.....do .....	Sc. Kate V. Aitken, Camden, N. J.	Wilson.....	419
Mar. 14	One and three-quarter miles southwest of station.	Chester Shoal.....	Catboat Nautilus, Titusville, Fla.	.....	.....
Mar. 25	One mile north of station..	Jupiter Inlet .....	Slp. Mattie H., St. Augustine, Fla.	Sanders.....	10
Mar. 29	Two miles south of station.	Smith Creek.....	Sc. Nellie Parker, St. John, N. B.	Barkhouse..	183
Mar. 29	One mile south-southwest of station.	Chester Shoal .....	Str. Canaverl Boston, Mass.	Jeffords.....	26
Apr. 2	One mile north of station..	Jupiter Inlet .....	Yawl, Chicago, Ill .....	.....	.....
Apr. 16	Jupiter Inlet .....	..... do .....	Slp. Cracker, Lake Worth, Fla.	.....	.....
May 19	Six miles north of station..	Biscayne Bay .....	Str. Elsie,† Whitby, England.	.....	2,374
	Total .....	.....	.....	.....	.....

## DISTRICT NO. 8.—EMBRACING GULF

1892.					
July 2	Three miles north-northeast of station.	Saluria.....	Sc. Emma Clara, Corpus Christi, Tex.	Passual .....	18
Sept. 2	Three-quarters of a mile east-northeast of station.	Aransas.....	Sc. C. H. Moore, Corpus Christi, Tex.	Hanson.....	49
Sept. 28	One mile north of station.	Santa Rosa.....	Catboat, Pensacola, Fla.	.....	.....
Oct. 24	One mile north-northwest of station.	Galveston .....	Sc. Ada Crossman, Brashear, La.	Thomas.....	29
Oct. 24	One mile west-northwest of station.	Santa Rosa.....	Catboat Pirate, Pensacola, Fla.	.....	.....
Nov. 9	One mile south-southwest of station.	Galveston .....	Steam-launch, Galveston, Tex.	.....	.....
Nov. 16	One and one-half miles north of station.	Brazos .....	Sc. Mary Isabel, Lake Charles, La.	Cordson.....	80
Nov. 23	Thirteen miles north by west of station.	Sabine Pass.....	Sc. Eva, Galveston, Tex.	Plummer .....	13
Dec. 4	Three and one-half miles west of station.	Santa Rosa.....	Bk. Abana, St. John, New Brunswick.	Griffiths.....	1,269
Dec. 7	One hundred and fifty yards northwest of station.	Galveston.....	Yawl, Galveston, Tex.	.....	.....

\*No one on board.



of casualties, season of 1892-'93—Continued.

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Where from and where bound.	Cargo.	Estimated value of vessels.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Titusville to Oak Hill, Fla.	General ...	\$200	\$200	\$400	\$400	.....	1	1	.....	.....	.....
Elliotts Key to Indian River, Fla.	Pineappleslips.	1,000	500	1,500	1,500	.....	2	2	.....	.....	.....
Adrift .....	.....	100	.....	100	100	.....	(*)	.....	.....	.....	.....
Florida Keys to Indian River, Fla.	Pineappleslips.	500	330	830	830	.....	3	3	.....	.....	.....
New York City to Florida.	Miscellaneous.	1,000	800	1,800	1,800	.....	3	3	.....	.....	.....
Pleasure trip.....	.....	2,000	.....	2,000	2,000	.....	14	14	.....	.....	.....
Brunswick, Ga., to Philadelphia, Pa.	Lumber ...	6,000	5,800	11,800	5,600	\$6,200	2	2	.....	.....	.....
Titusville to Lake Worth, Fla.	.....do.....	800	300	1,100	1,100	.....	3	3	.....	.....	.....
Pleasure trip.....	Miscellaneous.	150	15	165	165	.....	4	4	.....	.....	.....
Charleston, S. C., to Philadelphia, Pa.	Phosphate rock.	12,000	3,000	15,000	1,000	14,000	7	7	.....	.....	.....
Titusville to Canaveral, Fla.	Building material.	50	20	70	55	15	4	4	.....	4	4
Lake Worth to Indian River, Fla.	Fishing tackle.	800	400	1,200	1,200	.....	3	3	.....	.....	.....
Havana, Cuba, to Fernandina, Fla.	.....	6,000	.....	6,000	.....	6,000	7	7	.....	2	2
Dragged anchor and stranded.	.....	3,000	.....	3,000	3,000	.....	(*)	.....	.....	.....	.....
Chicago, Ill., to Indian River, Fla.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	100	.....	100	100	.....	5	5	.....	5	5
Philadelphia, Pa., to Havana, Cuba.	Coal.....	65,000	7,700	72,700	71,700	1,000	25	25	.....	.....	.....
.....	.....	99,300	19,065	118,365	91,150	27,215	85	85	.....	11	11

COAST OF THE UNITED STATES.

Galveston to Corpus Christi, Tex.	White lead and firebrick.	1,000	1,000	2,000	1,800	200	5	5	.....	5	16
Lake Charles, La., to Corpus Christi, Tex.	Lumber ...	2,500	800	3,300	3,300	.....	4	4	.....	.....	.....
Adrift.....	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....
Lake Charles, La., to Galveston, Tex.	Lumber ...	1,200	600	1,800	1,800	.....	3	3	.....	.....	.....
Pleasure trip.....	Miscellaneous.	125	250	375	260	115	5	5	.....	5	5
In Galveston Harbor.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Galveston to Point Isabel, Tex.	General ...	5,000	1,300	6,300	6,300	.....	4	4	.....	.....	.....
Orange to La Porte, Tex.	Lumber ...	700	400	1,100	1,100	.....	3	3	.....	.....	.....
Pensacola, Fla., to Rio de Janeiro, Brazil.	.....do.....	17,500	9,000	26,500	26,500	.....	20	20	.....	.....	.....
Adrift .....	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....

† No assistance by life-saving crew.

## United States Life-Saving Service.—Table

## DISTRICT NO. 8.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Dec. 10	One and one-half miles southwest by south of station.	.....do.....	Se. Mary Janette, Bra-shear, La.	Kelley.....	38
Dec. 10	One mile north of station.	Aransas .....	Se. Fair Wind, Galves-ton, Tex.	Harms.....	79
Dec. 11	Twelve miles east of station.	.....do.....	Se. Abbie Dees,* Bra-shear, La.	Heinen.....	32
Dec. 11	Three-quarters of a mfe east-northeast of sta-tion.	.....do.....	Se. Lake Austin,† Eagle Pass, Tex.	Eedelbach..	56
Dec. 18	Three and one-half miles west of station.	Santa Rosa.....	Shp. Dorothea, Sandi-fjord, Norway.	Larsen .....	1,392
Dec. 18	Five miles southwest of station.	San Luis.....	Se. Silver Cloud, Gal-veston, Tex.	.....	.....
Dec. 19	One-quarter mile north-northeast of station.	Galveston.....	Se. Mary, Galveston, Tex.	Olsen.....	29
Dec. 26	Six miles south of station.	Brazos.....	Se. Liberty, Galveston, Tex.	Lawson .....	32
Dec. 31	Seven miles west by south of station.	Galveston .....	Se. Lillie, Galveston, Tex.	Faddern.....	12
1893.					
Feb. 15	Three and three-quarter miles west of station.	Santa Rosa.....	Se. Ripple, Pensacola, Fla.	Burnham ...	29
Feb. 19	Four miles northeast of station.	.....do.....	Boat belonging to bk. Lancashire, Hauges-und, Norway.	.....	.....
Mar. 3	Twelve miles east of sta-tion.	.....do.....	Str. Kanawha, New-pport News, Va.	Simmons....	641
Mar. 20	Twenty miles west of station.	.....do.....	Se. Luther, T. Garret-son, Philadelphia, Pa.	Crawford....	572
Mar. 24	Two-sevenths of a mile north-northeast of sta-tion.	Sabine Pass .....	Se. Bella Sara, Tuxpan, Mexico.	Gaudiano...	98
Mar. 26	Five miles west of sta-tion.	Santa Rosa.....	Se. Octavia A. Dow, Pensacola, Fla.	Scalizia.....	40
Mar. 26	One-quarter mile north-east by north of station.	Galveston.....	Sip. Therese L., Gal-veston, Tex.	.....	.....
Apr. 14	One hundred yards northwest of station.	.....do.....	Yawl, Galveston, Tex.	.....	.....
Apr. 14	Four miles southwest of station.	San Luis.....	Sip. Josie, Brazos River, Tex.	.....	.....
Apr. 19	One mile southwest of station.	Galveston.....	Sip. Whitney, Galves-ton, Tex.	.....	.....
	Total .....	.....	.....	.....	.....

## DISTRICT NO. 9.—EMBRACING

1892.					
July 3	One and one-half miles northwest of station.	Cleveland .....	Yt. Nellie M.,† Cleve-land, Ohio.	.....	.....
July 4	Above cross dam, Falls of the Ohio.	Louisville .....	Skiff, Louisville, Ky....	.....	.....
July 15	Sixteen miles east of station.	Charlotte.....	Barge Hamilton J. Mills, Ogdensburg, N. Y.	Lanigan.....	509
July 15	Two and three-quarter miles northwest of station.	Eric .....	Se. Plow Boy, Sus-pension Bridge, N. Y.	McCarty .....	41
July 16	Three miles east-north-east of station.	Oswego.....	Barge Siren, Montreal, Canada.	Hebert .....	307
July 16	.....do.....	.....do.....	Barge Cherokeee, Kingston, Ontario.	Lawrin.....	365
July 16	.....do.....	.....do.....	Barge Bismarek, Kingston, Ontario.	Mathew.....	302

\* In distress, requiring the assistance of the life-saving crew.

† Disabled.

of casualties, season of 1892-'93—Continued.

COAST OF THE UNITED STATES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Calcasieu, La., to Galveston, Tex.	Cotton.....	\$1,500	\$2,500	\$4,000	\$4,000	.....	3	3	.....	.....	.....
Galveston to Corpus Christi, Tex.	General ...	6,000	4,000	10,000	10,000	.....	5	5	.....	.....	.....
Lake Charles, La., to Indianola, Tex.	Lumber ...	3,000	800	3,800	3,725	75	3	3	.....	.....	.....
Galveston to Corpus Christi, Tex.	General ...	3,000	3,000	6,000	5,850	150	3	3	.....	.....	.....
Pensacola, Fla., to Queenstown, Ireland.	Timber.....	60,000	9,000	69,000	69,000	.....	18	18	.....	.....	.....
Galveston to Christmas Bay, Tex.	.....	800	.....	800	800	.....	3	3	.....	.....	.....
Galveston, Tex., to Morgan City, La.	.....	1,500	.....	1,500	1,500	.....	2	2	.....	.....	.....
Galveston to Point Isabel, Tex.	Corn.....	1,500	2,000	3,500	.....	3,500	3	3	.....	3	6
Negro Island to Galveston, Tex.	Shells.....	400	20	420	100	320	2	2	.....	.....	.....
Fishing trip.....	Fish.....	2,000	40	2,040	.....	2,040	5	5	.....	2	2
Adrift.....	.....	30	.....	30	30	.....	1	1	.....	1	1
Puna Gorda, Fla., to Mobile, Ala.	Phosphate	15,000	4,000	19,000	18,520	480	15	15	.....	3	3
Cardenas, Cuba, to Pascagoula, Miss.	.....	16,000	.....	16,000	6,000	10,000	8	8	.....	.....	.....
Sabine Pass, Tex., to Tuxpan, Mexico.	General ...	7,000	6,000	13,000	13,000	.....	10	10	.....	.....	.....
Fishing trip.....	Fish and ice	3,000	1,000	4,000	.....	4,000	7	7	.....	.....	.....
Galveston to Bolivar Point, Tex.	.....	150	.....	150	150	.....	5	5	.....	.....	.....
Adrift.....	.....	100	.....	100	90	10	.....	.....	.....	.....	.....
Brazos River to Galveston, Tex.	.....	150	.....	150	.....	150	2	2	.....	2	2
Bolivar Point to Galveston, Tex.	Potatoes...	150	15	165	140	25	1	1	.....	1	1
.....	.....	149,995	45,725	195,720	174,655	21,065	142	142	.....	22	36

LAKES ONTARIO AND ERIE.

Pleasure trip.....	.....	250	.....	250	50	200	5	5	.....	.....	.....
.....do.....	.....	10	.....	10	10	.....	3	3	.....	.....	.....
Ogdensburg to Charlotte, N. Y.	.....	20,000	.....	20,000	19,800	200	5	5	.....	.....	.....
Buffalo, N. Y., to Toledo, Ohio.	Wrecking outfit.	15,000	800	15,800	15,800	.....	6	6	.....	.....	.....
Fair Haven, N. Y., to Montreal, Canada.	Coal.....	3,500	3,395	6,895	5,695	1,200	4	4	.....	.....	.....
.....do.....	.....do.....	2,500	3,230	5,730	4,730	1,000	12	12	.....	8	8
.....do.....	.....do.....	4,000	2,520	6,520	6,020	500	8	8	.....	3	3

‡ In distress.

United States Life-Saving Service.—Table

## DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
July 16	Three miles east-northeast of station.	Oswego.....	Barge Dakota, Kingston, Ontario.		564
July 16	One mile west of station..	Cleveland.....	Barge Conrad Reid, Port Huron, Mich.	Nagle.....	289
July 23	Indiana chute, Falls of the Ohio.	Louisville.....	Flat, Louisville, Ky.....		
July 24	One-sixth mile northeast of station.	Charlotte.....	Sailboat, Charlotte, N. Y.		
July 24	One-half mile northwest of station.	Cleveland.....	Skiff, Cleveland, Ohio.		
Aug. 11	Three miles east of station.	.....do.....	Str. S. Neff, Cleveland, Ohio.	Shafer.....	129
Aug. 12	One hundred and fifty yards southwest of station.	Charlotte .....	Yt. The Kid, Rochester, N. Y.		
Aug. 21	One-sixth of a mile north-northwest of station.	Cleveland.....	Small boat, Cleveland, Ohio.		
Aug. 22	One mile northeast of station.	Point Marblehead.	Sc. Northern Light, Sandusky, Ohio.	Behuken.....	32
Aug. 23	One-third of a mile north of station.	.....do.....	Catboat, Lakeside, Ohio.		
Aug. 28	One-quarter of a mile west of station.	Big Sandy.....	Str. Water Lily, Kingston, Ontario.	Hefferman..	59
Aug. 28	Middle chute, Falls of the Ohio.	Louisville.....	Skiff, Jeffersonville, Ind.		
Aug. 31	Two hundred yards north of station.	Oswego.....	Sloop yacht, Oswego, N. Y.		
Sept. 1	Three miles north-northwest of station.	Erie.....	Fish boat Sphynx, Erie, Pa.		
Sept. 2	Horse Shoe Reef.....	Buffalo.....	St. yt. Oelemena, Buffalo, N. Y.	O'Brien ..	150
Sept. 4	One-third of a mile northwest of station.	.....do.....	Skiff, Buffalo, N. Y.....		
Sept. 4	One-sixth of a mile east-northeast of station.	Erie.....	Sailboat, Erie, Pa.....		
Sept. 13	Off station.....	Cleveland.....	Yt. Ranger, Cleveland, Ohio.		6
Sept. 16	Two hundred yards southeast of station.	.....do.....	St. yt. Winifred, Cleveland, Ohio.	Williams....	42
Sept. 17	Horse Shoe Reef.....	Buffalo.....	St. yt. Ismalia, Buffalo, N. Y.	Seanlon.....	6
Sept. 17	.....do.....	.....do.....	St. yt. Baby, Buffalo, N. Y.	Green.....	6
Sept. 25	One-sixth of a mile west-northwest of station.	Erie.....	Catboat, E. L. Foote, Erie, Pa.		
Sept. 25	One-fifth of a mile south-southwest of station.	.....do.....	Catboat, Erie, Pa.....		
Sept. 25	One-half mile northeast of station.	Point Marblehead.	Small boat, Marblehead, Ohio.		
Sept. 25	Indiana chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
Sept. 26	Three and one-half miles south of station.	Big Sandy.....	Sc. John Burt, Detroit, Mich.	McDonald ..	348
Sept. 26	Five miles northwest of station.	Point Marblehead.	Sc. Lone Star, Sandusky, Ohio.		21
Oct. 29	Three-quarters of a mile north-northeast of station.	Charlotte.....	Yt. Dot, Rochester, N. Y.		
Oct. 29	Three miles east of station.	Erie.....	Barge Loretto, † Bay City, Mich.		
Oct. 29	Two-thirds of a mile north of station.	Cleveland.....	Str. V. H. Ketchum, Cleveland, Ohio.	Ames.....	1661
Oct. 29	Two-thirds of a mile northeast of station.	.....do.....	Str. Maruba, Cleveland, Ohio.	Hoffman.....	2,311
Oct. 29	One-third of a mile northwest of station.	.....do.....	Str. Pontiac, Marquette, Mich.	Lowe.....	2,298
Oct. 29	One-sixth of a mile north of station.	.....do.....	Sc. Glad Tidings, Alpena, Mich.	Harris.....	89
Oct. 29	One and one-half miles east of station.	.....do.....	Sc. Samana, Detroit, Mich.	Deroy.....	287

\* Landed without assistance.

of casualties, season of 1892-'93—Continued.

LAKES ONTARIO AND ERIE—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 stations.	Days' succor afforded.
Fair Haven, N. Y., to Montreal, Canada.	Coal.....	\$14,000	\$3,800	\$17,800	\$17,000	\$800	8	8	.....	5	5
Cleveland, Ohio, to Bay City, Mich.	.....do.....	4,000	800	4,800	4,680	120	5	5	.....	.....	.....
Pleasure trip.....	.....	5	.....	5	5	.....	4	4	.....	.....	.....
.....do.....	.....	100	.....	100	100	.....	4	4	.....	.....	.....
.....do.....	.....	15	.....	15	15	.....	3	3	.....	.....	.....
In Cleveland Harbor..	Stone.....	7,000	520	7,520	2,320	5,200	8	8	.....	.....	.....
Parted line.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Capsized.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Kelleys Island to Sandusky, Ohio.	.....	75	.....	75	65	10	2	2	.....	2	2
Kelleys Island to Lakeside, Ohio.	.....	25	.....	25	25	.....	1	1	.....	.....	.....
Kingston, Ontario, to Woodville, N. Y.	Cheese....	7,000	2,000	9,000	9,000	.....	6	6	.....	.....	.....
Louisville, Ky., to Jeffersonville, Ind.	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	25	.....	25	25	.....	2	2	.....	.....	.....
Fishing trip.....	Fish nets..	200	100	300	265	35	2	2	.....	.....	.....
Excursion trip.....	.....	14,000	.....	14,000	13,975	25	125	125	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Presque Isle to Erie, Pa.	.....	25	.....	25	25	.....	3	3	.....	.....	.....
Adrift.....	.....	250	.....	250	150	100	.....	.....	.....	.....	.....
Cleveland to Rocky River, Ohio.	.....	10,000	.....	10,000	9,500	500	8	8	.....	.....	.....
Pleasure trip.....	.....	1,500	.....	1,500	1,500	.....	2	2	.....	.....	.....
.....do.....	.....	600	.....	600	590	10	2	2	.....	.....	.....
.....do.....	.....	50	.....	50	30	20	6	6	.....	.....	.....
.....do.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
.....do.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
.....do.....	.....	5	.....	5	5	.....	2	2	.....	.....	.....
Chicago, Ill., to Oswego, N. Y.	Grain.....	7,500	12,000	19,500	400	19,100	7	5	2	3	21
Mud Creek to Turtle Creek, Ohio.	Lumber...	100	400	500	.....	500	*3	3	.....	.....	.....
Pleasure trip.....	.....	100	.....	100	100	.....	2	2	.....	.....	.....
Bay City, Mich., to Erie, Pa.	Lumber...	15,000	12,000	27,000	27,000	.....	5	5	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	Iron ore...	80,000	5,400	85,400	75,400	10,000	18	18	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	.....do.....	180,000	7,500	187,500	185,000	2,500	23	23	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	.....	200,000	.....	200,000	200,000	.....	18	18	.....	.....	.....
Cleveland, Ohio, to Alpena, Mich.	Coal.....	3,500	300	3,800	2,740	1,060	5	5	.....	4	4
Cleveland, Ohio, to Bay City, Mich.	.....do.....	2,000	200	2,200	.....	2,200	5	5	.....	.....	.....

† Dragging anchor in a gale and in danger of stranding.

United States Life-Saving Service.—Table

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Oct. 31	Three-quarters of a mile southwest by west of station.	Buffalo .....	St. yt. Arthur Eastwood, Buffalo, N. Y.	.....	.....
Nov. 4	One hundred and fifty yards west of station.	Cleveland .....	Yawl belonging to bge. May Richards, Cleveland, Ohio.	.....	.....
Nov. 10	Twelve miles southeast of station.	Point Marblehead.	Sc. Red, White, and Blue,* Cleveland, Ohio.	Titus.....	447
Nov. 16	Opposite station.....	Charlotte.....	Skiff, Charlotte, N. Y.	.....	.....
Nov. 16	Four miles west of Cleveland.	Cleveland .....	Str. Richard Martini, Port Huron, Mich.	Vanstein....	300
Nov. 17	Nine miles east of station..	.....do.....	Scow Swan, Cleveland, Ohio.	.....	.....
1893.					
Feb. 7	One-half mile north of station.	Fairport .....	Slp. Mystic, Cleveland, Ohio.	Parker .....	16
Mar. 6	Below cross dam, Falls of the Ohio.	Louisville .....	Barge Tell City, Ind.	.....	.....
Mar. 6	Falls of the Ohio.....	.....do.....	Str. Little Albert, † Evansville, Ind., Skiff, Louisville, Ky.	Hawley.....	47
Mar. 6	Cross dam, Falls of the Ohio.	.....do.....	.....do.....	.....	.....
Apr. 2	Indiana Chute, Falls of the Ohio.	.....do.....	.....do.....	.....	.....
Apr. 16	.....do.....	.....do.....	.....do.....	.....	.....
Apr. 16	.....do.....	.....do.....	.....do.....	.....	.....
Apr. 23	Two-thirds of a mile north of station.	Cleveland .....	Skiff, Cleveland, Ohio.	.....	.....
Apr. 26	One-sixth of a mile west of station.	Oswego.....	Sc. Ella Murton, Kingston, Ontario.	Saunders....	229
Apr. 26	One-half mile northwest of station.	Charlotte.....	Scows (2), Buffalo, N. Y.	.....	.....
May 5	Falls of the Ohio.....	Louisville .....	Flat, Louisville, Ky.	.....	.....
May 16	Six and one-half miles northwest of station.	Charlotte.....	Sc. Vienna, † Bowmanville, Ontario.	Ewart.....	135
May 17	Five miles east of station.	Erie.....	Str. India, Erie, Pa.	Osborn.....	1,239
May 17	One-half mile north of station.	Cleveland.....	Skiff, Cleveland, Ohio.	.....	.....
May 18	Cross dam, Falls of the Ohio.	Louisville.....	Flat, Jeffersonville, Ind.	.....	.....
May 23	One mile southeast of station.	Buffalo.....	Sc. Chester B. Jones, † Port Huron, Mich.	Nelson.....	494
May 27	One and one-half miles northeast of station.	Oswego.....	Scow, Oswego, N. Y.	.....	.....
May 30	One-quarter mile southwest of station.	Erie .....	Small boat, Erie, Pa.	.....	.....
June 1	One quarter mile west of station.	Cleveland.....	Catboat Lilac, Cleveland, Ohio.	.....	.....
June 2	One mile east of station...	Oswego.....	Scow, Oswego, N. Y.	.....	.....
June 14	Indiana Chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.	.....	.....
June 23	Below cross dam, Falls of the Ohio.	.....do.....	Flat, Louisville, Ky.	.....	.....
June 28	Four miles southeast of station.	Point Marblehead.	Sc. Hero, † Sandusky, Ohio.	Smith.....	20
	Total.....	.....	.....	.....	.....

\* Disabled and leaking.

† In extreme peril.

‡ No assistance by life-saving crew.

of casualties, season of 1892-'93—Continued.

LAKES ONTARIO AND ERIE—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		2	2			
.....		100		100	80	\$20	2	2		2	2
Cleveland, Ohio, to Detroit, Mich.	Coal.....	8,000	\$2,090	10,090	9,590	500	6	6			
Capsized in Charlotte Harbor.		10		10	10		1	1			
Tawas, Mich., to Cleveland, Ohio.	Lumber ...	10,000	6,000	16,000	15,950	50	9	9			
Euclid Creek to Cleveland, Ohio.	Sand.....	1,500	50	1,550	1,550		3	3			
Broke from moorings.....		600		600	450	150				2	12
.....	Staves .....	400	570	970	970						
Tell City, Ind., to Louisville, Ky.		2,800		2,800	2,800		4	4			
Pleasure trip.....		10		10	10		2	2			
.....do.....		10		10	10		4	4			
.....do.....		15		15	15		2	2			
Jeffersonville, Ind., to Louisville, Ky.		10		10	10		1	1			
Pleasure trip.....		20		20	20		3	1	2	1	1
Kingston, Ontario, to Oswego, N. Y.		3,500		3,500	3,500		7	7			
Great Sodus to Buffalo, N. Y. (in tow).		6,000		6,000	5,900	100					
Adrift.....		200		200	200						
Oswego, N. Y., to Hamilton, Ontario.	Coal.....	4,000	1,000	5,000	4,000	1,000	6	6			
Buffalo, N. Y., to Erie, Pa.	General ...	85,000	4,000	89,000	84,000	5,000	34	34			
.....		10		10		10	2		2		
Pleasure trip.....		5		5	5		2	2			
Adrift.....		12,000		12,000	12,000		8	8			
.....do.....		15		15	15		2	2			
Pleasure trip.....		70		70	70		3	3		3	3
.....do.....		75		75	75		2	2		2	2
Adrift.....		10		10	10		2	2			
Fishing trip.....		15		15	15		2	2			
.....do.....		5		5	5		1	1			
Marblehead to Sandusky, Ohio.	Limestone	400	30	430	280	150	3	3			
.....		728,120	68,705	796,825	744,565	52,260	439	433	6	35	63

§ Four of the life-saving crew were drowned while attempting the rescue of these.  
 ¶ In dangerous position from which life-saving crew assisted to extricate her.

† Disabled.

## United States Life-Saving Service.—Table

## DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
July 3	Whisky Harbor Reef. ....	Pointe aux Barques.	Sc. Racine, Port Huron, Mich.	Fish.....	112
July 11	Burnt Cabin Point Reef..	Grindstone City...	Str. Harry Cottrell, Marine City, Mich.	Rice .....	76
July 12	One mile south of station..	Bois Blanc.....	Sailboat Greyhound, Cheboygan, Mich.	.....	
July 15	One mile east of station...	Sand Beach .....	Sc. Aloha, Pequaming, Mich.	Sunderland.	522
July 15	Pointe aux Barques Reef..	Grindstone City..	Raft of logs, Black River, Mich.	.....	
July 15	Two miles west of station.	Vermillion Point..	Sc. Margaret Olwill,* Cleveland, Ohio.	Kelley.....	925
July 15	Two hundred yards east of station.	Crisps .....	Raft of poles. Grand Marais, Mich.	.....	
July 15	One-third of a mile west of station.	Muskallonge Lake.	Pile-driver, Deer Park, Mich.	.....	
Aug. 16	Pointe aux Barques Reef..	Pointe aux Barques.	Str. Ste. Maries, Marquette, Mich.	Exandress..	132
Aug. 18	.....do.....	.....do.....	Str. City of Nicollet, Detroit, Mich.	Dovill.....	167
Aug. 18	Gull Island Reef. ....	Thunder Bay Island.	Sc. Detroit, Alpena, Mich.	.....	
Aug. 18	One mile north of station..	Hammonds Bay..	Skiff, Hammonds Bay, Mich.	.....	
Aug. 18	One-third of a mile west of station.	Muskallonge Lake.	St. Pile-driver, Deer Park, Mich.	.....	
Aug. 19	Two miles south of station.	Middle Island.....	Sc. Iron ton,* Cleveland, Ohio.	McGuire....	786
Aug. 21	Burnt Cabin Point Reef..	Grindstone City...	Sc. Volunteer, Port Huron, Mich.	Zian.....	31
Aug. 23	Five miles west by north of station.	Hammonds Bay...	Str. Atlantic, Detroit, Mich.	Jones.....	656
Aug. 25	Six miles north-northwest of station.	Sand Beach .....	Str. H. D. Coffinberry, Cleveland, Ohio.	Symmes....	588
Aug. 25	Two miles north of station.	Ottawa Point.....	Pile-driver .....	.....	
Aug. 30	Four miles south of station.	Sturgeon Point...	Str. Ste. Maries, Marquette, Mich.	Exandress..	132
Sept. 2	Seven miles south of station.	Thunder Bay Island.	Pontoons (2).....	.....	
Sept. 4	Six miles south-southwest of station.	Bois Blanc.....	Str. A. D. Thomson, Buffalo, N. Y.	.....	1,400
Sept. 4	.....do.....	.....do.....	Barge No. 118, Buffalo, N. Y.	.....	1,167
Sept. 5	Marquette Harbor.....	Marquette .....	Str. Edward S. Pease, Cleveland, Ohio.	Stone .....	721
Sept. 13	One mile east of station...	Sand Beach.....	Sc. Charles Wall, Buffalo, N. Y.	Sheehan....	629
Sept. 14	Twenty miles southeast of station.	Pointe aux Barques.	Sc. Aunt Ruth, Port Huron, Mich.	Kenna.....	112
Sept. 17	Six miles east by north of station.	Marquette .....	Sc. Odd Fellow, Marquette, Mich.	Weston .....	11
Sept. 22	Two miles south by east of station.	Middle Island.....	Sc. Skylark, Port Huron, Mich.	Davis .....	313
Oct. 1	Four and one-half miles northeast of station.	Marquette .....	Sc. C. G. King, Cleveland, Ohio.	Hunt.....	457
Oct. 2	Sugar Island.....	Thunder Bay Island.	Fish boat, Alpena, Mich.	.....	
Oct. 7	Six miles north-northwest of station.	Hammonds Bay..	Sc. Birdie, Grand Haven, Mich.	Stevens....	13
Oct. 7	Two and three-quarter miles east of station.	.....do.....	St. pile-driver, Cheboygan, Mich.	.....	
Oct. 8	Seven miles southwest of station.	Thunder Bay Island.	Sc. Commerce, Chicago, Ill.	Mullen .....	327
Oct. 11	One and one-half miles northwest of station.	.....do.....	Fish boat, Alpena, Mich.	.....	

\* Disabled.



of casualties, season of 1891-'92—Continued.

LAKES HURON AND SUPERIOR.

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 stations.	Days' succor afforded.
Alpena to Detroit, Mich.	Lumber ..	\$3,500	\$2,000	\$5,500	.....	\$5,500	6	6	.....	6	11
East Tawas to Marine City, Mich.	.....do.....	5,000	500	5,500	\$5,500	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	65	.....	65	65	.....	3	3	.....	1	1
Buffalo, N. Y., to Pequaming, Mich.	Coal.....	24,000	2,200	26,200	25,450	750	10	10	.....	.....	.....
Black River, Mich., to Cleveland, Ohio.	.....	30,000	.....	30,000	30,000	.....	.....	.....	.....	16	32
Marquette, Mich., to Ashtabula, Ohio.	Iron ore....	75,000	4,500	79,500	79,500	.....	15	15	.....	.....	.....
Grand Marais to White Fish Point, Mich. (in tow).	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Sunk in harbor.....	.....	2,000	.....	2,000	.....	2,000	6	6	.....	.....	.....
Alcona to St. Clair, Mich.	Bark.....	6,000	320	6,320	6,320	.....	8	8	.....	.....	.....
Alpena to Detroit, Mich.	Lumber ...	12,000	4,200	16,200	16,150	50	7	7	.....	.....	.....
Presque Isle to Alpena, Mich.	.....	100	.....	100	75	25	2	2	.....	2	2
Adrift.....	.....	40	.....	40	40	.....	3	3	.....	.....	.....
Sunk in harbor.....	.....	2,000	.....	2,000	1,500	500	1	1	.....	.....	.....
Marquette, Mich., to Ashtabula, Ohio.	Iron ore....	18,000	7,500	25,500	25,500	.....	7	7	.....	.....	.....
Au Sable to Grindstone City, Mich.	Lumber ...	1,000	400	1,450	1,450	.....	3	3	.....	.....	.....
Mackinaw Isle, Mich., to Cleveland, Ohio.	Pig iron and merchandise.	20,000	5,600	25,600	25,600	.....	117	117	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	Iron ore....	35,000	8,000	43,000	25,000	18,000	19	19	.....	.....	.....
Adrift.....	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....
St. Clair to Harrisville, Mich.	.....	5,000	.....	5,000	.....	5,000	8	8	.....	.....	.....
Adrift.....	.....	3,000	.....	3,000	3,000	.....	.....	.....	.....	.....	.....
Ashland, Wis., to Chicago, Ill.	Iron ore....	60,000	6,000	66,000	66,000	.....	14	14	.....	.....	.....
.....do.....	.....do.....	30,000	7,200	37,200	37,200	.....	6	6	.....	.....	.....
Cleveland, Ohio, to Copper Harbor, Mich.	Coal.....	28,000	2,500	30,500	29,500	1,000	13	13	.....	.....	.....
Ashland, Wis., to Buffalo, N. Y.	Lumber ...	18,000	12,000	30,000	29,000	1,000	7	7	.....	.....	.....
Alpena to Detroit, Mich.	.....do.....	1,800	1,250	3,050	2,900	150	7	7	.....	.....	.....
North Point to Marquette, Mich.	.....	300	.....	300	150	150	3	3	.....	.....	.....
Cleveland, Ohio, to Point St. Ignace, Mich.	Coal.....	6,000	1,300	7,300	6,300	1,000	7	7	.....	.....	.....
Cleveland, Ohio, to Marquette, Mich.	.....do.....	5,000	3,800	8,800	8,500	300	7	7	.....	.....	.....
Alpena to Sugar Island, Mich.	.....	25	.....	25	25	.....	2	2	.....	.....	.....
Cheboygan to Hammonds Bay, Mich.	.....	1,000	.....	1,000	.....	1,000	3	3	.....	.....	.....
Cheboygan to Spenses Dock, Mich.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
Green Bush, Mich., to Chicago, Ill.	Cedar posts.	11,000	3,000	14,000	12,800	1,200	7	7	.....	.....	.....
Fishing trip.....	Fish and nets.	50	25	75	75	.....	2	2	.....	.....	.....

† In distress, requiring assistance.

United States Life-Saving Service.—Table  
DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Oct. 19	One-quarter mile north-west of station.	Ship Canal.....	Str. Peerless, Chicago, Ill.	Page.....	1,200
Oct. 28	Twelve miles north of station.	Marquette.....	Lighter J. W. Fee, Duluth, Minn.	.....	.....
Oct. 28	Three-quarters of a mile south-south west of station.	.....do.....	Scow Odd Fellow, Marquette, Mich.	Weston.....	11
Oct. 29	One mile west of station...	Ottawa Point.....	Str. Wm. P. Fessenden, U. S. Government.	.....	329
Oct. 29	Eighteen miles east of station.	Hammonds Bay..	Sc. M. J. Wilcox,* Buffalo, N. Y.	McFarlane..	378
Oct. 29	Three miles east of station.	Muskalonge Lake.	Sc. Zach. Chandler, Cleveland, Ohio.	Skinner.....	727
Oct. 29	One mile west of station.	Middle Island.....	Sc. Sonora, Port Huron, Mich.	Van Slyke..	275
Oct. 29	One mile west by north of station.	.....do.....	Str. Columbian, Cleveland, Ohio.	Vincent.....	356
Oct. 30	False Presque Isle.....	Middle Island and Thunder Bay Island.	Str. City of Naples, Bay City, Mich.	Lehman.....	1,773
Nov. 1	North Point Reef.....	Thunder Bay Island.	Sc. E. B. Palmer, Marquette, Mich.	Kelley.....	277.
Nov. 11	One and one-half miles north-northwest of station.	Pointe aux Barques.	Sc. L. Seaton, Erie, Pa...	Christie.....	233
Nov. 11	Three miles southeast of station.	Marquette.....	Sc. Montgomery,* Port Huron, Mich.	.....	709
Nov. 12	Four miles north-northwest of station.	Sand Beach.....	Sc. Marquis, Toronto, Ontario.	Crawford...	424
Nov. 13	Four miles west-northwest of station.	Ottawa Point.....	Sc. H. F. Church, Buffalo, N. Y.	Baker.....	326
Nov. 15	Two and one-half miles southeast of station.	Ship Canal,.....	Str. F. and P. M., No. 2, East Saginaw, Mich.	Tiernan.....	771
Nov. 20	North Point.....	Thunder Bay Island.	Sc. Bay City, Marine City, Mich.	Rogers.....	307
Nov. 20	.....do.....	.....do.....	Sc. Alice Richards, East China, Mich.	Reeor.....	278
1893.					
Apr. 20	Sand Beach Harbor.....	Sand Beach.....	Sc. Volunteer, Port Huron, Mich.	Zeim.....	31
May 1	.....do.....	.....do.....	Sc. W. R. Clinton, Sandusky, Ohio.	Parent.....	260
May 3	Six miles south of station.	Bois Blanc.....	Str. Portage, Buffalo, N. Y.	Chatison.....	1,608
May 11	Three miles west of station.	Hammonds Bay..	Sc. Pilot, † Grand Haven, Mich.	Brook.....	9
May 12	Sand Beach Harbor.....	Sand Beach.....	Str. Jordan Beebe, jr., Port Huron, Mich.	Wier.....	17
May 14	One-quarter mile west-northwest of station.	Vermillion Point.	Sc. Melbourne, Detroit, Mich.	Cooper.....	510
May 14	One-quarter mile west-northwest of station.	Vermillion Point.	Str. Nipigon, Detroit, Mich.	May.....	627
May 14	.....do.....	.....do.....	Sc. Delaware, Marine City, Mich.	Belford.....	547
May 16	One mile northwest of station.	Pointe aux Barques.	Sc. William L. Alford, Port Huron, Mich.	Merchant...	33
June 4	One and one-half miles west-northwest of station.	.....do.....	Str. Sakir Shepard, Port Huron, Mich.	Hayward...	189
June 10	Thirty miles south of station.	Thunder Bay Island.	Sc. Julia, Alpena, Mich..	Roberts.....	37
June 19	Two and one-quarter miles north-northwest of station.	Hammonds Bay..	Catboat, Hammonds Bay, Mich.	.....	.....
June 22	One-quarter mile north-northwest of station.	Ottawa Point.....	Sc. G. R. Durkee, Port Huron, Mich.	Carson.....	25
June 29	Twelve miles west-southwest of station.	Thunder Bay Island.	Str. Lora, Benton Harbor, Mich.	Armstrong..	617
	Total.....	.....	.....	.....	.....

\* In distress, requiring assistance.

† Crew were rescued by a tug. The life-saving crew assisted to save the vessel.

of casualties, season of 1892-'93—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Duluth, Minn., to Chicago, Ill.	Merchandise.	\$60,000	\$14,000	\$74,000	\$74,000	.....	26	26	.....	.....	.....
Duluth, Minn., to Big Bay, Mich.	Provisions.	4,000	12,000	16,000	14,800	\$1,200	10	10	.....	.....	.....
Dragging anchor.....	.....	300	.....	300	300	.....	1	1	.....	.....	.....
Milwaukee, Wis., to Detroit, Mich.	.....	100,000	.....	100,000	100,000	.....	31	31	.....	.....	.....
Toledo, Ohio, to Point St. Ignace, Mich.	Coal.....	6,000	2,000	8,000	6,350	1,650	7	7	.....	.....	.....
Ashland, Wis., to Cleveland, Ohio.	Lumber ..	11,000	12,500	23,500	.....	23,500	8	7	1	7	8
Manistique, Mich., to Cleveland, Ohio.	.....do.....	5,000	8,000	13,000	13,000	.....	6	6	.....	.....	.....
Elk Rapids, Mich., to Cleveland, Ohio.	Pig iron....	4,500	10,000	14,500	13,300	1,200	7	7	.....	.....	.....
Buffalo, N. Y., to Washburn, Wis.	Coal.....	145,000	12,000	157,000	151,000	3,000	17	17	.....	.....	.....
Portage Entry, Mich., to Cleveland, Ohio.	Stone.....	10,000	4,000	14,000	.....	14,000	7	7	.....	.....	.....
Turnbulls Dock, Mich., to Sandusky, Ohio.	Railroad ties.	3,000	1,500	4,500	.....	4,500	5	5	.....	5	27
Ashland, Wis., to Cleveland, Ohio.	Lumber ..	2,000	1,500	3,500	3,500	.....	8	8	.....	.....	.....
Amherstburg, Ontario, to Sault Ste. Marie, Mich.	Stone.....	6,000	8,000	14,000	.....	14,000	7	7	.....	.....	.....
Oscoda, Mich., to Buffalo, N. Y.	Lumber and shingles.	4,000	7,000	11,000	10,800	200	6	6	.....	5	5
Duluth, Minn., to Ogdensburg, N. Y.	Flour.....	80,000	20,000	100,000	100,000	.....	20	20	.....	.....	.....
Cleveland, Ohio, to Alpena, Mich.	.....	5,000	.....	5,000	5,000	.....	7	7	.....	.....	.....
.....do.....	Oats.....	6,500	2,000	8,500	4,500	4,000	7	7	.....	2	2
Dragged anchors.....	Lumber ..	500	300	800	775	25	2	2	.....	.....	.....
Harrisville, Mich., to Cleveland, Ohio.	Railroad ties.	3,000	2,000	5,000	4,970	30	5	5	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Corn and flour.	60,000	29,800	89,800	89,800	.....	15	15	.....	.....	.....
Capsized.....	Barrels....	500	100	600	575	25	2	2	.....	.....	.....
Lying in harbor.....	.....	2,000	.....	2,000	1,900	100	(†)	.....	.....	.....	.....
Marquette, Mich., to Ogdensburg, N. Y.	Lumber ..	25,000	15,000	40,000	38,200	1,800	7	7	.....	.....	.....
.....do.....	Lumber ..	50,000	6,000	56,000	51,700	1,300	15	15	.....	.....	.....
.....do.....	.....do.....	12,000	2,000	14,000	14,000	.....	6	6	.....	.....	.....
Au Sable to Sand Beach, Mich.	.....do.....	400	350	750	400	350	3	3	.....	3	6
Detroit to Huron City, Mich.	Merchandise.	7,500	300	7,800	7,800	.....	15	15	.....	.....	.....
Presque Isle, Mich., to Put-in-Bay, Ohio.	Cedar posts.	5,000	190	5,190	5,140	50	2	2	.....	.....	.....
Pleasure trip.....	.....	50	.....	50	45	5	4	4	.....	.....	.....
Bay City to Two Heart River, Mich.	Miscellaneous.	1,000	1,000	2,000	2,000	.....	3	3	.....	.....	.....
Alpena to Bay City, Mich.	General ..	50,000	500	50,500	47,500	3,000	29	29	.....	.....	.....
.....	.....	1,073,960	244,385	1,318,345	1,206,785	111,560	592	591	1	47	94

† No one on board.

United States Life-Saving Service.—Table

## DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
July 11	One-half mile southwest of station.	Grande Pointe au Sable.	Seow, Ludington, Mich.	.....	.....
July 11	One hundred feet from station.	Two Rivers.....	Sc. Lottie Mason, Grand Haven, Mich.	.....	69
July 15	One-sixth of a mile north of station.	Ludington.....	Sc. Mars, Ludington, Mich.	Young.....	234
July 15	Twelve miles northwest of station.	White River.....	Sc. Essie M. Thompson, Milwaukee, Wis.	Miller.....	51
July 15	Fifty yards east of station.	Muskegon.....	Sc. Cheney Ames, Chicago, Ill.	Myers.....	298
July 15	Two-sevenths of a mile west by south of station.	South Haven.....	Sc. A. R. Upright, Grand Haven, Mich.	Cross.....	24
July 15	One mile southeast of station.	South Chicago.....	Slp. Rogers, South Chicago, Ill.	.....	.....
July 16	White River Harbor.....	White River.....	Sc. Libbie Carter, Chicago, Ill.	Halvalson..	34
July 17	One mile east of station..	Chicago.....	Slp. Growler, Chicago, Ill.	.....	.....
July 20	One-half mile east of station.	Kenosha.....	Skiff, Kenosha, Wis.....	.....	.....
July 20	South Point.....	Milwaukee.....	Str. Wisconsin, Grand Haven, Mich.	Horner.....	1,182
July 23	Two and one-half miles southeast of station.	North Manitou Island.	Sc. Lottie Mason,* Grand Haven, Mich.	Weaver.....	69
July 23	Three-quarters of a mile north of station.	Chicago.....	Yawl, Chicago, Ill.....	.....	.....
July 23	One and one-half miles southeast of station.	.....do.....	Sloop, Chicago, Ill.....	.....	.....
July 23	Three and one-half miles east of station.	.....do.....	Slp. Fancy, Chicago, Ill.	.....	.....
July 24	Two and one-half miles south of station.	Racine.....	Sailboat, Racine, Wis..	.....	.....
July 25	Three miles north-north-east of station.	Pentwater.....	Seow, Muskegon, Mich.	.....	.....
July 26	Nine miles east of station.	Sturgeon Bay Canal.	Sc. Mary D. Ayer, Chicago, Ill.	Fitch.....	337
July 29	One-half mile east by south of station.	Kenosha.....	Sc. Cuba, Milwaukee, Wis.	Hansen.....	191
Aug. 5	Three-quarters of a mile south of station.	Grande Pointe au Sable.	Rowboat, Ludington, Mich.	.....	.....
Aug. 14	Racine Reef.....	Racine.....	Str. George C. Markham, Milwaukee, Wis.	Thompson..	309
Aug. 17	One-quarter mile south-southeast of station.	Manistee.....	Raft of logs, Manistee, Mich.	.....	.....
Aug. 22	One-quarter mile east of station.	South Chicago.....	Str. Little Jim,† Chicago, Ill.	.....	.....
Aug. 25	One-half mile south of station.	North Manitou Island.	Skiff, Leland, Mich.....	.....	.....
Aug. 25	One mile east of station..	Milwaukee.....	Yt. May Queen,† Milwaukee, Wis.	.....	.....
Aug. 30	One mile south of station.	Ludington.....	Sc. Lizzie Doak, Chicago, Ill.	Johnson.....	64
Sept. 9	Four miles southwest of station.	Manistee.....	Sc. Madonna, Milwaukee, Wis.	Aylward....	77
Sept. 10	One-half mile northwest of station.	Sturgeon Bay Canal.	Sc. Ostrich,† Milwaukee, Wis.	McKee.....	279
Sept. 15	Eight miles south of station.	Holland.....	Str. A. B. Taylor, Marquette, Mich.	Beauvais....	78
Sept. 19	Two-sevenths of a mile southwest of station.	Milwaukee.....	Sc. Magdalena, Grand Haven, Mich.	Ludwig.....	74
Sept. 25	One-third of a mile northwest of station.	Grand Haven.....	Sc. Hatty Leroy, McDonald, Mich.	.....	.....
Oct. 1	Five miles south of station.	Chicago.....	Str. Post Boy,† Port Huron, Mich.	Trent.....	124

\* Dragging anchors in a gale, requiring the assistance of the life-saving crew.

† In distress.

of casualties, season of 1892-'93—Continued.

LAKE MICHIGAN.

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 stations.	Days' succor afforded.
Grande Pointe au Sabble to Ludington, Mich.	Miscellaneous.	\$50	\$600	\$650	\$590	\$60	7	7	.....	4	4
Charlevoix, Mich., to Milwaukee, Wis.	Wood and slabs.	1,000	200	1,200	1,200	.....	4	4	.....	.....	.....
Chicago, Ill., to Ludington, Mich.	.....	3,000	.....	3,000	2,800	200	8	8	.....	.....	.....
Ludington, Mich., to Milwaukee, Wis.	Bark.....	1,200	400	1,600	1,350	250	3	3	.....	.....	.....
Portage to Muskegon, Mich.	Stone.....	6,000	4,000	10,000	8,500	1,500	10	10	.....	.....	.....
Muskegon to South Haven, Mich.	.....	600	.....	600	525	75	4	4	.....	.....	.....
Pleasure trip.....	.....	500	.....	500	500	.....	1	1	.....	.....	.....
Ludington, Mich., to Milwaukee, Wis.	Bark.....	800	350	1,150	1,105	45	3	3	.....	.....	.....
Pleasure trip.....	.....	150	.....	150	150	.....	3	3	.....	.....	.....
Fishing trip.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Grand Haven, Mich., to Milwaukee, Wis.	Merchandise.	150,000	2,500	152,500	152,500	.....	124	124	.....	.....	.....
Charlevoix, Mich., to Milwaukee, Wis.	Wood.....	800	500	1,300	1,300	.....	4	4	.....	.....	.....
Pleasure trip.....	.....	25	.....	25	25	.....	6	6	.....	.....	.....
.....do.....	.....	250	.....	250	240	10	4	4	.....	.....	.....
.....do.....	.....	200	.....	200	190	10	8	8	.....	.....	.....
.....do.....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Muskegon to Frankfort, Mich. (Broke adrift from tug.)	.....	250	.....	250	175	75	.....	.....	.....	.....	.....
Hammonds Bay, Mich., to Chicago, Ill.	Cedar ties and posts.	9,000	800	9,800	9,800	.....	10	10	.....	.....	.....
Charlevoix, Mich., to Kenosha, Wis.	Bark.....	3,000	1,600	4,600	4,600	.....	6	6	.....	.....	.....
Ludington to Hamlin, Mich.	.....	40	25	65	65	.....	2	2	.....	2	2
Chicago, Ill., to Manistee, Mich.	.....	25,000	.....	25,000	25,000	.....	13	13	.....	.....	.....
Adrift.....	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
St. Joseph, Mich., to Chicago, Ill.	.....	700	.....	700	700	.....	5	5	.....	.....	.....
North Manitou to Leland, Mich.	.....	40	.....	40	40	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	90	.....	90	75	15	3	3	.....	.....	.....
Muskegon, Mich., to South Chicago, Ill.	Sawdust..	800	25	825	.....	825	3	3	.....	3	3
Herring Lake, Mich., to Milwaukee, Wis.	Wood.....	800	250	1,050	975	75	3	3	.....	.....	.....
Menominee, Mich., to Milwaukee, Wis.	Lumber ..	2,500	4,800	7,300	7,300	.....	8	8	.....	.....	.....
Saugatuck to Grand Haven, Mich.	Fruit.....	7,500	3,200	10,700	7,100	3,600	14	14	.....	.....	.....
Lees Pier, Mich., to Milwaukee, Wis.	Lumber ..	1,200	1,500	2,700	2,300	400	4	4	.....	.....	.....
St. Joseph to Grand Haven, Mich.	Miscellaneous.	350	200	550	550	.....	3	3	.....	3	27
Pleasure trip.....	.....	8,000	.....	8,000	7,900	100	10	10	.....	.....	.....

‡ Disabled; requiring the assistance of the life-saving crew.

## United States Life-Saving Service.—Table

## DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Oct. 1	One mile northeast of station.	Two Rivers.....	Sc. Bay State, Chicago, Ill.	Byrne.....	249
Oct. 3	One-sixth of a mile east by south of station.	Kenosha .....	Sloop, Kenosha, Wis....	.....	.....
Oct. 3	Two miles north of station.	Racine.....	Sc. Alice Royce, Grand Haven, Mich.	Warren .....	14
Oct. 7	One and one-half miles southeast of station.	North Manitou Island.	Sc. H. A. Richmond,* Chicago, Ill.	Dorm .....	209
Oct. 7	Racine Reef.....	Racine.....	Sc. Carrier, Chicago, Ill.	Gunderson.	187
Oct. 8	One-sixth of a mile east of station.	Racine .....	Sc. J. B. Newland, Racine, Wis.	Nalid.....	157
Oct. 14	Seventy yards south of station.	Two Rivers .....	Sc. R. P. Mason, Milwaukee, Wis.	.....	169
Oct. 19	One-half mile from station.	Racine.....	Skiff, Racine, Wis.....	.....	.....
Oct. 20	Two miles south-southwest of station.	White River.....	Sc. H. M. Avery, Grand Haven, Mich.	Watson .....	34
Oct. 24	Two and one-half miles northwest of station.	Holland.....	Sc. Wonder,* Grand Haven, Mich.	Busey.....	39
Oct. 25	Six miles north of station.	Michigan City.....	Sc. Agnes† Milwaukee, Wis.	Roberts .....	101
Oct. 26	Twenty-five miles northeast of station.	Milwaukee.....	Str. Oceanica,* Buffalo, N. Y.	Ashley .....	1,490
Oct. 28	One-quarter mile northwest of station.	Frankfort .....	Sc. Lillie Pratt, Chicago, Ill.	Carlson .....	204
Oct. 28	Four miles south of station.	.....do.....	Sc. Lincoln Dall, Chicago, Ill.	Scholey .....	207
Oct. 28	Twenty-four miles north of station.	.....do.....	Sc. F. L. Danforth,‡ Chicago, Ill.	Isbister.....	715
Oct. 28	Five miles south of station.	Manistee .....	Scow Michicott, Onekama, Mich.	Nelson .....	73
Oct. 28	One-seventh of a mile southwest of station.	Muskegon.....	Sc. Ralph Campbell, Chicago, Ill.	Hanson .....	227
Oct. 28	Two-sevenths of a mile southwest of station...	.....do.....	Sc. Nellie Hammond, Waukesha, Wis.	Mickleeson...	46
Nov. 5	Sixteen miles north of station.	Manistee .....	Sc. Guido, Chicago, Ill.	Larsen .....	136
Nov. 8	One and one-half miles northeast of station.	North Manitou Island.	Sc. Thomas C. Wilson, Grand Haven, Mich.	.....	31
Nov. 9	Ten miles northeast of station.	.....do.....	Scow, Muskegon, Mich.	.....	.....
Nov. 11	Two-sevenths of a mile northwest of station.	Pentwater.....	Str. Joseph C. Suit, Grand Haven, Mich.	Prall.....	152
Nov. 12	Five miles north of station.	South Chicago....	Scow, Chicago, Ill.....	.....	.....
Nov. 12	One-sixth of a mile east of station.	Kenosha .....	Sc. E. Scoville, Milwaukee, Wis.	Denty.....	124
Nov. 13	One mile south of station.	North Manitou Island.	Sc. City of Grand Haven,‡ Milwaukee, Wis.	Belsen .....	201
Nov. 13	White River Harbor.....	White River.....	Sc. Guide,‡ Milwaukee, Wis.	Schroder....	55
Nov. 13	One-quarter mile west of station.	Grand Haven.....	Sc. Jessie Martin, Chicago, Ill.	Hansen .....	42
Nov. 13	.....do.....	.....do.....	Sc. Una, Grand Haven, Mich.	Kemp.....	44
Nov. 13	Two-sevenths of a mile west of station.	.....do.....	Sc. Archie B. McDougal, Grand Haven, Mich.	Smith .....	26
Nov. 19	Four miles west of station.	Holland .....	Sc. Lottie Cooper,‡ Sheboygan, Wis.	Lorenze .....	252
Nov. 21	North point of South Manitou Island.	North Manitou Island.	Sc. Annie Vought, Buffalo, N. Y.	Curry .....	680
Nov. 24	Three miles south-southwest of station.	Pentwater.....	Scow Mackinac, Grand Haven, Mich.	.....	238

\* In distress.

† Disabled.

‡ In distress, requiring the assistance of the life-saving crew.

of casualties, season of 1892-'93—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 stations.	Days' succor afforded.
Menominee, Mich., to Chicago, Ill.	Lumber	\$2,000	\$2,500	\$4,500	\$4,500		6	6			
Fishing trip		50		50	50		1	1			
Holland, Mich., to Racine, Wis.	Frnit	500	200	700	700		1	1			
Northport, Mich., to Chicago, Ill.	Lumber	2,000	2,000	4,000	4,000		6	6			
Green Bay, Wis., to Chicago, Ill.	do.	10,000	3,000	13,000	12,200	\$800	8	8			
Muskegon, Mich., to Racine, Wis.	Lumber	4,000	2,000	6,000	6,000		7	7			
Charlevoix, Mich., to Sheboygan, Wis.	Wood and slabs.	3,000	500	3,500	3,500		7	7			
Pleasure trip		5		5	5		2	2			
White Lake to St. Joseph, Mich.	Lumber	1,000	360	1,360	1,330	30	3	3			
Holland, Mich., to Milwaukee, Wis.	do.	1,200	650	1,850	1,800	50	3	3			
Ludington, Mich., to Michigan City, Ind.	do.	1,000	1,500	2,500	2,200	300	4	4			
Chicago, Ill., to Buffalo, N. Y.	Wheat	96,000	60,000	156,000	156,000		17	17			
Chicago, Ill., to Manistee, Mich.		3,500		3,500	1,500	2,000	6	6			
Chicago, Ill., to Frankfort, Mich.		3,000		3,000	2,000	1,000	7	7			
Chicago, Ill., to Midland, Canada.	Corn	25,000	21,600	46,600	40,150	6,450	10	10			
Milwaukee, Wis., to Onekama, Mich.		1,200		1,200	900	300	3	3		3	18
Chicago, Ill., to Muskegon, Mich.		6,000		6,000	5,975	25	7	7			
Milwaukee, Wis., to Muskegon, Mich.	Wheat	2,000	2,200	4,200	2,700	1,500	3	2	1	2	2
Milwaukee, Wis., to Pierport, Mich.	Lumber	4,000	300	4,300	4,300		6	6			
Charlevoix, Mich., to Chicago, Ill.	Potatoes and apples.	1,800	1,500	3,300	3,300		3	3			
Adrift		5,000		5,000	5,000		(  )				
Michigan City, Ind., to Pentwater, Mich.		10,000		10,000	10,000		7	7			
Adrift		5,000		5,000	5,000		(  )				
Suttons Bay, Mich., to Chicago, Ill.	Potatoes and apples.	2,000	3,000	5,000	4,800	200	4	4			
Paine Lake, Mich., to Sheboygan, Wis.	Lumber	2,800	1,600	4,400	4,300	100	7	7			
Milwaukee, Wis., to White Lake, Mich.		1,000		1,000	975	25	3	3			
Muskegon, Mich., to South Chicago, Ill.	Sawdust	1,500	200	1,700	1,550	150	2	2			
Menominee to South Haven, Mich.	Lumber	1,000	900	1,900	1,600	300	2	2			
White Lake to St. Joseph, Mich.	do.	800	500	1,300	1,300		2	2			
Chicago, Ill., to Traverse Bay, Mich.		8,000		8,000	6,000	2,000	7	7			
Buffalo, N. Y., to Milwaukee, Wis.	Coal	13,500	7,000	20,500		20,500	8	8			
Muskegon to Manistee, Mich. (Broke adrift from tug.)		10,000		10,000	9,000	1,000					

§ In dangerous position from which life-saving crew assisted to extricate her, thereby saving her from probable destruction.

|| No one on board.

## United States Life-Saving Service.—Table

## DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
Nov. 25	Three-quarters of a mile north of station.	Milwaukee.....	Sc. Lena Hall, Ludington, Mich.	Hall.....	22
Nov. 28	Two hundred yards southwest of station.	Muskegon.....	Sc. Samuel P. Ely, Cleveland, Ohio.	Wilson.....	627
Nov. 28	do.....	do.....	Str. City of New York, Chicago, Ill.	McBride.....	302
Nov. 29	Sixteen miles south of station.	Sturgeon Bay Canal.	Sc. Ann Arbor, Toledo, Ohio.	Kelley.....	564
Dec. 1	Racine Reef.....	Racine.....	Str. City of Racine, Milwaukee, Wis.	Gee.....	1,041
1893.					
Feb. 3	Three-quarters of a mile southwest of station.	Grand Haven.....	Str. Roanoke, Port Huron, Mich.	Martin.....	1,070
Apr. 7	One-quarter mile east of station.	Ludington.....	Skiff, Ludington, Mich.	.....	.....
Apr. 7	One-half mile north of station.	Michigan City.....	Fish boat, Michigan City, Ind.	.....	.....
Apr. 12	One-quarter mile west-northwest of station.	Frankfort.....	Sc. Active, Milwaukee, Wis.	Christensen.	51
Apr. 14	One-half mile north of station.	Milwaukee.....	Sc. Charles E. Wyman, Milwaukee, Wis.	Christensen.	235
Apr. 16	One mile northeast of station.	Kenosha.....	Rowboat, Kenosha, Wis.	.....	.....
Apr. 19	Seven miles north of station.	Grand Haven.....	Str. John A. Miller, Grand Haven, Mich.	Verduin.....	26
Apr. 20	Four miles north of station.	Chicago.....	Sc. F. L. Dauforth, Chicago, Ill.	Isbister.....	715
Apr. 20	One-quarter mile north of station.	Racine.....	Sc. Kewaunee, Racine, Wis.	Steed.....	211
Apr. 20	Three miles north of station.	do.....	Sc. Bertha Barnes, Chicago, Ill.	Sardison.....	331
Apr. 20	Two and one-half miles north of station.	Milwaukee.....	Sc. Laurina, Milwaukee, Wis.	Martin.....	55
Apr. 20	One hundred yards south of station.	Two Rivers.....	Small boat, Two Rivers, Wis.	.....	.....
Apr. 26	Six miles northeast of station.	Milwaukee.....	Sc. Thomas C. Wilson, Grand Haven, Mich.	Halber.....	31
Apr. 28	Two miles east of station.	Holland.....	Sc. Una, Grand Haven, Mich.	Kemp.....	44
Apr. 29	Three hundred yards southwest of station.	Muskegon.....	Str. Atalanta, Milwaukee, Wis.	Nicholson.....	1,129
May 11	Off station.....	St. Joseph.....	Sc. Phantom, Grand Haven, Mich.	.....	13
May 15	Southwest point of North Manitou Island.	North Manitou Island.	Str. City of Rome, Chicago, Ill.	Lang.....	1,908
May 20	Off station.....	Racine.....	Skiff, Racine, Wis.	.....	.....
June 4	Four miles southwest of station.	North Manitou Island.	Str. Massachusetts, Milwaukee, Wis.	Anderson.....	1,415
June 4	One-quarter mile east of station.	St. Joseph.....	Rowboat, St. Joseph, Mich.	.....	.....
June 10	One mile west of station.	Holland.....	Slp. yt. Sea Gull, Holland, Mich.	.....	.....
June 10	One-sixth of a mile from station.	South Haven.....	Sc. Phantom, Grand Haven, Mich.	Sell.....	13
June 15	Five miles northwest of station.	Grand Haven.....	Sc. Indian Bill, Grand Haven, Mich.	Beam.....	32
June 25	Fifty yards north of station.	Point Betsey.....	Sc. Fleetwing, Grand Haven, Mich.	Wilson.....	41
June 29	Sixty yards east of station.	Chicago.....	Rowboat, Chicago, Ill.	.....	.....
	Total.....	.....	.....	.....	.....



of casualties, season of 1892-'93.

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 stations.	Days' succor afforded.
Ludington, Mich., to Kenosha, Wis.	Produce...	\$750	\$350	\$1,100	\$550	\$550	2	2			
Muskegon, Mich., to Buffalo, N. Y.	Lumber...	20,000	14,000	34,000	34,000		8	8			
Muskegon, Mich., to Chicago, Ill.	.....do.....	10,000	4,500	14,500	14,500		13	13			
Frankfort, Mich., to Kewaunee, Wis.	Railroad cars.	200,000	5,000	205,000	190,000	15,000	33	33			
Chicago, Ill., to Racine, Wis.	Merchandise.	150,000	50,000	200,000	200,000		55	55			
Milwaukee, Wis., to Grand Haven, Mich.	General...	50,000	38,000	88,000	85,000	3,000	20	20			
		10		10	10		2	2			
Fishing trip.....	Fish and nets.	25	15	40	40		2	2			
Milwaukee, Wis., to Huron, Mich.		1,000		1,000	1,000		2	2			
Milwaukee, Wis., to Manistee, Mich.		8,000		8,000	7,000	1,000	7	7			
Pleasure trip.....		40		40	40		2	2			
Fishing trip.....	Nets.....	2,000	300	2,300	2,100	200	6	6			
Chicago, Ill., to Buffalo, N. Y.	Corn.....	22,000	35,000	57,000		57,000	10	10			
Manistee, Mich., to Racine, Wis.	Lumber...	3,000	2,400	5,400	2,600	2,800	8	8	1	1	
Chicago, Ill., to Marinette, Wis.		10,000		10,000	10,000		8	8			
Manistee, Mich., to Racine, Wis.	Lumber...	900	1,800	2,700		2,700	3	3			
Adrift.....		50		50	50						
Charlevoix, Mich., to Chicago, Ill.	Potatoes...	500	250	750	700	50	3	3			
Holland to Ludington, Mich.	Dishes.....	1,000	400	1,400	1,400		3	3			
Chicago, Ill., to Muskegon, Mich.	Miscellaneous.	125,000	12,000	137,000	136,985	15	50	50			
South Haven to St. Joseph, Mich.	Wood.....	200	50	250	250		2	2			
Chicago, Ill., to Buffalo, N. Y.	Flaxseed..	95,000	4,000	99,000	98,000	1,000	17	17			
Adrift.....		10		10	10		1	1			
Toledo, Ohio, to Milwaukee, Wis.	Coal.....	7,000	1,000	8,000	8,000		19	19			
Pleasure trip.....		50		50	50		2	2	2	2	
.....do.....		75		75	75		3	3			
St. Joseph to South Haven, Mich.		300		300	300		2	2			
Muskegon to Grand Haven, Mich.	Wood.....	400	50	450	450		2	2			
Milwaukee, Wis., to Charlevoix, Mich.	Beer.....	1,000	80	1,080	780	300	3	3	2	2	
Racine, Wis., to Herring Lake, Mich.		20		20	20		2	2			
		1,160,530	301,655	1,462,185	1,334,600	127,585	721	720	1	22	61

United States Life-Saving Service.—Table

DISTRICT NO. 12.—EMBRAC

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1892.					
July 12	Peacock Spit.....	Cape Disappointment.	Fish boat, Ilwaco, Wash.	.....	.....
July 26	One-half mile east of station.	Point Adams.....	Fish boat, Astoria, Ore.	.....	.....
Aug. 26	One-quarter mile southeast one-half east of station.	Cape Arago .....	Str. Fawn, Empire City, Ore.	Campbell...	11
Sept. 8	North Spit of Coos Bay Bar.	Cape Arago, Umpquah River and Coquille River.	Str. Charles W. Wetmore, Port Townsend, Wash.	O'Brien.....	1,340
Oct. 12	One-half mile northwest of Golden Gate Park Station.	Golden Gate Park and Fort Point.	Barge, San Francisco, Cal.	.....	.....
Oct. 12	One and one-half miles south of station.	Fort Point.....	Scow, San Francisco, Cal.	.....	.....
Oct. 30	Presidio Shoal.....	.....do.....	Str. Gipsy, San Francisco, Cal.	Jepsen.....	294
Nov. 11	One mile northeast of station.	.....do.....	Slp. Lizzie R. A., San Francisco, Cal.	.....	19
Dec. 4	Three-eighths of a mile west-northwest of station.	Coquille River....	Se. Parkersburgh, San Francisco, Cal.	Hansen.....	124
1893.					
Jan. 8	One and one-half miles north of station.	Fort Point.....	Sloop, San Francisco, Cal.	.....	.....
Jan. 20	One-quarter mile southeast of station.	Umpquah River...	Se. Una, San Francisco, Cal.	Smith .....	208
Mar. 13	Three-quarters of a mile west of station.	Fort Point.....	Se. Gem, San Francisco, Cal.	Olsen .....	120
Mar. 25	North Spit of Coquille River.	Coquille River....	Se. Antelope, San Francisco, Cal.	Erikson .....	124
May 8	One and one-half miles southeast of station.	Cape Disappointment.	Fish boat, Astoria, Ore.	.....	.....
May 10	One and one-half miles northeast of station.	Cape Arago .....	Fish boat, Empire City, Ore.	.....	.....
May 11	Three miles southwest of station.	Umpquah River...	Se. Mary and Ida, San Francisco, Cal.	Ristum .....	181
May 12	One quarter mile from station.	.....do.....	Se. Lily, San Francisco, Cal.	Bottjer.....	143
May 25	Republic Spit.....	Cape Disappointment.	Fish boat, Astoria, Ore.	.....	.....
May 29	One and three quarters miles southeast of station.	.....do.....	.....do.....	.....	.....
June 6	Three-quarters of a mile northeast of station.	.....do.....	.....do.....	.....	.....
June 13	One and one-quarter miles southeast of station.	.....do.....	.....do.....	.....	.....
	Total.....	.....	.....	.....	.....

\* Rescued by fishermen near by; life-saving crew saved the boat.

of casualties, season of 1892-'93—Continued.

ING PACIFIC COAST.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Fishing trip.....	Fish and fishing gear.	\$125	\$550	\$675	\$650	\$25	2	2	.....	2	2
.....do.....	.....	120	.....	120	120	.....	1	*1	.....	.....	.....
.....	.....	1,600	.....	1,600	1,600	.....	2	2	.....	.....	.....
Tacoma, Wash., to San Francisco, Cal.	Coal.....	130,000	9,000	139,000	.....	139,000	22	22	.....	1	6
Dragged anchor and stranded.	.....	3,000	.....	3,000	3,000	.....	1	1	.....	1	1
Adrift and stranded ...	Gear.....	1,500	500	2,000	50	1,950	.....	.....	.....	.....	.....
Santa Cruz, Mexico, to San Francisco, Cal.	Lime.....	7,000	3,000	10,000	10,000	.....	14	14	.....	.....	.....
Adrift.....	Sand.....	500	25	525	.....	525	.....	.....	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	.....	9,000	.....	9,000	9,000	.....	6	6	.....	.....	.....
Adrift.....	Hunting outfit.	65	30	95	95	.....	1	1	.....	.....	.....
Gardiner, Oreg., to San Francisco, Cal.	Lumber ...	10,000	2,500	12,500	12,500	.....	8	8	.....	.....	.....
San Francisco, Cal., to Coos Bay, Oreg.	.....	5,000	.....	5,000	2,000	3,000	5	5	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	General ...	8,000	1,500	9,500	9,500	.....	6	6	.....	.....	.....
Fishing trip.....	Fish and fishing gear.	200	200	400	360	40	2	2	.....	.....	.....
.....	.....	90	.....	90	90	.....	1	1	.....	.....	.....
San Francisco, Cal., to Gardiner, Oreg.	.....	16,000	.....	16,000	16,000	.....	9	9	.....	9	9
Gardiner, Oreg., to San Francisco, Cal.	Lumber ...	8,000	2,000	10,000	10,000	.....	7	7	.....	.....	.....
Fishing trip.....	Fish and fishing gear.	250	350	600	600	.....	2	2	.....	.....	.....
.....do.....	.....do.....	250	300	550	.....	550	2	.....	2	.....	.....
.....do.....	.....do.....	250	300	550	500	50	2	*2	.....	2	2
.....do.....	.....do.....	200	300	500	350	150	2	*2	.....	.....	.....
.....	.....	201,150	20,555	221,705	76,415	145,290	95	93	2	15	20

*United States Life-Saving Service.—Table*

## RECAPIT

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	72	\$298,750	\$51,075
District No. 2.....	66	691,880	296,355
District No. 3.....	35	456,395	78,970
District No. 4.....	47	708,480	361,730
District No. 5.....	36	318,585	109,730
District No. 6.....	30	650,425	115,590
District No. 7.....	17	99,300	19,065
District No. 8.....	29	149,995	45,725
District No. 9.....	70	728,120	68,705
District No. 10.....	64	1,073,960	244,385
District No. 11.....	94	1,160,530	301,655
District No. 12.....	21	201,150	20,555
Aggregate.....	581	6,537,570	1,713,540

of casualties, seasons of 1892-'93—Continued.

ULATION.

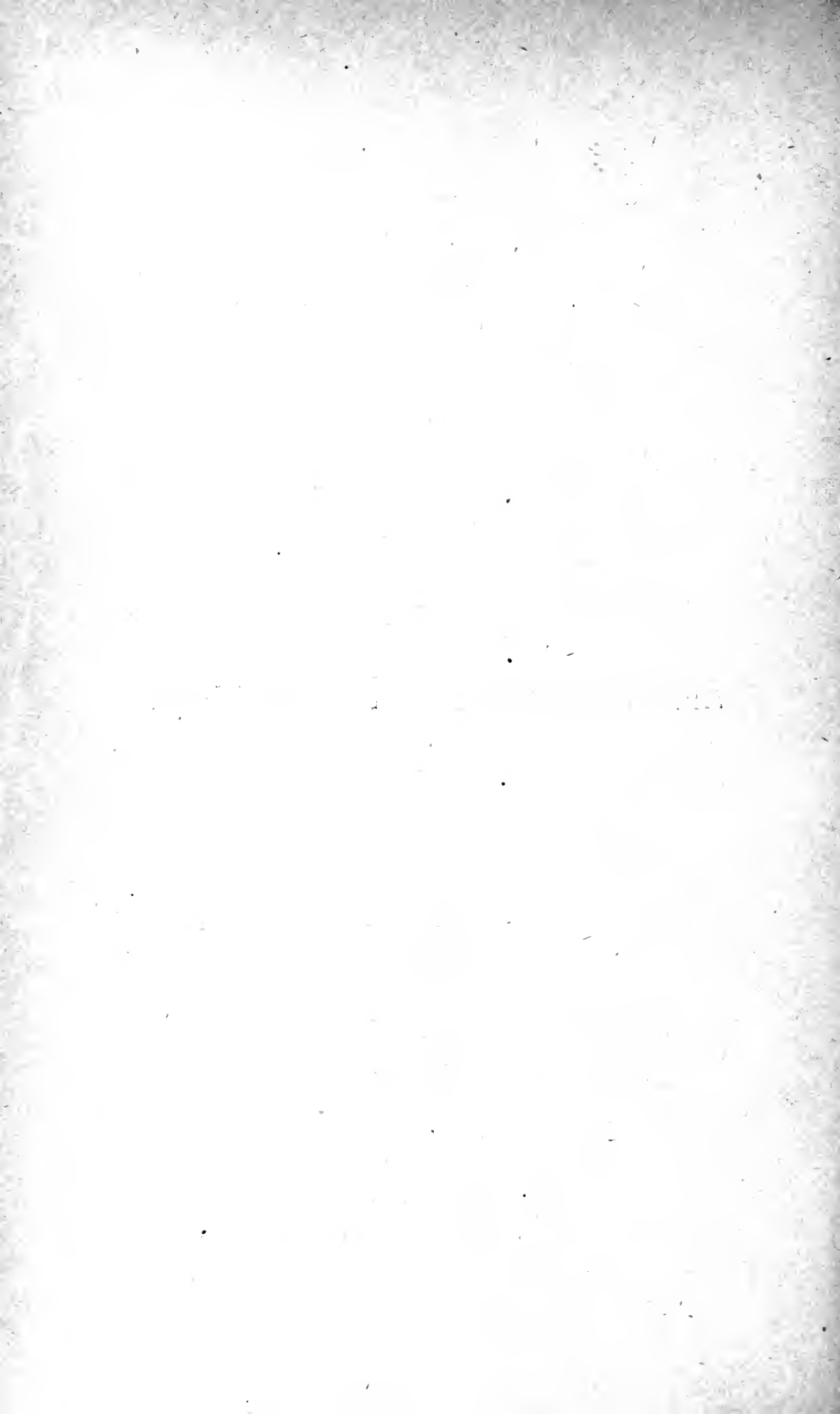
Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of ship-wrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
\$349, 825	\$300, 935	\$48, 890	414	414	.....	57	208	8
988, 235	652, 530	335, 705	451	447	4	107	234	18
535, 365	217, 585	317, 780	182	177	5	48	151	9
1, 070, 210	920, 005	150, 205	317	310	7	108	346	13
428, 315	241, 790	186, 525	225	223	2	71	218	10
766, 015	609, 835	156, 180	229	228	1	80	177	9
118, 365	91, 150	27, 215	85	85	.....	41	41	2
195, 720	174, 655	21, 065	142	142	.....	30	44	3
796, 825	744, 565	52, 260	439	433	6	36	64	3
1, 318, 345	1, 206, 785	111, 560	592	591	1	48	95	8
1, 462, 185	1, 334, 600	127, 585	721	720	1	22	61	4
221, 705	76, 415	145, 290	95	93	2	15	20	2
8, 251, 110	6, 570, 850	1, 680, 260	3, 892	3, 863	29	*663	*1, 659	89

\*These figures include 92 persons to whom succor was given who were not on the vessels embraced in the tables, and 118 days of such succor, as follows:

District No. 1, 10 persons 17 days.	District No. 7, 30 persons 30 days.
District No. 2, 7 persons 12 days.	District No. 8, 8 persons 8 days.
District No. 3, 7 persons 7 days.	District No. 9, 1 person 1 day.
District No. 5, 25 persons 39 days.	District No. 10, 1 person 1 day.
District No. 6, 3 persons 3 days.	
	Total..... 92                      118



APPROPRIATIONS AND EXPENDITURES.





# STATEMENT

SHOWING THE

APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE  
LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1893.

*Appropriations Life-Saving Service, 1893.*

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, 500. 00	
Massachusetts, District No. 2.....	1, 500. 00	
Rhode Island and Long Island, District No. 3.....	1, 800. 00	
New Jersey, District No. 4.....	1, 800. 00	
Delaware, Maryland, and Virginia, District No. 5.....	1, 500. 00	
Virginia and North Carolina, District No. 6.....	1, 800. 00	
South Carolina, Georgia, and Florida, District No. 7.....	1, 500. 00	
Gulf of Mexico, District No. 8.....	1, 500. 00	
Lakes Ontario and Erie, District No. 9.....	1, 800. 00	
Lakes Huron and Superior, District No. 10.....	1, 800. 00	
Lake Michigan, District No. 11.....	1, 800. 00	
Washington, Oregon, and California, District No. 12.....	1, 800. 00	
Assistant superintendent, Rhode Island and Long Island, District No. 3.....	1, 200. 00	
		\$21, 300. 00

For salaries of two hundred and fifty-two keepers of life-saving and lifeboat stations and houses of refuge (act of August 5, 1892)..... 171, 500 00

For salaries of keepers of life-saving and lifeboat stations to supply deficiencies in the appropriation made necessary by the act of July 22, 1892, entitled "An act to fix the compensation of keepers and crews of life-saving stations" (appropriated by deficiency act of March 3, 1893)..... 38, 029. 28

209, 529. 28

For pay of crews of surfmen employed at the life-saving and lifeboat stations during the period of actual employment; 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; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and maintenance of same; and contingent expenses, including freight, storage, repairs, apparatus, medals, labor, stationery, advertising, and miscellaneous expenses that can not be included under any other head of life-saving stations on the coasts of the United States (act of August 5, 1892)..... 835, 250. 00

For pay of crews of surfmen employed at the life-saving and lifeboat stations during the period of actual employment, and for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882, to supply deficiencies in the appropriation made necessary by the act of July 22, 1892, entitled "An act to fix the compensation of keepers and crews of life-saving stations" (appropriated by deficiency act of March 3, 1893).....

\$199, 665. 00  
\$1,034,915.00

Total..... 1,265,744.28

*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, 1892, to June 30, 1893.....	\$1, 500. 00	
District No. 2, July 1, 1892, to June 30, 1893.....	1, 500. 00	
District No. 3, July 1, 1892, to June 30, 1893.....	1, 800. 00	
District No. 4, July 1, 1892, to June 30, 1893.....	1, 800. 00	
District No. 5, July 1, 1892, to June 30, 1893.....	1, 500. 00	
District No. 6, July 1, 1892, to December 31, 1892, and April 29 to June 30, 1893.....	1, 211. 59	
District No. 7, July 1, 1892, to June 30, 1893.....	1, 500. 00	
District No. 8, July 1, 1892, to June 30, 1893.....	1, 500. 00	
District No. 9, July 1, 1892, to August 20, 1892, and Octo- ber 22, 1892, to June 30, 1893.....	1, 496. 71	
District No. 10, July 1, 1892, to June 30, 1893.....	1, 800. 00	
District No. 11, July 1, 1892, to June 30, 1893.....	1, 800. 00	
District No. 12, July 1, 1892, to June 30, 1893.....	1, 800. 00	
Salary of assistant superintendent, District No. 3, from July 1, 1892, to June 30, 1893.....	1, 200. 00	
		\$20, 408. 30
Salaries of 236 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1892.....	49, 770. 27	
Salaries of 236 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1892.....	52, 327. 18	
Salaries of 237 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1893.....	52, 457. 50	
Salaries of 237 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1893.....	52, 650. 00	
		207, 204. 95
Pay of surfmen in District No. 1, from September 1, 1892, to April 30, 1893.....	41, 349. 00	
Pay of surfmen in District No. 2, from September 1, 1892, to April 30, 1893.....	79, 755. 00	
Pay of surfmen in District No. 3, from September 1, 1892, to April 30, 1893.....	127, 465. 00	
Pay of surfmen in District No. 4, from September 1, 1892, to April 30, 1893.....	137, 808. 40	
Pay of surfmen in District No. 5, from September 1, 1892, to April 30, 1893.....	59, 280. 00	
Pay of surfmen in District No. 6, from September 1, 1892, to April 30, 1893.....	101, 725. 00	
Pay of surfmen in District No. 7, from September 1, 1892, to April 30, 1893.....	5, 673. 90	
Pay of surfmen in District No. 8, from September 1, 1892, to April 30, 1893.....	25, 482. 02	
Pay of surfmen in District No. 9, from July 1, 1892, to June 30, 1893.....	33, 432. 81	
Pay of surfmen in District No. 10, from July 1 to December 10, 1892, and April 13 to June 30, 1893.....	55, 195. 26	
Pay of surfmen in District No. 11, from July 1 to December 10, 1892, and April 1 to June 30, 1893.....	84, 156. 10	
Pay of surfmen in District No. 12, from July 1, 1892, to June 30, 1893.....	63, 628. 70	

To reimburse keepers of the following-named stations for expenses incurred for services of temporary surfmen, during disability of keepers, under the provisions of section 7 of the act approved May 4, 1882, viz :

Wallis Sands Station, District No. 1, from January 25 to February 9, 1893.....	\$35. 57	
Cahoons Hollow Station, District No. 2, from July 1 to 22, 1892.....	35. 48	
North Scituate Station, District No. 2, from January 2 to 11, 1893.....	20. 97	
Rockaway Station, District No. 3, from September 1 to 25, 1892.....	54. 17	
Tiana Station, District No. 3, from October 7 to 10, and from October 26 to November 6, 1892.....	33. 97	
Squan Beach Station, District No. 4, from September 11 to 16, 1892.....	13. 00	
Wachapreague Station, District No. 5, from October 1 to 12, 1892.....	25. 16	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season :		
District No. 4.....	3. 00	
District No. 8.....	18. 00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at stations :		
District No. 1.....	360. 00	
District No. 2.....	45. 00	
District No. 4.....	123. 00	
District No. 5.....	99. 00	
District No. 6.....	18. 00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	9, 117. 18	
		\$824, 952. 69
Apparatus.....	18, 210. 04	
Books, charts, stationery, advertising, etc.....	1, 371. 41	
Compensation for special services, labor, etc.....	16, 869. 68	
Draft animals.....	7, 584. 23	
Equipments .....	8, 903. 45	
Freight, packing, storage, telegraphing, etc.....	3, 406. 96	
Fuel and water for stations.....	16, 499. 68	
Furniture.....	6, 732. 08	
Lithographing and engraving.....	21. 00	
Medals .....	836. 02	
Medicines.....	181. 84	
Protection of stations from encroachment of the sea.....	25. 83	
Rebuilding, repair, and improvement of stations.....	35, 138. 73	
Recording conveyances.....	8. 00	
Rent of office of inspector and superintendents.....	2, 722. 38	
Repairs to apparatus, equipments, and furniture.....	4, 717. 69	
Sites for stations.. ..	82. 03	
Subsistence of persons rescued from wrecked vessels.....	282. 29	
Supplies .....	21, 401. 37	
Transporting apparatus to and from wrecks, from stations where horses are not kept.....	317. 37	
Traveling expenses of officers.....	10, 057. 28	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	341. 09	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	3, 213. 75	
		158, 924. 20
Total expenditures from appropriation "Life-Saving Service," 1893..1	211, 490. 14	
Balance of available funds July 1, 1893.. ..	54, 254. 14	
		1, 265, 744. 28

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, 1892.....	\$39,316.11
To which repayments have been made amounting to.....	3,581.47
Total available funds.....	42,897.58

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, 1892," available as above.....	\$42,897.58
To reimburse keepers of the following-named stations for expenses incurred for services of temporary surfmen, during disability of keepers, under the provisions of section 7 of the act approved May 4, 1882, viz :	
Cahoons Hollow Station, District No. 2, June 30, 1892.....	\$1.67
Long Beach Station, District No. 3, from February 12 to 26, 1892.....	25.86
Cedar Creek Station, District No. 4, from February 16 to March 2, 1892.....	27.37
Rehoboth Beach Station, District No. 5, from April 11 to 24, 1892.....	23.33
Pay of temporary surfman at Spring Lake Station, District No. 4, from December 1, 1891, to March 31, 1892.....	200.00
Pay of surfman at Ship Canal, District No. 10, from April 23 to June 8, 1892.....	76.66
Pay of surfmen at Coquille River Station, District No. 12, from April 1 to 12, 1892.....	20.00
Pay of surfmen at Point Adams Station, District No. 12, from April 5 to May 4, 1892.....	49.78
Pay of volunteer surfman for assistance to the keeper of the Umpquah River Station, District No. 12, two days, at a wreck which occurred just after the station was completed and before it was manned.....	6.00
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations :	
District No. 1.....	42.00
District No. 2.....	12.00
District No. 3.....	16.50
District No. 4.....	57.00
District No. 6.....	45.00
District No. 8.....	6.00
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	3,695.04
	4,304.21
Apparatus.....	4,057.86
Books, charts, stationery, advertising, etc.....	121.97
Compensation for special services, labor, etc.....	830.10
Draft animals.....	82.81
Equipments.....	2,130.45
Freight, packing, storage, telegraphing, etc.....	680.96
Fuel and water for stations.....	85.81
Furniture.....	109.55
Medicines.....	12.83
Rebuilding, repairs, and improvement of stations.....	4,134.68
Recording conveyances.....	6.00
Rent of office of inspector and superintendents.....	747.66
Repairs to apparatus, equipments, and furniture.....	218.59
Subsistence of persons rescued from wrecked vessels.....	23.80
Supplies.....	944.18
Transporting apparatus to and from wrecks, from stations where horses are not kept.....	22.00
Traveling expenses of officers.....	1,543.45
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	983.52

Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	\$2, 883. 24	\$19, 619. 46
Total expenditures from appropriation "Life-Saving Service, 1892" ..	23, 923. 67	
Balance of available funds July 1, 1893.....	18, 973. 91	42, 897. 58

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1891, the following :

"Life-Saving Service, 1891" .....	\$6, 254. 31
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The expenditures from this balance during the last year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1892, were as follows :

"Life-Saving Service, 1891" available as above.....	\$6, 254. 31
Pay of surfman at Point Reyes Station, District No. 12, from April 1 to May 26, 1891.....	\$73. 55
Pay of disabled surfmen under the provision of section 7 of the act approved May 4, 1882.....	169. 35
Draft animals.....	6. 74
Freight, packing, storage, etc.....	4. 64
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	213. 89
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	453. 23

Total expenditures from appropriation "Life-Saving Service, 1891".....	921. 40
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Balance unexpended June 30, 1893.....	5, 332. 91
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This unexpended balance of \$5,332.91 was carried to the surplus fund June 30, 1893.

During the fiscal year ended June 30, 1893, George A. Bartlett, disbursing clerk, deposited the sum of \$404.13, being the unexpended balance in his hands June 30, 1892, on account of appropriation "Life-Saving Service, 1890," as shown in the report for that year, which sum was, on June 30 last, carried to the surplus fund.

Repayments amounting to \$14,546.38 have been made during the year to the appropriation "Life-Saving Service, 1890" and prior years and was also carried to the surplus fund June 30, last.

In "An act making appropriations to supply deficiencies in the appropriations for the fiscal year ending June 30, 1892, and for prior years, and for other purposes," approved July 28, 1892, the following appears :

To reimburse the keeper of the Pointe aux Barques Life-Saving Station for moneys expended by him for subsistence of himself and crew on the occasion of the wreck of the barge <i>E. Cohen</i> , during the month of October, 1890.....	\$75. 00
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This sum has been paid to the keeper.

Other appropriations and expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1893, are as follows :

"Site Long Branch Life-Saving Station"—	
Balance available July 1, 1892.....	\$9, 860. 80
Appropriated by deficiency act of March 3, 1893.....	4, 085. 44
Balance on hand June 30, 1893.....	13, 946. 24

There were no expenditures during the year from this appropriation.

“Telephone line, Cape Charles to Assateague Island, Virginia”—

Balance available July 1, 1892.....	\$15,460.22
Expenditures.....	13,761.21

Balance on hand June 30, 1893.....	1,699.01
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At the beginning of the fiscal year there was on hand available from the appropriation “Rebuilding and Improving Life-Saving Stations (proceeds of sales)” the following :

Unexpended balance July 1, 1892.....	\$5,009.84
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 .....	150.12

Total available funds.....	5,159.96
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There have been no expenditures during the year from this appropriation.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1893, were therefore as follows:

“Life-Saving Service, 1893”.....	\$1,211,490.14
“Life-Saving Service, 1892”.....	23,923.67
“Life-Saving Service, 1891”.....	921.40
“Life-Saving Service, 1892” and for prior years .....	75.00
“Telephone line, Cape Charles to Assateague Island, Virginia”.....	13,761.21

Less the following:	1,250,171.42
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Repayments to appropriations—

“Life-Saving Service, 1892”.....	3,581.47
“Life-Saving Service, 1890” and prior years.....	14,546.38
Excess of deposits, appropriation, “Rebuilding and Improving Life-Saving Stations, (proceeds of sales)”....	150.12

18,277.97
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Total net expenditures of the Service .....	1,231,893.45
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There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1893, available as heretofore stated the following balances :

“Life-Saving Service, 1893”.....	\$54,254.14
“Life-Saving Service, 1892”.....	18,973.91
“Life-Saving Service, 1891”.....	5,332.91
“Site Long Branch Life-Saving Station”.....	13,946.24
“Telephone line, Cape Charles to Assateague Island, Virginia”.....	1,699.01
“Rebuilding and improving Life-Saving Stations (proceeds of sales)”.....	5,159.96

The ~~following~~ <sup>foregoing</sup> statement of the net expenditures of the Life-Saving Service for the fiscal year ending June 30, 1893, differs from the expenditures by warrants in the following particulars :

Net expenditures by warrants.....	\$1,230,579.85
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To which should be added amounts in hands of disbursing clerk June 30, 1892, as shown on page 205 of the report for 1892 :

“Life-Saving Service, 1890”.....	\$404.13
“Life-Saving Service, 1891”.....	459.42
“Life-Saving Service, 1892”.....	6,099.50
“Site Long Branch Life-Saving Station”... ..	860.80
“Telephone Line, Cape Charles to Assateague Island, Virginia”.....	160.22

\$7,984.07
------------

Less the following:

Amounts in hands of disbursing clerk June

30, 1893—

“Life-Saving Service, 1892”.....	\$302. 77
“Life-Saving Service, 1893”.....	3, 867. 50
“Site Long Branch Life-Saving Station”.....	860. 80

5, 031. 07

Amounts reappropriated and expended by warrants not included in the foregoing statement .....

1, 639. 40

\$6, 670. 47

\$1, 313. 60

Net expenditures from appropriations for the year..... 1, 231, 893. 45

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

APPROPRIATION.

“Salaries, office Life-Saving Service, 1893”..... \$37, 780. 00

EXPENDITURES.

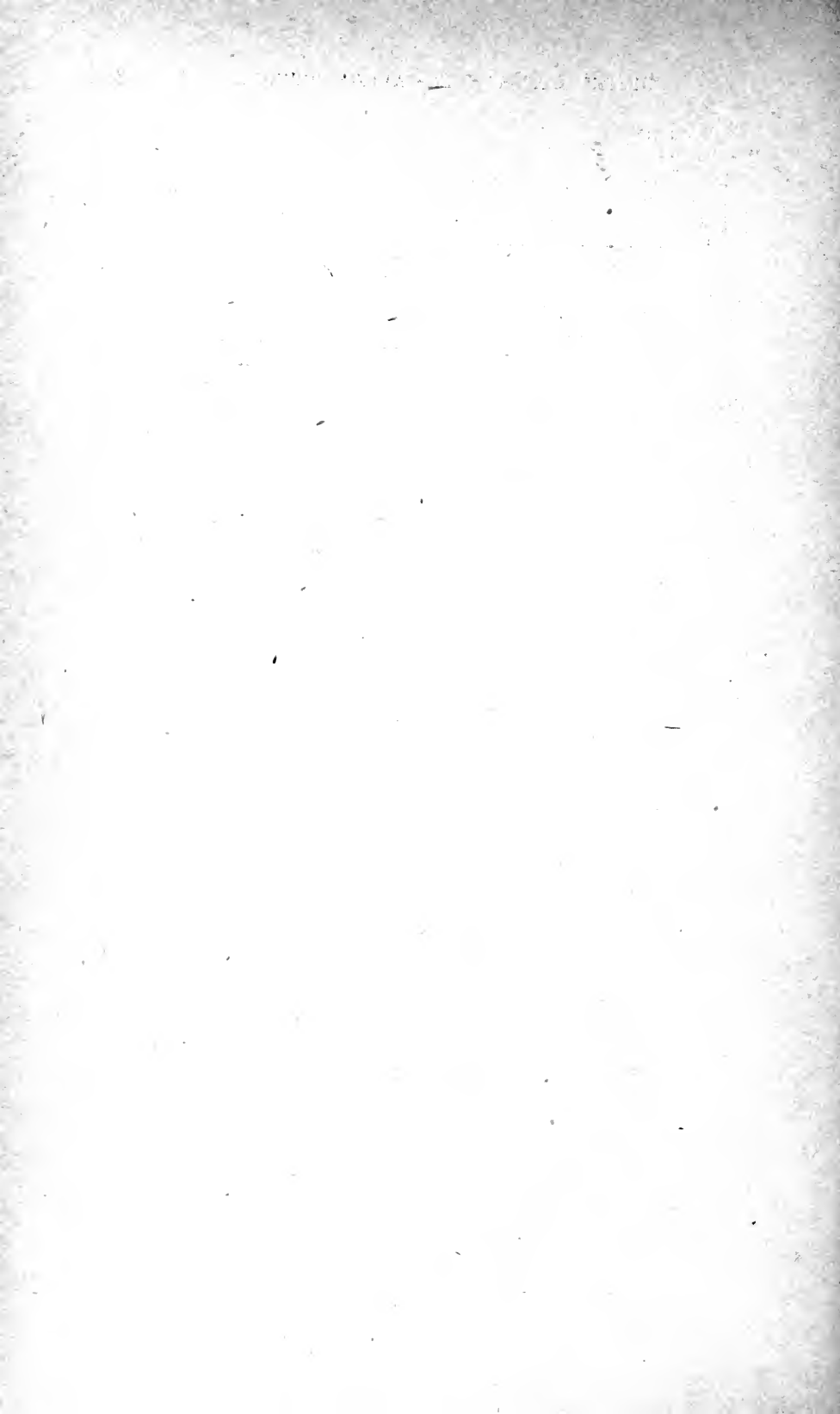
Compensation of officers and employés in office Life-Saving Service.....

\$37, 474. 21

Amount in hands of disbursing clerk unexpended.....

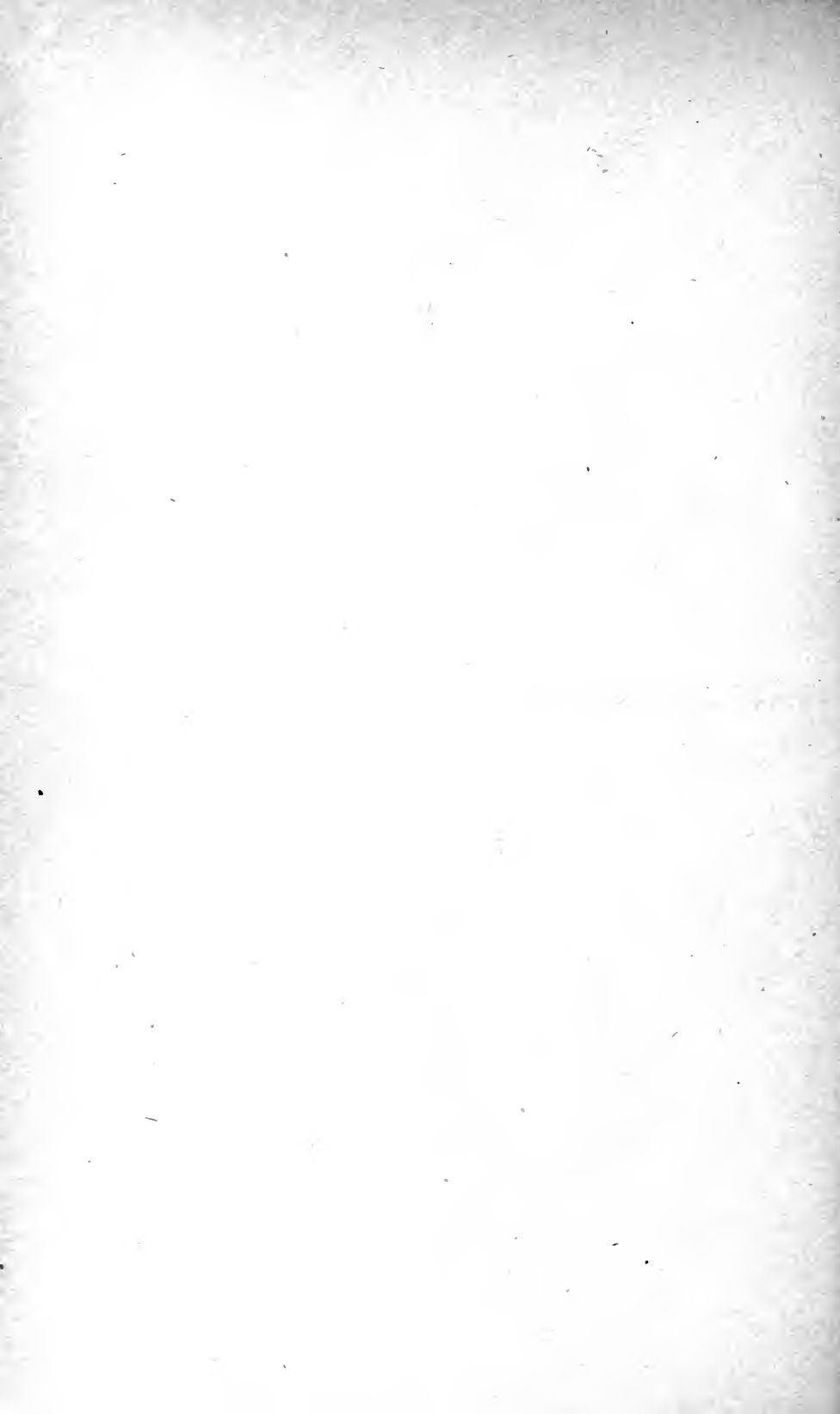
305. 79

37, 780. 00





INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.



# 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, lifeboat 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 so far as determined.

All stations on the Atlantic coast, from the eastern extremity of the State of Maine to Cape Fear, North Carolina, are manned annually by crews of experienced surfmen from the 1st of September until the 1st of May following.

Upon the lake coasts the stations are manned from the opening until the close of navigation, with the exception of the one on Beaver Island, Lake Michigan, which depends on a volunteer crew; and upon the Pacific coast they are opened and manned the year round.

All life-saving and lifeboat 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.

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.

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

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 her 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, 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 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 ship's boats.

The difficulties of rescue by operations from the shore are greatly increased in cases where the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life 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 positively not be taken into the boat until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw the same 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 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-halyards' 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 Figure 1.

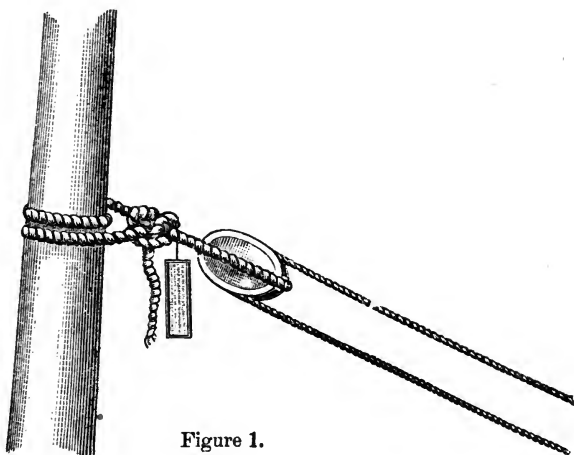


Figure 1.

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 being obeyed, the result will be as shown in Figure 2.

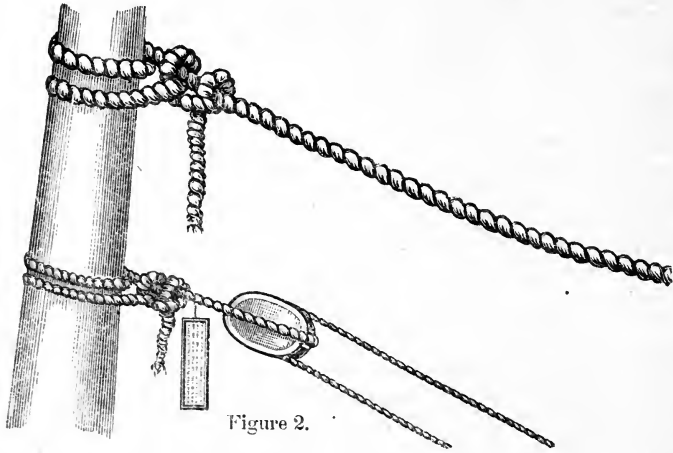


Figure 2.

*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 haul off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

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

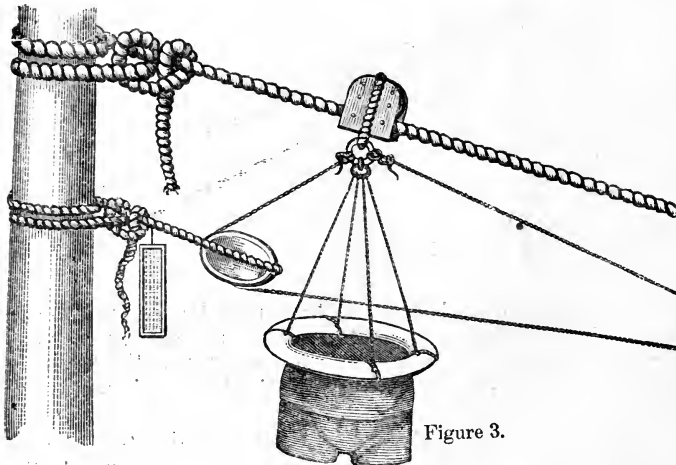


Figure 3.

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 will be repeated until all are landed. On the last trip of the life car the hatch must be secured by the inside hatch-bar.

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

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

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

Circumstances may arise, owing to the strength of the current or set, 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 instead 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 during 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 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.

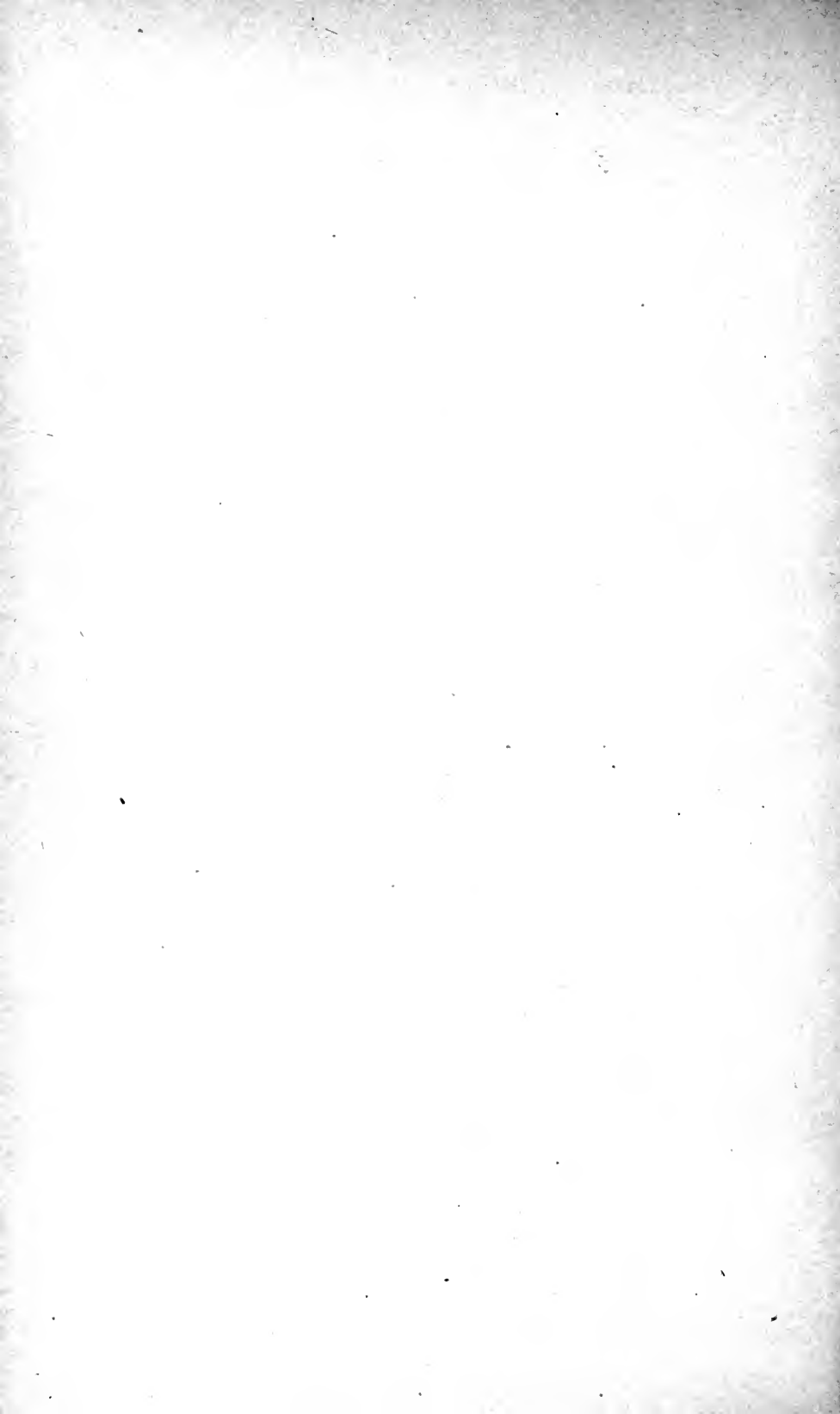
Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

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.

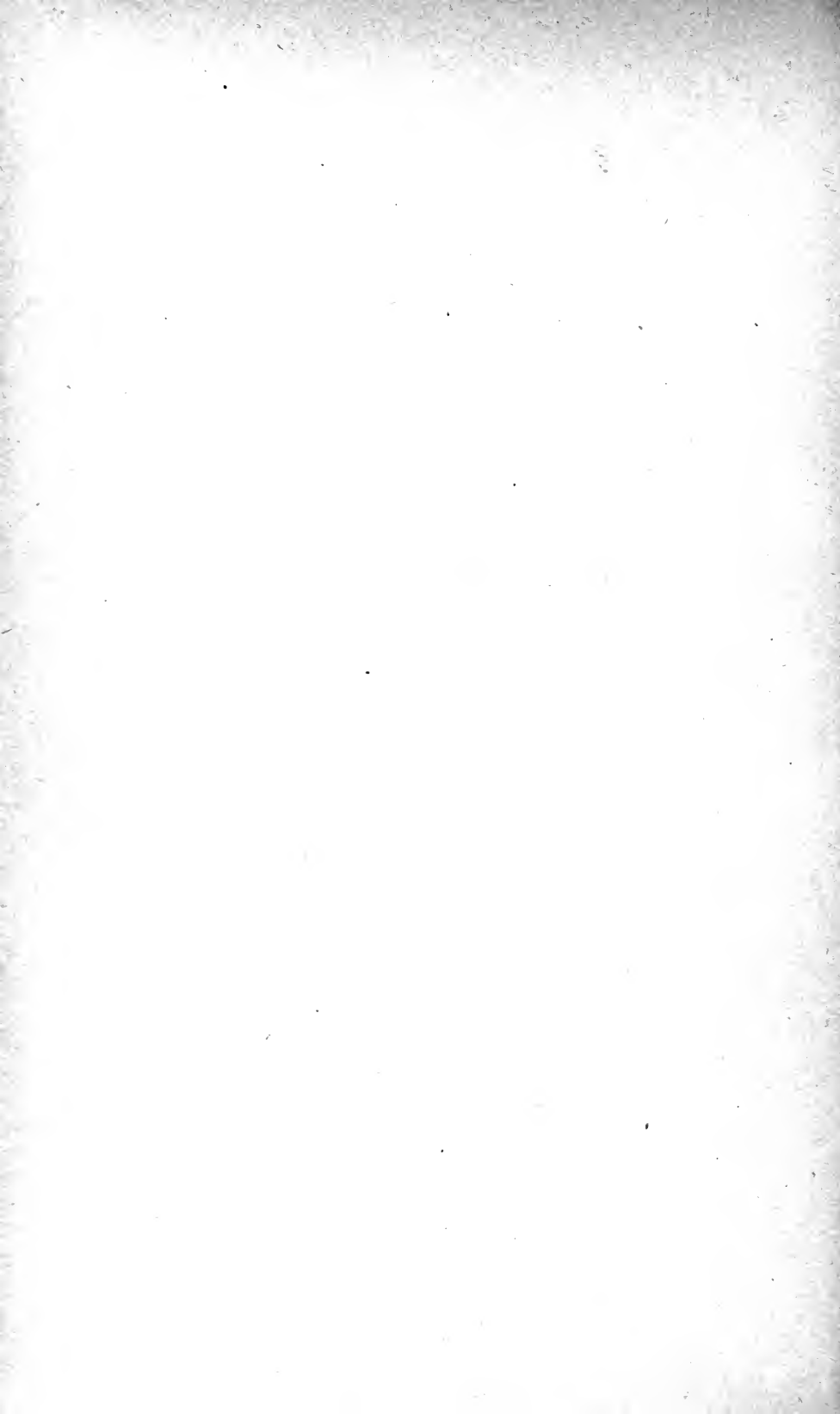




LIST OF LIFE-SAVING DISTRICTS AND STATIONS

IN

THE UNITED STATES.



# LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

## FIRST DISTRICT.

### COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.*					
			Latitude, north.		Longitude, west.			
			°	'	"	°	'	"
Quoddy Head.....	Me.....	Carrying Point Cove.....	44	48	40	66	58	50
Cross Island.....	Me.....	Off Machias Port.....	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
Hunniwells Beach.....	Me.....	On west side mouth Kennebec River.....	43	45	00	69	46	55
Cape Elizabeth.....	Me.....	Near the Lights.....	43	33	58	70	12	00
Fletchers Neck.....	Me.....	Biddeford Pool, Fletchers Neck.....	43	26	30	70	20	30
Jerrys Point.....	N. H.....	Southeast point Great Island, Portsmouth Harbor.	43	03	30	70	42	45
Wallis Sands.....	N. H.....	1¾ miles south of Odiornes Point.....	43	01	15	70	44	00
Rye Beach.....	N. H.....	North end of Rye Beach.....	42	59	30	70	45	20

## SECOND DISTRICT.

### COAST OF MASSACHUSETTS.

Plum Island.....	Mass.....	South of mouth of Merrimac River.....	42	48	30	70	49	00
Knobbs Beach.....	Mass.....	On Plum Island, 2¼ miles from south end.....	42	44	00	70	47	15
Davis Neck.....	Mass.....	Near Annisquam light.....	42	40	10	70	40	20
Point Allerton.....	Mass.....	1 mile west of Point Allerton.....	42	18	20	70	54	00
North Scituate.....	Mass.....	2½ miles south of Minots Ledge light.....	42	14	00	70	45	30
Fourth Cliff.....	Mass.....	South end of Fourth Cliff, Scituate.....	42	09	30	70	42	10
Brant Rock.....	Mass.....	On Green Harbor Point.....	42	05	30	70	38	40
Gurnet.....	Mass.....	4½ miles northeast of Plymouth.....	42	00	10	70	36	10
Manomet Point.....	Mass.....	6½ miles southeast of Plymouth.....	41	55	30	70	32	40
Race Point.....	Mass.....	1½ miles northeast of Race Point light.....	42	04	45	70	13	15
Peaked Hill Bars.....	Mass.....	2½ miles northeast of Provincetown.....	42	04	40	70	09	50
High Head.....	Mass.....	3½ miles northwest of Cape Cod light.....	42	03	55	70	06	50
Highland.....	Mass.....	¾ mile northwest of Cape Cod light.....	42	02	55	70	04	20
Pamet River.....	Mass.....	3½ miles south of Cape Cod light.....	42	00	00	70	01	15
Cahoons Hollow.....	Mass.....	2½ miles east of Wellfleet.....	41	56	45	69	59	05
Nauset.....	Mass.....	1½ miles south of Nauset lights.....	41	50	40	69	56	45
Orleans.....	Mass.....	Abreast of Ponchet Island.....	41	45	35	69	55	55
Chatham.....	Mass.....	1¼ miles south-southwest of Chatham lights.....	41	39	10	69	57	10
Monomoy.....	Mass.....	2¼ miles north of Monomoy light.....	41	35	25	69	59	10
Coskata.....	Mass.....	2¼ miles south of Nantucket (Great Point) light.	41	22	00	70	01	15
Surfside.....	Mass.....	2½ miles south of the town of Nantucket.....	41	14	30	70	06	00
Great Neck.....	Mass.....	6 miles west of Surfside.....	41	16	05	70	12	30
Muskeget.....	Mass.....	Near west end of Muskeget Island.....	41	20	20	70	18	50
Cuttyhunk.....	Mass.....	Near east end of Cuttyhunk Island.....	41	25	25	70	54	45

\* Obtained from latest Coast Survey charts.

## THIRD DISTRICT.

## COASTS OF RHODE ISLAND AND LONG ISLAND.

Name of station.	State.	Locality.	Approximate position.*					
			Latitude, north.		Longitude, west.			
Brentons Point.....	R. I.....	On Prices Neck.....	41	26	58	71	20	10
Narragansett Pier.....	R. I.....	Northern part of the town.....	41	25	45	71	27	20
Point Judith.....	R. I.....	Near light.....	41	21	40	71	29	00
Quonochontaug.....	R. I.....	7½ miles east of Watch Hill light.....	41	19	50	71	43	10
Watch Hill.....	R. I.....	Near light.....	41	18	20	71	51	30
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
Montauk Point.....	N. Y.....	At the light.....	41	04	00	71	51	30
Ditch Plain.....	N. Y.....	3½ miles southwest of Montauk light.....	41	02	10	71	54	30
Hither Plain.....	N. Y.....	½ mile southwest of Fort Pond.....	41	01	30	71	57	50
Napeague.....	N. Y.....	Abreast of Napeague Harbor.....	40	59	45	72	02	40
Amagansett.....	N. Y.....	Abreast of the village.....	40	58	00	72	08	20
Georgia.....	N. Y.....	1 mile south of village of East Hampton.....	40	56	40	72	11	40
Mecox.....	N. Y.....	2 miles south of the village of Bridgehampton.....	40	54	10	72	18	00
Southampton.....	N. Y.....	¾ mile south of the village.....	40	52	10	72	23	40
Shinnecock.....	N. Y.....	2 miles southeast of Shinnecock light.....	40	50	40	72	27	50
Tiana.....	N. Y.....	2 miles southwest of Shinnecock light.....	40	49	40	72	31	30
Quogue.....	N. Y.....	½ mile south of the village.....	40	48	20	72	36	00
Petunk.....	N. Y.....	1½ miles southwest of Petunk village.....	40	47	30	72	39	00
Moriches.....	N. Y.....	2½ miles southwest of Speonk village.....	40	46	30	72	43	10
Forge River.....	N. Y.....	3½ miles south of Moriches.....	40	44	30	72	49	00
Smiths Point.....	N. Y.....	Abreast of the point.....	40	44	00	72	52	20
Bellport.....	N. Y.....	4 miles south of the village.....	40	42	40	72	55	50
Blue Point.....	N. Y.....	4½ miles south of Patchogue.....	40	40	40	73	01	20
Lone Hill.....	N. Y.....	8 miles east of Fire Island light.....	40	39	40	73	04	20
Point of Woods.....	N. Y.....	4 miles east of Fire Island light.....	40	38	50	73	08	10
Fire Island.....	N. Y.....	½ mile west of Fire Island light.....	40	37	40	73	13	20
Oak Island.....	N. Y.....	East end of Oak Island.....	40	38	10	73	17	40
Gilgo.....	N. Y.....	West end of Oak Island.....	40	37	20	73	22	20
Jones Beach.....	N. Y.....	East end of Jones Beach.....	40	36	40	73	26	20
Zachs Inlet.....	N. Y.....	West end of Jones Beach.....	40	36	10	73	28	50
Short Beach.....	N. Y.....	½ mile east of Jones Inlet.....	40	35	30	73	31	20
Point Lookout.....	N. Y.....	2 miles west of New Inlet.....	40	35	10	73	35	40
Long Beach.....	N. Y.....	Near west end Long Beach.....	40	35	10	73	40	45
Far Rockaway †.....	N. Y.....	.....	.....	.....	.....	.....	.....	.....
Rockaway.....	N. Y.....	Near the village of Rockaway.....	40	35	30	73	47	30
Rockaway Point.....	N. Y.....	West end of Rockaway Beach.....	40	34	10	73	51	50
Coney Island.....	N. Y.....	Manhattan Beach.....	40	34	20	73	55	30
Eatons Neck.....	N. Y.....	East side entrance to Huntington Bay, Long Island Sound.....	40	57	10	73	24	00

\* Obtained from latest Coast Survey charts.

† Station destroyed by sudden gale while being moved across the water to new site.

FOURTH DISTRICT.

COAST OF NEW JERSEY.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° / "	° / "
Sandy Hook.....	N. J.....	On Bay side, 1/2 mile south of point of Hook...	40 27 51	74 00 27
Spermaceti Cove.....	N. J.....	2 1/2 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.....	2 1/2 miles south of Shark River.....	40 09 20	74 01 20
Squan Beach.....	N. J.....	1 mile southeast of Squan village.....	40 07 00	74 02 00
Bayhead.....	N. J.....	At the head of Barnegat Bay.....	40 04 00	74 02 40
Mantoloking.....	N. J.....	2 1/2 miles south of head of Barnegat Bay.....	40 01 40	74 03 10
Chadwicks.....	N. J.....	5 miles south of head of Barnegat Bay.....	39 59 10	74 04 00
Toms River.....	N. J.....	On the beach abreast mouth Toms River.....	39 56 10	74 04 30
Island Beach.....	N. J.....	1 1/4 miles south of Seaside Park.....	39 53 40	74 05 00
Cedar Creek.....	N. J.....	5 3/8 miles north of Barnegat Inlet.....	39 51 10	74 05 10
Forked River.....	N. J.....	2 miles north of Barnegat Inlet.....	39 48 10	74 05 40
Barnegat.....	N. J.....	South side of Barnegat Inlet.....	39 45 30	74 06 10
Loveladies Island.....	N. J.....	2 1/2 miles south of Barnegat Inlet.....	39 43 50	74 07 20
Harveys Cedars.....	N. J.....	5 1/2 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.....	1 3/8 miles north of Beach Haven.....	39 35 00	74 13 20
Bonds.....	N. J.....	2 1/4 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.....	5 1/2 miles north of Absecon light.....	39 25 30	74 20 30
South Brigantine.....	N. J.....	3 3/8 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.....	2 3/4 miles south of Absecon light.....	39 20 50	74 27 40
Great Egg.....	N. J.....	6 3/4 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.....	3 1/2 miles north of Corsons Inlet.....	39 14 50	74 36 50
Corsons Inlet.....	N. J.....	Near the Inlet, north side.....	39 13 10	74 38 20
Sea Isle City.....	N. J.....	3 1/4 miles north of Townsends Inlet.....	39 09 40	74 41 05
Townsends Inlet.....	N. J.....	Near the Inlet, north side.....	39 07 30	74 42 45
Tathams.....	N. J.....	3 1/2 miles north of Hereford Inlet.....	39 03 40	74 45 00
Hereford Inlet.....	N. J.....	Near Hereford light.....	39 00 20	74 47 20
Holly Beach.....	N. J.....	6 miles northeast of Cape May City.....	38 58 40	74 49 50
Turtle Gut.....	N. J.....	4 miles northeast of Cape May City.....	38 57 10	74 51 10
Cold Spring.....	N. J.....	1/2 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.....	N. J.....	2 1/2 miles west of Cape May City.....	38 56 40	74 58 10

\* Obtained from latest Coast Survey charts.

## FIFTH DISTRICT.

## COASTS OF DELAWARE, MARYLAND, AND VIRGINIA.

(CAPE HENLOPEN TO CAPE CHARLES.)

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Lewes.....	Del .....	2 miles west from Cape Henlopen light.....	38 46 50	75 07 10
Cape Henlopen.....	Del .....	$\frac{7}{8}$ 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 .....	$1\frac{1}{2}$ miles north of light.....	38 28 20	75 03 00
Ocean City.....	Md .....	Just north of village.....	38 20 00	75 05 00
North Beach.....	Md .....	10 miles south of Ocean City.....	38 11 30	75 09 20
Green Run Inlet.....	Md .....	$13\frac{1}{2}$ miles northeast of Assateague light.....	38 04 30	75 12 50
Popes Island.....	Va.....	10 miles northeast of Assateague light.....	38 00 20	75 15 40
Assateague Beach.....	Va.....	$1\frac{1}{2}$ miles south of Assateague light.....	37 53 40	75 21 40
Wallops Beach.....	Va.....	$1\frac{1}{2}$ 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
Paramores 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
Cobbs Island.....	Va.....	South end of Cobbs Island.....	37 17 30	75 47 00
Smith Island.....	Va.....	At Cape Charles light.....	37 07 00	75 53 40

## SIXTH DISTRICT.

## COASTS OF VIRGINIA AND NORTH CAROLINA.

(CAPE HENRY TO OAK ISLAND.)

Cape Henry.....	Va.....	$\frac{3}{4}$ mile southeast of Cape Henry light.....	36 55 10	75 59 50
Seatack.....	Va.....	$5\frac{1}{2}$ miles south of Cape Henry light.....	36 51 10	75 58 40
Dam Neck Mills.....	Va.....	10 miles south of Cape Henry light.....	36 47 10	75 57 30
Little Island.....	Va.....	On beach abreast of North Bay.....	36 41 30	75 55 20
False Cape.....	Va.....	On beach abreast of Back Bay.....	36 36 00	75 52 50
Wash Woods.....	N. C.....	On beach abreast of Knotts Island.....	36 32 00	75 52 10
Currituck Inlet.....	N. C.....	$5\frac{3}{4}$ miles north of Currituck Beach light.....	36 27 30	75 50 40
Whales Head.....	N. C.....	$\frac{7}{8}$ mile north of Currituck Beach light.....	36 23 20	75 49 40
Poyners Hill.....	N. C.....	$6\frac{1}{2}$ miles south of Currituck Beach light.....	36 17 10	75 48 00
Caffays Inlet.....	N. C.....	$10\frac{1}{4}$ miles south of Currituck Beach light.....	36 13 40	75 46 20
Paul Gamiels Hill.....	N. C.....	5 miles north of Kitty Hawk.....	36 08 00	75 43 50
Kitty Hawk.....	N. C.....	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills.....	N. C.....	$4\frac{1}{2}$ miles south of Kitty Hawk.....	36 00 10	75 39 40
Nags Head.....	N. C.....	9 miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie Island.....	N. C.....	$\frac{7}{8}$ mile northeast of Bodie Island light.....	35 49 40	75 33 20
Oregon Inlet.....	N. C.....	$\frac{1}{2}$ mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island.....	N. C.....	2 miles north of New Inlet.....	35 43 15	75 29 30
New Inlet.....	N. C.....	$\frac{1}{2}$ mile south of New Inlet.....	35 40 40	75 29 00
Chicamicomico.....	N. C.....	5 miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal.....	N. C.....	$11\frac{3}{4}$ miles south of New Inlet.....	35 29 50	75 28 40
Little Kinnakeet.....	N. C.....	$11\frac{1}{2}$ miles north of Cape Hatteras light.....	35 25 00	75 29 10

\* Obtained from latest Coast Survey charts.

SIXTH DISTRICT—Continued.

COASTS OF VIRGINIA AND NORTH CAROLINA—Continued.

(CAPE HENRY TO OAK ISLAND.)

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Big Kinnakeet.....	N. C.....	5½ miles north of Cape Hatteras light.....	35 20 00	75 30 20
Cape Hatteras.....	N. C.....	1 mile south of Cape Hatteras light.....	35 14 20	75 31 20
Creeds Hill.....	N. C.....	4 miles west of Cape Hatteras light.....	35 14 30	75 35 15
Durants.....	N. C.....	3 miles east of Hatteras Inlet.....	35 12 35	75 41 10
Oeracoke.....	N. C.....	1½ miles west of Hatteras Inlet.....	35 11 00	75 46 10
Cape Lookout.....	N. C.....	1½ miles south of Cape Lookout light.....	34 36 30	76 32 20
Cape Fear.....	N. C.....	On Smith 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

SEVENTH DISTRICT.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Morris Island.....	S. C.....	Near Charleston light.....	32 42 00	79 52 30
Smiths Creek.....	Fla.....	20 miles south of Matanzas Inlet.....	29 26 10	81 06 15
Mosquito Lagoon †.....	Fla.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal †.....	Fla.....	11 miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar †.....				
Bethel Creek †.....	Fla.....	11 miles north of Indian River Inlet.....	27 40 00	80 21 20
Indian River Inlet †.....	Fla.....	South side of inlet.....	27 29 45	80 17 50
Gilberts Bar †.....	Fla.....	St. Lucie Rocks, north side St. Lucie Inlet.....	27 12 00	80 09 50
Jupiter Inlet.....	Fla.....	South side of inlet.....	26 55 40	80 04 00
Orange Grove †.....	Fla.....	Southern end Lake Worth, 32 miles south of Jupiter Inlet.	26 27 30	80 03 20
Fort Lauderdale †.....	Fla.....	7 miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay †.....	Fla.....	10 miles north of Boca Ratones, Narrows Cut..	25 54 10	80 08 00

EIGHTH DISTRICT.

GULF COAST OF UNITED STATES.

Santa Rosa.....	Fla.....	Santa Rosa Island, 3 miles east of Fort Pickens.	30 19 00	87 14 30
Sabine Pass.....	Tex.....	West side of pass.....	29 43 55	93 52 15
Galveston.....	Tex.....	East end Galveston Island.....	29 20 10	94 46 10
San Luis.....	Tex.....	West end Galveston Island.....	29 07 00	95 04 00
Velasco.....	Tex.....	2¼ 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

\*Obtained from latest Coast Survey charts.

†House of refuge. No crew employed.

‡Discontinued March 30, 1891.

## NINTH DISTRICT.

## LAKES ERIE AND ONTARIO.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Big Sandy.....	N. Y. ....	North side mouth of Big Sandy Creek, Lake Ontario.	o / "	o / "
Salmon Creek †.....	N. Y. ....	.....	.....	.....
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.	.....	.....
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.....	.....	.....

## TENTH DISTRICT.

## LAKES HURON AND SUPERIOR.

Sand Beach.....	Mich.....	Inside Sand Beach Harbor, Lake Huron.....	.....	.....
Pointe aux Barques....	Mich.....	Near light, Lake Huron.....	.....	.....
Grindstone City.....	Mich.....	2 miles northwest of city, 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.	.....	.....
Vermillion Point.....	Mich.....	10 miles west of White Fish Point, Lake Superior.	.....	.....
Crisps.....	Mich.....	18 miles west of White Fish 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.	.....	.....
Marquette.....	Mich.....	Near light, Lake Superior.....	.....	.....
Ship-Canal .....	Mich.....	Old Portage Lake Ship-Canal, ¾ mile from north end, on east bank.	.....	.....

\* Obtained from latest Coast Survey charts.

† Destroyed by fire.



ELEVENTH DISTRICT.

LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Beaver Island.....	Mich.....	Near light.....	0 1 "	0 1 "
North Manitou Island..	Mich.....	Near Pickards Wharf.....		
Point Betsey.....	Mich.....	Near light.....		
Frankfort.....	Mich.....	South side entrance of harbor.....		
Manistee.....	Mich.....	North side entrance of harbor.....		
Grande Pointe au Sable.	Mich.....	1 mile south of light.....		
Ludington.....	Mich.....	North side entrance of harbor.....		
Pentwater.....	Mich.....	North side entrance of harbor.....		
White River.....	Mich.....	North side entrance of White Lake.....		
Muskegon.....	Mich.....	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 south by east of Chicago River light. Annex near the harbor.		
Evanston.....	Ill.....	On 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 of harbor, north side.....		
Two Rivers.....	Wis.....	North side entrance of harbor.....		
Sturgeon Bay Canal...	Wis.....	Eastern entrance of canal, north side.....		

TWELFTH DISTRICT.

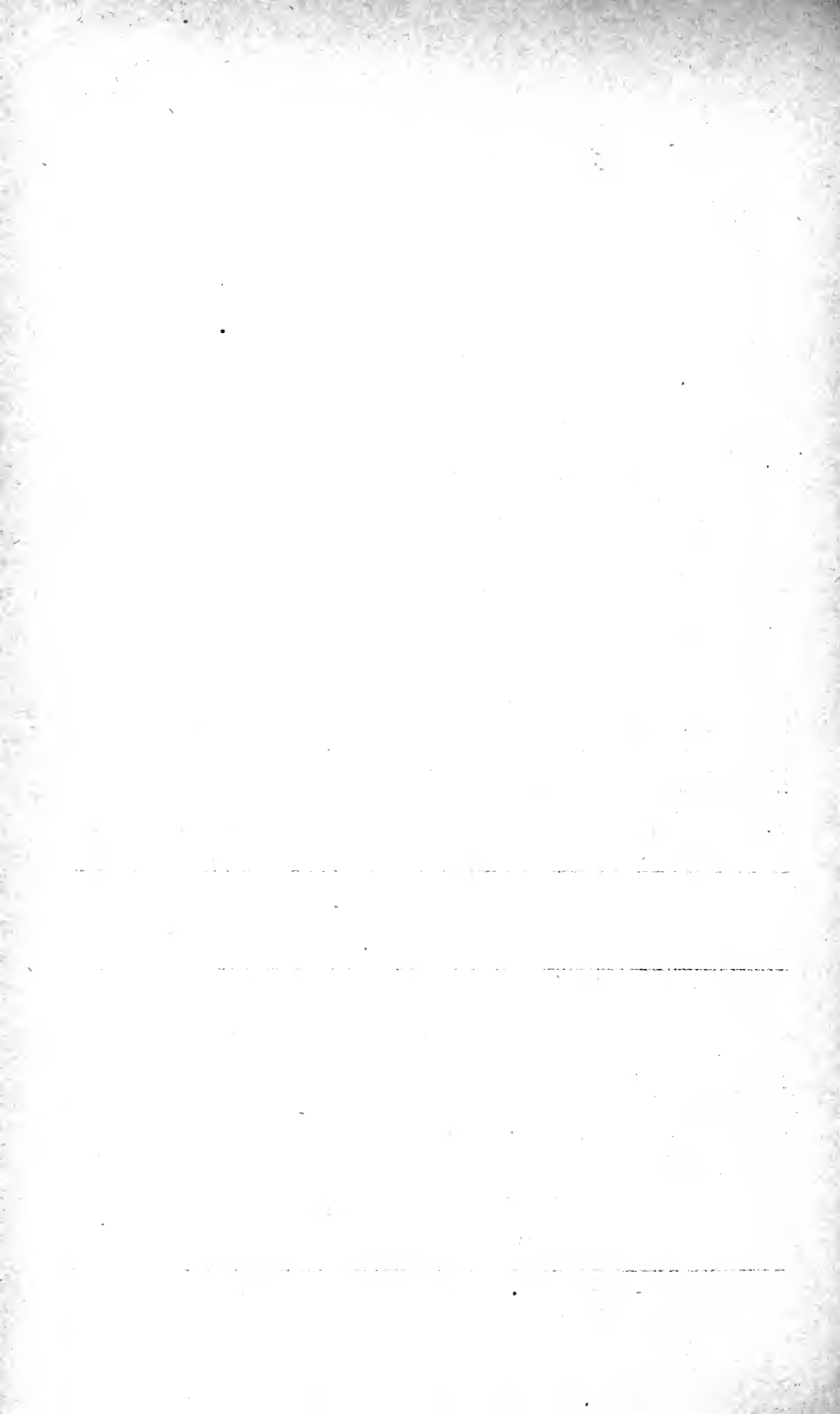
PACIFIC COAST.

Neah Bay†.....				
Shoalwater Bay.....	Wash.....	Near light-house boat landing.....	46 43 00	124 03 00
Ilwaco Beach.....	Wash.....	13 miles north of Cape Disappointment.....	46 27 50	124 03 25
Cape Disappointment..	Wash.....	Baker's Bay, ½ mile northeast of light.....	46 16 40	124 03 00
Point Adams.....	Oreg.....	¾ mile southeast of Fort Stevens.....	46 12 00	123 57 00
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.....	3½ miles north of light.....	38 02 20	122 59 30
Bolinas Bay†.....	Cal.....			
Fort Point.....	Cal.....	¾ mile east of light.....	37 48 10	122 27 50
Golden Gate Park.....	Cal.....	On beach in Golden Gate Park, San Francisco, ¾ mile south Point Lobos.	37 46 10	122 30 30

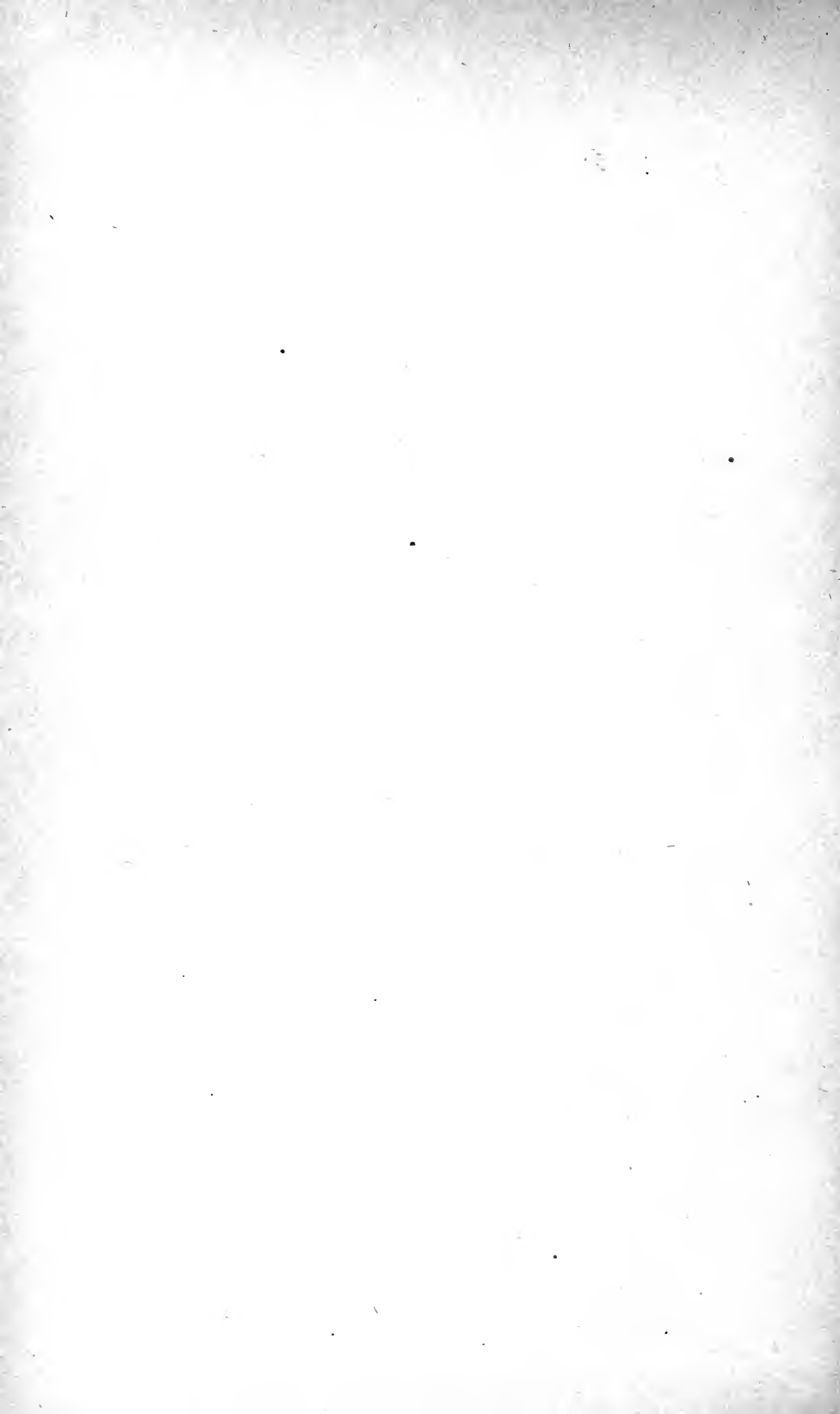
\*Obtained from latest Coast Survey charts.

† Destroyed by fire.

† Discontinued December 17, 1890.



DIRECTIONS  
FOR  
RESTORING THE APPARENTLY DROWNED.



## DIRECTIONS

FOR

### RESTORING THE APPARENTLY DROWNED.

**RULE I.** *Arouse the patient.*—Unless in danger of freezing, do not move the patient, but instantly expose the face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing so as to expose the chest and waist, and give two or three quick, smarting slaps on the stomach and chest with the open hand. If, however, there is reason to believe that considerable time has elapsed since the patient became insensible, do not lose further time by practicing Rule I, but proceed immediately to Rule II. After loosening clothing, etc., if the patient does not revive, then proceed thus :

**RULE II.** *To expel water, etc., from the stomach and chest.*—(See Fig. I.)

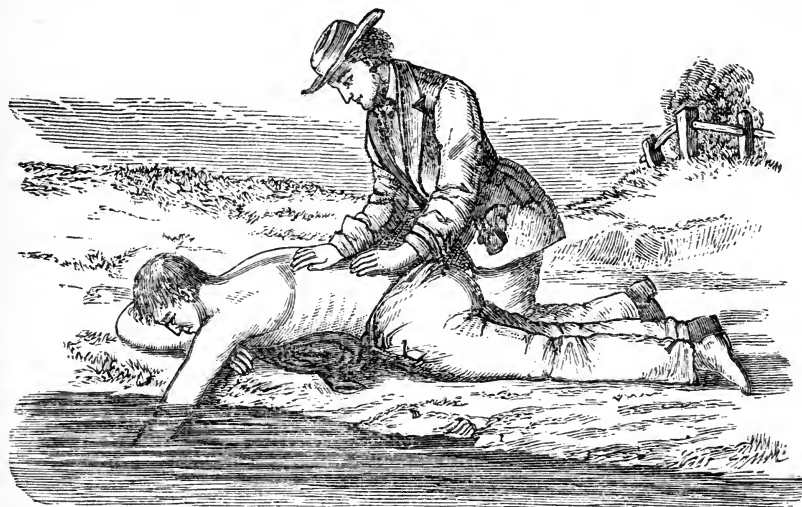


FIG. I.—Showing the first step taken, by which the chest is emptied of air, and the ejection of any fluids swallowed is assisted.

If the jaws are clinched, separate them, and keep the mouth open by placing between the teeth a cork or small bit of wood ; turn the patient on the face, a large bundle of tightly-rolled clothing being placed beneath the stomach, and press heavily over it for half a minute, or as long as fluids flow freely from the mouth.

**RULE III.** *To produce breathing.*—(See Fig. II.)—Clear the mouth and throat of mucus by introducing into the throat the corner of a

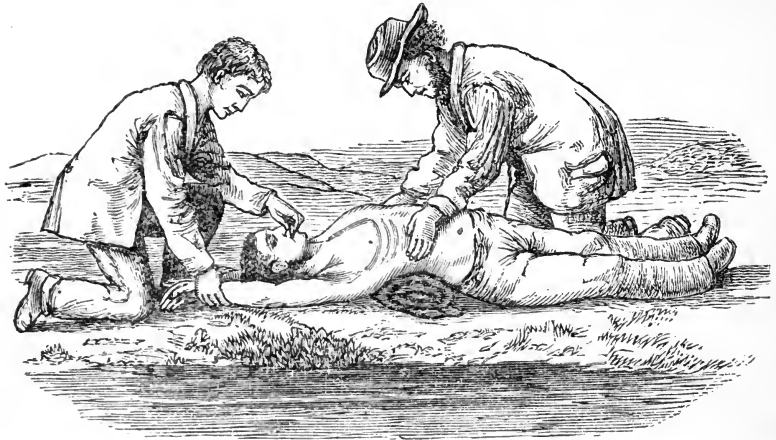


FIG. II.—*Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.*

handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present, let him, with a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth, (this prevents the tongue from falling back and choking the entrance to the windpipe,) and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head, thereby increasing the prominence of the ribs, which tends to enlarge the chest. The two last-named positions are not, however, absolutely essential to success. Kneel beside or astride the patient's hips, and, with the balls of the thumbs resting on either side of the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands and at the same time squeeze the waist between them, as if you wished to force everything in the chest upward, out of the mouth; deepen the pressure while you can count slowly one, two, three; then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two, three; then repeat the same motions as before at a rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating. If natural breathing be not restored after a trial of the bellows movement for the space of three or 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 purpose of freeing the air-passages 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 be unceasingly prac-

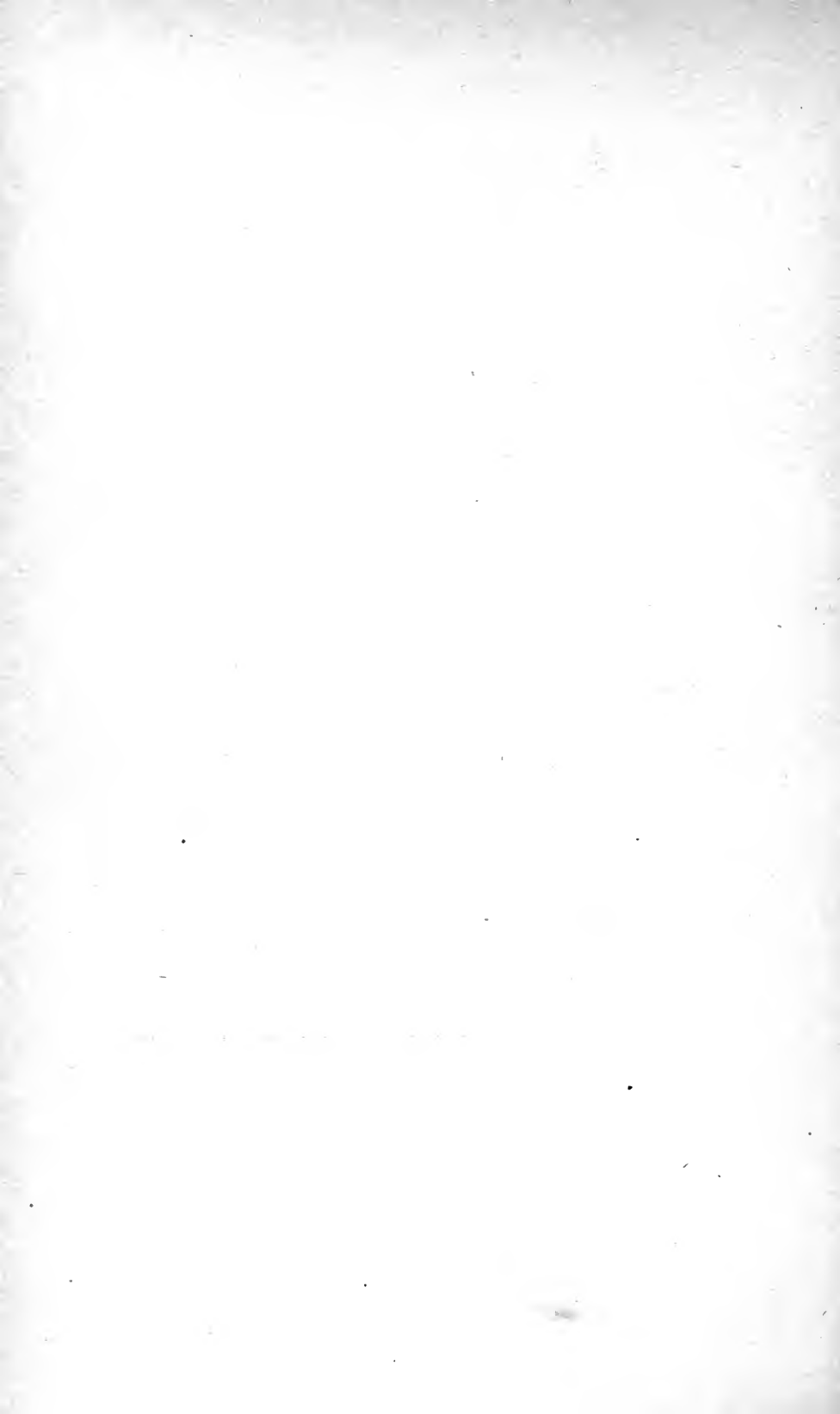
ticed from the beginning by the assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed always in an upward direction toward the body, with firm grasping pressure and energy, using the bare hands, dry flannels or handkerchiefs, 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.

**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.

**NOTE.**—Dr. Labordette, the supervising surgeon of the hospital of Lisieux, in France, appears to have established that the clinching of the jaws and the semicontraction of the fingers, which have hitherto been considered signs of death, are, in fact, evidences of remaining vitality. After numerous experiments with apparently drowned persons, and also with animals, he concludes that these are only signs accompanying the first stage of suffocation by drowning, the jaws and hands becoming relaxed when death ensues.\* This being so, the mere clinching of the jaws and semicontraction of the hands must not be considered as reasons for the discontinuance of efforts to save life, but should serve as a stimulant to vigorous and prolonged efforts to quicken vitality. Persons engaged in the task of resuscitation are, therefore, earnestly desired to take hope and encouragement for the life of the sufferer from the signs above referred to, and to continue their endeavors accordingly. In a number of cases Dr. Labordette restored to life persons whose jaws were so firmly clinched that, to aid respiration, their teeth had to be forced apart with iron instruments.

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\* The muscular rigidity of death (*rigor mortis*) occurs later, after the temporary relaxation here referred to.



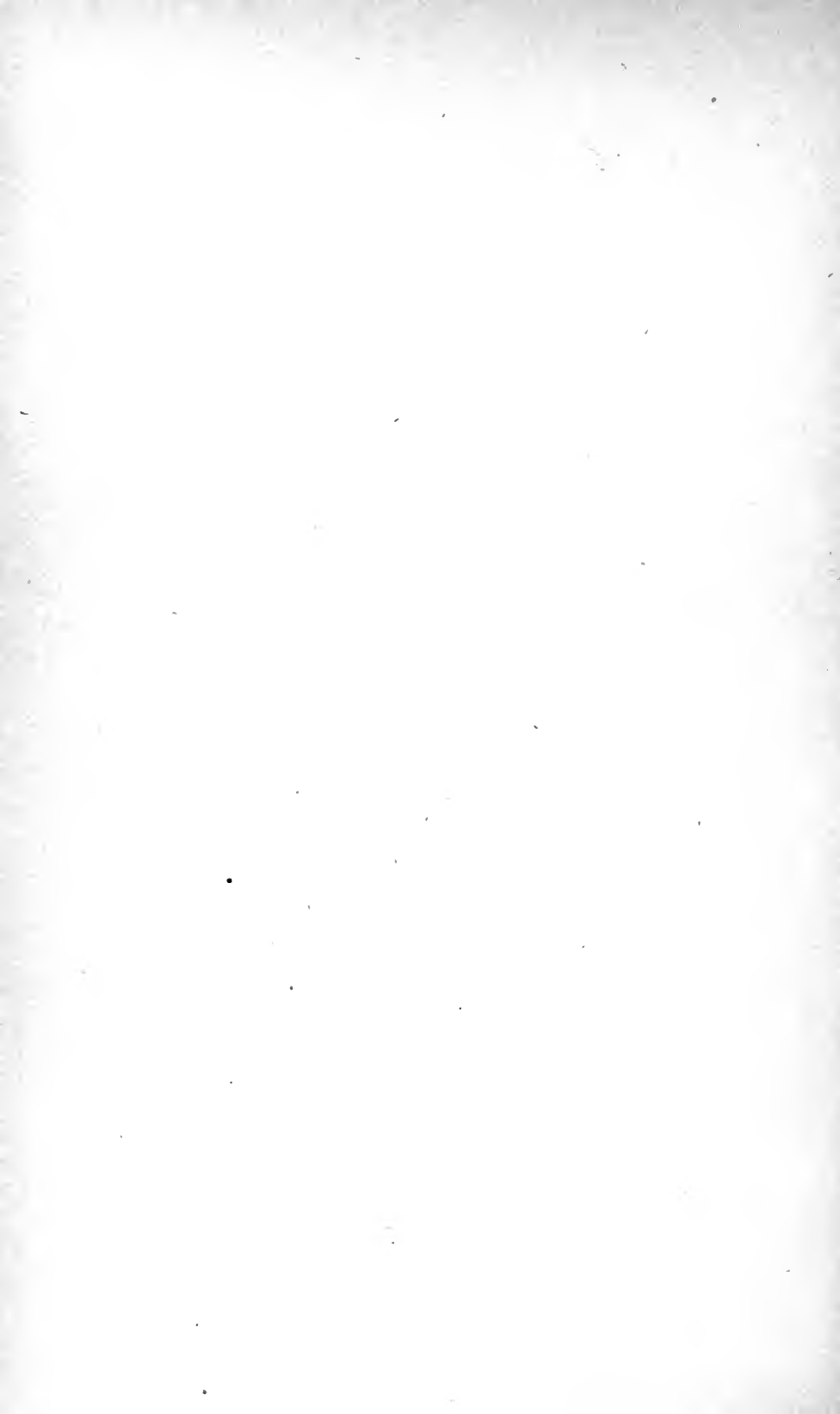


ABSTRACTS  
OF  
RETURNS OF WRECKS

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, 1893.**



## WRECKS, COLLISIONS, AND OTHER CASUALTIES AT HOME AND ABROAD.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR  
1892-'93.

The following is the twentieth 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 or 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 or in foreign waters.

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

1. *Foundering*—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. *Strandings*—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, viz:

Fire, irrespective of result ;  
 Scuttling, or any intentional damage to vessel ;  
 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 vessel's equipments ;  
 Capsizing, when vessel did not sink ;  
 Damage to machinery ;  
 Fouling of anchors ;  
 Striking of lightning ;  
 Explosion of boilers ;  
 Breakage of wheels ;  
 Also waterlogged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1892.

Since the publication of the annual statement for the fiscal year ending June 30, 1892, information has been received of the occurrence of disasters during the year to sixty American vessels on which no loss of life occurred. Thirteen lives, however, were lost on ten vessels suffering no other casualty. The table annexed shows the nature of these disasters and the divisions in which they occurred :

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
<b>Foundering:</b>						
Vessels.....	2	1	1	1	1	6
Tonnage.....	46	19	19	32	91	207
Passengers.....						
Crews.....	9	2	2	4	4	21
Lives lost.....						
<b>Strandings:</b>						
Vessels.....	5	1	1	1	2	10
Tonnage.....	319	72	331	150	423	1,295
Passengers.....						
Crews.....	17	5	7	13	8	50
Lives lost.....						
<b>Collisions:</b>						
Vessels.....	10	2	2			14
Tonnage.....	2,470	339	250			3,059
Passengers.....						
Crews.....	59	41	17			117
Lives lost.....						
<b>Other causes:</b>						
Vessels.....	4	2	8	7	9	30
Tonnage.....	27	291	3,837	1,643	6,165	12,163
Passengers.....				6	4	10
Crews.....	17	16	41	144	121	339
Lives lost.....						
<b>Totals:</b>						
Vessels.....	21	6	12	9	12	60
Tonnage.....	3,062	721	4,437	1,825	6,679	16,724
Passengers.....				6	4	10
Crews.....	102	64	67	161	133	527
Lives lost.....						
<b>Vessels totally lost:</b>						
Vessels.....	6	2	4	3	3	18
Tonnage.....	190	123	398	233	605	1,549
Passengers.....						
Crews.....	19	8	2	23		52
Lives lost.....						
<b>Vessels damaged:</b>						
Vessels.....	15	4	8	6	9	42
Tonnage.....	2,872	598	4,039	1,592	6,074	15,175
Passengers.....				6	4	10
Crews.....	83	56	65	138	133	475
Lives lost.....						

Additional statistics for the fiscal year ending June 30, 1892—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
<b>Vessels not damaged:</b>						
Vessels.....		1		5	4	10
Tonnage.....		226		2,002	2,937	5,165
Passengers.....				40	4	44
Crews.....				104	56	160
Lives lost.....		1		5	7	13
<b>Aggregate:</b>						
Vessels.....	21	7	12	14	16	70
Tonnage.....	3,062	947	4,437	3,827	9,616	21,889
Passengers.....				46	8	54
Crews.....	102	64	67	265	189	687
Lives lost.....		1		5	7	13

Of the lives lost, reported above, one was lost from a fish boat while in collision with the steamer *Apache*, of San Francisco, California, on February 16, 1892, in the Sacramento River; three were lost in a small boat belonging to the schooner *Allie I. Algar*, of Port Townsend, Washington, on May 13, 1892, in the North Pacific Ocean, having left the vessel and never returned; two were lost by the capsizing of a small boat belonging to the schooner *C. W. Jones*, of New Orleans, Louisiana, on October 12, 1891, at the entrance of Santa Ana Harbor, Mexico; one was fatally scalded by the breaking of a steam pipe; one fell from aloft and died from injuries received; one was thrown overboard by the rolling of a vessel in a heavy sea; and four fell overboard.

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, 1892.

FOUNDERSINGS.

	Atlantic and Gulf coasts.	Pacific Coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	44	4	21	12	14	95
Tonnage of vessels partially damaged.....	653	49	771	221	91	1,785
Tonnage of vessels totally lost.....	8,104	74	4,491	580	6,584	19,833
Value of vessels.....dollars.....	260,550	6,100	135,950	40,950	179,300	622,850
Value of cargoes.....do.....	38,615	820	75,880	3,905	104,420	223,640
Loss to vessels.....do.....	157,050	4,350	123,000	24,700	178,900	488,000
Loss to cargoes.....do.....	37,680	820	67,700	1,015	103,450	210,665
Insurance on vessels.....do.....	69,300		66,975	14,500	52,535	203,310
Insurance on cargoes.....do.....	13,550		31,060		54,200	98,750
Laden.....	27	2	20	2	13	64
In ballast.....	17	2	1	10	1	31
Unknown whether laden or not.....						61
Wrecks involving total loss.....	33	3	17	7	13	73
Casualties involving partial and unknown damage.....	11	1	4	5	1	22
Number of passengers.....				7	5	12
Number in crews.....	163	7	139	62	97	468
Total on board.....	163	7	139	69	102	480
Number of lives lost.....	7		13	2	18	40

Number of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, etc.—Continued.

## STRANDINGS.

	Atlantic and Gulf coasts.	Pacific Coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	208	31	111	15	66	431
Tonnage of vessels partially damaged.....	40,854	5,777	94,542	6,116	20,303	167,592
Tonnage of vessels totally lost.....	19,941	4,034	4,034	228	19,967	48,204
Value of vessels.....dollars.....	3,534,975	729,800	5,964,345	293,450	2,619,350	13,141,920
Value of cargoes.....do.....	1,315,400	171,170	1,276,075	90,740	1,212,385	4,071,770
Loss to vessels.....do.....	1,130,270	355,950	472,240	34,515	1,305,720	3,298,695
Loss to cargoes.....do.....	319,215	26,560	166,795	29,300	806,370	1,348,240
Insurance on vessels.....do.....	1,241,100	290,775	4,012,905	32,500	1,508,145	7,085,425
Insurance on cargoes.....do.....	811,080	75,000	738,510	4,500	365,235	1,994,325
Laden.....	142	19	88	7	48	304
In ballast.....	66	12	23	8	17	126
Unknown whether laden or not.....	.....	.....	.....	.....	.....	1
Wrecks involving total loss.....	105	12	15	3	44	179
Casualties involving partial and unknown damage.....	103	19	96	12	22	252
Number of passengers.....	617	89	36	65	133	940
Number in crews.....	1,814	442	1,359	196	977	4,788
Total on board.....	2,431	531	1,395	261	1,110	5,728
Number of lives lost.....	28	46	3	.....	21	98

## COLLISIONS.

	271	24	100	51	24	470
Number of vessels.....	271	24	100	51	24	470
Tonnage of vessels partially damaged.....	158,043	18,017	93,654	31,026	25,161	325,901
Tonnage of vessels totally lost.....	1,426	31	4,193	310	.....	5,960
Value of vessels.....dollars.....	8,644,040	1,207,200	5,427,700	1,600,150	743,000	17,622,060
Value of cargoes.....do.....	1,518,635	48,685	983,205	102,080	137,000	2,789,605
Loss to vessels.....do.....	260,010	43,630	562,665	48,790	47,340	962,435
Loss to cargoes.....do.....	37,640	825	251,230	1,610	1,400	292,705
Insurance on vessels.....do.....	4,365,100	453,650	3,031,170	522,125	500,275	8,872,320
Insurance on cargoes.....do.....	603,050	10,000	959,385	10,000	110,600	1,693,035
Laden.....	102	9	67	20	10	208
In ballast.....	125	10	21	21	4	181
Unknown whether laden or not.....	44	5	12	10	10	81
Wrecks involving total loss.....	12	1	9	3	.....	25
Casualties involving partial and unknown damage.....	250	23	91	48	24	445
Number of passengers.....	2,290	109	98	1,518	10	4,025
Number in crews.....	2,368	409	1,161	502	197	4,637
Total on board.....	4,658	518	1,259	2,020	207	8,662
Number of lives lost.....	9	.....	8	2	.....	19

## OTHER CAUSES.

	131	20	135	101	173	560
Number of vessels.....	131	20	135	101	173	560
Tonnage of vessels partially damaged.....	38,042	9,416	72,205	22,273	89,840	231,776
Tonnage of vessels totally lost.....	4,100	1,029	5,283	5,538	20,726	36,685
Value of vessels.....dollars.....	2,908,250	1,132,200	4,307,100	1,445,800	5,050,800	14,844,150
Value of cargoes.....do.....	1,145,630	633,900	1,285,125	377,055	2,884,495	6,326,205
Loss to vessels.....do.....	303,210	273,225	582,920	442,705	1,035,375	2,637,545
Loss to cargoes.....do.....	77,720	2,595	58,700	177,380	409,855	726,260
Insurance on vessels.....do.....	1,426,950	522,500	2,381,425	534,950	2,033,310	6,890,135
Insurance on cargoes.....do.....	282,600	100,000	390,110	206,740	1,219,625	2,199,075
Laden.....	74	8	85	39	156	362
In ballast.....	57	12	50	62	17	198
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	26	4	27	41	43	141
Casualties involving partial and unknown damage.....	105	16	108	60	130	419
Number of passengers.....	732	100	30	1,240	773	2,875
Number in crews.....	1,051	279	1,228	1,965	2,193	6,716
Total on board.....	1,783	379	1,258	3,205	2,966	9,591
Number of lives lost.....	13	6	14	46	40	489

Number of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, etc.—Continued.

RECAPITULATION.

	Atlantic and Gulf coasts.	Pacific Coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	654	79	367	179	277	1,556
Laden.....	345	38	260	68	227	938
In ballast.....	265	36	95	101	39	536
Unknown whether laden or not.....	44	5	12	10	11	82
Wrecks involving total loss.....	176	20	68	54	100	418
Casualties involving partial and unknown damage.....	478	59	299	125	177	1,138
Number of passengers.....	3,639	298	164	2,830	921	7,852
Number in crews.....	5,396	1,137	3,887	2,725	3,464	16,090
Total on board.....	9,035	1,435	4,051	5,555	4,385	24,461
Number of lives lost.....	57	52	38	50	449	* 646
Total tonnage vessels partially damaged.....	237,592	33,259	261,172	59,636	135,365	727,054
Total tonnage vessels lost.....	33,580	5,168	18,001	6,656	47,272	110,682
Aggregate.....	271,172	38,427	279,173	66,292	182,672	837,736
Total value of vessels.....dollars..	15,347,815	3,075,300	15,835,095	3,380,350	8,592,450	46,231,010
Total value of cargoes.....do.....	4,018,280	854,575	3,620,285	579,780	4,338,300	13,411,220
Aggregate.....do.....	19,366,095	3,929,875	19,455,380	3,960,130	12,930,750	59,642,230
Total losses to vessels.....do.....	1,850,640	677,165	1,740,825	550,710	2,567,335	7,386,675
Total losses to cargoes.....do.....	472,265	30,800	544,425	209,305	1,321,075	2,577,870
Aggregate.....do.....	2,322,905	707,965	2,285,250	760,015	3,888,410	9,964,545
Total insurance on vessels.....do.....	7,102,450	1,266,925	9,492,475	1,104,075	4,094,265	23,060,190
Total insurance on cargoes.....do.....	1,710,280	185,000	2,119,005	221,240	1,749,660	5,985,185
Aggregate.....do.....	8,812,730	1,451,925	11,611,480	1,325,315	5,843,925	29,045,375

COMPARATIVE STATISTICS.

The subjoined tables show, 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 1891-'92 and 1892-'93 with the percentage of increase or decrease of the latter compared with the former :

NUMBER OF VESSELS INVOLVED.

	1891-'92.	1892-'93.	Per cent of—
Atlantic.....	633	634	Increase, .16
Pacific.....	73	65	Decrease, 10.96
Great Lakes.....	355	316	Decrease, 10.99
Rivers.....	170	162	Decrease, 4.71
At sea or in foreign waters.....	265	244	Decrease, 7.92
Aggregate.....	1,496	1,421	Decrease, 5.01

VALUE OF VESSELS AND CARGOES.

	1891-'92.	1892-'93.	Per cent of—
Atlantic.....	\$19,017,585	\$21,409,575	Increase, 12.58
Pacific.....	3,856,275	2,455,255	Decrease, 36.33
Great Lakes.....	19,129,225	16,000,065	Decrease, 16.36
Rivers.....	3,845,705	3,312,230	Decrease, 13.87
At sea or in foreign waters.....	12,402,130	13,272,240	Increase, 7.02
Aggregate.....	58,250,920	56,449,365	Decrease, 3.09

\*In addition to the number of lives lost, here reported, 340 lives were lost in cases where no other casualty occurred to the vessel, making the total number of lives lost 986.

*Comparative statistics—Continued.*

## LOSS TO VESSELS AND CARGOES.

	1891-'92.	1892-'93.	Per cent of—
Atlantic.....	\$2,304,530	\$3,300,205	Increase, 43.21
Pacific.....	696,175	676,035	Decrease, 2.89
Great Lakes.....	2,250,425	2,182,215	Decrease, 3.03
Rivers.....	716,800	1,159,445	Increase, 61.75
At sea or in foreign waters.....	3,831,800	2,232,810	Decrease, 41.73
Aggregate.....	9,799,730	9,550,710	Decrease, 2.54

## TONNAGE OF VESSELS INVOLVED.

	1891-'92.	1892-'93.	Per cent of—
Atlantic.....	268,110	282,774	Increase, 5.47
Pacific.....	37,706	33,055	Decrease, 12.34
Great Lakes.....	274,736	215,635	Decrease, 21.51
Rivers.....	64,467	53,554	Decrease, 16.93
At sea or in foreign waters.....	175,993	191,712	Increase, 8.93
Aggregate.....	821,012	776,730	Decrease, 5.39

## TONNAGE OF VESSELS TOTALLY LOST.

	1891-'92.	1892-'93.	Per cent of—
Atlantic.....	33,390	49,470	Increase, 48.16
Pacific.....	5,045	8,141	Increase, 61.36
Great Lakes.....	17,603	20,540	Increase, 16.99
Rivers.....	6,423	18,314	Increase, 185.13
At sea or in foreign waters.....	46,672	39,704	Decrease, 14.93
Aggregate.....	109,133	136,169	Increase, 24.77

On the 30th of June, 1893, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States, was 23,328, with a total tonnage of 4,698,792. Of this number 1,363 vessels, having a total tonnage of 707,679, met with casualties during the year, being 5.84 per cent of the total number.

The following exhibit shows the number of steam and sailing vessels and barges, registered, enrolled, and licensed, belonging to the United States on June 30, 1893, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels:

*Comparative table—Casualties to vessels.*

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	6,561	562	As 1 to 11.67
Sailing vessels.....	15,350	757	As 1 to 20.28
Barges.....	1,417	44	As 1 to 32.20
Total.....	23,328	1,363	As 1 to 17.12

During the year 392 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.

Fifty-three foreign vessels, having an aggregate tonnage of 51,179, 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, five others collided with American vessels at sea, involving a tonnage of 17,872.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 333 persons perished by drowning or by accident on board out of crews employed on 287 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls or for other purposes. In some instances lives were lost by falling to the deck from aloft and by being struck by spars, tackling, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables except 64 and 65.

The following exhibit shows the number of persons on board vessels suffering casualties, the number of lives lost, the ratio of those lost to the number on board, and the ratio of lives lost to the number of casualties for the last eighteen fiscal years :

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-'76.....	1,553	18,184	* 878	As 1 to 20.65	As 1 to 1.77
1876-'77.....	1,547	22,307	* 826	As 1 to 27.00	As 1 to 1.87
1877-'78.....	1,483	21,531	* 644	As 1 to 33.43	As 1 to 2.30
1878-'79.....	1,545	23,353	* 730	As 1 to 31.99	As 1 to 2.12
1879-'80.....	1,624	26,491	* 469	As 1 to 56.48	As 1 to 3.46
1880-'81.....	1,528	24,286	* 623	As 1 to 38.98	As 1 to 2.45
1881-'82.....	1,514	25,712	* 502	As 1 to 51.22	As 1 to 3.02
1882-'83.....	1,416	25,197	* 539	As 1 to 46.75	As 1 to 2.63
1883-'84.....	1,647	26,561	* 807	As 1 to 32.91	As 1 to 2.04
1884-'85.....	1,407	29,584	* 335	As 1 to 88.31	As 1 to 4.20
1885-'86.....	1,650	25,680	* 576	As 1 to 44.58	As 1 to 2.86
1886-'87.....	1,494	23,992	* 529	As 1 to 45.35	As 1 to 2.82
1887-'88.....	1,461	22,717	* 538	As 1 to 42.22	As 1 to 2.72
1888-'89.....	1,468	25,097	* 638	As 1 to 39.34	As 1 to 2.30
1889-'90.....	1,419	28,331	* 548	As 1 to 51.70	As 1 to 2.59
1890-'91.....	1,431	33,734	* 447	As 1 to 75.64	As 1 to 3.20
1891-'92.....	1,496	23,924	* 646	As 1 to 37.03	As 1 to 2.32
1892-'93.....	1,421	26,059	* 397	As 1 to 65.64	As 1 to 3.58

\* This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the one above, 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.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-'76.....	1,139	13,487	* 501	As 1 to 26.92	As 1 to 2.27
1876-'77.....	1,023	15,977	* 278	As 1 to 57.47	As 1 to 3.68
1877-'78.....	1,083	16,785	* 403	As 1 to 41.65	As 1 to 2.69
1878-'79.....	1,044	16,245	* 222	As 1 to 73.18	As 1 to 4.70
1879-'80.....	1,265	21,691	* 170	As 1 to 127.59	As 1 to 7.44
1880-'81.....	1,171	19,713	* 272	As 1 to 72.47	As 1 to 4.31
1881-'82.....	1,203	20,495	* 241	As 1 to 85.04	As 1 to 4.99
1882-'83.....	1,090	20,623	* 328	As 1 to 62.88	As 1 to 3.32
1883-'84.....	1,246	20,364	* 327	As 1 to 62.28	As 1 to 3.81
1884-'85.....	1,066	24,302	* 107	As 1 to 227.12	As 1 to 9.96
1885-'86.....	1,269	21,076	* 266	As 1 to 79.23	As 1 to 4.77
1886-'87.....	1,196	20,538	* 302	As 1 to 68.00	As 1 to 3.96
1887-'88.....	1,175	18,635	* 235	As 1 to 79.30	As 1 to 5.00
1888-'89.....	1,158	19,792	* 253	As 1 to 78.23	As 1 to 4.58
1889-'90.....	1,176	25,261	* 269	As 1 to 93.91	As 1 to 4.37
1890-'91.....	1,205	39,181	* 343	As 1 to 88.25	As 1 to 3.51
1891-'92.....	1,231	19,676	* 197	As 1 to 99.88	As 1 to 6.25
1892-'93.....	1,177	21,653	* 203	As 1 to 106.67	As 1 to 5.80

\* This number is exclusive of lives lost where vessels suffered no damage.

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1893.

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, 1893, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Total value of cargoes.		Number of vessels, value unknown.	Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.	Number.	Amount.				Number.	Amount.	Number.	Amount.		
July.....	50	\$1,894,650	26	\$263,315	1	3	49	\$388,805	10	\$24,930	4	20	
August.....	38	777,480	17	66,445	.....	.....	36	116,340	2	4,170	.....	7	
September.....	34	2,788,000	17	228,000	2	4	29	279,770	6	110,250	6	11	
October.....	36	715,825	23	270,500	1	5	33	383,070	7	16,065	7	17	
November.....	45	538,050	20	96,870	1	6	44	123,545	9	15,825	9	20	
December.....	52	1,232,250	8	707,310	.....	.....	51	213,425	4	36,915	4	29	
January.....	40	712,550	4	84,710	.....	.....	38	141,030	10	28,060	10	13	
February.....	95	2,680,000	53	795,520	2	8	90	444,175	7	190,545	7	25	
March.....	57	1,693,450	2	712,405	2	3	52	425,590	7	45,285	7	13	
April.....	65	1,127,480	3	543,410	5	4	63	246,220	7	148,450	7	21	
May.....	31	1,229,210	19	93,825	.....	.....	30	73,985	4	12,595	4	11	
June.....	42	2,224,500	18	33,420	2	3	34	166,445	1	13,715	1	18	
Total.....	585	17,513,845	49	3,895,730	9	47	551	2,653,400	1	646,805	82	205	

\* 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, 1893, showing the number of VESSELS TOTALLY LOST, the number DAMAGED; their TONNAGE, the number of PERSONS on BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July .....	10	39	2	2	53	2,162	18,947	2,556	507	.....
August.....	12	24	.....	2	38	956	7,492	238	269	2
September .....	8	21	4	2	35	1,590	23,910	1,370	627	1
October.....	8	25	6	3	42	321	19,153	213	325	1
November.....	15	29	5	2	51	4,610	13,719	35	352	1
December.....	14	37	8	1	60	4,242	23,411	231	411	8
January.....	12	28	4	.....	44	1,339	15,740	3	283	5
February.....	30	60	2	5	97	11,888	30,186	322	875	17
March.....	22	30	2	5	59	9,086	23,133	445	604	6
April.....	30	34	4	2	70	8,742	22,903	440	530	5
May.....	12	18	3	1	34	1,110	10,481	476	363	7
June.....	8	27	8	8	51	3,424	24,229	1,120	554	4
Total .....	181	372	48	33	634	49,470	233,304	7,449	5,700	57

TABLE 3.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1893, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July.....	29	773,410	10	128,965	902,375	20	9	4	11	23
August.....	18	423,500	9	16,000	439,500	19	5	1	3	21
September .....	16	889,000	5	78,300	967,300	12	5	7	13	12
October.....	16	330,700	11	164,700	495,400	15	7	11	11	13
November.....	23	387,000	11	123,820	510,820	17	9	11	16	15
December.....	26	596,400	20	281,145	880,545	21	8	13	18	14
January.....	17	190,365	10	43,550	233,915	21	3	6	10	21
February.....	51	1,298,900	21	232,305	1,531,205	32	10	14	24	42
March.....	31	704,650	15	162,220	866,870	19	7	9	16	21
April.....	32	546,800	14	176,600	723,400	25	14	13	18	24
May.....	13	604,400	10	134,090	738,490	13	5	8	9	10
June.....	25	1,116,550	5	110,220	1,226,770	13	5	13	17	24
Total .....	297	7,861,675	141	1,654,915	9,516,590	227	87	110	166	240

TABLE 4.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1893, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....	2	5	1	4	3	3	4	3	3	2	2	2	35
Stranded .....	18	13	6	6	16	15	15	38	24	26	16	8	201
Collisions .....	22	12	17	20	18	24	9	23	16	26	12	36	240
Abandoned .....					1	1		1					3
Capsized .....		1		1	1	1							4
Damage to hull, masts, rigging, etc .....	1			1	6	1		5	2	2	1	1	20
Damage to machinery .....	1	2	2	1	3	4		1	2	2			19
Explosion of boiler, bursting of steam pipes .....						4				1			1
Explosion of naphtha .....	1												1
Fire .....	5	1	3	2	3	4	4	9	5	6	2	2	46
Ice .....							10	9	2	1			22
Sprung a leak .....			1	1		1	1	2	2	1			7
Struck bridge, sunken wreck, wharf, etc .....	1	4	2	5		5	1	1	5	3	1		28
Waterlogged .....	1		1										2
Miscellaneous .....	1		2	1		1							5
Total .....	53	38	35	42	51	60	44	97	59	70	34	51	634

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the ATLANTIC and GULF coasts, during the year ending June 30, 1893, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather:</b>					
Calms, currents, tides, etc .....		17			17
Darkness .....		6	1		7
Fog .....		34			34
Gales, hurricanes, etc .....	15	52	24		91
Heavy sea .....	6	8	3		17
Snowstorms .....		15			15
Total of class 1 .....	21	132	28		181
<b>CLASS 2.—Causes connected with vessels, equipments, or stowage:</b>					
Defective hull, masts, rigging, etc .....			1		1
Defective chart .....		1			1
Error in compass .....		3			3
Total of class 2 .....		4	1		5
<b>CLASS 3.—Causes connected with navigation and seamanship:</b>					
Error of master, officers, or crew .....		22			22
Error of pilots .....		6			6
Total of class 3 .....		28			28
<b>CLASS 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery .....			19		19
Explosion of boiler and bursting of steam pipes .....			1		1
Total of class 4 .....			20		20
<b>CLASS 5.—Other causes:</b>					
Absence of lights or buoys .....		6	1		7
Explosion .....		1			1
Fire .....			43		43
Ice .....			22		22
Incendiarism .....			1		1
Misstayd .....		6			6
Spontaneous combustion .....			2		2
Sprung a leak .....	11	7	6		24
Struck bridge, sunken wreck, etc .....		2	28		30
Waterlogged .....		1			1
Miscellaneous .....	1	12	5		18
Unknown .....	2	3			5
Total of class 5 .....	14	37	109		160
Aggregate .....	35	201	158		394

TABLE 6.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1893, 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			3					2	2			9
Bad management.....	1					1						4	6
Carelessness.....		1						1		1		2	5
Darkness.....							2	2	2				6
Error in judgment.....							1	1					2
"Fault of other vessel".....	5	5	8	5	4	11	3	10	1	5	1	8	66
Fault of tug towing.....				2	2	1	1	2	2			6	12
Fog.....	8		3		4			2	5	8	6	8	46
High and baffling winds.....				2						4			8
Misunderstanding signals.....	2	2		4				2	2			2	14
Negligence.....		1		4	1								2
Snowstorms.....								2					2
Tides, currents, etc.....	2	2	2	2				4	2	4	2		20
Want of proper lights.....						2						1	3
Miscellaneous.....											1		1
Unknown.....	2	1	4	4	7	7	3	2		2	2	5	39
Total.....	22	12	17	20	18	24	9	28	16	26	12	36	240

TABLE 7.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1893, 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	3	1	1	2	4	4	2	4	1	1	25
Barks.....	1		1		2	1		4		3			12
Barkentines.....							1	1	1				3
Brigs.....								2					2
Brigantines.....						1	1	1					2
Ferryboats.....	4	2	3	1		3	1	7	4	2		4	31
Schooners.....	25	22	12	17	31	30	18	47	32	41	25	21	321
Scows.....				1	1	2				2	1		7
Ships.....				1		1		1					3
Sloops.....	2	1		5	3		6	1		4		2	24
Steamers.....	12	9	9	11	10	13	10	25	14	9	4	18	144
Steamships.....	3	2	4	2	1	6	5	4	5	4	1	4	41
Steam barges.....						1							1
Steam canalboats.....	1			2									3
Steam dredges.....											1		1
Steam yachts.....	2		1	1	1						1		7
Yachts.....	1	1							1				3
Unknown.....	1		2		1								4
Total.....	53	38	35	42	51	60	44	97	59	70	34	51	634

TABLE 8.—Abstract of returns of disasters to foreign vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1893, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	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																											4
British brigs																											2
British brigantines																											2
British schooners																											1
British ships	1	1			1	2	1																				8
British steamships							1																				1
German steamships	1											5															12
Italian bark																											1
Norwegian barks																											2
Russian barks																											1
Swedish bark																											1
Total	2	1	2	2	2	2	2	2	2	2	2	3	6			8	2	2	2	3	2	1	1	4	20	24	44
Aggregate	2	1	4	2	4	9	10	2	5	1	4	44															

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 9.—Abstract of returns of masters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1893, 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.		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.	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	8	7	2	1	6	4	4	8	3	7	5	5	7	4	13	3	5	9	7	6	2	7	54	73	127		
Over 50 and not exceeding 100 tons.....	2	4	4	6	3	1	6	2	4	3	2	2	4	2	2	4	4	6	5	4	1	6	9	29	67	96		
Over 100 and not exceeding 200 tons.....	2	5	4	6	2	1	5	2	2	1	1	1	3	1	3	4	2	3	1	5	3	1	3	7	29	60	89	
Over 200 and not exceeding 300 tons.....	2	3	3	1	1	1	4	2	2	3	2	4	3	3	4	4	1	3	6	3	1	1	1	17	30	47		
Over 300 and not exceeding 400 tons.....	4	4	1	2	2	4	4	2	5	3	3	3	3	4	3	3	3	4	3	4	1	1	1	14	35	49		
Over 400 and not exceeding 500 tons.....	5	4	1	2	2	4	4	2	2	2	2	3	3	4	3	3	4	3	3	4	1	1	3	6	30	36		
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	12	21		
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	21	23		
Over 700 and not exceeding 800 tons.....	2	2	1	3	3	2	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	2	9	11	
Over 800 and not exceeding 900 tons.....	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	17	20	
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	11	14	
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	11	14
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5	10
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	7
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	7
Over 1,400 tons.....	2	2	1	5	5	2	4	1	3	2	3	2	5	4	4	4	1	5	4	4	2	3	1	4	39	43		
Unknown.....	2	2	1	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	22	22		
Total.....	10	43	12	26	8	27	8	34	15	36	14	46	12	32	30	67	22	37	30	40	12	22	8	43	181	453	634	
Aggregate.....	53	38	35	42	51	60	44	97	59	70	34	51	63	4	51	63	4	51	63	4	51	63	4	51	63	4	51	63

Note.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 2.

TABLE 10.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1893, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	10	1	6	7	9	6	8	17	4	7	5	8	88
Over 3 and not exceeding 7 years.....	6	4	6	4	3	6	6	10	11	7	1	6	66
Over 7 and not exceeding 10 years.....	7	2	4	7	7	7	3	17	5	10	2	4	75
Over 10 and not exceeding 14 years.....	3	3	1	3	4	9	8	8	9	3	5	5	63
Over 14 and not exceeding 20 years.....	3	6	6	5	8	13	5	18	11	10	4	4	99
Over 20 and not exceeding 25 years.....	8	10	4	5	7	5	5	4	4	8	4	5	72
Over 25 and not exceeding 30 years.....	6	3	3	4	3	5	5	9	6	8	4	5	62
Over 30 and not exceeding 35 years.....	1	1	1	1	1	1	1	5	5	3	3	3	25
Over 35 and not exceeding 40 years.....	1	2	2	2	3	2	2	2	2	3	3	3	26
Over 40 and not exceeding 45 years.....	3	1	1	1	2	2	1	1	1	1	1	2	12
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	7
Unknown.....	2	2	2	3	3	4	2	2	2	3	4	3	28
Total.....	53	38	35	42	51	60	44	97	59	70	34	51	634

TABLE 11.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1893, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	23	21	12	13	15	14	21	42	21	24	10	24	240
Chemicals.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Coal.....	7	4	3	2	9	9	5	15	8	15	3	9	89
Cotton, cotton seed, etc.....	1	1	1	1	1	3	3	6	1	1	1	1	19
Fertilizers.....	1	1	1	1	1	1	3	6	6	6	1	1	5
Fish, oysters, etc.....	1	1	1	1	1	1	1	4	4	6	1	1	28
Fruits, coffee, nuts, spices, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Grain.....	1	1	1	2	1	1	3	1	1	1	1	1	8
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Iron, iron ore, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	14
Lime.....	2	4	2	2	2	1	1	3	1	1	1	1	5
Logwood.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Lumber, timber, etc.....	3	1	1	6	3	8	3	6	5	7	1	2	45
Merchandise (general).....	4	1	4	2	3	1	2	7	4	4	3	2	37
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Provisions.....	1	1	1	1	1	2	1	1	1	1	1	1	4
Railroad iron.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Railroad stock.....	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	2
Sand, plaster, etc.....	1	1	1	1	3	1	1	1	1	1	2	2	11
Stone, brick, etc.....	2	2	1	1	2	1	1	1	1	2	1	1	22
Sugar, molasses, etc.....	1	1	1	1	1	1	1	2	1	1	1	1	6
Tar, turpentine, rosin, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Wood.....	1	1	2	1	2	1	1	1	1	2	1	1	11
Miscellaneous.....	6	1	2	1	5	5	1	4	4	4	1	1	27
Unknown.....	3	4	4	5	6	3	3	2	2	4	3	7	47
Total.....	53	38	35	42	51	60	44	97	59	70	34	51	634

TABLE 12.—Summary—ATLANTIC and GULF coasts.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	35	6,035	593	6,628	25	10	.....	25	10	4	133	137	15
Strandings.....	201	32,282	37,112	69,394	144	57	.....	115	86	310	1,479	1,789	22
Vessels collided.....	240	4,531	150,320	154,851	92	101	47	13	227	5,368	2,868	8,236	8
Other causes.....	158	6,622	45,279	51,901	86	72	.....	28	130	1,767	1,220	2,987	12
Total.....	634	49,470	233,304	282,774	347	240	47	181	453	7,449	5,700	13,149	57

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.



PACIFIC COAST.

TABLE 13.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1893, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value		Total value of cargoes.		Number of cargoes, value		Unknown whether laden or		Loss to vessels.		Number of vessels damaged.		Loss to cargoes.		Number of cargoes totally		Number of cargoes not dam-	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
July.....	3	\$35,000	.....	.....	2	\$15,100	.....	.....	.....	.....	2	\$3,800	.....	.....	1	\$100	.....	.....	.....	1
August.....	6	87,800	.....	.....	4	5,800	.....	.....	.....	.....	6	37,300	.....	.....	3	2,600	.....	.....	.....	1
September.....	2	201,700	.....	.....	2	12,500	.....	.....	.....	.....	2	201,700	.....	.....	2	12,500	.....	.....	.....	1
October.....	15	871,500	.....	.....	6	36,900	.....	.....	.....	.....	15	124,125	.....	.....	4	13,460	.....	.....	.....	6
November.....	7	38,000	.....	.....	3	1,855	.....	.....	.....	.....	7	7,300	.....	.....	2	535	.....	.....	.....	4
December.....	1	1,400	.....	.....	.....	.....	.....	.....	.....	.....	1	1,400	.....	.....	.....	.....	.....	.....	.....	1
January.....	4	184,000	.....	.....	2	10,000	.....	.....	.....	.....	4	85,500	.....	.....	1	225	.....	.....	.....	2
February.....	3	41,000	.....	.....	2	5,500	.....	.....	.....	.....	3	41,000	.....	.....	1	4,000	.....	.....	.....	1
March.....	10	115,750	.....	.....	2	1,110	.....	.....	.....	.....	10	30,550	.....	.....	2	1,110	.....	.....	.....	2
April.....	4	62,800	.....	.....	4	3,500	.....	.....	.....	.....	4	23,800	.....	.....	2	1,680	.....	.....	.....	.....
May.....	6	678,000	.....	.....	4	33,850	.....	.....	.....	.....	6	60,500	.....	.....	2	13,350	.....	.....	.....	.....
June.....	1	11,000	.....	.....	1	1,000	.....	.....	.....	.....	2	9,500	.....	.....	1	500	.....	.....	.....	.....
Total.....	63	2,327,950	.....	.....	32	127,305	.....	.....	6	1	62	626,475	.....	.....	2	49,500	.....	.....	15	26

\* 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, 1893, showing the number of VESSELS TOTALLY LOST, the number DAMAGED; their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July		2		1	3		1,378		24	
August	3	3			6	275	1,783		60	4
September	3				3	3,269		9	53	
October	3	12			15	3,071	9,111	128	301	6
November	2	5			7	36	1,089		36	
December	1				1	16			2	
January		4			4		3,029		54	
February	3		1		4	208	605		23	
March	3	7			10	343	990		86	
April	3	1			4	344	393		31	
May	2	4			6	435	6,451	104	217	
June	1	1			2	44	85	32	10	
Total	24	39	1	1	65	8,141	24,914	333	897	10

TABLE 15.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1893, showing the number of VESSELS and CARGOES INSURED and UNINSURED and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.				Total amount of insurance.	Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	1	\$5,000			\$5,000	2	1			1
August	3	29,500	2	\$2,100	31,600	2	2	1	1	1
September	2	96,000			96,000		1	1	1	1
October	6	343,000	1	5,000	348,000	6	1	3	7	6
November	2	12,000			12,000	4	3	1		4
December						1				1
January	2	61,800	1	7,000	68,800	2	1			2
February	2	23,500			23,500	1		1	1	1
March	6	27,200			27,200	4				8
April	3	29,000			29,000	1			2	
May	3	369,500			369,500			3	4	
June	2	6,700			6,700		1			1
Total	32	1,003,200	4	14,100	1,017,300	23	18	10	17	26

TABLE 16.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1893, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....					2					1			3
Stranded .....		3	2	3	3	1	2	2	7	1		1	29
Collided .....	2	2		10	2			2	2		2		22
Capsized .....		1											1
Fire .....	1		1	1			1		1	2		1	8
Sprung aleak .....							1						1
Struck wharf .....				1			1						1
Total .....	3	6	3	15	7	1	4	4	10	4	6	2	65

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the PACIFIC coast during the year ending June 30, 1893, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather :</b>					
Calms, currents, tides, etc .....		2			2
Darkness .....			1		1
Fog .....		4			4
Gales, hurricanes, etc .....		10	1		11
Heavy sea .....		3	1		4
Total of Class 1 .....		19	3		22
<b>CLASS 3.—Causes connected with navigation and seamanship :</b>					
Defective chart .....		1			1
Error of masters, officers, or crew .....	1	3			4
Error of pilot .....		1			1
Total of Class 3 .....	1	5			6
<b>CLASS 5.—Other causes :</b>					
Fire .....			8		8
Sprung aleak .....	2				2
Struck rock .....		1			1
Miscellaneous .....		4			4
Total of Class 5 .....	2	5	8		15
Aggregate .....	3	29	11		43

NOTE.—Class 2 includes disasters arising from causes connected with vessel's equipments, or stowage. Class 4 includes disasters arising from causes connected with the machinery or boilers. No casualties are reported in these classes.

TABLE 18.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1893, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.

Cause of disaster.	Month											Total.	
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.		June.
Bad management.....	2												2
"Fault of other vessel".....		1											2
Fog.....				8					2				10
High and baffling winds.....				2	2								4
Mistayed.....		1											1
Misunderstanding signals.....									2				2
Unknown.....											1		1
Total.....	2	2		10	2			2	2		2		22

TABLE 19.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1893, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	Month											Total.	
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.		June.
Barges.....				1									1
Barks.....	1				1		1				1		4
Schooners.....		4		3	5	1			5	1		1	20
Ships.....		1	1	1									3
Steamers.....	2	1	1	6	1		3	4	5	2	2	1	28
Steamships.....			1	4						1	3		9
Total.....	3	6	3	15	7	1	4	4	10	4	6	2	65

TABLE 20.—Abstract of returns of disasters to foreign vessels on the PACIFIC coast during the year ending June 30, 1893, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	September.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	
British ships.....	1		1		1
Total.....	1		1		
Aggregate.....			1		1

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see summary. Table 62.

TABLE 21.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1893, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Jann-uary.		Feb-ruary.		March.		April.		May.		June.		Total.		Aggregate.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	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	2	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	10	6	16	
Over 50 and not exceeding 100 tons.....	1	1	1	2	1	2	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	3	5	8	
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	5	8	
Over 200 and not exceeding 300 tons.....	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 300 and not exceeding 400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 400 and not exceeding 500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 700 and not exceeding 800 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Over 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	
Total.....	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	24	41	65
Aggregate.....	3	6	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	6	6	65	

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, 1893, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	2	2	2	2	2	1	1	1	1	1	2	1	13
Over 3 and not exceeding 7 years.....	2	2	2	2	2	1	1	1	2	1	1	1	15
Over 7 and not exceeding 10 years.....	1	1	2	2	2	2	2	2	2	2	1	1	13
Over 10 and not exceeding 14 years.....	1	1	2	2	1	1	1	1	1	1	1	1	6
Over 14 and not exceeding 20 years.....	1	1	4	4	1	1	1	2	2	2	1	1	11
Over 20 and not exceeding 25 years.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Over 25 and not exceeding 30 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Over 30 and not exceeding 35 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	3	6	3	15	7	1	4	4	10	4	6	2	65

TABLE 23.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1893, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	1	1	1	6	4	1	2	1	8	1	1	1	27
Coal.....	1	2	2	1	1	1	1	1	1	1	1	1	6
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lime.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lumber.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Merchandise (general).....	3	3	3	3	3	3	3	3	3	3	3	3	9
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Railroad iron.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Sand, plaster, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Whale oil.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Miscellaneous.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	3	6	3	15	7	1	4	4	10	4	6	2	65

TABLE 24.—Summary—PACIFIC coast.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	3	42	256	298	3	3	2	2	1	.....	13	13	.....
Strandings.....	29	6,591	5,928	12,519	19	10	15	14	54	376	430	430	.....
Vessels collided.....	22	34	15,783	15,817	10	11	1	1	21	238	432	670	7
Other causes.....	11	1,474	2,947	4,421	6	5	6	5	5	41	76	117	3
Total.....	65	8,141	24,914	33,055	38	26	1	24	41	333	897	1,230	10

\* 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, 1893, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels damaged, amount unknown.	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.		Number.	Amount.		
July.....	32	\$760,200	1	\$52,045	1	1	30	\$71,760	2	6	\$2,720	12		
August.....	26	1,057,600	1	285,190	1	1	26	318,760	1	3	1,400	15		
September.....	34	973,780	2	179,185	3	3	29	98,845	7	7	11,275	22		
October.....	62	2,852,900	2	515,945	2	2	57	498,055	7	18	142,880	24		
November.....	48	2,048,750	1	574,870	1	1	46	230,255	3	21	114,750	21		
December.....	5	216,000	3	46,620	1	1	5	59,200	1	1	2,000	2		
January.....	2	68,000	—	—	—	—	2	19,675	—	—	—	1		
February.....	4	137,000	3	54,200	—	—	4	10,650	—	2	1,200	1		
March.....	2	12,000	—	—	—	—	2	4,600	—	—	—	—		
April.....	42	2,101,200	1	677,300	1	2	39	257,535	4	13	123,940	17		
May.....	31	1,785,800	1	597,052	1	1	29	91,885	3	10	28,905	16		
June.....	19	854,700	1	151,725	—	—	17	75,775	3	7	16,060	6		
Total.....	307	12,819,930	9	3,180,135	6	12	286	1,736,995	30	88	445,220	1	137	

\* 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, 1893, showing the number of VESSELS TOTALLY LOST, the number DAMAGED; their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July.....	5	25	.....	2	32	652	13,551	83	279	3
August.....	5	21	.....	1	27	3,189	15,454	57	325	35
September.....	4	25	.....	7	36	1,407	17,777	10	304	3
October.....	15	42	.....	7	64	5,603	39,455	63	620	40
November.....	8	38	.....	3	49	3,508	29,267	33	569	2
December.....	1	4	.....	.....	5	1,391	2,624	.....	57	.....
January.....	.....	2	.....	.....	2	.....	1,447	.....	16	.....
February.....	1	3	.....	.....	4	160	2,890	.....	46	.....
March.....	.....	2	.....	.....	2	.....	136	.....	8	.....
April.....	7	32	.....	4	43	3,622	30,442	.....	401	10
May.....	2	27	.....	3	32	456	27,477	1	339	3
June.....	3	14	.....	3	20	552	14,575	129	263	6
Total.....	51	235	.....	30	316	20,540	195,095	376	3,227	102

TABLE 27.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured and the AMOUNT of INSURANCE.				Total amount of insurance.	Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July.....	13	\$180,865	4	\$15,500	\$196,365	14	7	5	7	14
August.....	18	773,290	10	68,425	841,715	7	3	2	5	9
September.....	20	653,810	13	106,425	760,235	12	8	4	8	7
October.....	32	1,592,490	20	454,245	2,046,735	25	6	7	16	22
November.....	30	1,430,915	24	424,940	1,855,855	16	8	3	10	7
December.....	4	178,950	3	44,620	223,570	1	.....	.....	1	1
January.....	2	60,500	.....	.....	60,500	.....	.....	.....	1	1
February.....	2	10,000	2	46,000	56,000	1	1	1	.....	1
March.....	1	4,000	.....	.....	4,000	.....	.....	1	.....	2
April.....	28	1,510,315	15	394,390	1,904,705	12	3	3	12	13
May.....	21	1,181,830	13	344,915	1,526,745	9	1	2	12	6
June.....	10	476,535	4	137,610	614,145	5	4	5	5	7
Total....	181	8,053,500	108	2,037,070	10,090,570	102	41	33	77	90



TABLE 28.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....	2	2	1	3	1					3	3		15
Stranded .....	11	8	7	29	22	3		1		12	13	5	111
Collided .....	4	4	16	16	10			2		12	8	6	78
Capsized .....		1	1	1									3
Damage to hull, masts, rigging, etc .....	2	1		4	5						1		15
Damage to machinery .....		1	2	1	2					3		3	12
Explosion of boiler and bursting of steam pipes .....										1			1
Fire .....	9	6	3	5	2	2	2		1	6	4	4	44
Ice .....								1					2
Sprung aleak .....		2		2	1					2		1	8
Struck bridge, pier, wreck, wharf, etc .....	3	2	2	2	3				1		1	1	15
Waterlogged .....	1		1	1									3
Miscellaneous .....			3		3					2	1		9
Total .....	32	27	36	64	49	5	2	4	2	43	32	20	316

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the GREAT LAKES during the year ending June 30, 1893, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather :</b>					
Darkness .....		6			6
Fog .....		18			18
Gales, hurricanes, etc .....	7	49	29		85
Heavy sea .....		8	7		17
Snowstorm .....		10			10
Total of Class 1 .....	9	91	36		136
<b>CLASS 2.—Causes connected with vessel's equipments or stowage :</b>					
Error of compass .....		1			1
Total of Class 2 .....		1			1
<b>CLASS 3.—Causes connected with navigation and seamanship :</b>					
Errors of masters, officers, or crew .....		3			3
Error of pilot .....		1			1
Total of Class 3 .....		4			4
<b>CLASS 4.—Causes connected with machinery or boilers :</b>					
Damage to machinery .....			12		12
Explosion of boiler and bursting of steam pipe .....			1		1
Total of Class 4 .....			13		13
<b>CLASS 5.—Other causes :</b>					
Absence of lights and buoys .....		2			2
Explosion of gas .....			1		1
Fire .....			40		40
Ice .....			2		2
Incendiarism .....			1		1
Spontaneous combustion .....			2		2
Sprung aleak .....	6	1	2		9
Struck bridge, pier, rock, wreck, etc .....		6	11		17
Miscellaneous .....		5	2		7
Unknown .....		1	2		3
Total of Class 5 .....	6	15	63		84
Aggregate .....	15	111	112		238

TABLE 30.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Accidental .....				3								
Bad management .....	1				2								3
Darkness .....										4	2	2	8
"Fault of other vessel" .....	2	2	4	2	1								12
Fault of tug towing .....			4					2		2			13
Fog .....				2	4						1		8
High and baffling winds .....				6	2						2	4	12
Misunderstanding signals .....			2							1			3
Tides, currents, etc. ....										2			2
Want of proper lights .....					1								1
Miscellaneous .....			2							2	2		6
Unknown .....	1	2	4	3							1		11
Total .....	4	4	16	16	10			2		12	8	6	78

TABLE 31.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, 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 .....	5	2	3	1	1					1	1	
Schooners .....	9	8	16	38	27	2		2		22	12	3	139
Scows .....				1	1					1			3
Steamers .....	15	11	13	20	18	2	2	2	2	18	16	16	135
Steamships .....		3		2	1	1				1	1		9
Steam barges .....	2	2	1	2	1							1	9
Steam yachts .....		1	2								1		4
Yachts .....	1												1
Unknown .....			1								1		2
Total .....	32	27	36	64	49	5	2	4	2	43	32	20	316

TABLE 32.—Abstract of returns of disasters to foreign vessels on the GREAT LAKES during the year ending June 30, 1893, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		November.		May.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barges .....		4		1							5
British schooners .....					1			1	1	1	3
Total .....		4		1	1			1	1	6	7
Aggregate .....	4		1		1		1		7		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 33.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	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	4	2	4	2	4	2	2	1	3	1	1	1	1	1	1	1	1	1	1	3	3	5	1	8	25	33	
Over 50 and not exceeding 100 tons.....	1	1	1	3	2	4	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	15	19	
Over 100 and not exceeding 200 tons.....	2	3	3	2	2	2	2	2	1	4	1	1	1	1	1	1	1	1	1	1	2	1	1	1	10	17	27	
Over 200 and not exceeding 300 tons.....	5	5	5	6	6	9	9	2	4	2	4	1	1	1	1	1	1	1	1	1	4	1	3	2	12	36	48	
Over 300 and not exceeding 400 tons.....	1	5	1	1	1	2	1	6	1	8	1	1	1	1	1	1	1	1	1	4	4	1	3	2	5	30	35	
Over 400 and not exceeding 500 tons.....	1	1	1	1	1	2	1	2	1	2	1	1	1	1	1	1	1	1	1	4	1	1	1	2	3	1	8	9
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	4	1	4	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	11	12	
Over 600 and not exceeding 700 tons.....	1	1	1	2	1	4	1	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	12	14	
Over 700 and not exceeding 800 tons.....	1	1	1	4	1	4	1	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	10	12	
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	7	
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4	
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	6	
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	2	1	2	1	1	10	10	
Over 1,200 and not exceeding 1,300 tons.....	3	3	3	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12	13	
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	4	6
Over 1,400 tons.....	2	1	4	5	1	11	6	5	1	6	1	1	1	1	1	1	1	1	1	9	9	8	6	2	51	53		
Unknown.....	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	8	
Total.....	5	27	5	32	4	32	15	49	8	41	1	4	2	1	3	2	2	2	7	36	2	30	3	17	51	295	316	
Aggregate.....	32	27	36	64	4	32	49	2	4	5	2	2	43	32	20	316												

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, 1893, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	3	2	2	14	5	1	.....	.....	.....	8	6	1	42
Over 3 and not exceeding 7 years.....	5	5	5	2	5	1	.....	.....	.....	8	4	4	38
Over 7 and not exceeding 10 years.....	4	4	5	4	4	.....	.....	1	.....	3	2	1	23
Over 10 and not exceeding 14 years.....	6	2	4	5	5	.....	1	.....	1	4	4	3	35
Over 14 and not exceeding 20 years.....	4	5	2	13	16	.....	.....	.....	.....	8	5	4	65
Over 20 and not exceeding 25 years.....	4	5	5	9	7	2	1	1	.....	3	3	3	43
Over 25 and not exceeding 30 years.....	3	3	2	6	3	.....	.....	.....	.....	7	2	2	28
Over 30 and not exceeding 35 years.....	.....	.....	1	2	2	.....	.....	1	.....	.....	1	.....	6
Over 35 and not exceeding 40 years.....	1	.....	2	7	2	1	.....	.....	.....	1	2	.....	19
Over 40 and not exceeding 45 years.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Over 45 and not exceeding 50 years.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	.....	1	3	2	.....	.....	.....	.....	.....	1	2	.....	9
Total.....	32	27	36	64	49	5	2	4	2	43	32	20	316

TABLE 35.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	14	9	7	22	7	1	.....	.....	.....	13	6	7	90
Coal.....	7	6	5	9	9	2	.....	.....	.....	7	5	2	52
Fruits, coffee, nuts, spices, etc.....	.....	.....	1	1	2	.....	.....	.....	.....	.....	.....	.....	4
Grain.....	.....	3	5	5	6	.....	1	1	.....	17	8	3	49
Iron, iron ore, etc.....	2	2	6	10	2	.....	.....	.....	.....	.....	3	3	28
Lime.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Lumber.....	4	2	8	12	11	1	.....	.....	.....	2	7	1	48
Merchandise (general).....	.....	.....	1	2	1	.....	.....	1	.....	.....	1	1	7
Provisions.....	1	1	.....	1	2	.....	.....	1	.....	.....	.....	.....	6
Salt.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sand, plaster, etc.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Stone, brick, etc.....	1	1	.....	1	2	.....	.....	.....	.....	2	1	.....	8
Sugar, molasses, etc.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Wood.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	4
Miscellaneous.....	.....	2	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	4
Unknown.....	1	1	3	2	1	.....	.....	.....	.....	2	1	1	12
Total.....	32	27	36	64	49	5	2	4	2	43	32	20	316

TABLE 36.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, 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.....	13	5	4	13	9	3	.....	.....	2	10	11	4	74
Lake Huron.....	3	2	5	13	8	.....	.....	.....	.....	7	3	4	45
Lake Michigan.....	11	6	5	28	20	1	2	4	.....	18	1	5	107
Lake Ontario.....	4	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	8
Lake Superior.....	.....	6	4	3	5	1	.....	.....	.....	.....	6	6	31
Lake St. Clair.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	4
Straits of Mackinac.....	.....	2	1	.....	1	.....	.....	.....	.....	3	.....	1	8
Detroit River.....	.....	2	2	1	2	.....	.....	.....	.....	3	.....	.....	8
St. Clair River.....	.....	1	2	.....	2	.....	.....	.....	.....	1	.....	.....	14
St. Marys River.....	1	2	5	5	2	.....	.....	.....	.....	.....	2	.....	17
Total.....	32	27	36	64	49	5	2	4	2	43	32	20	316

TABLE 37.—Summary—GREAT LAKES.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	15	7,883	1,391	9,274	12	3	.....	12	3	7	120	127	61
Strandings.....	111	7,685	74,325	82,010	83	23	.....	23	88	79	1,216	1,295	3
Vessels collided.....	78	1,668	68,675	70,343	55	11	12	4	74	47	800	847	8
Other causes.....	112	3,304	50,704	54,008	64	48	.....	12	100	243	1,091	1,334	30
Total.....	316	20,540	195,095	215,635	214	90	12	51	265	376	3,227	3,603	102

\* 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, 1893, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Number of vessels damaged, amount unknown.*	Loss to vessels.		Number of cargoes totally lost, amount unknown.	Loss to cargoes.		Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.		Number.	Amount.	
July.....	14	\$213,500	.....	6	\$10,960	.....	.....	14	\$32,025	.....	1	\$650	5
August.....	14	120,175	.....	7	7,320	.....	.....	14	45,270	.....	2	540	5
September.....	11	268,000	.....	4	86,300	.....	.....	11	49,700	.....	1	30,000	3
October.....	23	573,250	1	9	91,800	1	1	23	265,755	1	3	1,920	6
November.....	11	206,500	.....	6	87,250	.....	.....	11	184,250	.....	4	70,250	3
December.....	12	117,050	.....	4	43,400	.....	.....	12	28,450	.....	2	18,100	2
January.....	19	262,400	.....	8	122,000	1	1	20	144,035	1	4	2,080	6
February.....	17	256,250	.....	6	11,505	.....	.....	17	142,000	.....	3	1,650	3
March.....	6	45,200	.....	1	13,000	.....	.....	6	9,700	.....	2	3,500	1
April.....	5	87,000	.....	1	15,000	.....	.....	5	33,425	.....	2	450	2
May.....	17	244,200	.....	4	60,355	.....	.....	16	44,475	.....	2	450	3
June.....	8	238,550	.....	5	131,285	.....	.....	7	47,850	.....	4	3,365	1
Total.....	157	2,632,075	5	61	680,155	3	4	156	1,026,935	6	28	132,510	40

\* 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, 1893, showing the number of VESSELS TOTALLY LOST, the number DAMAGED; their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July.....	3	11	.....	.....	14	215	2,357	314	200	12
August.....	7	7	.....	.....	14	2,784	3,167	59	184	.....
September.....	5	6	.....	.....	11	257	2,939	70	156	.....
October.....	6	17	1	.....	24	1,896	5,190	666	331	5
November.....	7	4	.....	.....	11	2,883	495	69	208	1
December.....	5	7	.....	.....	12	1,288	1,998	19	139	.....
January.....	7	13	1	.....	21	2,937	5,035	62	233	2
February.....	10	7	.....	.....	17	3,944	2,879	.....	129	.....
March.....	2	4	.....	.....	6	671	966	25	100	.....
April.....	1	4	1	.....	6	228	1,512	75	145	.....
May.....	4	12	1	1	18	812	4,165	93	231	14
June.....	3	4	.....	1	8	399	4,537	35	128	.....
Total.....	60	96	4	2	162	18,314	35,240	1,487	2,184	34

TABLE 40.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1893, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.				Total amount of insurance.	Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July.....	10	\$93,000	1	\$300	\$93,300	3	1	1	4	8
August.....	7	50,665	1	2,270	52,935	5	3	2	3	7
September.....	6	181,000	1	6,000	187,000	5	2	.....	1	7
October.....	14	234,200	5	36,550	270,750	8	2	2	3	14
November.....	7	70,800	3	84,800	155,600	4	2	.....	1	5
December.....	6	64,300	1	18,000	82,300	5	1	.....	2	8
January.....	8	54,500	2	5,000	59,500	11	3	2	5	11
February.....	8	46,500	.....	.....	46,500	9	4	.....	2	11
March.....	3	25,800	1	13,000	38,800	2	.....	1	2	3
April.....	4	45,500	.....	.....	45,500	1	.....	1	2	4
May.....	8	61,000	.....	.....	61,000	7	1	3	4	13
June.....	6	193,000	2	6,220	199,220	2	2	.....	1	3
Total...	87	1,120,265	17	172,140	1,292,405	62	21	13	30	94

TABLE 41.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1893, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....	1	1	1	...	1	1	1	...	2	...	2	1	11
Stranded .....	2	2	2	5	1	5	1	1	1	1	2	2	21
Collisions .....	2	2	...	6	...	...	4	2	...	2	6	2	26
Capsized .....	1	...	...	...	1	...	...	...	...	...	...	...	2
Damage to machinery .....	1	2	1	3	1	1	...	...	...	1	3	...	13
Explosion of boiler and bursting of steam pipes .....	...	...	...	1	...	...	1	3	1	2	1	...	3
Fire .....	4	5	3	6	4	3	3	3	1	2	3	2	39
Ice .....	...	...	...	...	...	1	9	2	1	...	...	...	19
Struck bridge, pier, snag, etc .....	3	2	4	3	3	1	2	3	2	1	3	1	28
Total .....	14	14	11	24	11	12	21	17	6	6	18	8	162

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the RIVERS of the United States during the year ending June 30, 1893, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather:</b>					
Calms, currents, and tides .....	...	1	1	...	2
Darkness .....	...	...	1	...	1
Fog .....	...	2	...	...	2
Gales, hurricanes, etc .....	3	3	2	...	8
Total of Class 1 .....	3	6	4	...	13
<b>CLASS 2.—Causes connected with vessels, equipments, or stowage:</b>					
Defective hull, masts, rigging, etc .....	1	...	...	...	1
Total of Class 2 .....	1	...	...	...	1
<b>CLASS 3.—Causes connected with navigation and seamanship:</b>					
Error of pilots .....	...	3	...	...	3
Total of Class 3 .....	...	3	...	...	3
<b>CLASS 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery .....	...	...	13	...	13
Explosion of boilers and bursting of steam pipes .....	...	...	3	...	3
Total of Class 4 .....	...	...	16	...	16
<b>CLASS 5.—Other causes:</b>					
Absence of lights or buoys .....	...	1	...	...	1
Capsized .....	1	...	...	...	1
Fire .....	...	...	38	...	38
Ice .....	...	...	19	...	19
Incendiarism .....	...	...	1	...	1
Misstayed .....	...	1	...	...	1
Sprung a leak .....	4	1	...	...	5
Struck bridge, pier, rock, snag, etc .....	...	4	26	...	30
Miscellaneous .....	1	4	...	...	5
Unknown .....	1	1	...	...	2
Total of Class 5 .....	7	12	84	...	103
Aggregate .....	11	21	104	...	136



TABLE 43.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1893, 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								
Carelessness.....											1		1
"Fault of other vessel".....	2	1		3							3	2	11
Fault of tug towing.....		1											1
Fog.....				2						2			4
High and baffling winds.....							2	2					4
Ice.....											2		2
Misunderstanding signals.....							2				2		4
Unknown.....													2
Total.....	2	2		6			4	2		2	6	2	26

TABLE 44.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1893, 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.....		3				1		2	1		1	
Barks.....										1			1
Ferryboats.....	1		1	2					1		1		6
Schooners.....		5		3	1	4	4	2				4	25
Sloops.....												1	1
Steamers.....	13	6	8	19	10	7	15	11	4	5	12	3	113
Steamships.....			1				2	2				1	6
Steam yachts.....			1									1	2
Total.....	14	14	11	24	11	12	21	17	6	6	18	8	162

TABLE 45.—Abstract of returns of disasters to foreign vessels on the RIVERS of the United States during the year ending June 30, 1893, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	January.		Total		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamship.....		1		1	1
Total.....		1		1	1
Aggregate.....	1		1		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see summary, Table 62.

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1893, showing the tonnage and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.		
Burden of vessels.																												
Not exceeding 50 tons.....	1	4	3	3	2	1	2	2	1	1	4	2	1	3	3	4	2	1	1	1	1	2	3	2	1	23	18	41
Over 50 and not exceeding 100 tons.....	1	1	1	1	3	2	1	3	2	2	1	1	2	2	1	1	1	1	1	1	1	3	3	2	1	7	18	25
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	1	1	1	3	2	1	1	1	2	1	2	1	1	1	1	1	1	1	1	1	9	13	22
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	16	20
Over 300 and not exceeding 400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	8	10
Over 400 and not exceeding 500 tons.....	1	1	4	4	1	1	1	1	1	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	4	8	6
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	8
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Over 700 and not exceeding 800 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	8
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Over 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2	6
Total.....	8	11	7	7	5	6	6	18	7	4	5	7	7	14	7	10	7	7	2	4	1	5	4	14	3	60	102	162
Aggregate.....	14	14	11	24	11	12	21	17	6	6	18	8	162	162														

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, 1893, showing the number of vessels and distinguishing AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	5	1	1	2	...	2	4	1	...	...	1	3	20
Over 3 and not exceeding 7 years.....	2	2	3	5	2	1	1	3	...	1	1	...	21
Over 7 and not exceeding 10 years.....	1	2	2	4	2	3	3	1	2	2	3	...	25
Over 10 and not exceeding 14 years.....	3	3	2	3	3	1	5	5	2	5	5	1	33
Over 14 and not exceeding 20 years.....	1	4	1	5	1	2	3	3	...	3	3	2	25
Over 20 and not exceeding 25 years.....	2	1	1	1	2	1	2	3	1	...	3	2	16
Over 25 and not exceeding 30 years.....	...	1	1	2	1	1	1	1	1	2	3	1	14
Over 30 and not exceeding 35 years.....	...	...	...	...	...	...	1	...	...	...	...	1	2
Over 35 and not exceeding 40 years.....	...	...	...	2	...	...	...	...	...	...	...	...	2
Over 40 and not exceeding 45 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 45 and not exceeding 50 years.....	...	...	...	...	...	1	2	...	...	...	...	...	4
Unknown.....	...	...	...	...	...	...	...	...	...	1	...	...	4
Total.....	14	14	11	24	11	12	21	17	6	6	18	8	162

**TABLE 48.**—*Abstract of returns of disasters to vessels on the RIVERS in the United States during the year ending June 30, 1893, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	8	7	7	14	5	8	11	11	3	4	13	3	94
Coal.....	...	1	...	1	...	...	...	2	...	...	1	1	6
Cotton.....	2	...	...	2	1	1	...	...	...	...	1	...	7
Fish, oysters, etc.....	...	...	1	...	...	...	1	...	...	...	...	...	1
Fruit, nuts, coffee, spices, etc.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Grain.....	1	1	1	1	...	1	1	...	...	...	...	...	5
Ice.....	...	2	...	...	...	...	...	...	...	...	...	1	3
Lime.....	...	...	...	...	...	...	...	1	...	...	...	...	1
Lumber.....	...	1	...	...	...	...	2	2	...	...	...	...	5
Merchandise (general).....	3	3	2	2	2	1	1	1	1	...	1	2	18
Provisions.....	...	...	1	1	...	...	...	1	...	...	...	...	2
Railroad iron.....	...	...	...	...	1	...	...	...	1	...	...	...	1
Sand, plaster, etc.....	...	...	...	...	1	...	...	...	...	...	...	...	1
Stone, brick, etc.....	...	...	...	1	1	...	...	...	...	...	...	...	2
Sugar, molasses, etc.....	...	...	...	...	1	...	1	...	...	...	1	...	3
Wood.....	...	...	...	...	...	1	1	...	...	...	...	1	3
Miscellaneous.....	...	...	...	1	...	...	2	...	1	1	...	...	5
Unknown.....	...	...	...	1	...	...	1	...	...	1	1	...	4
Total.....	14	14	11	24	11	12	21	17	6	6	18	8	162

TABLE 49.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1893, distinguishing the RIVERS on which they occurred.

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Allegheny, Pennsylvania									1				1
Amite, Louisiana							1						1
Bayou Lacassine, Mississippi		1											1
Bayou Pigeon, Louisiana							1						1
Black, Arkansas								1					1
Black, Wisconsin	2												2
Caloosahatchee, Florida							1						1
Columbia						1							1
Connecticut									1				1
Cooper, South Carolina	1										1		2
Delaware	2	1	1	6	1	2	7	5	1	3	4	4	37
Great Kanawha, West Virginia				2		1		1					4
Hudson			1	1	2					1			5
Illinois	2												2
Kennebec		2		1									3
Kentucky					1								1
Mississippi		5	6	6	3	3	2	6		1	8	2	42
Missouri								1					1
Monongahela, Pennsylvania				1									1
Neuse, North Carolina											2		2
New, Florida								1					1
Ohio	2		1		1	1	5	1	2	1			14
Potomac	1	1		3		1	1						7
Red, Louisiana				1									1
Roanoke, North Carolina					1								1
Sacramento, California						1	1						2
St. Francis, Arkansas		1							1				2
St. Johns, Florida						1							1
St. Lawrence		1	2			1							4
St. Louis, Minnesota											1		1
San Joaquin, California				1									1
Sunflower, Mississippi	2												2
Tallahatchee, Mississippi		1											1
Thames, Connecticut											2		2
Tennessee	1						1						2
Tensas, Louisiana					1								1
White, Arkansas							1						1
Willimantic, Oregon	1	1		2				1					5
Yazoo, Mississippi					1								1
Total	14	14	11	24	11	12	21	17	6	6	18	8	162

TABLE 50.—Summary—RIVERS of the United States.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering	11	931	399	1,330	4	7		7	4	3	42	45	...
Strandings	21	1,566	4,213	5,779	14	7		7	14	557	228	785	...
Vessels collided	26		12,355	12,355	12	10	4		26	189	262	448	1
Other causes	104	15,817	18,273	34,090	34	70		46	58	741	1,652	2,393	33
Total	162	18,314	35,240	53,554	61	94	4	60	102	1,487	2,184	3,671	34

\*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, 1893, showing the number and value of vessels and cargoes and amount of loss to same, where known.

Months.	Total value of vessels.		Number of vessels, value		Total value of cargoes.		Number of cargoes, value		Unknown whether laden or not.		Loss to vessels.		Number of vessels damaged, amount unknown.*		Loss to cargoes.		Number of cargoes totally lost, amount unknown.		Number of cargoes not damaged, or damage unknown.	
	Number.	Amount.	Number of vessels, value	Amount.	Number.	Amount.	Number of cargoes, value	Amount.	Unknown whether laden or not.	Number.	Amount.	Number of vessels damaged, amount unknown.*	Number.	Amount.	Number of cargoes totally lost, amount unknown.	Number.	Amount.	Number of cargoes not damaged, or damage unknown.		
July	19	\$498,500	2	\$707,200	4	\$707,200	1	\$207,500	1	\$207,500	1	19	\$207,500	1	1	9	\$16,700	1	9	
August	14	308,200	2	343,000	3	343,000	10	77,880	1	77,880	12	12	77,880	2	2	6	57,425	1	6	
September	15	398,400	2	469,400	3	469,400	10	77,880	2	77,880	15	15	77,880	1	1	3	7,075	1	11	
October	17	195,700	1	178,230	2	178,230	16	65,160	2	65,160	16	16	65,160	2	2	9	47,880	1	7	
November	15	752,500	1	547,825	2	547,825	11	92,150	1	92,150	14	14	92,150	2	2	5	17,585	1	8	
December	25	529,650	19	450,325	2	450,325	19	207,500	1	207,500	24	24	207,500	1	1	14	105,325	1	5	
January	29	1,309,300	4	1,629,485	2	1,629,485	27	282,670	3	282,670	39	39	282,670	1	1	12	144,980	1	16	
February	41	1,084,300	1	715,935	2	715,935	37	230,905	1	230,905	21	21	230,905	3	3	24	64,015	1	16	
March	23	475,400	20	498,100	2	498,100	20	79,900	1	79,900	14	14	79,900	2	2	12	61,275	1	9	
April	16	620,500	10	557,100	1	557,100	10	54,600	2	54,600	11	11	54,600	2	2	10	22,450	1	1	
May	12	540,500	11	316,790	1	316,790	11	46,885	1	46,885	6	6	46,885	1	1	6	96,200	1	5	
June	6	107,800	2	77,500	1	77,500	3	90,300	1	90,300	6	6	90,300	2	2	3	77,500	1	1	
Total	232	6,780,750	12	6,491,490	17	6,491,490	187	1,513,300	9	1,513,300	218	218	1,513,300	2	24	113	719,510	6	94	

\* 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, 1893, showing the number of VESSELS TOTALLY LOST, the number DAMAGED; their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July .....	9	11	1	.....	21	3,074	12,008	13	285	8
August .....	4	8	.....	2	14	2,340	9,774	65	222	25
September .....	3	12	2	.....	17	715	16,157	3	172	2
October .....	7	10	.....	.....	17	1,087	3,749	2	210	35
November .....	6	8	1	1	16	3,865	12,107	637	280	.....
December .....	14	10	.....	1	25	7,418	7,017	41	261	24
January .....	11	17	3	2	33	6,109	21,328	129	533	11
February .....	15	24	1	2	42	5,110	20,330	32	424	21
March .....	6	15	.....	2	23	2,580	11,784	37	281	12
April .....	3	13	.....	.....	16	1,828	11,258	48	298	6
May .....	3	8	.....	1	12	2,198	7,709	141	212	10
June .....	5	2	1	.....	8	3,380	18,787	1	79	40
Total .....	86	138	9	11	244	39,704	152,008	1,149	3,257	194

TABLE 53.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1893, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.				Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.	
	Vessels.		Cargoes.		Vessels.	Cargoes.	Vessels.	Cargoes.		
	Num-ber.	Amount.	Num-ber.	Amount.						Total amount of insurance.
July .....	15	\$371,845	6	\$128,000	\$499,845	4	3	2	10	2
August .....	7	104,700	5	256,600	361,300	6	.....	1	8	1
September .....	14	244,800	9	192,550	437,350	1	1	2	4	3
October .....	12	101,010	6	66,000	167,010	3	4	2	6	1
November .....	14	384,770	8	273,650	658,420	1	1	1	5	2
December .....	20	340,000	7	50,200	390,200	3	3	2	10	5
January .....	17	493,425	8	140,085	633,510	5	1	11	20	4
February .....	30	463,535	20	164,445	627,980	7	3	5	17	2
March .....	17	273,200	9	219,000	492,200	2	3	4	10	1
April .....	10	242,000	7	352,500	594,500	2	.....	4	4	5
May .....	7	415,400	7	170,890	586,290	3	1	2	3	1
June .....	5	33,000	1	4,000	37,000	.....	.....	3	3	4
Total ...	168	3,467,685	93	2,017,920	5,485,605	37	20	39	100	31

TABLE 54.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1893, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....	1	.....	.....	2	1	3	1	2	1	2	.....	.....	13
Stranded .....	8	3	3	5	6	2	7	4	3	1	2	1	45
Collided .....	2	.....	6	.....	2	.....	6	4	2	2	.....	4	26
Abandoned .....	.....	1	.....	2	.....	4	1	8	2	1	1	1	21
Capsized .....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc. ....	4	4	4	6	5	4	2	15	9	8	3	.....	70
Damage to machinery .....	1	1	1	.....	1	1	2	1	1	1	2	.....	12
Fire .....	2	.....	.....	.....	.....	.....	1	2	.....	.....	1	.....	6
Ice .....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Lightning .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Never heard from .....	.....	1	.....	.....	.....	1	1	2	1	.....	1	2	9
Sprung a leak .....	1	2	3	1	.....	5	3	1	1	.....	1	.....	18
Struck wharf, wreck, etc. ....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Miscellaneous .....	.....	2	.....	.....	1	3	3	3	5	.....	1	.....	18
Total .....	21	14	17	17	16	25	33	42	23	16	12	8	244

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1893, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing ves- sels.	Total.
<b>CLASS 1.—Causes connected with the weather:</b>					
Calms, currents, and tides .....	.....	6	.....	.....	6
Darkness .....	.....	1	.....	.....	1
Fog .....	.....	6	.....	.....	6
Gales, hurricanes, etc .....	10	11	87	.....	108
Heavy sea .....	1	3	22	.....	26
Lightning .....	.....	.....	1	.....	1
Snowstorm .....	.....	1	.....	.....	1
Total of class 1 .....	11	28	110	.....	149
<b>CLASS 2.—Causes connected with vessels, equipments, or stowage:</b>					
Defective hull, masts, rigging, etc. ....	.....	.....	3	.....	3
Total of class 2 .....	.....	.....	3	.....	3
<b>CLASS 3.—Causes connected with navigation and seamanship:</b>					
Error of officers, masters, or crews .....	.....	5	.....	.....	5
Total of class 3 .....	.....	5	.....	.....	5
<b>CLASS 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery .....	.....	.....	12	.....	12
Total of class 4 .....	.....	.....	12	.....	12
<b>CLASS 5.—Other causes:</b>					
Fire .....	.....	.....	6	.....	6
Ice .....	.....	.....	1	.....	1
Misstayd .....	.....	1	.....	.....	1
Sprung a leak .....	2	1	7	.....	10
Struck wharf, wreck, etc .....	.....	.....	2	.....	2
Waterlogged .....	.....	.....	6	.....	6
Miscellaneous .....	.....	5	2	.....	7
Unknown .....	.....	5	2	9	16
Total of class 5 .....	2	12	26	9	49
Aggregate .....	13	45	151	9	218

TABLE 56.—Abstract of returns of disasters to American\* vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1893, 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.
"Fault of other vessel".....	.....	.....	3	.....	.....	.....	1	.....	.....	.....	.....	1	5
Fog.....	2	.....	2	.....	2	.....	.....	2	.....	.....	.....	2	10
Snowstorm.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Want of proper lights.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Unknown.....	.....	.....	1	.....	.....	.....	3	2	.....	.....	.....	1	7
Total.....	2	.....	6	.....	2	.....	6	4	.....	2	.....	4	26

\* Including five foreign vessels which collided with American vessels.

TABLE 57.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1893, 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
Barks.....	1	2	.....	2	1	4	5	2	5	.....	.....	.....	30
Barkentines.....	.....	1	.....	.....	.....	1	3	1	2	4	2	2	8
Brigs.....	.....	3	2	1	1	3	.....	1	2	1	.....	.....	14
Brigantines.....	.....	1	.....	1	.....	1	.....	1	.....	.....	.....	.....	5
Schooners.....	13	4	10	12	8	12	16	32	12	7	5	2	133
Sloops.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ships.....	4	3	2	.....	2	1	2	.....	.....	1	.....	1	16
Steamers.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	.....	.....	3
Steamships.....	3	.....	3	1	3	2	5	3	1	3	4	2	30
Steam barges.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Yachts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Unknown.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total.....	21	14	17	17	16	25	33	42	23	16	12	8	244



TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1893, 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.		Jan-uary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	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.....	5	1			2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	6
Over 50 and not exceeding 100 tons.....			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	13
Over 100 and not exceeding 200 tons.....			1	1	2	1	2	1	3	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	10	24
Over 200 and not exceeding 300 tons.....	2		3																							12	23
Over 300 and not exceeding 400 tons.....	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	16
Over 400 and not exceeding 500 tons.....	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	27
Over 500 and not exceeding 600 tons.....	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	17
Over 600 and not exceeding 700 tons.....	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	12
Over 700 and not exceeding 800 tons.....	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5
Over 800 and not exceeding 900 tons.....	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6
Over 900 and not exceeding 1,000 tons.....	2				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	3
Over 1,000 and not exceeding 1,100 tons.....																										1	5
Over 1,100 and not exceeding 1,200 tons.....																										1	6
Over 1,200 and not exceeding 1,300 tons.....																										1	4
Over 1,300 and not exceeding 1,400 tons.....	1	4	1	3	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	4
Unknown.....																										2	5
Total.....	9	12	4	10	3	14	7	10	6	10	14	11	11	22	15	27	6	17	3	13	3	9	5	3	86	158	244
Aggregate.....	21		14		17		17		16		25		33		42		23		16		12		8				

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 appropriated 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, 1893, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years .....	1	2	1	3	6	8	3	6	1	3	34		34
Over 3 and not exceeding 7 years.....	1	1	1	1	1	1	1	1	1	1	1	1	15
Over 7 and not exceeding 10 years.....	1	3	2	3	3	5	3	5	3	2	2	2	29
Over 10 and not exceeding 14 years.....	5	1	1	2	2	4	5	9	3	2	1	1	42
Over 14 and not exceeding 20 years.....	11	4	7	5	3	6	8	11	1	2	6	1	69
Over 20 and not exceeding 25 years.....	2	3	2	3	4	3	1	6	5	2	1	2	27
Over 25 and not exceeding 30 years.....	2	2	.....	.....	.....	3	1	1	.....	1	.....	.....	12
Over 30 and not exceeding 35 years.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	1
Over 35 and not exceeding 40 years.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	7
Over 40 and not exceeding 45 years.....	1	.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	4
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	.....	.....	1	.....	1	.....	2	.....	.....	.....	.....	.....	4
Total.....	21	14	17	17	16	25	33	42	23	16	12	8	244

TABLE 60.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1893, 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	1	3	1	2	5	4	2	1	5	1	4	31
Asphalt.....	.....	.....	.....	.....	.....	.....	1	1	1	1	.....	.....	4
Coal.....	2	.....	.....	1	3	3	2	11	4	3	1	.....	30
Cotton, cotton seed, etc.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Explosives .....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Fertilizers .....	1	2	1	1	1	4	1	1	1	.....	.....	1	14
Fish, oysters, etc.....	3	.....	1	5	1	2	.....	4	2	1	.....	.....	19
Fruits, nuts, coffee, spices, etc.....	.....	.....	1	1	.....	.....	.....	.....	1	.....	1	.....	3
Grain.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Iron.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Logwood.....	1	1	.....	.....	.....	.....	1	1	1	1	.....	.....	6
Lumber.....	2	3	4	4	2	5	5	12	4	.....	4	1	46
Merchandise (general).....	5	4	1	1	5	1	9	4	1	4	1	.....	36
Naval stores.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1
Petroleum.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Provisions.....	3	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	5
Salt.....	.....	1	1	.....	.....	2	.....	.....	1	.....	.....	.....	5
Sand, plaster, etc.....	.....	1	1	1	.....	.....	1	.....	.....	.....	.....	.....	4
Stone, brick, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sugar, molasses, etc.....	.....	1	.....	1	.....	.....	4	2	5	1	1	.....	15
Whale oil.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Wood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Miscellaneous.....	.....	.....	2	.....	.....	1	.....	1	.....	.....	1	1	6
Unknown.....	1	.....	2	.....	1	.....	3	1	.....	.....	.....	1	9
Total.....	21	14	17	17	16	25	33	42	23	16	12	8	244

TABLE 61.—Summary—AT SEA and in FOREIGN WATERS.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering....	13	4, 707	.....	4, 707	11	2	.....	13	.....	2	113	115	6
Strandings .....	45	15, 560	11, 489	27, 049	39	6	.....	30	15	150	615	765	6
Vessels collided.	28	2, 401	38, 076	40, 477	8	9	9	3	23	35	212	247	2
Other causes ...	160	17, 036	102, 443	119, 479	146	14	.....	40	120	962	2, 317	3, 279	180
Total .....	244	39, 704	152, 008	101, 712	204	31	9	86	158	1, 149	3, 257	4, 406	194

\* 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 fiscal year ending June 30, 1893.

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Atlantic and Gulf coasts .....	44	9, 174	36, 014	45, 188	16	10	18	20	24	2	261	263	6
Pacific coast .....	1	1, 842	.....	1, 842	1	.....	.....	1	.....	.....	28	28	.....
Great Lakes .....	7	425	1, 673	2, 098	6	.....	1	1	6	15	30	45	.....
Rivers .....	1	.....	2, 051	2, 051	.....	.....	1	.....	1	.....	.....	.....	.....
Total .....	53	11, 441	39, 738	51, 179	23	10	20	22	31	17	319	336	6

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved .....	\$439, 000	.....	\$21, 400	.....	\$460, 400
Total value cargoes involved .....	454, 990	\$7, 000	22, 145	.....	484, 135
Aggregate .....	893, 990	7, 000	43, 545	.....	944, 535
Total losses to vessels .....	277, 200	.....	11, 500	.....	288, 700
Total losses to cargoes .....	93, 310	7, 000	8, 000	.....	108, 310
Aggregate .....	370, 510	7, 000	19, 500	.....	397, 010
Total insurance on vessels .....	155, 500	.....	2, 665	.....	158, 165
Total insurance on cargoes .....	41, 865	.....	.....	.....	41, 865
Aggregate .....	197, 365	.....	2, 665	.....	200, 030
Total tonnage vessels lost .....	9, 174	1, 842	425	.....	11, 441
Total tonnage vessels damaged .....	36, 014	.....	1, 673	\$2, 051	39, 738

NOTE.—In addition to the number of vessels here reported, five foreign vessels collided with American vessels at sea, involving a tonnage of 17,872.

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.	Insurance on vessels.	Insurance on cargoes.*	Laden.	Ballast.	Unknown whether wrecked 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	35	6,035	593	\$107,125	\$53,510	\$77,725	\$34,050	\$43,000	\$35,000	25	10	25	10	4	4	133	137	15	
Pacific coast	3	42	256	8,300	2,606	2,606	125	.....	.....	3	.....	.....	.....	.....	.....	13	13	.....	
Great Lakes	15	7,883	1,391	569,900	92,455	544,800	85,095	408,090	85,795	12	3	12	3	7	7	120	127	61	
Rivers	11	931	399	20,975	5,115	14,000	5,115	6,800	6,800	4	7	4	4	3	3	42	45	.....	
At sea or in foreign waters	13	4,707	.....	133,100	42,310	133,100	37,310	57,600	30,100	11	2	13	.....	2	2	113	115	6	
Total	77	19,598	2,639	849,200	204,565	779,200	161,695	516,090	164,955	55	22	59	18	16	16	421	437	82	
<b>Strandings:</b>																			
Atlantic and Gulf coasts	201	32,282	37,112	2,807,940	1,240,090	1,241,550	395,770	993,065	375,620	144	57	115	86	310	310	1,479	1,780	22	
Pacific coast	29	6,591	5,928	967,450	74,140	427,300	34,785	408,700	6,000	19	10	10	14	54	54	276	430	.....	
Great Lakes	111	7,685	4,213	4,883,630	1,515,115	623,240	327,580	2,902,570	983,855	83	28	23	88	79	79	1,216	1,295	3	
Rivers	21	1,566	4,213	229,250	66,120	44,845	21,560	116,965	25,040	14	7	7	14	557	557	228	785	.....	
At sea or in foreign waters	45	15,560	11,489	1,118,700	899,880	577,955	268,185	818,813	261,725	39	6	30	15	150	150	615	765	6	
Total	407	63,634	133,067	10,096,970	3,795,355	2,914,890	1,048,080	5,239,415	1,652,240	299	108	190	217	1,150	1,150	3,914	5,064	31	
<b>Vessels collided:</b>																			
Atlantic and Gulf coasts	240	4,531	150,320	11,532,700	1,861,705	734,365	127,935	5,425,000	988,855	92	101	47	13	227	5,368	2,868	8,236	8	
Pacific coast	22	34	15,783	1,151,000	31,100	70,376	500	511,500	.....	10	11	1	1	21	238	432	670	7	
Great Lakes	78	1,068	68,675	4,366,000	750,985	190,485	18,255	2,799,130	410,660	55	11	12	4	74	47	800	847	8	
Rivers	26	2,401	12,355	621,500	271,705	44,415	2,555	319,000	38,500	12	10	4	.....	26	186	262	448	1	
At sea or in foreign waters	26	2,401	38,076	347,000	119,900	103,160	43,000	95,000	12,000	8	9	9	3	35	35	212	247	2	
Total	392	8,634	285,209	18,018,200	3,035,395	1,142,800	192,305	9,149,630	1,450,015	177	142	73	21	371	5,874	4,574	10,448	26	
<b>Other causes:</b>																			
Atlantic and Gulf coasts	158	6,022	45,279	2,976,080	740,425	599,760	89,050	1,400,610	255,440	86	72	.....	28	130	1,767	1,220	2,987	12	
Pacific coast	11	1,474	2,947	201,200	21,090	126,200	14,090	83,000	8,100	6	5	.....	6	5	41	76	117	3	
Great Lakes	112	3,304	50,704	3,000,400	821,580	378,470	14,090	1,943,110	556,760	64	48	12	100	243	1,091	1,334	30		
Rivers	104	18,273	18,273	1,750,550	327,015	916,700	103,280	678,200	94,600	34	70	.....	46	58	741	1,652	2,393	33	
At sea or in foreign waters	160	17,036	102,443	5,181,950	5,429,390	699,085	371,015	1,714,035	146	14	.....	40	120	962	2,317	3,279	180		
Total	545	44,253	219,646	13,110,180	7,339,590	2,720,215	591,925	6,601,190	2,628,935	336	209	.....	132	413	3,754	6,356	10,110	238	
Grand total	1,421	136,160	640,561	42,074,550	14,374,815	7,557,105	1,993,605	21,506,325	5,806,145	867	481	73	402	1,019	10,794	15,265	26,059	397	

RECAPITULATION.—(GENERAL SUMMARY.)

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involv- ing partial and un- known damage.	Number of passen- gers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts.....	654	49,470	253,304	282,774	347	240	47	181	453	7,449	5,700	13,149	57
Pacific coast.....	65	8,141	24,914	33,055	38	26	1	24	41	333	897	1,230	10
Great Lakes.....	316	20,540	195,095	215,635	214	90	12	51	265	376	3,227	3,603	102
Rivers.....	162	18,314	35,240	53,554	64	94	4	60	102	1,487	2,184	3,671	34
At sea or in foreign waters.....	244	39,704	152,008	191,712	294	31	9	86	158	1,149	3,257	4,406	194
Total.....	1,421	136,169	640,561	776,730	867	481	73	402	1,019	10,794	15,265	26,059	397
Total value vessels involved.....		\$17,513,845	\$2,327,950	\$2,327,950	\$12,819,980			\$2,632,075		\$6,780,750		\$42,074,550	
Total value cargoes involved.....		3,896,730	127,305	127,305	3,186,135			680,135		6,491,490		14,374,515	
Aggregate.....		21,409,575	2,455,255	2,455,255	16,006,065			3,312,210		13,272,240		56,449,065	
Total losses to vessels.....		2,653,400	626,475	626,475	1,736,985			1,026,635		1,513,300		7,557,105	
Total losses to cargoes.....		646,805	49,560	49,560	445,220			132,510		719,510		1,993,605	
Aggregate.....		3,300,205	676,035	676,035	2,182,215			1,159,145		2,232,810		9,550,710	
Total insurance on vessels*.....		7,861,675	1,005,200	1,005,200	8,053,500			1,120,265		3,467,685		21,506,325	
Total insurance on cargoes*.....		1,654,915	14,100	14,100	2,037,070			172,140		2,017,920		5,896,145	
Aggregate.....		9,516,590	1,017,300	1,017,300	10,090,570			1,292,405		5,485,605		27,402,470	
Total tonnage vessels lost.....		49,470	8,141	8,141	20,540			18,314		39,704		136,169	
Total tonnage vessels damaged.....		253,304	24,914	24,914	195,095			35,240		152,008		640,561	

\*The amount of insurance is on 765 vessels and on 363 cargoes.

† In addition to the number of lives lost here reported, 327 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 724.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea or in foreign waters, involving LOSS OF LIFE, during the year ending June 30, 1893, in four divisions, viz: (1) Foundering; (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 PASSENGERS, the number in CREWS, 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 result or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1892.											
July 24	Wanderer	American yacht	11	Buffalo, N. Y.	Erie, Pa.	Total	Ballast	.....	2	1	Lake Erie.
Aug. 27	Cornelia	American steamer	34	Lying at anchor	.....	Partial	do	.....	5	1	New York Harbor.
Aug. 30	Western Reserve	do	2, 392	Cleveland, Ohio.	Two Harbors, Minn.	Total	do	6	21	26	Lake Superior.
Oct. 5	George Moon	American schooner	35	Greenport, N. Y.	New York City	do	Fish	.....	10	1	Near Fire Island, N. Y.
Oct. 28	Ostrich	do	279	Torch Lake, Mich.	Milwaukee, Wis.	do	Lumber	.....	7	7	Lake Michigan.
Oct. 28	W. H. Gilcher	American steamer	2, 415	Buffalo, N. Y.	do	do	Coal	.....	17	17	Do.
1893.											
Feb. 20	Governor	American schooner	573	Newport News, Va.	New York City	do	do	.....	4	4	Near Chincoteague, Va.
Mar. 23	Equator	American steamer	959	Norfolk, Va.	Philadelphia, Pa.	do	Lumber	.....	4	4	Near Fenwick Island, Md.
Apr. 6	Ganesia	American schooner	105	Gloucester, Mass.	Fishing	do	Ballast	.....	18	6	At sea.
Apr. 20	Plymouth	American barge	619	Newport News, Va.	New York City	do	Coal	.....	5	3	Near Barnegat, N. J.
Apr. 20	Lizzie Moses	do	1, 085	Norfolk, Va.	Hoboken, N. J.	do	do	.....	4	1	Near Long Branch, N. J.
Apr. 20	Newell A. Eddy	American schooner	1, 271	Chicago, Ill.	Buffalo, N. Y.	do	Grain	.....	7	7	Lake Huron.
May 16	Pelican	do	814	Escanaba, Mich.	Ashtabula, Ohio	Partial	Iron ore	.....	7	3	One mile from Ashtabula, Ohio; Lake Erie.
May 17	Lamarine	do	104	Deer Isle, Me.	Greens Landing, Me.	Total	Stone	.....	4	1	Near Cape Cod, Mass.

Totals: Vessels, 14; tonnage, 10,696; total losses, 12; partial losses, 2; number of passengers, 6; number in crews, 115; and number of lives lost, 82.

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 result- ing in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1892.											
July 23	North America	American ship	1,584	Higo, Japan	New York City	Total	General	23	1	1	Kii Channel, Japan.
Aug. 17	Britannia	American brig	280	Barbadoes, West Indies.	do	do	Sugar	9	2	2	St. Martins Island, West Indies.
Sept. 26	William Hays	American schooner	402	Vera Cruz, Mexico.	Cazones, Mexico.	do	Maogany	7	1	1	Two miles south of Cazones Bar, Mexico.
Sept. 26	John Burt	do	348	Chicago, Ill.	Oswego, N. Y.	do	Grain	7	2	2	Near Big Sandy Creek, Lake Ontario, N. Y.
Oct. 29	Zach Chandler	do	727	Ashland, Wis.	Cleveland, Ohio	do	Lumber	8	1	1	Near Muskalonge Lake, Mich., Lake Superior.
Dec. 12	C. Colombo	do	13	Galveston, Tex.	do	do	Ballast	2	2	2	Galveston Bay, Tex.
Dec. 20	Magellan	British schooner	226	Newport News, Va.	Halifax, Nova Scotia	No dam- age.	Coal	6	1	1	Ship Shoals, Va.
1893.											
Jan. 1	Edith Berwind	American schooner	815	Port Tampa, Fla.	Baltimore, Md.	do	Fertilizer	9	1	1	Middle Ground, Chesapeake Bay, Va.
Jan. 21	Michigan	American steamer	696	San Francisco, Cal.	Port Angeles, Wash.	do	General	4	21	1	Vancouver, British Colum- bia.
Jan. 29	Wheatland	American bark	361	Fort Dauphin, Mad- agascar, Africa.	Mananzari, Mad- agascar, Africa.	do	Rubber, cot- ton, oil, and powder.	1	10	1	Madagascar, Africa.
Feb. 6	Alice	Norwegian bark	977	Dunkirk, France	New York City	do	Ballast	16	4	4	Long Beach, Long Island, N. Y.
Feb. 20	Nathan Easter- brook, jr.	American schooner	713	Cartaret, N. J.	Savannah, Ga.	do	Fertilizers	9	1	1	Near Little Kinmakeet, N. C.
Feb. 20	Reliance	do	841	Philadelphia, Pa.	Boston, Mass.	do	Coal	5	5	5	Block Island, R. I.
Mar. 29	Mascotte	American steamer	85	Towing in harbor	do	do	Ballast	7	1	1	Cumberland Island, Ga.
Apr. 11	Rigo	Norwegian bark	334	Havre, France.	Tybee, Ga.	do	do	9	1	1	Port Royal Bar, S. C.
May 4	Brave	American schooner	113	Deer Isle, Me.	New York City	do	Stone	4	4	4	Plum Island Beach, Mass.
May 16	Mary Ann Jenkins	do	16	Charleston, N. C.	Fishing	do	Ballast	4	2	2	Pumpkin Hill Shoal, Charles- ton Harbor, S. C.
June 26	Thomas W. Haven	do	314	Lambert Point, Va.	Orient, N. Y.	do	Coal	6	2	2	Monmouth Beach, N. J.

Totals: Vessels, 18; tonnage, 8,845; total losses, 17; no damage, 1; number of passengers, 51; number in crews, 162; and number of lives lost, 33.

TABLE 64.—Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.

## (3) COLLISIONS.

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.	Crews.	Lives lost.	Place of disaster.
1892.	Chicago.....	American steamer..	41	South Chicago, Ill..	Chicago, Ill.....	Partial	Ballast	.....	5	2	Lake Michigan.
July 27	No name*	Small boat.....		In harbor.....		Unkn'n	.....	.....	1	1	Boston, Mass.
Aug. 1	No name†	.....				No dam- age.	.....	.....	2	2	Plymouth Harbor, N. H.
Aug. 8	Joker†	American yacht.....				.....	Ballast	.....	.....	.....	St. Clair River.
Aug. 9	Maid of Orleans	American schooner..	180	San Francisco, Cal..	Sunshine, Wash.	Partial	Merchandise	8	8	3	San Francisco Bay, Cal.
Aug. 28	Rosedale.....	American steamer..	678	New York City.....	Bridgeport, Conn.	.....	Miscellane- ous.	339	26	1	Long Island Sound.
Sept. 25						.....	.....	.....	.....	.....	
Oct. 8	Premier.....	American steamship	1,081	Port Townsend, Wash.	Seattle, Wash.....	.....	.....	.....	42	4	Puget Sound, Wash.
Oct. 27	Iralda.....	American steamer..	85	Oak Point, Wash.	Portland, Ore.....	.....	Ballast	25	6	1	Willamette River, Oreg.
Oct. 30	No name‡	Small boat.....				Unkn'n	.....	.....	.....	.....	New York Harbor.
Nov. 11	Pinafore	American schooner..	10	Tilghmans Island, Md.	Baltimore, Md.....	Total	Oysters.	1	4	1	Baltimore Harbor, Md.
Dec. 20	No name	Small boat.....				Unkn'n	.....	.....	.....	.....	Norfolk Harbor, Va.
1893.						Total	Ballast	.....	.....	.....	
Jan. 6	Minnie Smith.....	American schooner..	391	New Haven, Conn.	Fernandina, Fla.	.....	.....	.....	7	1	At sea.
Jan. 10	Charles Allen.....	American steamer..	54	New York City.....	Towing.....	.....	.....	.....	5	1	New York Harbor.
Feb. 18	Mary.....	American sloop.....	10	Lying in harbor.		.....	Oysters.	.....	3	3	Oxford Harbor, Md.
May 21	No name¶	Sailboat.....				No dam- age.	Ballast	.....	.....	.....	Ohio River.
June 1	Bertha.....	American sloop.....	10	Dredging for clams	St. Ignace, Mich.	Partial	.....	.....	2	1	New York Bay.
June 2	Corstean.....	American schooner..	210	Cleveland, Ohio.....	St. Ignace, Mich.	Total	Coal	.....	6	6	Lake Huron.
June 7	A. McCallum.....	American ship.....	1,951	London, England.....	New York City.....	.....	Miscellane- ous.	.....	26	1	At sea.
June 13	Wm. H. Walker.....	American steamer..	34	New York City.....	Hoboken, N. J.....	Partial	Ballast	.....	4	1	New York Harbor.

Totals: Vessels, 19; tonnage, 4,735; total losses, 6; partial losses, 7; no damage and damage unknown, 6; number of passengers, 365; number in crews, 150; and number of lives lost, 34.

\* Collision with ferryboat D. D. Kelley.

† Collision with schooners Charlotte and Wm. J. Slater.

‡ Collision with steamer Susquehanna.

§ Collision with steamer Pilgrim.

|| Collision with steamship City of Atlanta.

¶ Collision with steamer Sherry.



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 result or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1892 July 4	Sailor Boy	Am. sc.	328	San Francisco, Cal.	Kadiak, Alaska.	No damage.	Unknown	8	1	1	At sea	Fell overboard from rail.
July 4	Theresa	do	205	Chatham, New Brunswick.	New York City.	Total.	Laths	6	5	5	do	Vessel capsized.
July 4	City of Chicago	Am. str.	1,164	St. Joseph, Mich.	Chicago, Ill.	No damage.	Ballast	1366	52	1	Lake Michigan	Fell overboard while asleep.
July 5	Novelty	Am. sc.	592	San Francisco, Cal.	Grays Harbor, Wash.	do	Unknown	11	1	1	At sea	Fell overboard.
July 6	Isabel	do	49	Virginia.	Washington, D. C.	do	Wood	4	1	1	Potomac River.	Do.
July 9	John W. Wright	Am. slp.	6	Bennetts Creek, Va.	Norfolk, Va.	do	Potatoes.	3	1	1	Nausemont River, Va.	Drowned while trying to swim ashore.
July 9	John Barrett	Am. str.	187	Cincinnati, Ohio.	Pittsburg, Pa.	do	Ballast.	1	1	1	Ohio River.	Fell overboard.
July 9	Thomas D. Stimson.	do	510	Detour, Mich.	Chicago, Ill.	do	Lumber.	14	1	1	Lake Huron	Fell overboard while reefing sail.
July 11	Jessie Clayton.	do	56	Norwalk, Conn.	Of Norwalk Island, Conn.	do	Oyster shells	7	1	1	Long Island Sound.	Slipped and fell over rail.
July 11	John S. Wilson	Am. sc.	46	Havre de Grace, Md.	Baltimore, Md.	do	Unknown	3	1	1	Chesapeake Bay	Fell overboard in a fit (supposed).
July 11	E. P. Wilbur	Am. str.	2,633	Chicago, Ill.	Milwaukee, Wis.	do	General merchandise.	27	1	1	Lake Michigan	Fell overboard.
July 12	Frankie Folsom	do	57	Pekin, Ill.	Peoria, Ill.	Partial.	Ballast.	34	6	12	Illinois River.	Vessel capsized.
July 12	Jefferson	Am. sc.	325	Rio Grande, South America.	Pernambuco, South America.	do	Flour	7	1	1	Near Rio Grande do Sul Bar, Brazil.	Lost overboard in a gale.
July 13	Ella L. Slaymaker	do	35	Bombay Hook, Del.	Wilmington, Del.	No damage.	Unknown	5	1	1	Delaware Bay	Fell overboard while sitting on a rail.
July 14	Astorian	Am. str.	362	do	do	do	do	1	1	1	Astoria, Oreg.	Fell overboard while intoxicated.
July 17	N. H. Bruno	do	12	Duluth, Minn.	Oaaka Beach.	do	Ballast	41	3	1	Lake Superior	Fell overboard.
July 20	Lizette V. Lamdin	Am. sc.	17	Rock Creek, Md.	Baltimore, Md.	do	Unknown	3	1	1	Baltimore Harbor, Md.	Slipped and fell overboard.
July 20	Thompson S. Craig.	Am. str.	43	Albany, N. Y.	Bath, N. Y.	do	Ballast	12	4	1	Hudson River	Fell into the water while attempting to board vessel.
July 21	Sprite	Am. sc.	42	Savannah, Ga.	Cruising	do	do	4	1	1	Month of Savannah River, Ga.	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 result in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Name of vessel.
1892.												
July 22	Eashy	Am. str.	28	Patuxent River, Md.	Baltimore, Md.	No damage.	Unknown	6	6	1	Chesapeake Bay	Frightened and jumped overboard.
July 23	Sarah E. Lewis	Am. sc.	87	Miragoane, Haiti	Boston, Mass.	Total	Logwood	6	6	1	At sea.	Vessel destroyed by fire.
July 23	Sprudel	Am. str.	69	Grand Island, N. Y.	Buffalo, N. Y.	No damage.	Unknown	75	3	1	Niagara River	Fell overboard.
July 24	Park Bluff	do	97	Hannibal, Mo.	Quincy, Ill.	do	Ballast	180	16	1	Mississippi River	Fell overboard while intoxicated.
July 24	Torrent	do	204	Port Huron, Mich.	Port Austin, Mich.	do	Unknown	13	13	1	St. Clair River	Fell overboard.
July 24	St. Lucie	Am. bkn.	708	Auckland, New Zealand.	New York City	do	do	13	13	1	At sea.	Fell overboard at night.
July 25	Mary B. Mitchell	Am. sc.	963	Chicago, Ill.	Buffalo, N. Y.	do	Ballast	7	7	1	Lake St. Clair	Fell overboard.
July 26	Silver Crescent	Am. str.	125	Burlington, Iowa	Davenport, Iowa	do	do	16	16	1	Mississippi River	Jumped overboard while intoxicated.
July 27	El Capitan	do	983	San Francisco, Cal.	Alameda, Cal.	do	Unknown	200	13	1	San Francisco Bay, Cal.	Fell overboard.
July 27	Katie Stockdale	Am. bge.	537	Pittsburg, Pa.	On excursion	do	Ballast	140	10	1	Ohio River	Fell overboard from deck.
July 28	Al-Ki	Am. str.	1, 259	San Francisco, Cal.	Newport, Cal.	do	do	32	2	2	Newport Landing, Cal.	Drawn under water by tightening of line attached to the boat in which the men were seated.
July 31	Val Walter	do	18	Grand Island, N. Y.	Buffalo, N. Y.	do	do	7	3	1	Niagara River	Fell overboard.
July 31	J. C. Athlee	do	88	Burlington, Iowa	On excursion	do	do	135	9	1	Mississippi River	Fell overboard while intoxicated.
Aug. 1	John W. Hannaford.	Am. sc.	326	Lying at dock	Buffalo, N. Y.	do	do	6	6	1	Sault Ste. Marie, Mich.	Do.
Aug. 5	Sprudel	Am. str.	67	Grand Island, N. Y.	Buffalo, N. Y.	do	Unknown	120	4	1	Niagara River	Fell overboard.
Aug. 6	J. Kennedy	Am. sc.	98	Burlington, Iowa	On excursion	do	do	4	1	1	Penobscot Bay	Fell overboard while jibing sail.
Aug. 6	Wm. H. Michael	do	49	Nanticoke, Md.	Baltimore, Md.	do	do	4	4	1	Chesapeake Bay	Thrown overboard from small boat.



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.	Tonnage of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1892. Aug. 31	Ada S. Babson	Am. sc.	155	Onaflyord, Iceland.	Gloucester, Mass.	No damage.	Unknown.	22	1	1	At sea.	Washed overboard in a gale.
Aug. 31	Jos. J. Pharo	do	261	Lying at wharf.	St. Pierre, Martinique.	do	Wood.	2	6	1	Scotland, Va., James River.	Fell overboard from small boat.
Aug. —	Ruby	Am. bg.	233	New York City	St. Pierre, Martinique.	Total	General.	8	8	8	At sea.	Never heard from.
Sept. 1	Northern Belle	Am. str.	40	Sault Sainte Marie, Mich.	Stirlingville, Mich.	No damage.	Unknown.	3	3	1	St. Marys river.	Caught in machinery and killed.
Sept. 1	Alaska	Am. sc.	318	Black River, Mich.	Buffalo, N. Y.	do	Lumber.	6	1	1	Lake Huron.	Fell overboard.
Sept. 2	Vigilancia	Am. str. shp.	4, 115	Para, South America.	Barbadoes, West Indies.	do	Unknown.	53	84	1	At sea.	Jumped overboard while insane.
Sept. 2	Erie	Am. sc.	82	San Francisco, Cal.	Rio Vista, Cal.	do	do	4	1	1	Suisun Bay, Cal.	Knocked overboard by fore boom.
Sept. 5	Northern Pacific	Am. str.	329	Darien, Ga.	Thomaston, Me.	do	Lumber.	1	7	1	Mississippi River.	Fell overboard.
Sept. 6	M. K. Rawley	Am. sc.	303	Lying in port.	do	Partial.	Unknown.	1	1	1	At sea.	Do.
Sept. 8	Wissahickon	Am. str.	1, 620	Lying in port.	do	No damage.	Unknown.	1	1	1	Chicago, Ill.	Fell overboard from gang plank while going ashore.
Sept. 10	Blakeley	Am. sc.	140	Unalaska, Alaska.	Whaling.	do	Ballast.	20	1	1	At sea.	Causing of boat by capsizing of whale.
Sept. 12	E. G. Willard	do	97	Rockland, Me.	New York City.	do	Lime.	4	1	1	Long Island Sound.	Fell overboard.
Sept. 13	Ruth	Am. str.	319	Greenville, Miss.	Vicksburg, Miss.	do	Unknown.	1	1	1	Mississippi River, Ark.	Do.
Sept. 13	S. P. Hitchcock	Am. shp.	2, 292	New York City	San Francisco, Cal.	do	do	2	28	1	At sea.	Washed overboard.
Sept. 13	Fisherman	Am. str.	19	Au Sable, Mich.	Fishing.	do	Fish.	8	1	1	Lake Huron.	Fell overboard.
Sept. 14	Hattie Gage	do	81	San Francisco, Cal.	Eel River, Oreg.	do	Unknown.	11	1	1	Near Westport, Cal.	Jumped overboard while insane from drink.
Sept. 18	Ivanhoe	do	278	Chicago, Ill.	Pleasure trip.	do	Ballast.	250	9	1	Lake Michigan.	Fell overboard.
Sept. 18	Monticello	do	227	do	do	do	Unknown.	1	1	1	Puget Sound, Wash.	Scalded and died from injuries received.
Sept. 21	Lou A. Cummings	do	63	Torch Lake, Mich.	East Jordan, Mich.	do	Ballast.	21	4	1	Lake Michigan.	Do.
Sept. 23	T. F. Oakes	Am. shp.	1, 997	New York City	San Francisco, Cal.	do	Merchandise.	22	22	1	Off Rio de Janeiro, Brazil.	Fell from aloft.
Sept. 24	Columbia	Am. str. shp.	2, 721	San Francisco, Cal.	Portland, Oreg.	do	Unknown.	79	1	1	Willamette River, Oreg.	Fell overboard.

Sept. 26 Sept. 29	Gazelle W. J. Twining	Am. sc. U. S. str.	8 210	Fair Haven, N. Y. Lying at wharf.	Consecon, Canada	Partial. No dam- age.	Ballast do	1 2	1 1	Lake Ontario Mobile, Ala	Vessel capsized. Fell overboard from the gang plank. Capsizing of dory. Fell overboard while reefing sail. Washed overboard by heavy sea. Vessel capsized. Vessel crushed by ice.
Sept. 29 Oct. 2	Shenandoah Henry A. Kent	Am. sc. do	105 772	Gloucester, Mass Cleveland, Ohio	La Have Bank Ashland, Wis	do do	do do	18 9	2 1	At sea Lake Superior	
Oct. 3	S. P. Hitchcock	Am. shp	2,292	New York City	San Francisco, Cal.	do	Unknown	2	28	At sea	
Oct. 4	Nashua	Am. st. bge	298	Byang Inlet, Ontario	Toledo, Ohio	Total	Lumber	14	14	Off Goodrich, Onta- rio, Lake Huron.	
Oct. 5	Helen Mar.	Am. bk	324	San Francisco, Cal.	Arctic Ocean	do	Whale oil and whalebone.	40	35	Arctic Ocean	
Oct. 6	Regulator	Am. sc.	848	Tampico, Mexico	Pensacola, Fla.	No dam- age.	Ballast	7	1	At sea.	Fell overboard.
Oct. 7	Flora	Am. str.	35	New Orleans Harbor	do	do	do	5	1	New Orleans, La.	Do.
Oct. 7	Melvin	Am. sc.	111	Georgetown, S. C.	Philadelphia, Pa.	do	Lumber	6	1	Delaware Bay	Do.
Oct. 7	Sadie C. Sumner	do	672	Philadelphia, Pa.	Galveston, Tex	do	Coal	8	1	At sea.	Fell overboard while insane from drink
Oct. 8	George	do	10	Baltimore, Md	Tieghmans Island, Md.	do	Unknown	6	1	Chesapeake Bay	Fell overboard from rigging during a squall.
Oct. 12	Keystone	Am. str.	96	Ashland, Wis.	do	do	do	10	6	Ashland Harbor, Wis.	Fell overboard while intoxicated.
Oct. 14	Bonita	Am. sc.	75	San Francisco, Cal.	do	do	Ballast	5	1	At sea.	Fell overboard.
Oct. 15	Joe Wehre.	Am. str.	41	New Orleans, La.	Grand Isle, La.	do	Unknown	8	9	Grand Bayou, La.	Lost overboard.
Oct. 15	Gerard C. Tobey	Am. bk	1,459	Port Townsend, Wash.	Valparaiso, Chile	do	do	21	1	At sea.	Fell overboard.
Oct. 17	A. A. Carpenter	Am. str.	38	Chicago, Ill.	do	do	Ballast	7	1	Chicago Harbor, Ill.	Do.
Oct. 17	J. F. Morrell	Am. sc.	18	Absecon, N. J.	Hereford Inlet, N. J.	do	do	3	1	Near Absecon, N. J.	Knocked overboard by fore boom.
Oct. 18	Vulcan	Am. str.	1,759	Escanaba, Mich.	Ashabaha, Ohio.	do	Unknown	17	1	Lake Huron	Catched in steering gear and died from injuries received.
Oct. 19	Industry	Am. sc.	26	Baltimore, Md	Annapolis, Md.	do	do	7	1	Baltimore Harbor	Fell overboard while intoxicated.
Oct. 20	Caroline G. Skih- ner.	do	37	do	Dredging grounds, Chesapeake Bay.	do	Ballast	10	1	Chesapeake Bay	Fell overboard in a fit (supposed).
Oct. 20	John F. Lincoln	Am. str.	250	East Cape, Ill.	Cape Side, Ill.	Partial	do	6	1	Mississippi River	Killed in engine room by breaking of ma- chinery.
Oct. 21	City of Columbia	do	1,878	New York City	West Point, Va.	No dam- age.	Unknown	3	37	Near Chincoteague, Va.	Fell overboard.
Oct. 21	Willie A. McKay	Am. sc.	169	Provincetown, Mass.	Grand Bank	do	Ballast	24	1	St. Peters, Nova Scotia.	Lost in small boat (supposed).
Oct. 22	Columbia	Am. bge	1,040	Lying at dock	do	Total	Grain	2	2	Astoria, Oreg	Vessel sunk at dock.
Oct. 23	A. C. Freese	Am. str.	206	Lying at anchor	do	No dam- age.	Unknown	19	1	San Joaquin River, Cal.	Fell overboard.
Oct. 24	Thomas Wilson	do	1,318	do	do	do	Ballast	21	1	Buffalo, N. Y.	Fell into hold.
Oct. 24	Hattie	Am. sc.	170	do	do	do	Stone	5	1	Chatham, Mass	Fell from jibboom while furling sail.
Oct. 25	Mary Baxter	do	60	Philadelphia, Pa.	do	do	Sand	5	2	Delaware 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.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1892.												
Oct. 25	Mary A. Hey-wood.	Am. sloop.	34	Rappahannock River, Va.	Norfolk, Va.	No damage.	Oysters	3	1	1	Chesapeake Bay.	Knocked overboard by jibbing of boom.
Oct. 25	Archer	Am. bark.	481	Turks Island, West Indies.	Boston, Mass.	do	Unknown	8	1	1	At sea.	Fell from aloft, struck rail, and went overboard.
Oct. 26	A. H. Shultz	Am. sc.	75	Baltimore, Md.	Choptank River, Md.	do	do	5	1	1	Chesapeake Bay.	Knocked down by main sheet and died from injuries received.
Oct. 28	Nellie Hammond	Am. sc.	48	Milwaukee, Wis.	Muskegon, Mich.	Partial.	Wheat	3	1	1	Muskegon, Mich.	Vessel struck pier, throwing master overboard.
Oct. 29	J. M. Coleman	do	464	Gray's Harbor, Wash.	San Francisco, Cal.	No damage.	Unknown	10	1	1	At sea.	Fell overboard from sparker boom.
Oct. 30	Wakefield	Am. str.	571	Mathias Point, Va.	Washington, D. C.	Partial.	Provisions	25	19	3	Potomac River.	Two scalded and one fell overboard.
Oct. 30	Halette	do	266	Coushatta, La.	Alexandria, La.	No damage.	Unknown	35	1	1	Red River, La.	Fell overboard.
Oct. 30	Crosby	do	36	New York City.	do	do	do	do	do	do	Green Bay, Lake Michigan.	Knocked overboard by tow line.
Nov. 1	Col. E. B. Grubb	do	25	do	do	do	Ballast	2	4	3	New York Harbor.	Scalded and died from injuries received.
Nov. 1	Tahoma	do	118	do	do	do	Unknown	do	do	do	Currituck Sound, N. C.	Fell overboard.
Nov. 2	Kate Johnson	Am. sc.	22	Dredging in Chesapeake Bay.	do	do	Ballast	8	1	1	Chesapeake Bay.	Knocked overboard by dredge.
Nov. 2	Samuel B. Wiggins.	Am. str.	365	East St. Louis, Ill.	St. Louis, Mo.	do	Unknown	6	1	1	Mississippi River.	Jumped overboard.
Nov. 3	Mary and Alice	Am. sc.	34	Rappahannock River, Va.	Baltimore, Md.	do	do	6	1	1	Chesapeake Bay.	Fell from aloft to deck.
Nov. 5	Maggie C. Russ	do	196	San Francisco, Cal.	Seattle, Wash.	do	Ballast	8	1	1	At sea.	Fell overboard while drawing water.
Nov. 6	Rachel	do	80	do	Bihlers Point, Cal.	do	Unknown	5	1	1	Near Point Reyes, Cal.	Fell overboard from jib boom while furling sail.

Nov. 7	7	Ella.....	do.....	19	Baltimore, Md.....	Sharps Island, Md.....	do.....	do.....	8	1	Chesapeake Bay.....	Knocked overboard by crank handle, from sail-boat while hauling nets.
Nov. 9	9	Nickerson.....	do.....	40	Provincetown, Mass.....	Fishing.....	Ballast.....	Ballast.....	6	1	Cape Cod Bay.....	Fell overboard from all-boat while hauling nets.
Nov. 10	10	Lizzie Henderson.....	do.....	281	New York City.....	Philadelphia, Pa.....	do.....	Unknown.....	11	1	Near Ocean City, N. J.....	Thrown overboard by rolling of vessel.
Nov. 10	10	John Somes.....	do.....	137	Calais, Me.....	East, Greenwich, R. I.....	do.....	Lumber.....	5	1	St. Croix River.....	Fell overboard.
Nov. 14	14	G. K. Jackson.....	Am. bge.....	401	Tonowanda, N. Y.....	Bay City, Mich.....	do.....	Ballast.....	7	1	St. Clair Canal, Mich.....	Fell overboard while scraping mainmast.
Nov. 17	17	J. M. Spalding.....	Am. sc.....	72	Mount Clemens, Mich.....	Alpena, Mich.....	Partial.....	do.....	5	2	East Tawas, Lake Huron, Mich.....	Vessel struck dock, throwing men overboard.
Nov. 17	17	Iron City.....	do.....	648	Toledo, Ohio.....	Milwaukee, Wis.....	No damage.....	Coal.....	7	1	Lake Michigan.....	Fatally injured by jibing of foresail.
Nov. 18	18	Edith M. Prior.....	Am. sc.....	111	Rockland, Me.....	Jeffries Bank.....	No damage.....	Ballast.....	20	2	At sea.....	Lost in dory during a fog.
Nov. 19	19	Warren.....	Am. str.....	528	New Orleans, La.....	Waterloo, La.....	do.....	Unknown.....	6	1	Mississippi River.....	Fell overboard.
Nov. 20	20	L. W. Perry.....	Am. sc.....	254	Milwaukee, Wis.....	Manistee, Mich.....	do.....	Ballast.....	7	1	Lake Michigan.....	Fell overboard while reaching mainmast.
Nov. 20	20	Daniel Barnes.....	Am. ship.....	1,485	Philadelphia, Pa.....	San Francisco, Cal.....	do.....	Unknown.....	22	1	At sea.....	Fell overboard in a gale.
Nov. 20	20	Harlau.....	Am. str.....	1,163	New Orleans, La.....	Bluefields, Nicaragua.....	do.....	do.....	17	23	Mississippi River.....	Jumped overboard to rescue man who had attempted suicide.
Nov. 20	20	Pilgrim.....	Am. sc.....	73	Gloucester, Mass.....	La Have Bank.....	do.....	Ballast.....	11	1	At sea.....	Jumped overboard while insane from drink.
Nov. 22	22	A. G. Lawson.....	do.....	95	Little Ferry, N. Y.....	Yonkers, N. Y.....	Partial.....	Brick.....	6	1	Hudson River.....	Vessel capsized.
Nov. 23	23	Thomas S. Negus.....	do.....	72	Cruising.....		No damage.....	Ballast.....	12	1	New York Harbor.....	A steamer in passing caught the schooner's line in her wheel and a man who stepped on the coil of rope was drawn overboard.
Nov. 23	23	Isabella.....	do.....	13	Clubfoot Creek, N. C.....	Newbern, N. C.....	do.....	Wood.....	4	2	Nense River, N. C.....	Vessel capsized.
Nov. 27	27	Coos Bay.....	Am. str.....	311	Lying at wharf.....		do.....	Ballast.....	26	1	San Francisco Harbor.....	Fell overboard from gang plank while boarding vessel.
Nov. 28	28	Fannie.....	do.....	151	Paducah, Ky.....	Elizabethtown, Ill.....	do.....	Unknown.....	13	2	Ohio River.....	Fell overboard.
Nov. 28	28	H. R. Dixon.....	do.....	224	Lying in harbor.....		do.....	Ballast.....	13	2	Duluth, Minn.....	Bursting of steam pipe.
Nov. 29	29	Mary S. Bradshaw.....	do.....	380	Charleston, S. C.....	Baltimore, Md.....	do.....	Unknown.....	7	1	At sea.....	Washed overboard from jibboom.
Nov. —	—	Edward C. Thomas.....	do.....	26			do.....	do.....	1	1	Baltimore Harbor, Md.....	Fell overboard.
Dec. 1	1	Lurline.....	Am. bgn.....	359	Hilo, Hawaii.....	San Francisco, Cal.....	do.....	do.....	3	10	Hilo, Hawaii.....	Sinking of small boat.
Dec. 2	2	Plymouth.....	Am. str.....	3,771	New York City.....	Fall River, Mass.....	do.....	General.....	286	177	Long Island Sound, N. Y.....	Jumped overboard while insane (supposed).

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 result in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1892.												
Dec. 4	Formosa.....	Am. bkn.....	535	New York City.....	La Guayra, Venezuela.	No damage.	Unknown.....	.....	9	1	La Guayra, Venezuela.	Fatally injured by capstan windlass. Fell overboard.
Dec. 6	James and Ella.....	Am. sc.....	90	Provincetown, Mass.	La Have Bank.....	.....	.....	.....	18	1	At sea.....	Fell overboard.
Dec. 7	Palmetto.....	.....do.....	14	Charleston, S. C.....	Santee River, Ga.....	.....	Lumber and merchandise.	.....	4	1	Dewees Inlet, S. C.....	Knocked overboard by foresail.
Dec. 7	Robert R. Rhodes.	Am. str. bge.....	1,576	Buffalo, N. Y.....	Chicago, Ill.....	No damage.	Unknown.....	.....	17	1	Lake Michigan.....	Lost overboard.
Dec. 11	Wm. Druhe, No. 2.	Am. str.....	179	Fort Smith, Ark.....	.....do.....	No damage.	.....	.....	21	1	Arkansas River.....	Fell overboard.
Dec. 15	Kowena Lee.....	.....do.....	522	Memphis, Tenn.....	Commerce, Miss.....	.....	.....	.....	.....	.....	Mississippi River.....	Do.
Dec. 15	Alamo.....	Am. str. sp.....	2,943	Galveston, Tex.....	New York City.....	.....	.....	.....	48	1	At sea.....	Do.
Dec. 15	Brixham.....	Am. str.....	627	Baltimore, Md.....	Jacksonville, Fla.....	.....	Ballast.....	.....	16	1	.....do.....	Lost overboard.
Dec. 16	Wm. Henry.....	Am. sc.....	53	.....do.....	Dredging grounds, Chesapeake Bay.	.....	Oysters.....	.....	11	1	Chesapeake Bay.....	Swamping of small boats.
Dec. 20	Lida J. Lewis.....	.....do.....	563	Charleston, S. C.....	Baltimore, Md.....	.....	Unknown.....	.....	8	1	At sea.....	Washed overboard by heavy sea.
Dec. 20	Dyersburg.....	Am. str.....	73	.....do.....	.....do.....	.....	.....	.....	.....	1	Sunflower River, Miss.	Fell overboard.
Dec. 22	Fannie Fern.....	.....do.....	179	Columbus, Ga.....	Apalachicola, Fla.....	.....	.....	.....	10	24	Chattahoochee River.....	Do.
Dec. 24	Henry L. Gregg.....	Am. bkn.....	495	New York City.....	Oporto, Spain.....	.....	.....	.....	.....	1	At sea.....	Washed overboard.
Dec. 25	Hurlic.....	Am. sc.....	98	Gloucester, Mass.....	Fishing.....	.....	.....	.....	18	1	.....do.....	Do.
Dec. 25	Sarah.....	Am. bk.....	558	Boston, Mass.....	Fayal Island, Azores.	Partial.	Miscellaneous.	.....	39	17	.....do.....	Do.
Dec. 28	Wm. E. Downes.....	Am. sc.....	754	Charlotte Harbor, Fla.	Baltimore, Md.....	.....	Phosphate rock.	.....	9	1	.....do.....	Killed by heavy sea.
Dec. 31	Henry L. Gregg.....	Am. bkn.....	495	New York City.....	Oporto, Spain.....	No damage.	Unknown.....	.....	.....	1	.....do.....	Fell overboard from aloft.
Dec. —	H. C. Sibley.....	Am. bk.....	507	.....do.....	Astoria, Oreg.....	Unk'wn.	.....	.....	20	1	.....do.....	Do.
Dec. —	Ivy.....	Am. ship.....	1,243	New York City.....	.....do.....	No damage.	General.....	.....	.....	.....	.....do.....	Lost overboard.
Dec. —	Volant.....	Am. sc.....	173	San Pedro, Cal.....	Eureka, Cal.....	Total.	Ballast.....	.....	8	8	.....do.....	Vessel capsized.



Dec.	Thomas Booz	do	310	Richmond, Va	Philadelphia, Pa	Partial	Wood	7	7	Near Winter Quar- ter Shoals, Va.	Vessel abandoned; af- terwards picked up and towed into Nor- folk, Va.; crew never heard from.
Dec. — 1893.	Majestic	Am. bk	1, 170	Seattle, Wash	San Francisco, Cal.	Total	Coal	14	14	At sea	Fell overboard from boom.
Jan. 4	Lyman D. Foster	Am. sc	727	Honolulu, Hawaii	do	No dam- age.	Unknown	11	1	At sea	Fell overboard from boom.
Jan. 8	Ralph E. Eaton	do	69	Boston, Mass	Fishing	do	Ballast	14	1	do	Capsizing of dory. Jumped or fell over- board.
Jan. 8	City of Montreal	Am. ship	1, 160	New York City	Santos, Brazil	do	Unknown	17	1	do	Lost overboard.
Jan. 9	Aerial	Am. sc	43	Patuxent River, Md.	Baltimore, Md	do	do	12	1	Chesapeake Bay	Fell through hatch- way.
Jan. 9	Henry J. Devenny	Am. bge	423	New Orleans, La.	Donaldsonville, La.	do	do	3	1	New York Harbor	Fell overboard.
Jan. 13	Belle of the Coast	Am. str	480	Chatanooga, Tenn.	do	do	do	6	50	Mississippi River	Collapse of flues. Two persons jumped overboard from fright.
Jan. 13	J. C. Warner	do	201	Lying at wharf	do	Partial	Ballast	1	21	Tennessee River	Vessel on fire; men burned to death.
Jan. 13	Shawmut	Am. slip	46	Caleta, Chile	New York City	do	Unknown	4	2	Boston, Mass	Fell overboard from royal yard.
Jan. 18	Edmund Phinney	Am. bk	751	Lying at dock	do	No dam- age.	Unknown	12	1	do	Fell overboard while burned to death.
Jan. 18	City of Atlanta	Am. st. sp	1, 621	Pensacola, Fla.	Tampico, Mexico	Partial	Ballast	30	1	New York Harbor	Vessel on fire; man burned to death.
Jan. 29	Regulator	Am. sc	848	Memphis, Tenn.	Natchez, Miss	No dam- age.	Coal	7	1	Pensacola, Fla	Fell overboard while intoxicated.
Jan. 31	John N. Macomb	U. S. str		Lying in harbor	do	do	Ballast	41	1	Mississippi River	Struck by a falling snag and killed.
Jan. 31	Harford Belle	Am. sc	36	do	do	do	Unknown	9	1	Baltimore Harbor	Fell overboard (sup- posed).
Jan. 31	Francis J. Ruth	do	61	do	do	do	do	5	1	Cambridge Harbor,	Capsizing of small boat.
Jan. —	Ethel	do	72	Gloucester, Mass	Georges Bank	do	Ballast	12	1	At sea	Washed overboard.
Jan. —	Mary Hasbrouck	Am. bk	772	Wellington, New Zealand.	New York City	do	Unknown	12	1	do	Lost overboard.
Jan. —	Daniel S. Wil- hams, Jr.	Am. sc	629	Hampton Roads, Va.	do	Total	Coal	8	8	do	Never heard from.
Feb. 1	Willie M. Stevens	do	81	Gloucester, Mass	Grand Bank	No dam- age.	Ballast	1	1	St. Pierre, New foundland.	Lost overboard.
Feb. 1	Hazel Oneida	do	104	St. Jacques, New foundland.	Gloucester, Mass	do	Unknown	8	1	do	Washed overboard in a gale.
Feb. 3	Arthur I	Am. sc	129	San Francisco, Cal	Iversens Landing, Cal.	No dam- age.	Unknown	1	6	Iversens Landing, Cal.	Capsizing of small boat.
Feb. 5	Horace Templeton	do	43	Antioch, Cal	Elmira, Cal	do	do	2	1	Near Elmira, Cal., Sacramento River.	Fell overboard from small boat while in- toxicated.
Feb. 7	Edward A. Per- kins,	do	91	Cape Canso, Nova Scotia.	Western Bank	do	Ballast	16	1	Western Bank	Fell overboard while reefing sail.

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 result or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1893. Feb. 7	Magnolia	Am. sc. . . . .	114	Burin, Newfound-land.	Fortune Bay, New-foundland.	No damage.	Ballast.	.....	7	1	Fortune Bay, New-foundland.	Thrown overboard by main peak down-haul.
Feb. 9	Halette	Am. str. . . . .	266	New Orleans, La. . . . .	Shreveport, La. . . . .	do	Unknown.	10	35	1	Mississippi River . . . . .	Crushed to death between fender and freight.
Feb. 10	Monongahela	U. S. ship . . . . .	2,100	Porto Praya, Cape Verde Islands.	Bridgetown, Barbadoes.	do	Ballast.	381	.....	1	At sea . . . . .	Fell overboard.
Feb. 12	J. M. Weather-wax.	Am. sc. . . . .	384	Tacoma, Wash. . . . .	San Pedro, Cal. . . . .	do	Unknown.	10	.....	1	Puget Sound, Wash.	Slipped overboard from deck.
Feb. 12	Kate Adams	Am. str. . . . .	666	Memphis, Tenn. . . . .	South Amboy, N. J. . . . .	do	do	.....	.....	1	Mississippi River . . . . .	Walked overboard.
Feb. 13	Oakwoods	Am. sc. . . . .	138	Narragansett Pier, R. I. . . . .	South Amboy, N. J. . . . .	do	Ballast.	5	.....	1	Long Island Sound, N. Y. . . . .	Fell from aloft to deck.
Feb. 16	Mary Liz Thomas.	do . . . . .	27	Baltimore, Md. . . . .	Potuxent River, Md. . . . .	do	Unknown.	8	.....	1	Chesapeake Bay . . . . .	Knocked overboard by foresteeet.
Feb. 20	Sea King	do . . . . .	123	Philadelphia, Pa. . . . .	Boston, Mass. . . . .	do	Ballast.	8	.....	1	Vineyard Sound, Mass. . . . .	Washed overboard.
Feb. 20	Isaac T. Campbell.	do . . . . .	587	Baltimore, Md. . . . .	Providence, R. I. . . . .	do	Unknown.	8	.....	2	Near Hog Island, Va. . . . .	Washed overboard while furling sail.
Feb. 20	Bonny Doon	Am. bkn. . . . .	570	Cienfuegos, Cuba . . . . .	New York City . . . . .	do	do	10	.....	1	At sea . . . . .	Fell from yard, struck rail, and went over-board.
Feb. 21	William Lorman Roberts.	Am. sc. . . . .	763	Port Tampa, Fla. . . . .	Baltimore, Md. . . . .	do	Phosphate rock.	.....	.....	3	Off Cape Roman, S. C. . . . .	Washed overboard in hurricane.
Feb. 22	Matilda	Am. bk. . . . .	849	Honolulu, Hawaii. . . . .	San Francisco, Cal. . . . .	do	Unknown.	1	13	1	At sea . . . . .	Pushed or fell over-board while intoxicated.
Feb. 24	John C. Potter	Am. ship . . . . .	1,244	San Francisco, Cal. . . . .	Honolulu, Hawaii. . . . .	do	do	16	.....	1	do . . . . .	Lost overboard.
Feb. 24	Lila and Mattie.	Am. sc. . . . .	106	Albion, Cal. . . . .	San Francisco, Cal. . . . .	do	do	6	.....	1	Entrance to Albion River, Cal. . . . .	Fell overboard from rigging.
Feb. 28	Cecil	do . . . . .	11	Hancock's Creek, N. C. . . . .	Newbern, N. C. . . . .	do	Wood.	1	2	1	Neuse River, N. C. . . . .	Knocked overboard while jibing main-sail.
Feb. —	Cowlitz	Am. bk. . . . .	779	Port Gamble, Wash. . . . .	San Francisco, Cal. . . . .	Total . . . . .	Lumber.	.....	14	14	At sea . . . . .	Never heard from.

Feb. 3	Martha Imms Wish-ton-wish	Am. sc. do	258 18	New York City Baltimore, Md	Roston, Mass Chestertown, Md	Total Partial	Coal Phosphate	7 2	7 1	At sea Chesapeake Bay	Never heard from. Broke through ice while escaping from sinking vessel. Lost overboard.
Mar. 4	Wm. P. Hood	do	686	do	Providence, R. I	No dam- age.	Unknown	9	1	Near Cape Henry, Va.	Fell overboard.
Mar. 4	Actaea	do	97	New York City	Cruising	do	Ballast	7	1	At sea	Knocked overboard by jibboom.
Mar. 4	May Williams	do	549	do	do	do	Unknown	2	2	do	Fell overboard.
Mar. 5	Nellie Smith	Am. bk	597	Savannah, Ga	Colon, C. A	Partial	Lumber	8	1	do	Fell overboard
Mar. 7	Fred Herold	Am. str	901	Memphis, Tenn	St. Louis, Mo	No dam- age.	Unknown	20	50	Mississippi River	Fell overboard.
Mar. 7	Puritan	Am. sc	614	Newcastle, N. S. W	Honolulu, Hawaii	do	do	10	1	At sea	Fell overboard.
Mar. 8	George Lyste	Am. str	427	Caro, Ill.	St. Louis, Mo	do	do	21	1	Mississippi River	Do.
Mar. 10	Maid of Orleans	Am. sc	180	Sunshine, Wash	South Bend, Wash	do	do	8	1	Shoalwater Bay, Wash.	Do.
Mar. 11	Edward Cushing	Am. bkn.	497	Port Williams, N. S.	Havana, Cuba	Total	Lumber	10	1	At sea	Vessel abandoned. One person was lost; the others were res- cued by British schooner Helena. Thrown overboard by main topsail. Capsizing of small boat.
Mar. 12	Rebecca A. Tan- lane.	Am. sc	450	Philadelphia, Pa.	Salem, Mass	No dam- age.	Coal	8	1	Near Cape Henry, Va.	Fell overboard from jibboom.
Mar. 13	Earl	Am. str	130	New Orleans, La.	Columbia, Miss	do	Unknown	15	1	Pearl River, Miss	Fell overboard from jibboom.
Mar. 14	A. F. Crockett	Am. sc	434	Rockland, Me.	Richmond, Va	do	Limo	7	1	Near Georges Is- land, Me.	Fell overboard from jibboom.
Mar. 14	Geneva	Am. bgn.	471	Tacoma, Wash.	Salina Cruz, Mexico	do	Lumber	9	1	At sea	Fell overboard from jibboom.
Mar. 15	Etna	Am. sc	350	New York City	Galveston, Tex	do	Merchandise	7	1	do	Fell overboard from jibboom.
Mar. 15	Annie Sherwood	do	591	Lying in port.	do	do	Ballast	7	1	Manitowoc, Wis., Lake Michigan.	Fell into the hold.
Mar. 15	Joseph B. Williams	Am. str	802	New Orleans, La.	Pittsburg, Pa	do	Coal	60	1	Caro, Ill.	Fell overboard.
Mar. 15	Angusta E. Her- rick.	Am. sc	100	Philadelphia, Pa.	Provincetown, Mass.	do	Water pipe	6	1	Near Long Island, N. Y.	Do.
Mar. 17	Iron Duke	Am. str	421	Paducah, Ky	St. Louis, Mo.	No dam- age.	Unknown	30	1	Cairo, Ill	Fell overboard.
Mar. 18	Iceland	Am. sc	139	Gloucester, Mass.	Iceland	Total	Ballast	22	1	At sea	Vessel abandoned; one person lost; the oth- ers rescued by Brit- ish steamship Bor- dener.
Mar. 19	Nannie C. Bohlin	do	124	do	Fishing banks.	No dam- age.	Unknown	18	1	do	Washed overboard.
Mar. 24	Louise	Am. str	106	Charleston, S. C.	Grays Harbor,	do	do	8	6	Cooper River	Fell overboard.
Mar. 27	Jas. A. Garfield	Am. sc	316	San Francisco, Cal.	Wash.	No dam- age.	do	10	1	At sea	Do.
Mar. 28	Eleanor M. Wil- liams.	Am. bk	681	Philadelphia, Pa.	Ponce, Porto Rico.	do	Coal	10	1	do	Washed overboard,
Mar. 28	Norombega	Am. sc	311	New York City	Gloucester, Mass.	do	Unknown	7	7	do	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 result or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1893												
Mar. 28	Ada K. Damon	Am. sc.	94	Provincetown, Mass.	Fishing	No damage.	Ballast	13	13	6	Off Cape Cod, Mass.	Capsizing of dories while attending trawls.
Mar. 29	Saugatuck	Am. str.	160	Chicago, Ill.	Saugatuck, Mich.	do	Unknown	23	11	1	Saugatuck, Mich.	Fell from hurricane deck, striking head on dock and dying from injuries received.
Mar. —	G. M. Stanwood	Am. bk.	550	Cienfuegos, Cuba	Delaware Breakwater.	Total	Sugar	9	9	9	At sea	Never heard from.
Apr. 1	Joseph Luther	Am. sc.	423	Annapolis, N. S.	Havre de Grace, Md.	No damage.	Wood	7	7	1	West Quoddy, Me.	Washed overboard while furling sail.
Apr. 1	Bessie C. Beach	do	341	Richmond, Va.	Philadelphia, Pa.	do	Railroad ties.	6	6	1	Delaware River	Knocked overboard while jibing main-sail.
Apr. 1	Nickerson	do	40	Provincetown, Mass.	Fishing	do	Ballast	13	13	1	Off Cape Cod, Mass.	Fell overboard.
Apr. 1	James Boyce, jr.	do	730	Rockport, Me.	Charleston, S. C.	do	Unknown	8	8	1	Lynn Haven Roads, Va.	Do.
Apr. 2	Ralph J. Long	do	90	San Francisco, Cal.	Coguille River, Ore.	do	do	2	6	1	Near Golden Gate, Cal.	Do.
Apr. 4	Alice M. Ehrman	Am. str.	35	Norfolk, Va.	Richmond, Va.	do	do	7	7	1	James River, Va.	Lost overboard.
Apr. 4	Scotia	do	182	San Francisco, Cal.	Noyo, Cal.	do	do	2	15	1	Noyo Harbor, Cal.	Capsizing of small boat while running lines.
Apr. 5	Francis L. Godfrey	Am. sc.	356	City Point, Va.	Philadelphia, Pa.	do	do	7	7	1	Off Hog Island, Va.	Lost overboard in a squall.
Apr. 7	Sherley	Am. str.	431	Madison, Ind.	Cincinnati, Ohio.	do	do	44	44	1	Ohio River	Fell overboard.
Apr. 7	Margaret	Am. bk.	1,218	San Francisco, Cal.	Kariuk, Alaska	No damage.	do	305	14	1	At sea	Fell overboard.
Apr. 8	I. J. Merritt, jr.	Am. sc.	100	Provincetown, Mass.	Fishing	do	Fish	19	19	1	do	Capsizing of dory while attending trawls.
Apr. 11	H. K. Redford	Am. str.	140	Pittsburg, Pa.	Wheeling, W. Va.	do	Miscellaneous.	15	15	1	Ohio River	Fell overboard.
Apr. 12	Mildred V. Lee	Am. sc.	108	Liverpool, N. S.	Western Bank	do	Unknown	16	16	1	At sea	Washed overboard.

Apr. 13	Anna B. Adams...	Am. str...	421	New Orleans, La...	Lockport, La...	do	do	do	40	1	Bayou La Fourche, La.	Fell overboard.
Apr. 14	Eleanor B. Conwell	Am. sc...	91	Dominica, W. I...	Wheeling	do	do	do	17	1	At sea	Lost overboard.
Apr. 15	Codina	Am. st.shp	2,906	Acapulco, Mex...	San Francisco, Cal.	do	do	do	42	85	San Francisco Bay, Cal.	Fell overboard.
Apr. 18	Jessie T. Mattheson.	Am. sc...	138	St. Pierre, Newfoundland.	Provincetown, Mass.	do	do	Fish	8	1	At sea	Washed overboard.
Apr. 18	Carrie W. Babson.	do	104	Liverpool, N. S.	Grand Bank	do	do	Ballast	14	1	do	Do.
Apr. 19	Sarah E. Lee	do	90	Cleveland, Ohio	Fishing.	do	do	do	18	2	Newfoundland	Capsizing of dory.
Apr. 19	Choctaw	Am. str...	1,574	Yorcktown, Va	Milwaukee, Wis	Partial	do	Coal	19	3	Lake St. Clair	Explosion of steam chest.
Apr. 19	Helen	Am. sc...	7	Savannah, Ga	Fortress, Monroec, Va	No damage.	do	Ballast	3	4	Old Point Comfort, Va.	Thrown overboard by breaking of steering gear.
Apr. 20	Ida Lawrence	do	515	Calais, Me	Baltimore, Md.	do	do	Unknown	9	1	At sea	Washed over board while reefing main-sail.
Apr. 21	Seth M. Todd	Am. sc...	195	Wilmingon, Del.	Western Bank	do	do	Ballast	5	1	do	Lost overboard in a gale.
Apr. 25	Confidence	Am. str...	27	Provincetown, Mass.	Provincetown, Mass.	do	do	Fish	21	2	At sea	Fell overboard from scow in tow.
Apr. 26	John F. Nickerson	Am. sc...	95	Turks Island, W. I.	Baltimore, Md	do	do	Salt	9	1	do	Capsizing of small boat.
Apr. 26	John J. Marsh	Am. bk...	410	Tampico, Mex...	Pensacola, Fla	do	do	Ballast	7	1	Pensacola Bay, Fla	Lost overboard.
Apr. 28	Regulator	Am. sc...	848	Norfolk, Va	Boston, Mass	do	do	Unknown	8	1	Entrance to Vineyard Sound.	Jumped over board while insane.
May 1	W. H. Oler	do	683	San Francisco, Cal.	Hunting and fishing.	No damage.	do	do	21	3	At sea	Washed overboard.
May 1	Loisa D.	do	95	Pensacola, Fla.	St. Andrews, Fla.	do	do	do	2	2	Near Santa Rosa Island, Fla.	Do.
May 3	Nettie	do	11	Karluk, Alaska	San Francisco, Cal.	do	do	do	270	16	San Francisco Bay, Cal.	Fell overboard.
May 3	Merou	Am. bk...	1,204	On fishing trip.	Norfolk, Va	do	do	Ballast	14	1	At sea	Fell or jumped overboard.
May 4	Evela C.	Am. sc...	65	Philadelphia, Pa.	Cincinnati, Ohio.	do	do	do	17	63	Mississippi River.	Explosion of boiler.
May 6	B. S. Ford	Am. str...	418	New York City	New York City	No damage.	do	do	18	1	At sea	Lost overboard in a gale.
May 6	Harland W. Huson.	Am. sc...	181	Memphis, Tenn.	San Francisco, Cal.	do	do	do	24	1	do	Fell overboard from jib boom.
May 7	Ohio.	Am. str...	716	Iquique, Chile.	Fishing.	do	do	Ballast	18	2	do	Capsizing of dory.
May 8	Girard C. Tobey	Am. bk...	1,459	New York City	New Orleans, La.	do	do	Unknown	8	26	Bayou La Fourche, La.	Fell overboard at night.
May 9	Rence	Am. shp...	1,925	St. Jacques, Newfoundland.	Kodiak, Alaska	do	do	do	40	1	At sea	Capsizing of small boat.
May 10	Hustler	Am. sc...	98	Lockport, La	Marquette, Mich.	do	do	Ballast	7	1	St. Clair River	Fell overboard.
May 12	G. W. Senteil	Am. str...	199	San Francisco, Cal.	Detroit, Mich.	do	do	do	7	1	do	do
May 13	Sea Ranger	Am. bk...	273	Detroit, Mich.	do	do	do	do	7	1	do	do
May 13	Saveland	Am. sc...	689	do	do	do	do	do	7	1	do	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 result or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1863.												
May 14	Oliver Wendell Holmes.	Am. sc. ....	102	Fortune Bay, New foundland.	Fishing Banks.	No damage.	Ballast	18	18	2	At sea	Lost in dory while attending trawls. Fell into hold.
May 16	James C. Lockwood.	Am. str. ....	2, 279	Sandusky, Ohio	Milwaukee, Wis.	do	Coal.	7	7	1	Milwaukee, Wis.	
May 16	Continental.	Am. scow				Unk'wn.	Unknown.	15	15	1	Connecticut, Lake Erie.	Vessel went adrift in freshet. Fell overboard from aloft.
May 18	Sagamore.	Am. bk. ....	1, 342	Port Gamble, Wash.	San Francisco, Cal.	No damage.	do	2	2	1	At sea.	Fell overboard. Do.
May 23	Wild Gazelle.	Am. str.	45	Mobile, Ala.	Cruising.	do	Ballast	2	2	1	Mobile Bay, Ala.	Do.
May 23	Challenge.	Am. slip.	6	Norfolk, Va.	Western Branch, Va.	do	Unknown.	4	4	1	Norfolk Harbor.	Do.
May 23	Henry C. Fox.	Am. str.	20	Philadelphia, Pa.	Cruising.	do	do	2	2	1	Delaware River.	Fell from aloft to deck.
May 25	Edgar Bernard.	Am. slip.	16	Keport, N. J.	New York City	do	do	24	24	1	New York Bay.	Do.
May 26	Codorus.	Am. str.	2, 166	Buffalo, N. Y.	Chicago, Ill.	do	Merchandise	14	14	1	Lake Erie	Fell overboard from aloft.
May 26	Ella G. King.	Am. sc.	75	Magdalen Islands.	Fishing.	do	Unknown.	10	10	1	Gulf of St. Lawrence	Capsizing of dory. Fell overboard from aloft.
May 27	La Fourche.	Am. str.	398	Bayon La Fourche	Bayon La Fourche	do	do	7	7	1	At sea.	Fell overboard from aloft.
May 28	Francis C. Yarnell.	Am. sc.	496	Brunswick, Ga.	Wilmington, Del.	do	Lumber	10	10	10	do	Fell overboard while heaving line. Never heard from.
May —	Cheshire.	Am. bk.	738	Cienfuegos, Cuba	Delaware Breakwater.	Total	Sugar.	12	3	1	Chicago, Ill.	Fell overboard.
June 7	Mina.	Am. st. yt.	18	Chicago, Ill.	Cruising.	No damage.	Ballast.	11	11	1	Fort Washington, Md., Potomac River.	Fell overboard from gang plank.
June 7	River Queen.	Am. str.	578			do	do	40	65	2	At sea.	Fell overboard.
June 8	Galilee.	Am. bg.	354	San Francisco, Cal.	Tahiti, Society Islands.	do	Unknown	7	11	1	At sea.	Thrown overboard while lifting landing stage.
June 11	City of St. Louis.	Am. str.	1, 614	New Orleans, La.	St. Louis, Mo.	do	do	100	3	1	Lake Erie	Fell overboard while intoxicated.
June 11	Samuel M. Slocum.	Am. st. yt.	16	Lockport, N. Y.	Buffalo, N. Y.	do	Ballast.					

June 11	Dick Fowler.....	Am. str.....	368	Lying in port.....	do.....	Unknown.....	1	Paducah, Ky., Ohio River.	Fell overboard while coaling the steamer.
June 12	Jay Gould.....	Ferryboat.....	664	New York Harbor.	do.....	do.....	1	New York Harbor.	Fell overboard.
June 13	Succeed.....	Am. sc.....	6	Port Angeles, Wash.	do.....	do.....	3	Near Cape Flattery, Wash.	Fell overboard while resewing jib.
June 13	Geo. C. Markham	Am. str.....	309	Manistee, Mich.	do.....	Lumber.....	13	Lake Michigan.....	Fell overboard while adjusting levers.
June 14	Daisy.....	do.....	107	Kookuk, Iowa.....	do.....	Ballast.....	20	Month of Kinnickinnick River.	Fell overboard while hauling on gang plank rope.
June 14	Robert M. Haas ..	Am. sc.....	13	Bayou Lacombe, La.	do.....	Unknown ..	1	Lake Pontchartrain, La.	Knocked overboard by boom.
June 16	Lavinia M. Snow ..	do.....	355	Cienfuegos, Cuba ..	do.....	Ballast.....	2	Trinidad, Cuba.....	Fell overboard while intoxicated.
June 17	Ella Warden.....	do.....	39	Norfolk, Va.....	do.....	Unknown ..	6	Norfolk Harbor, Va.	Knocked overboard by jib sheet.
June 18	Florida.....	Am. str.....	301	Pensacola, Fla.....	do.....	do.....	10	Pensacola Bay, Fla.	Thrown overboard by hawser.
June 18	George T. Johnson	Am. slip.....	10	Baltimore, Md.....	do.....	do.....	10	Chesapeake Bay.....	Knocked overboard by main boom.
June 18	Sarah Ann.....	do.....	15	Port Royal, S. C.....	do.....	Ballast.....	1	Helena Sound, S. C.....	Swamping of small boat in squall.
June 18	G. W. Scuttell.....	Am. str.....	199	New Orleans, La ..	do.....	Unknown ..	5	Bayou La Fourche, La.	Fell overboard.
June 19	Senator Frye.....	Am. sc.....	90	St. Marys Harbor, Newfoundland.	do.....	Ballast.....	16	Grand Bank, Newfoundland.	Capsizing of dory while attending trawls.
June 23	Carlos S. Greeley ..	Am. str.....	403	Venice, Ill.....	do.....	Unknown ..	20	Mississippi River ..	Jumped overboard (supposed).
June 25	Oscar G.....	do.....	28	Towing logs.....	do.....	do.....	1	Atchafalaya River, La.	Fell overboard.
June 25	Edward A. Perkins.	Am. sc.....	91	Gloucester, Mass ..	do.....	Ballast.....	16	Western Bank.....	Capsizing of dory while attending trawls.
June 26	Mount Hope.....	do.....	1,105	Philadelphia.....	do.....	Coal.....	2	Off Absecon, N. J.....	Washed overboard in a gale.
June 27	Mauince Valley.....	do.....	214	Lying in port.....	do.....	Ballast.....	5	Lorain, Ohio, Lake Erie.	Fell overboard.
June 30	Isaac E. Brown.....	Am. str.....	86	New Haven, Conn.	do.....	do.....	7	Near Faulknors Island, Conn.	Do.
June 30	Gayandotte.....	Am. st. ship.....	251	Norfolk, Va.....	do.....	do.....	40	At sea.....	Do.
June —	Helen Blunt.....	Am. sc.....	66	Fishing trip.....	Total.....	Nitrate of soda.	26	do.....	Never heard from.
June —	Ionius.....	Am. br.....	857	Pisagua, Chile.....	do.....	Nitrate of soda.	12	do.....	Do.

Totals: Vessels, 320; tonnage, 148,354; total losses, 19; partial losses, 21; no damage and damage unknown, 280; number of passengers, 6,288; number in crews, 4,544, and number of lives lost, 575.

TABLE 65.—Summary of wrecks and casualties on and near the coasts and on the river of the United States, and at sea and in foreign waters, during the year ending June 30 1893, involving loss of life.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
<b>Foundering—</b>						
Vessels.....	7		6		1	14
Tonnage.....	3,409		7,182		105	10,696
Passengers.....			6			6
Crews.....	36		61		18	115
Lives lost*.....	15		61		6	82
<b>Strandings—</b>						
Vessels.....	10		2		5	17
Tonnage.....	4,434		1,075		3,323	8,832
Passengers.....					5	5
Crews.....	75		15		70	160
Lives lost*.....	22		3		6	31
<b>Collisions—</b>						
Vessels.....	6	2	2	1	2	13
Tonnage.....	796	1,261	251	85	2,342	4,735
Passengers.....	340			25		365
Crews.....	46	50	11	6	33	146
Lives lost*.....	8	7	8	1	2	26
<b>Other causes—</b>						
Vessels.....	5	2	6	6	21	40
Tonnage.....	2,001	1,169	2,245	1,870	10,781	18,066
Passengers.....			1	77	43	121
Crews.....	45	8	52	121	271	497
Lives lost*.....	12	3	30	33	180	258
<b>Totals—</b>						
Vessels.....	28	4	16	7	29	84
Tonnage.....	10,640	2,430	10,753	1,955	16,551	42,329
Passengers.....	340		7	102	48	497
Crews.....	202	58	139	127	392	918
Lives lost*.....	57	10	102	34	194	397
<b>Vessels totally lost—</b>						
Vessels.....	20	1	9		24	54
Tonnage.....	7,889	1,040	7,951		14,014	30,894
Passengers.....	1		6		8	15
Crews.....	122	2	89		336	549
Lives lost*.....	42	2	81		189	314
<b>Vessels damaged—</b>						
Vessels.....	8	3	7	7	5	30
Tonnage.....	2,751	1,390	2,802	1,955	2,537	11,435
Passengers.....	339		1	102	40	482
Crews.....	80	56	50	127	56	369
Lives lost*.....	15	8	21	34	5	83
<b>Vessels not damaged—</b>						
Vessels.....	71	18	44	64	90	287
Tonnage.....	16,656	10,651	28,175	20,479	54,320	130,281
Passengers.....	359	517	2,666	2,247	378	6,167
Crews.....	613	275	436	1,044	1,685	4,053
Lives lost.....	82	19	49	69	108	327
<b>Aggregate—</b>						
Vessels.....	99	22	60	71	119	371
Tonnage.....	27,296	13,081	38,928	22,434	70,871	172,610
Passengers.....	699	517	2,673	2,349	426	6,664
Crews.....	815	333	575	1,171	2,077	4,971
Lives lost.....	139	29	151	103	302	724

\* Exclusive of lives lost on vessels not damaged, for the number of which see appropriate column.

NOTE.—Of the 297 lives lost on vessels sustaining material damage, 110 were lost on steamers and 287 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers, 10; sailing vessels, 47; Pacific coast, steamers, 4; sailing vessels, 6; lakes, steamers, 62; sailing vessels, 40; rivers, steamers, 33; sailing vessels, 1; at sea, steamers, 1; sailing vessels, 193.



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.\*

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
* MAINE.											
Bald Head Cliff.....										1	1
Blue Hill Bay:											
Blue Hill Falls.....							1				1
Burnt Coat Island (ledge southwest of).....		1									1
Heron Island.....			1								1
Placentia Island.....			1								1
Tinkers Island.....								1			1
York Narrows.....				1							1
Blue Hill Bay approaches:											
Brimstone Ledge, near Burnt Coat Harbor.....					1						1
Burnt Coat Harbor.....						1					1
Great Duck Island.....				1					1		2
Great Spoon Island, off Isle au Haut.....					1						1
Little Duck Island.....						1					1
Long Island.....						1	1				2
Sisters, The, near Burnt Coat Island.....			1								1
Spoon Island.....						1					1
Boothbay:											
Boothbay and Townsend Harbor.....			1						1		2
Damiscope Island.....		1			1						2
McKowns Point.....							1				1
Southport Island.....							1				1
Spruce Point.....				1					1		2
Squirrel Island.....		1		2							2
Cape Elizabeth.....	1	2	1						1		5
High Head.....					1						1
Maxwell's Point.....								1			1
Portland Head.....					1						1
Cape Neddick:											
Cape Neddick Roads.....						1					1
Boon Island.....							1			1	2
Boon Island Ledge.....		1						2		1	3
Cape Porpoise.....			1	1					1		3
Bumpkin Island.....			1								1
Folly Island.....				1	1				1	1	4
Old Prince, The.....						1					1
Timber Island.....					1						1
Cape Small Point.....	2		1								3
Bald Head Rocks.....										1	1
Fullers or Glovers Rock.....						1					1
Carvers Harbor.....			1								1
Casco Bay:											
Aldens Rock.....		1		1							2
Bangs Island.....		1			1	1					3
Birch Point Ledge.....							1				1
Broad Cove Rock.....		1									1
Chebeag Island.....		1									1
Cow Island.....										1	1
Cundiz Harbor.....							1				1
Green Island Reef.....			1								1
Haddock Rock, Broad Sound.....				1					1		2
Half Way Rock.....							1				1
Harpwell.....					1			1			2
Horse Island Harbor.....										1	1
Junk of Pork.....								2			2
Long Island.....					1						1
Peaks Island.....				1					1		2
Ragged Island.....						1					1
Ram Island.....		1	2							1	4
Richmonds Island.....			3		1	2					6
White Head Passage.....							1				1
Cobscook Bay:											
Leightons Rock.....				1							1
Sunken Ledge in.....						1					1
Cranberry Island, Great.....	2		2		1		1		1	1	8
South Bunkers Ledge.....		1						1			2
Sperlins Point.....		1	2						1		4
West Bunkers Ledge.....							1				1
Cranberry Island, Little.....	6	4	2	4	1	1	1	1	1	1	22
Haddocks Point.....					1						1
Hardings Ledge.....									1		1
Cutler and approaches.....		1	6	1	1	3	2	1		1	16

\*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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
MAINE—continued.											
Damariscotta River and approaches:											
Bristol Neck.....						1					1
Fishermans Island.....						1				1	2
Heron Island, outer.....								1			1
Heron Island Ledge, outer.....			1								1
Hypocrite Ledge.....				1	1						2
Thread of Life Ledge.....							1				1
Deer Island Thoroughfare:											
Andrews Island (ledge near).....					1						1
Crotch Island Ledge.....					1						1
Dumpling or Eastern Mark Island Ledge.....			1						1		2
Grog Island.....										1	1
Moose Island.....								1			1
Webbs Cove.....					1						1
Deer Isle:											
Greens Landing.....				1					2		3
Eastport Harbor:								1			1
Clarkes Ledge.....	1										1
Glasons Cove.....					1						1
Halletts Point, near Buckmans Head.....			2								2
Paines Ledge.....		1									1
Eggenoggin Reach:											
Harbor Island.....						1					1
Triangles, The.....				1							1
Englishmans Bay:											
Man Island.....	2										2
Steel Coat or Steel Harbor Island.....	1	1									2
Fishermans Island Passage. (See Moos-a-bee Reach.)											
Fletchers Neck.....	2	3	2			5		2			14
Dansbury Reef.....			1								1
Fox Island Thoroughfare:											
Iron Point.....				1							1
Mullens Cove.....						1					1
Thomas Ledge.....	1										1
Frenchmans Bay:											
Grindstone Neck.....								1			1
Pulpit Ledge.....									1		1
Round Porcupine Island.....								1			1
Sullivan Harbor.....						1	1				2
Frenchmans Bay approaches:											
Bakers Island.....				1				2	2		5
Schoodic Island.....							1				1
Harrington Bay and River.....			1								1
Pinneos Point.....					1						1
Strouts Island.....								1			1
Kennebec River (mouth of).....	2				1	2		1	2		8
Dix Island.....								1			1
Hunniwells Beach.....	1	2	1					1	3	4	12
Hunniwells Point.....	2	1				3					7
Indian Point.....											1
Jacks Rock.....								1			1
Long Island.....				1				1			2
Parkers Flats.....								1	1		2
Perkins Island Flats.....								1			1
Pond Island.....					1					1	2
Stage Island.....		1			1						3
Sugar Loaves, The.....		1	1		1	4	1				9
Whales Back.....							1				1
Wood Island Ledges.....			1							1	2
Kennebec River approaches:											
Heron Island.....				1							1
Seguin Ledges.....								1			1
Kennebunkport.....					1	1				1	3
Lubec Narrows.....	1								1		2
Machias Bay:										2	
Barc Island.....											2
Birch Point.....			1								1
Chances Island.....						1					1
Cross Island.....	2	1					3				7
Dogfish Ledges.....				1							1
Fosters Island.....							1				1
Howards Point.....										1	1
Libbey Islands.....		1			1		1	2			6



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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
MAINE—continued.											
Muscogus Bay:											
Devils Back Ledge.....		1									1
Half-Tide Ledge.....					1						1
Kegs, The.....				1							1
Little Egg Rock.....										1	1
Muscogus Bay approaches:											
Monhegan Island.....	1								2	1	4
Monhegan Island and Pemaquid Point (between)		1									1
New Harbor, Sunken Ledge.....			1								1
Narragaus Bay and approaches:											
Bois Bubert Island.....						1				1	2
Millbridge (ledge near).....					1				1		2
Pond Island.....									1		1
Penobscot Bay:											
Fort Point.....											1
Fox Islands.....			2				1				3
Isle au Haut.....				1		1					2
Long Island.....		1									1
Ragged Island.....				1					1		2
Seal Island.....							1	1			2
Vinal Haven Island, Carvers Harbor.....						1					1
Vinal Haven Island, Roberts Harbor.....									1		1
Penobscot Bay, East:											
Holbrooks Island.....				1							1
Kimballs Island and Ledges.....			1								1
Western Island.....									1		1
Penobscot Bay, West:											
Camden.....	1									1	2
Crabtree Point.....			1								1
Crow Cove, Long Island.....						1					1
Drunkards Ledge.....							1				1
Goose Rock (off Rockport).....						1					1
Green Island, near Leadbetters Island.....								1			1
Green Island, Little (west of Metinic Island).....						1					1
Haddock Ledge.....										1	1
Heron Neck (ledge near).....								1			1
Matinicus Island.....		1								1	2
Meticin Island.....			2								2
Northern Triangles, The.....		1		1					1		3
Northport.....				1							1
Old Man Ledge.....		1	1	2							4
Outer Green Island Ledges.....					1						1
Owls Head.....	1					1					2
Roaring Bull Ledges.....							1				1
Rockland.....					2	2			2	2	8
Rockport.....							1		1		2
Sears or Brigadier Island.....		1									1
Searsport.....						1	1				2
Seven Hundred Acre Island.....								1			1
Ten Pound Island.....							1				1
Two Bush Reef.....	1										1
Pigeon Hill Bay:											
Egg Rock.....							1				1
Petit Menan Island.....										2	2
Pleasant Bay approaches:											
Green Island.....						1					1
Nashs Island.....	1			2			1				4
Pot Rock.....										1	1
Portland Harbor:											
Cushings Point.....						1					1
Spring Point Ledge.....					1		1				2
Portsmouth Harbor (Maine side):											
Clarks Island.....		1	1								2
Fishing Islands.....							1	1			2
Gerrish Island.....							1				1
Hicks Rocks.....								1			1
Jamaica Island (near Kittery).....							1				1
Kittery Point.....		1			1						2
Kittery (ledge near).....	1	1									2
Seaveys Island.....		1									1
West Sister, The.....									1		1
Wood Island.....		1					1				2
Prospect Harbor.....							1				1
Old Man, The.....						2					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.	
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.		
<b>MAINE—continued.</b>												
Quoddy Roads.....											1	1
Black Rock.....					2							2
Crowells Ledge.....	1	2	2		1							6
Middle Ground.....	2	2	3									7
One mile northwest of life-saving station.....					1							1
Sail Rock.....	1				1			1				3
West Quoddy Head.....	1	2	7						2	1		13
West Quoddy Head, Carrying Point Cove.....					1				1			2
Woodwards Point.....						1						1
Womells Ledge.....		1	2		5	1	1					10
<b>Saco Bay:</b>												
Eagle Island.....								1				1
Lobster Rocks.....	1						1					2
Negro Island.....	1	1		1	1	2	1	1	2			10
Old Orchard Beach.....					1							1
Prouts Neck (rock off).....			1									1
Stage Island.....	1									3		4
Strattons Island and Rocks near.....				1				1				2
Wood Island.....	1	1	1	2	2	1			2			10
<b>Saint Croix River:</b>												
Red Beach.....						1						1
<b>Saint Georges River and approaches:</b>												
Burnt Island.....											1	1
Careys Rock.....											1	1
Davis Straits.....			1			3						4
Georges Islands.....		1								2		3
Harts Island Bar and Ledges.....							1		2	1		4
Herring Gut.....			1									1
McGees Island.....										1		1
Mosquito Island.....				1			1	1	2			5
Old Cilley Ledge.....			1					1				2
Port Clyde.....	1	1				1				1		4
<b>Sheepscot Bay and River:</b>												
Barbers Island.....		1										1
Black Rock.....			1		1							1
Clows Ledges.....		1										1
Cuckholds, The.....						1						1
Hardings Ledge.....									1			1
Jewetts Cove.....									1			1
McMahons Island.....						1						1
Southport Island (Christmas Cove).....			1									1
Toms Rock.....			1									1
<b>Tennants Harbor:</b>												
Harts Ledge.....	1			1	1	1			1			4
Harts Neck.....							1					1
Long Cove.....					1							1
Southern Island.....			1			1			1			3
White Ledge.....	1											1
Trescott Shag Rocks.....					1							1
West Quoddy Head. (See Quoddy Roads).												
<b>Wheclers Bay:</b>												
Calf Island.....											1	1
Clarks Island.....						1						1
High Island Ledge.....					1							1
Norton Island Ledges.....				1				1				2
<b>York River and approaches:</b>												
Harris Point Ledge.....						1						1
Stones Rock.....								1				1
York Ledge.....								1	2			3
<b>NEW HAMPSHIRE.</b>												
<b>Hampton:</b>												
Hampton Ledges.....		1	1									2
Hampton Shoals.....				1								1
Little Boars Head.....		1										1
<b>Isles of Shoals:</b>												
Andersons Ledge.....		1										1
Square Rock.....								1				1
Star Island.....	1											1
<b>Portsmouth Harbor (New Hampshire side):</b>												
Port Point.....						2	1	2				5
Jerrys Point.....	1				2	1						4
Odiornes Point.....		1	1				1			1		4
Portsmouth.....	4											4
<b>Rye Beach:</b>												
Foss Ledges.....			1	1								2
Wallis Sand.....									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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
<b>MASSACHUSETTS—continued.</b>											
<b>Cape Cod:</b>											
Bearses Shoal.....	3	1		1	2	1		2			10
Cahoons Hollow.....			1			1					2
Chatham.....	1				1		1				5
Chatham Bar.....	3	2	6	1	2	4	4	2	2	1	27
Highland Light.....		1		1							3
Monomoy Point.....	1				1		1	2			5
Nauset Beach.....		2	2	2	1		1	2	3	1	14
Orleans Beach.....				1	3			1			6
Panet River.....			1	1			1				3
Peaked Hill Bar.....	2	3	6	2	2	2		1		1	19
Pollock Rip.....	1	1	1	2	2	5		5	1	3	17
Race Point.....	2	2	2	2	2	1	3	3	1	6	26
Shovelfull Shoal.....	5	2	5	3	1	1	3	5			25
Stone Horse Shoal.....	1			1	1	1	1				5
<b>Cape Cod Bay:</b>											
Barnstable.....						1					1
Billingsgate Island and Shoal.....			1							1	2
East Dennis.....						1					1
Long Point.....			1		2				1		4
Manomet Point.....				1							1
North Dennis.....									1		1
Provincetown.....	1		1			2		3	6		13
Sandwich.....					1	1					2
South Truro.....					1						1
Wellfleet.....	1		1				2	1			5
Wood End.....			2					3			5
Yarmouth Flats.....								1			1
<b>Duxbury Beach:</b>				1							1
Brant or Green Harbor Point.....					2						2
High Pine Ledge.....			1	1							2
<b>Fall River:</b>				1							1
Gurnet Point.....	1	2							1		4
<b>Ipswich Bay:</b>											
Essex Bar.....				1							1
Ipswich Bar.....		1	1		1	1		1	2	1	8
Squam Beach.....	1					2	1				4
<b>Lynn Harbor:</b>								1	1		3
<b>Manchester:</b>										1	1
<b>Marblehead:</b>						2					2
<b>Marthas Vineyard:</b>											
Cape Poge.....	1	1			1			1	2		6
Cedar Tree Neck.....						1					1
Chappaquiddick Point.....		1	1			1					4
Chilmark.....											1
Cottage City.....			1								1
East Chop.....			1								2
Edgartown.....	3		3	1	2	2	1	3	4	3	22
Gay Head.....	1	1	1					2			4
Gay Head, Devil's Bridge.....	1							1			2
Menemsha Bight.....						1	2		1	1	5
Old Mans Ledge (near No Mans Land).....	1										1
Tom's Shoal.....											1
Vineyard Haven.....	3	2	1	6	1	1	4		3	3	24
West Chop.....	1			1	1			1	4		9
<b>Nahant Bay:</b>											
Phillips Point.....	1				1						2
Swampscott.....								1			1
<b>Nantucket:</b>											
Bar and Bay.....		3		1	2						6
East side of.....							1				1
Great Point and Great Rip.....	2	2		3	1	3	3				14
Squam Head.....			1								1
Surfside.....		1	2								3
<b>Nantucket Shoals:</b>	2		2	1	2		1		2		10
<b>Nantucket Sound:</b>											
Bishop and Clerks Shoal.....	1						3				4
Centerville (ledge near).....	1										1
Chatham Roads.....										1	1
Common Flats (near Chatham Roads).....	1	1		1	1	2					6
Dennisport and Beach.....					1			5			6
Eldridges Shoal.....			1						1		2
Great Round Shoal.....							1		1		2
Handkerchief Shoal.....	1		3	1	3	5	1	6	3	6	29
Hardings Beach, Chatham Roads.....	3										3
Harwichport.....									2	1	3
Hawes Shoal.....	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.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
Herring River Bar (off Harwich).....					1						1
Horseshoe Shoal.....	1										1
Hyannis.....				1	1	1		1		1	5
Hyannis Roads, Middle Ground.....					1						1
Kill Pond Bar.....			3				1				4
Long Shoal.....	1					1				3	5
Monomoy Island (shoals west side of).....			1						2		3
Muskeget Island.....	1	4									5
Norton's Shoal.....			1							1	1
Osterville.....					1						2
Rodgers Shoal.....										1	1
Shovelful Shoal (near Tuckernuck Shoal).....					1				4	1	6
Tuckernuck Shoals.....		6				1				2	9
Wreck Shoals.....						1					1
Newburyport approaches:											
Black Rocks.....		1									1
Newburyport Bar.....	6	2	2	3	1		1	4			19
Plum Island Point.....				1							1
Salisbury Point.....		1	1								2
Plum Island.....	2		3	2		1		1	1	3	13
Plymouth Bay:											
Browns Bank, or Browns Island.....	3		1	2	1	1				5	13
Dicks Flat.....		1		1							2
Long Beach.....				1							1
Plymouth.....	1	1				2			1	1	6
Salem Harbor and approaches:											
Bakers Island and Shoals.....				3							3
Coney Island Ledges.....					1	1					2
Kettlebottom, The.....						1				1	1
Misery Island and Ledges.....								1			2
Salem Harbor.....	1	1				1		1			4
South Gooseberry, The.....			1								1
Seituate.....	3	1	4	3		4	1	2	1		19
Fourth Cliff.....				1	2						3
North Seituate.....										1	1
Vineyard Sound:											
Cuttyhunk Island.....	2		1		2	3	3	5	2	2	20
Falmouth.....					1	1					2
Hedge Fence Shoal.....	2	1	1		2						6
L'Homme à Dieu Shoal.....	1		2	1		2	1	4	1		12
Middle Ground.....			1								1
Nashawena Island.....				1	2	1					4
Naushon Island.....				4			1		1		6
Nobska Point.....					1		1				2
Nonamesset Island.....								1			1
Pasque Island.....				1		3		2	5		11
Quicks Hole.....			1				1				2
Robinsons Hole.....	1					1		1	1	1	4
Sow and Pigs.....	1	1	2					1		1	7
Squash Meadow Shoals.....				1							1
Succonesset Shoal.....										1	1
Tarpaulin Cove.....			1					3	1	2	7
Woods Holl.....	1		1				1	1		1	6
RHODE ISLAND.											
Block Island.....											
Black Rock.....	2						1				2
Block Island Breakwater.....		1	1		1	1		1	1		6
Clay Head Point.....			1								1
East side of.....		4	1	2	6		2		2	1	18
Northwest shore of.....				1							1
Sandy Point.....		1									1
South and southwest shore of.....	2	1		2			1				6
West side of.....				5	1		1			1	8
Charlestown Beach.....				1					2		3
Green Hill Point.....										1	1
Narragansett Bay:											
Beaver Tail Point.....	1										1
Black Point.....								1			1
Brentons Reef.....								1			1
Butter Ball Rock.....								1			1
Caseys Point.....		1							1		2
Castle Hill.....			2								2
Coasters Harbor Island.....									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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Coddington Point.....							1				1
Conanicut Island.....			1				2				3
Despair Island.....		1									1
Dutch Island.....	2	1				1		2	1		9
Dyers Island (rocks off).....		1		1							2
Fort Adams.....										1	1
Fullers Rock, Providence River.....								1			1
Goat Island.....										1	1
Gould Island, Sakonnet River.....					1						1
Hog Island.....						1					2
Narragansett Pier.....	1				2		1				4
Nayat Point.....		1									1
Newport.....					1			4			5
Newtons Rock.....										1	1
Popasquash Point.....				1				1			2
Portsmouth.....									1		1
Plum Beach Shoal.....					1						1
Prudence Island.....	2		1					2			5
Rose Island.....	1					1			1		3
Sakonnet Point.....	1		1	2				1			5
Sisters, The.....									2		2
Warrens Point, Elishas Ledge.....					1						1
Warwiek Neck.....		1									1
Wesqueague Beach.....			1								1
Whale Rock.....										1	1
Narragansett Bay, Little:											
Seal Rocks.....		1									1
Point Judith.....	3		2	2	2	3	1				14
Three miles west of.....					1						2
Squid Ledge.....						1					1
Quonocontaug Beach.....			1	1		1					3
Watch Hill.....		2	1	1		3		1	2	2	12
Catumb Reef.....		1	1					2			4
Napatree Point.....			2	1	1	2	4	2	1		13
Sugar Reef.....	1						1				2
CONNECTICUT.											
Black Point (rock 3 miles west of).....			1								1
Branford Reef.....									1		1
Bridgeport.....				1	1						2
Charles Island.....			1								1
Connecticut River (mouth of):											
Blackball Point.....							1				1
Cornfield Point.....								1		1	2
Cornfield Point Shoal.....	1		1								2
Hatchetts Reef.....	1										1
Saybrook Bar.....	1	1	1					2			5
Fishers Island Sound:											
Bartletts Reef.....						1					1
Groton Long Point.....							1			1	2
Latimers Reef.....		1					1		1		3
Middle Ground.....				1							1
Morgans Point.....	1										1
Noank (near).....									1		1
Noyes Rocks.....			1								1
Windmill Point.....		1									1
Grants Neck.....										1	1
Greenwich Point.....								1			1
Guilford.....							1				2
Hammonssett Point.....					1						1
Long Island Sound (near the coast of Connecticut):											
Bartletts Reef (near light-vessel).....							1	1			2
Captains Islands.....									1		1
Crane Reef.....			1								1
Faulkners Island.....		1								1	2
Goose Island (near Faulkners Island).....			1								1
Greens Ledge (west of the Norwalk Islands).....				1							1
Long Sand Shoal.....								1			1
Norwalk Islands.....							1	2	1	1	5
Penfields Reef.....							1		1	1	3
Stratford Shoals, or Middle Ground.....	2										2
Squaw Island.....					1						1
Thimbles, The.....							1				1
Wheatons Reef.....			2								2
Madison.....							1				1
Merwins Point.....	4										4
Millstone Point (near Niantic Bay).....	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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
CONNECTICUT—continued.											
New Haven Harbor:											
Adams Fall Ledge.....		1			1						2
Luddington Rock.....	1		1								2
Marion Point.....					1						1
New Haven.....	2	2	2			1	2			1	10
New London Harbor and approaches:											
Black Rock.....					1	1					2
Eastern Point.....					1					1	2
Goshen Reef.....	1			1							2
New London.....				1	1						2
Pequot (near).....				1	1						1
Norwalk Harbor.....										1	1
Sachems Head.....					1						1
Saugatuck River (mouth of).....										1	1
Shippan Point Shoals.....			1		1		1		1		3
Stamford.....			1								1
Stonington Harbor.....	1	1									2
Stratford Bar.....			1				1				2
Stratford Beach.....					1						1
NEW YORK.											
Bloek Island Sound:											
Fort Pond Bay.....	1										1
Gardiners Island.....	1						1		1		3
Goffes Point.....	1								1		1
Shagwong Reef.....			1				1		1		3
Washington Shoal.....	1										1
East River:											
Berrians Island.....										1	1
Blackwells Island.....	2		1								8
College Point.....	1	1		1	1					2	6
Factory Rock.....							1				1
Governors Island.....								2	1		3
Hell Gate.....		1	1		1	1	5	4			13
Hell Gate, Flood Rock.....	1			1	2		1				5
Hell Gate, Halletts Point.....					1						1
Hell Gate, Mill Rock.....									1	1	2
Hell Gate, Negro Head.....	2										2
Hell Gate, Rylanders Reef.....								1			1
Hell Gate, Scaly Rock.....		1									1
Hell Gate, The Hogs Back.....	1					1		1			3
Horus Hook.....										1	1
Lawrence Point.....									2		2
Man-of-War Rock.....									2		2
Middle Ground, near Lawrence Point.....			1			1	1				3
Newtown Creek (mouth of).....	1	1									2
North Brother.....		2		1				1			4
Randalls Island.....						1					1
Reef off Tenth street, New York City.....								1			1
Rikers Island.....		1		1		1					3
Rocks off East Fifty-sixth street, New York City.....						1			1		1
South Brother, The.....					1	2					2
Sunken Meadows, The.....			1							1	5
Wards Island.....									1		1
Gardiners Bay:											
Bens Point.....				1							1
Deep Hole.....			1								1
Gardiners Island (see Bloek Island Sound).											
Long Beach Bar.....					1						1
Long Island (outside):											
Amagansett.....	1										1
Coney Island.....	1	1				5	2			1	10
Ditch Plain.....						1					1
East Hampton Beach.....			1								1
Fire Island Beach.....	2	3		2		2	1	1	2	3	16
Fire Island Beach (Great South Bay).....										3	3
Fire Island Inlet.....				1	7	6	2	1	2		19
Hog Island Inlet.....	2	1	1		1					1	6
Jamaica Bay.....									1		1
Jones Beach.....	1					1	3		1		6
Long Beach.....				1				1		2	4
Montauk Point.....	1				1	1	1			1	5
Moriches Beach.....		3	2	2			1				8
Napeague.....	2			2	3	1				1	10
New, or Jones Inlet.....	1	3	2	1		1	2	3	3	1	17
Oak Island.....	1	1	1		1						4
Petunk.....										1	1
Rockaway and Far Rockaway Beach.....			2			1		1	1		5
Rockaway Inlet and Shoals.....	1	4	4	2	2	6	3	2	2		26
Shinnecock Beach.....	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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
<b>NEW YORK—continued.</b>											
Long Island Sound:											
Baiting Hallow Beach.....			1			1					2
Browns Hills.....						1	1				2
Center Island Reef.....				1							1
City Island.....		3	2								5
Crab Meadow.....				1							1
Duck Pond Point.....							1				1
East Clump (rock near).....			1								1
Eatons Neck.....			1	2	1	5	2		1	1	13
Execution Rocks.....						1					1
Fishers Island.....	1	1	1	1	2				1	1	10
Gangway Rock.....	1					2					1
Glen Cove.....									1		1
Hallocks Landing.....							1				1
Hart Island.....			2	2						1	7
Hewletts Point.....	1		1				1	1			3
Hortons Point.....	1								1		2
Huntington.....					1		1				2
Kings Point.....			1								1
Larchmont.....									2		2
Little Gull Island.....								1	1		2
Lloyds Neck.....		1		2		1			1	1	6
Lucas Landing (near Jacobs Hill).....	1									1	2
Mattinecock Point.....	2										1
Mattituck Beach.....	1										1
Mount Misery.....						1					1
Mount Sinal.....										1	1
New Rochelle Harbor.....							1				1
Northwest (3 miles east of Sag Harbor).....	1										1
Oak Neck Point.....		1									1
Old Field Point Light.....	1						1				2
Orient Beach.....			1								1
Oyster Bay.....		1							2		3
Oyster Pond Reef.....	1										1
Peconic Bay, Little.....								1			1
Pine Island.....								1	1		1
Plum Island.....	1			2	1		1	1	1		7
Prospect Point.....								1			1
Race Point (near).....							1				1
Race Rock.....	1						1				2
Rocky Point Landing (near Herods Point).....				1							1
Rocky Point (west of Terrys Point).....				2							2
Rye Point.....	1		2							1	5
Sands Point.....	1			1			1		1		4
Seal Rocks (near Fishers Island).....					1						1
Success Rock.....	1										1
Throgs Point.....							1				1
Valiant Rock.....								1			1
Wading River.....											1
West Clump.....		1			1						1
Wicopasset Island and Reefs.....			1		2	1			1		5
Woodhulls Landing (east of Port Jefferson).....						1					1
Woodville Landing (near Herods Point).....							1				1
<b>New York Bay and Harbor:</b>											
Bath Beach.....									1		1
Bay Ridge.....					3						3
Bedloes Island (rock 1 mile west of).....						1					1
East bank.....						1					1
Fort Hamilton.....			1								1
Middle Ground.....	1	1									2
Oyster Island.....				1			2				3
Princess Bay.....								1			1
Romer Shoal.....	1	5	3	3	1	1	2	4	2	1	23
Staten Island.....		1	2		2				1		6
West Bank.....						1	1				2
<b>NEW JERSEY.</b>											
Absecon Beach.....	1		2				1	1			5
Absecon Inlet.....	2	1	2	8	6	7	1		4	1	32
Atlantic City.....	1	1	4	1			1			3	11
Barneget Bay.....		1			1			1			3
Barneget Inlet.....	10	2	4	1	10		4	1	2	5	39
Brigantine Beach and Shoals.....	4	2			1		2		3	2	14
Cape May.....	4	4	2	4	2	2		2	1		21
Cold Spring Inlet.....	1	3	3	1	2	3					13



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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
MARYLAND—continued.											
Chesapeake Bay—Continued.											
Cove Point (7 miles north of).....				1							1
Crisfield Harbor.....					1						1
Dells Island.....					1						1
Ditch Rock.....				1							1
Governors Run and Cove Point (between).....			1								1
Hacketts Point.....									1		1
Hawkins Point.....			1								1
Herring Bay.....						1		1			2
Hills Point.....				1	1						2
Holland Point (near Herring Bay).....				1							1
Hoopers Island.....				1							1
James Point.....									1	1	2
Kedges Strait.....			1								1
Kent Island.....		1	1								2
Kent Point (near).....			1		1						1
Long Point Bar, Tangier Sound.....					1						1
Magothy River (mouth of).....			1		1						2
Millers Island.....					1		1				2
Patapsco River (mouth of).....	1	1	2	2	2			1	1	1	11
Patuxent River (mouth of).....	1							1			2
Plum Point Shoal.....				1							1
Point Lookout.....	1		1					1			3
Point No Point.....			1		1			1			3
Rock Hall (off).....							1				1
Rock Point.....		1		1	1						3
St. Georges Island (mouth of Potomac River).....			1	1							1
Sandy Point.....								1			1
Sharps Island Bar.....			1	1					1	2	5
Smiths Creek (mouth of Potomac River).....					1						1
Solomons Island (mouth of Patuxent River).....						1					1
Spesutie Island.....	1										1
Swan Point.....						1					1
Tallys Point.....							1				1
Thomas Point Shoal.....				1	1						2
Tilghmans Island (mouth of Choptank River).....		1									1
Tilghmans Point (Eastern Bay).....			2								2
Tolchester Beach.....				2							2
Wades Point (Eastern Bay).....			1		1						2
Fenwicks Island.....			2	2				2			6
Fenwicks Island Shoals.....	1		1						1		3
Green Run Inlet.....					1		1				2
North Beach.....		1		2				2	1		6
Ocean City.....			2	1	1		1				5
VIRGINIA.											
Assateague Island.....	1	1	3					2	1	2	10
Fishing Point.....				1							1
Assawaman Inlet.....		1									1
Cape Charles.....		1		1		1		1			4
Cape Henry.....	2	1	3	1	1	2	4	4	4		22
Cedar Island.....									1		1
Chesapeake Bay:											
Back River Shoals.....			1				1	1			3
Bluff Point.....	1							1			2
Cape Charles City.....				1	1						2
East River (mouth of).....			1			1					2
Gwinns Island.....									1		1
Horse Shoe Shoal.....					1			1			2
Hungers Creek Bar.....					1						1
Inner Middle Ground.....	1										1
Jeffers Creek.....						1					1
Little Bay.....		1									1
Middle Ground.....		1								3	4
Nadua Creek.....		1									1
New Point Comfort.....	1			1			1				3
North Point (near Rappahannock River).....			1								1
Ocean View.....						1	1			1	3
Piankatank River (mouth of).....						1		1	1		3
Plum Tree Point.....										1	1
Rappahannock River (mouth of).....						1					1
Smiths 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 COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
VIRGINIA—continued.											
Chesapeake Bay—Continued.											
Tangier Island.....					1						1
Willoughby Spit.....		1	3	1	3						9
Wolf-Trap Shoal, Mobjack Bay...											1
York River (mouth of).....						1					1
York Spit.....							1	1			2
Chincoteague Inlet.....	1	4	2	4	2	1	2	2	2	3	23
Chincoteague Shoals (off Fishing Point).....	1								1	1	3
Cobbs Island.....		1		1		1	2	1	1	1	8
Carters Shoals.....	2		2		2	2		2	3	1	14
Dam Neck Mills.....	1			1	1	1					4
Elizabeth River:											
Lamberts Point.....	1			1							2
Pinner Point.....						1					1
Western Branch (mouth of).....						1					1
False Cape.....	1	1	2	2	1	1				3	11
Fishermans Island (near Cape Charles).....	1					2	2		1		6
Great Machipongo Inlet.....	1	1		2	2			1	1	3	11
Hampton Roads:											
Browns Shoals (mouth of James River).....					1						1
Eush Bluff Shoal.....										1	1
Craney Island Flats.....								1			1
Days Point (mouth of James River).....						1					1
Hampton Bar.....	1	1	1							1	4
Hampton Flats.....					1						2
Masons Creek.....			1					1			1
Nansmond River (mouth of).....						5					5
Old Point Comfort.....									1		1
Pagan Creek (mouth of James River).....						1					1
Pig Point.....									1		1
Rip Raps.....					1						2
Sewalls Point.....			1			1					2
White Shoal (mouth of James River).....						4					4
Hog Island.....	5	1	2	3		1	2		2	1	20
Little Island.....	1		2		3		1			1	8
Little Machipongo Inlet.....				1							1
Lynn Haven Bay.....	1		1	1	1	1	2				7
Metomkin Beach.....				1	1						2
Metomkin Inlet.....	1	3					3	1	1		9
Myrtle Island.....								1			1
Paramores Beach.....	3	1		1		1		1			8
Sand Shoal Inlet.....	2	1		1		1	2	7		2	16
Ship Shoals.....		2				1				1	4
Smiths Island.....			1	1	3	1		1			7
Isaacs Shoals.....	4				1	2	3	1	1		12
Nautilus Shoal.....				1							1
Smiths Island Inlet.....				1							1
Virginia Beach.....					1	3	3	1	1		10
Wachapreague Inlet.....			1	1	1				2		5
Dawson Shoals.....	2		2	1	3	2	1	1		2	14
Wallops Beach.....			1	1				1			3
Winter Quarter Shoals.....			1								1
NORTH CAROLINA.											
Albemarle Sound:											
Croatan.....							1				1
Flatty Creek Bar.....											1
Reeds Point.....								1			1
Roanoke River (mouth of).....							1				2
Barren Inlet.....						1					1
Bear Inlet.....							1				1
Beaufort.....	2					1			1		4
Big Kinnakeet (also see Pamlico Sound).....		1	2		1	2					6
Bodies Island (also see Pamlico Sound).....							1	1	1		3
Bogue Island and Inlet.....				1	1				2		4
Caffey's Inlet.....			1								1
Cape Fear, Fryng Pan Shoals.....		1	2	3	1		1	1		2	11
Cape Fear River (mouth of).....	11	3	5	1	1	2	2	1		4	30
Cape Hatteras.....	1	1				3	1				7
Diamond Shoals (inner and outer).....	1			2		3	1				8
Hatteras Roads.....					1						1
Cape Lookout.....			1					1			5
Cape Lookout Shoals.....		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.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.		
NORTH CAROLINA—continued.												
Chicamcomico.....	1					1	1	1				4
Core Beach.....	1	3	1		1	1	1					8
Currituck Beach.....		1	2		1	2	2	2		1		11
Durants (also see Pamlico Sound).....	1						1					2
Gull Shoal (also see Pamlico Sound).....	2							1	1			4
Hatteras Inlet (also see Pamlico Sound).....	2	2	2	3	2	4		1	3	2		21
Kitty Hawk.....		1								1		2
Little Kinnakeet (also see Pamlico Sound).....							1		1	1		3
Little River Inlet.....									1			1
Nags Head.....	2					1	1					4
New Inlet.....							1	1				2
New River Inlet.....	1						1					2
Ocracoke Inlet.....	1							1	1			2
Ocracoke Island.....		2			1		2	3			1	9
Oregon Inlet.....	1		1		1	1					1	5
Pamlico Sound:												
Big Kinnakeet.....						3	2	1	1			7
Bodies Island.....									1			1
Brant Island.....										1		1
Cape Hatteras.....			2					1				5
Drum Inlet Shoal.....		1										1
Durants.....									1			1
Great Island.....		1										1
Gull Island.....			2		1			1				4
Hatteras Inlet.....							1	1		2		4
Howard Reef.....		1										1
Little Kinnakeet.....			2		1	1		1	2			7
Log Shoal.....									1			1
Long Shoal.....									1			1
Moore's Inlet.....					1							1
Neuse River.....						2						2
Olivers Reef.....		2			2	2		1				7
Swan Island.....			1									1
Portsmouth Island.....							1					1
Shallotte Inlet.....					1							1
SOUTH CAROLINA.												
Bay Point, St. Phillips Island.....			1									1
Black Island.....		1										1
Bulls Bay.....		1								1		2
Calibogue Sound:												
Daufuskie Island.....									1			1
Charleston.....			6			1	1	1		1		9
Charleston Bar.....	1	2	2		1	1		1	4	1		13
Drunken Dick Shoal.....								1	1			2
Pumpkin Hill Shoal.....				1							1	2
Edisto Island.....			2			1						3
Gaskin Bank (off Hilton Head Island).....				1								1
Georgetown Breakers.....	1		1				3	1				6
Little River Inlet.....							1					1
MacClellanville.....			1									1
Morris Island.....		1	1					1				3
North Edisto River (mouth of).....			1									1
North Island Beach.....	1							2				3
Pine Island Beach.....										1		1
Port Royal Bar.....					1					1		2
St. Helena Sound and approaches.....			1		1							2
South Island Point.....								1				1
Stono Inlet.....		1										1
GEORGIA.												
Altamaha Sound.....											1	1
Cumberland Island and shoals.....					1					1		2
Pelican Shoal.....								1				1
Doboy Sound and approaches.....				1	1			2		2		6
Ossabaw Island.....							1					1
St. Catherine's Island.....							1	1				2
Johnsons Creek.....			1									1
St. Simons Bar.....				1	1		1	2	1	2		8
Sapelo Sound and approaches.....					1	1				1		3
Savannah River (mouth of).....	1					1	1		1			3
Tybee Island.....						1						1
Wolf Island Spit.....								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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
FLORIDA.											
Appalachee Bay .....			1								1
Marsh Island .....			1								1
Apalachicola Bay:											6
Apalachicola .....			6								6
Carrabelle .....				1							1
East Pass Bar .....				1							1
Sand Island Shoals .....		1									1
West Pass .....								1			1
Barrancas .....								1			2
Bethel Creek .....								1			2
Biscayne Bay .....							1				2
Cape Canaveral .....							1		1		2
Fifteen miles north of .....						1					1
Cape San Blas .....				1							1
Cedar Keys .....			1								1
Chester Shoals .....										1	1
Choctawhatchie Bay .....						1					1
Dog Island .....								1			1
Flag Island Shoals .....								1			1
Fernandina Bar .....							1	1			2
Florida Reefs:											
Bird Key (near Tortugas) .....			2							1	3
Carysfort Reef (11 miles from) .....			1								1
Coffins Patches .....						2					2
Conch Reef .....					1						1
Elbow Reef .....						1			1		2
French Reef .....		1									2
Marquesas Key .....				3							3
Pulaski Shoals .....									2		2
Rebecca Shoals .....						1				1	2
Tennessee Reef .....						1	1				1
Tortugas .....	1	1	3	1	3	1	1	1	1	1	14
Washerwoman Shoal .....						1					1
Western Dry Docks .....				1					2		3
Fort Pickens Point .....	1									1	2
Gilberts Bar .....			1								1
Indian River Inlet .....		1									1
Twenty miles north of .....					1						1
Jupiter Inlet .....				2	6	1	2		2	3	16
Lake Worth (beach, south end of) .....	1	1									2
Lake Worth Inlet .....				1					3		4
Matanzas Inlet (south of) .....						2					2
Musquito Inlet .....			2								2
Musquito Lagoon .....										1	2
Nassau Sound .....						1					1
New River Inlet .....					1				1		2
New River Inlet (8 miles north of) .....					1		1				2
Orange Grove (8 miles south of) .....								1			1
Pensacola .....								1			1
Pensacola Bar .....				1				1		2	4
Perdido River (mouth of) .....					1					1	2
St. Augustine Bar .....			2		1	1	2	1			7
St. Georges Island .....					1						1
St. Georges Sound (east end) .....			1								1
St. Johns Bar .....	1	3					1			1	6
St. Josephs Bay .....							1				1
St. Josephs Point .....								1			1
St. Lucie:											
St. Lucie Rocks .....		1									1
St. Vincent Sound (west end) .....			1								1
Sanibel Island .....	1										1
Santa Rosa Inlet:											
Twenty-five miles east of .....					1						1
Santa Rosa Island .....					2		1	1			5
Fifteen miles east of .....								1			1
Sarasota Pass, Little .....									1		1
Smiths Creek .....										1	1
Tampa Bay:											
Anna Maria Key .....								1			1
Passage Key .....								1			1
ALABAMA.											
Mobile Bay and approaches:											
Dauphin Island .....				1							1
Dixie Island .....		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.	
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.		
<b>ALABAMA—continued</b>												
<b>Mobile Bay and approaches—Continued.</b>												
Mobile Bay.....			1				1					2
Mobile Point.....			1						1			2
Petit Bois Island.....					1				1		1	3
Sand Island.....			1	1								2
<b>MISSISSIPPI.</b>												
<b>Mississippi Sound:</b>												
Horn Island.....		1	1			1	1				1	5
Ship Island.....			1				1		1			3
<b>LOUISIANA.</b>												
Calcasieu Bar.....	1				1						1	3
Chandeleur Island.....			1			1	3	1	1			7
<b>Mississippi River (mouth of):</b>												
South Pass.....	2	1										3
Ship Shoal Light (18 miles northeast of).....						1						1
<b>TEXAS.</b>												
Aransas Pass.....		1	1	2	3						1	8
Bolivar Beach.....						1					1	2
Brazos River (mouth of).....				3		1					1	5
Brazos River and San Louis Pass (between).....				1								1
Brazos Santiago.....	3	3	1	2	1		4	2	2	2		20
Espiritu Santo Bay.....				1								1
Galveston Bar.....			4	5		1	5	2	3	3		23
Galveston Bay.....										1		1
Pelican Island and Flats.....		1							2			3
Pelican Spit.....							1		1			2
Galveston Island.....	1	1	1		1	2	1	1	2	2		12
Matagorda Bay.....				2					1			3
Powder Horn Lake.....				3								3
Matagorda Island.....				1	1	1						3
Matagorda Peninsula.....			1	2								3
Mustang Island.....	1						2		1	1		5
Padre Island.....			3					1	1			5
Pass Cavallo.....		1			2	3	1			2	1	10
Pelican Island.....					1							1
Sabine Pass.....		1	2	2	1	1	2	1			1	11
East of.....								1				1
West of.....		1		1								2
St. Joseph Island.....	1			1				1	1		2	6
San Bernard Bar.....		1		1						2	1	5
San Louis Pass.....	2	1	1					1				5
Four miles southwest of.....				1								1

PACIFIC COAST.\*

<b>ALASKA TERRITORY.</b>												
Admiralty Island.....			1				1					2
Belkofsky (10 miles north of).....	1							1				1
Cape Fairweather.....								1				1
Cape Prince of Wales (20 miles north of).....	1											1
Cape Smith (Bering Sea).....						1						1
Chignik Bay.....								1				1
Coal Bay.....									1			1
Douglas Island.....					1							1
Harkanock.....								1				1
Kalgin Island, Cooks Inlet.....								1				1
Karluc, Kodiak Island.....					1			1				1

\*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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.	
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.		
ALASKA TERRITORY—continued.												
Karonsky Island (unknown reef near).....	1											1
Kayak Island.....												1
Latuya Bay.....												1
Loring, Naha Bay, Revilla—Gigedo Islands.....							1					1
Marosco Bay.....												1
Middleton Island.....									1			1
Morzovia Bay.....						1						1
Neva Point.....								1				1
Nounivak Island.....						1						1
Ounga Island.....							1					2
Pirates Cove.....						1						1
Point Barrow (reef near).....							2			1		3
Point Belcher.....	1											1
Point Gustavus (lat. 58° 24' N., long. 135° 43' W.).....				1								1
Point Hope.....						1		1				2
Point Houghton.....						1						1
Pribilof Islands.....									1			1
Prince of Wales Island.....		1										1
St. Lawrence Island.....								1				1
Sand Point.....										1		1
Sankin Island.....								1				1
Sannakh Islands:												
Hennings Rock.....							1		1			2
Shumagin Islands.....			1					1				2
Tugidak Island.....						1						1
Wainwrights Inlet (west coast of).....			1									1
WASHINGTON.												
Cape Disappointment.....									1			1
Ten miles north of.....			1						1	1		3
Cape Flattery.....									1			1
Columbia River (10 miles north of).....	1											1
Destruction Island.....						1						1
Flattery Rocks.....	1			1								2
Grays Harbor.....									2			2
Fifteen miles north of.....									1			1
Nine miles north of.....			1									1
South Spit.....				1								1
Two miles north of.....				1								1
Point Greenville.....				1								1
Puget Sound.....											2	2
Admiralty Head.....					1							1
Anderson Island.....						1						1
Gig Harbor.....							1					1
Marrowstone Point.....		1							1	1		3
Maury Island.....	1											1
Millers Point.....							1					1
Oak Harbor (rock in).....			1									1
Ossete River (mouth of).....									1			1
Point Hudson.....				1	1							2
Point Wilson.....						1			1		1	3
Port Ludlow.....		1										1
Port Susan.....	1											1
Port Townsend.....									1			1
Protection Island.....		1										1
Snohomish River (mouth of).....									1			1
Table Rock.....						1						1
Tacoma.....							1					1
Ten miles north of.....			1									1
West Point.....											1	1
Whidbey Island.....					2							2
Shoalwater Bay.....		2	2	2	1		2					9
Straits of Fuca:												
Crescent Bay.....								2				2
Dungeness Bay.....										1		1
Washington Sound:												
Bellingham Bay.....						1		2				3
Bird Rocks.....			1									1
Burrows Islands.....	1											1
Center Island.....				1								1
Deception Pass.....							1		1			2
Fidalgo Island.....					1			1				2
Goose Island, San Juan Channel.....						1						1
Henry Island.....								1				1
Orcas Island.....									1			1
Pearl Island.....	1											1
Rosario Strait.....										1		1
San Juan Island.....									1			1

TABLE 63.—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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
<b>MOUTH OF COLUMBIA RIVER.</b>											
Chinook Sands.....								1	1		2
Chinook Spit.....									1		1
Columbia River Bar.....	1		1	1							3
Clatsop Spit.....	3	1			1						5
<b>OREGON.</b>											
Cape Arago.....		1						1	4	1	7
Cape Blanco.....	1										1
Columbia River Bar (12 miles southeast of).....	1										1
Coos Bay Bar.....		2				2	2	1	2	1	10
Coquille River (mouth of).....				1			2		2	2	7
Nehalem River (mouth of).....					1						1
Nestugga Bay.....				1							1
Point Adams.....		1									1
Port Blacklock.....		1		1							2
Port Orford.....	1				1						2
Rogue River Bar.....		1				1		1			3
Rogue River Reef.....							1				1
Siuislaw River (mouth of).....				1					1		2
Tillamook Bar.....						1				1	2
Umpquah Bar.....							1	2	2		5
Yaquina Bar.....	1		1		1	1	1			1	6
<b>CALIFORNIA.</b>											
Albion River (mouth of).....	1			4	1					1	7
Bodega Bar.....	1									1	2
Bolinas.....		1									1
Bowens Landing, Mendocino County.....	1				1					1	3
Bridgeport Landing, Mendocino County.....	1										1
Cape Mendocino.....								1			1
Caspar.....			1					1			2
Crescent City.....	1			1		1		1			4
Cuffeys Cove.....			2					1			3
Drakes Bay.....				1	1			1			3
Duxbury Point Reef.....					1						1
Eel River Bar.....	2		1			1			1		5
Farallon Islands.....								1			1
Fergusons Cove, near Point Arena.....	1										1
Fish Rocks.....					1	1	1		1	1	5
Fish Mills, Sonoma County.....						2					2
Fort Bragg, Mendocino County.....					1	2	1				4
Fort Ross.....			1		1	1				2	5
Golden Gate.....				1		1		1	1		4
Eight miles south of.....				1							1
Fort Point.....		2		1	1	1	1			2	8
Lime Point.....	1										1
Mile Rocks.....			1		1	1					3
Point Cavallo.....								1			1
Point Diablo.....								1			1
Point Lobos.....						1	1		1		3
Presidio Shoal.....										1	1
Hueneme, Ventura County.....				1							1
Humboldt Bar.....	1	1	3		2	2	1	1	1		12
Humboldt Peninsula.....							1				1
Klamath River (mouth of).....								1	1		2
Laguna, Mendocino County.....		1									1
Little River (mouth of).....		1							1		2
Lompoc Landing.....				1							1
Los Angeles, Ballona Harbor.....				1			1				2
Mendocino.....			2								2
Monterey Harbor.....				1							1
Morro Rock, Estero Bay.....	1										1
Navarro River, (mouth of).....		1	1			2			1		5
New Haven, Mendocino County.....											2
Noyo, Mendocino County.....							2				1
Point Arena.....				1	2	4	1		1		9
Eight miles south of.....		2									2
Thirteen miles south of.....							1				1
Point Bonita.....					1						1
Fourteen miles north of.....				1							1

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.	
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.		1893.
CALIFORNIA—continued.											
Point Conception.....		1									1
Point Fermin.....				1							1
Point Gorda, (10 miles south of).....		1									1
Point Montara Reef (near).....									1		1
Point New Year.....				1							1
Point Reyes.....	1		1	1		2					5
Point Vincent.....								1			1
Rockport.....									1		1
Rocky Point.....				1							1
Russian Landing, Sonoma County.....			1			1				1	3
Salina River (mouth of).....									1		1
San Buenaventura.....							1				1
San Diego Bay.....		1	1	1	2						5
San Francisco Bay and Harbor.....		2					1	1			4
Hen and Chickens Rocks.....			1								1
North Beach.....		1									1
Oakland.....		1								1	2
Yerba Buena Island.....										1	1
The Sisters.....	1										1
San Pedro Bay.....				1	1						2
San Simeon.....			1								1
Santa Barbara.....							1				1
Santa Barbara Islands:											
San Clemente Island.....			1							1	2
San Miguel Island.....			1								1
Santa Catalina Island.....								1			1
Santa Rosa Island.....	1									1	2
Saunders Reef, below Point Arena.....					1						1
Shelter Cove, Humboldt Bay.....							1				1
Smiths Point, Marin County.....						1					1
Smiths River, (mouth of).....		1		3						1	5
Stewarts Point, Sonoma County.....		1			1		1				3
Ten Mile Beach, (7 miles north of Big River).....	1										1
Tennessee Cove (near), Marin County.....								1			1
Timber Cove.....								1			1
Tomales Point.....			1						1		1
Westport, Mendocino County.....			2		1						3
Whitesboro Landing, Mendocino County.....		1	2	2	1						6
Wilmington.....				1							1

## GREAT LAKES.\*

LAKE ONTARIO.											
Amherst Island, Canada.....	1										1
Bear Creek, N. Y.....							1				1
Big Sandy Creek, N. Y.....	1				2	3	1	1	1	2	11
Five miles north of.....				1							1
Big Sodus.....	1										1
Big Stony Creek (mouth of).....					1						1
Braddocks Point.....		1		2						1	4
Charity Shoal.....		1									1
Charlotte.....	1		1	1		1		1	1		6
Fourteen miles east of.....					1						1
West of.....				1							1
Eleven Foot Shoals (near Kingston), Canada.....			1								1
Fair Haven.....	1								1		2
Seven miles west of.....	1										1
False Duck Island, Gull Reef, Canada.....			1								1
Feather Bed Shoals, St. Lawrence River.....							1				1
Ford Shoal.....				1	1						3
Galloo Island.....						1	1				2
Oak Orchard Reef.....						1					1
Ontario, N. Y.....										1	1
Oswego.....	2		2	1				1		4	10
Seven miles west of.....						1					2
Three and one-half miles west of.....	1										1

\* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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.	
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.		
LAKE ONTARIO—continued.												
Pigeon Island, Canada.....		1						1				2
Point Peninsular.....				2								2
Port Dalhousie, Ontario.....								2				2
Port Ontario, N. Y.....		2		1								3
Stony Island.....			1							1		2
Stony Point.....				1								1
Whitby, Canada.....		1										1
Wilson Harbor.....	1											1
Wolf, or Long Island, Long Point, Canada.....						1						1
LAKE ERIE.												
Ashtabula, Ohio.....		1	1	1			1	1	2	2		9
Eight miles southwest of.....	1											1
Avon Point, Ohio.....						1	1		2			3
Ballast Island Reef.....					1			1				2
Bar Point, Canada.....	2					1			2			5
Bay View.....	1											1
Buffalo, N. Y.....	2	2	1	1	1	1	1	2	4			15
Cattaraugus Creek (mouth of), N. Y.....	1											1
Cedar Point, Sandusky Bay, Ohio.....	1		1	1	1		2					6
Cleveland, Ohio.....	5		1	1	1		2	2		5		17
Colchester Reef, Canada.....									1	1		2
Conneaut, Ohio.....										1		1
Dover Bay, Ohio.....							1					1
Dunkirk.....												1
Elk Creek, Pa.....					1				1			1
Erie, Pa.....			1	2		2			2	1	2	10
Fairport, Ohio.....	1					2	2	1				7
Hen and Chickens Island, Canada.....		1										2
Horse Shoe Reef.....		2	2		1	2	2		3	1		13
Kelleys Island, Ohio.....	4			2			1	1		1		9
Kingsville, Canada.....		1										1
Limekiln Shoals, Canada.....			1				4					5
Long Point, Canada.....	4				1		1			3		9
Madison, Ohio.....									1			1
Marblehead, Ohio.....		3			1		1					5
Middle Bass Island, Ohio.....	1			2								3
Mohawk Island, Canada.....		1										1
Mouse Island Shoals, Ohio.....			1									1
Niagara River.....						2		1	1	2		6
Noble Point (14 miles east of Cleveland), Ohio.....					1	1						2
Pigeon Bay, Canada.....										1		1
Point Abino, Canada.....	1				3			1				5
Pointe au Pelée, Canada.....			1		1	2	1		2			7
Middle Ground.....		1				1		1	1			4
Pointe au Pelée Island, Canada.....				1	2	1	1		1			6
Port Burwell (3 miles east of), Canada.....					1							1
Port Clinton, Ohio.....		1										1
Port Colborne, Canada.....			1	1		1			1			4
Presque Isle, Pa.....	1				1					1		4
Rondeau, Canada.....				1								1
Roses Reef, Canada.....				1	1			1				3
Sandusky Bay, Ohio.....	1		1	1	1			1				5
Selkirk, Ontario.....									2			2
Seneca Shoal, N. Y.....										1		1
Starve Island Reef, Ohio.....			2		2	1	2		2			9
Stony Point (near), N. Y.....	1								2			1
Sturgeon Point, N. Y.....												2
Toledo, Ohio.....							2					2
Turtle Island, Ohio.....								1	1	3		5
West Harbor Reef, Ohio.....		1	1							1		3
Windmill Point, Canada.....	1			1	1		1			2		6
DETROIT RIVER.												
Amherstburg, Canada.....						1					2	3
Belle Isle, Mich.....				1								1
Bois Blanc Island, Canada.....	1						4	1		1		7
Detroit River.....									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.	
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.		
LAKE SUPERIOR—continued.												
Manitou Island, Mich.....							1					1
Marquette, Mich.....	1	1		3			1					6
Michigan Island, Wis.....						2	1					2
Minnesota Point, Minn.....	1		1									2
Outer Island, Wis.....			1									1
Pancake Shoal, Canada.....				2					1			3
Parisian Island, Canada.....			1	1	1							3
Pictured Rocks, Mich.....	1											1
Pointe au Sable, Mich.....	1	1							1	1	1	4
Point Iroquois, Mich.....		1						1				2
Point Isabelle, Mich.....									1			1
Presque Isle, Mich.....					1		1					2
Raspberry Bay, Wis.....					1							1
Salmon Trout River, Mich.....						1						1
Sandy Island, Canada.....						2						2
Ship Canal, Mich.....				1	5	1	6		1	2		16
Ten miles west of.....			2									2
Shot Point, Mich.....	1				2							3
Steamboat Island, Wis.....				1								1
Sucker River (near), Mich.....	1			1	2	2	2				1	9
Thunder Bay, Canada:												
Fort William.....				1						1		2
Hare Island.....										1		1
Traverse Island Reef, Mich.....	1											1
Two Harbors, Minn.....				1					1	1		3
Rock 5 miles north of.....			1									1
Seven miles north of.....						2						2
Twelve miles northeast of.....				1								1
Two Heart River, Mich.....		1	1				1	3	2			8
Vermillion Point, Mich.....		1		1		1	1			2		4
Waiska Bay, Mich.....		1					1					3
West Superior, Wis.....									1			1
White Fish Bay, Mich.....		1					1					2
White Fish Point, Mich.....					1		1	1				3
Williams Island, Mich.....				1								1
STRAITS OF MACKINAC.												
Bois Blanc Island.....		1			3			5	4	1		14
Carp River (mouth of).....									1			1
Cheboygan, Mich.....	1								1	3		5
Goose Island, Mich.....						1			1			2
Grahams Shoals, Mich.....		1				1						2
Hessel Bay, Mich.....										1		1
Isle Marquette, Mich.....						1				1		2
MacGulpins Point, Mich.....				1								1
Mackinac Island, Mich.....			1	3	3					1		8
Old Fort Mackinac, Mich.....			1	1					1	1		4
Poe Reef, Mich.....									3			3
Pointe La Barbe.....				1								1
Point St. Ignace.....				1								1
Rabbitts Back Peak, Mich.....	1											1
Round Island, Mich.....			1		1	1		1				5
St. Helena Island, Mich.....			1	1								2
St. Helena Shoal, Mich.....							1					1
St. Martins Bay, Mich.....										1		1
LAKE MICHIGAN.												
Ahnapee, Wis.....										2	1	3
Baileys Harbor, Wis.....		2		1	2	1	2		1			9
Beaver Island, Mich.....	2	4	3	2	4	2	5	5	2	1		30
Benton, Ill.....						1						1
Biddle Point, Mich.....						1						1
Calumet, Ill.....									1	1		2
South of.....								1				1
Cat Head Point, Mich.....										1		1
Cedar River, Mich.....	1	1							1			3
Charlevoix, Mich.....					1			1				2
Chicago Harbor, Ill.....	2	1		1	2		1	1	2	1		11
Hyde Park (off).....	1			1								2
Clay Banks, Wis.....				1								1
Cross Village (3 miles north of), Mich.....		1									1	2
Six miles south of.....				1				1				2
Deaths Door, Wis.....							1	1		1		3
Detroit Island, Wis.....					1	1				2		4
Edgemoore, Ind.....						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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
LAKE MICHIGAN—continued.											
Edgewater, Mich.....									1		1
Elk Rapids, Mich.....	1									1	2
Empire, Mich.....						1	1				2
Evanston, Ill.....		1		1	1				2		6
Fishermans Island, Mich.....	3	1									4
Fishermans Shoals, Wis.....	1	1	1	2	2	1			1		9
Fort Sheridan, Mich.....							1		1		2
Fox Point, Wis.....		2	3	2		2	1				10
Four miles North of.....	1										1
Frankfort, Mich.....	1							2	1	2	6
Frankfort and Pierport (between), Mich.....	1			2						1	3
Garden Island, Mich.....						1					1
Garretts Bay (entrance to Green Bay), Wis.....			1			1					2
Gills Pier (8 miles north of Leland), Mich.....		1							1		2
Glen Arbor, Mich.....										1	1
Glencoe, Ill.....			1		2						3
Glen Haven, Mich.....							1				1
Good Harbor Bay, Mich.....	1	1		1	1						5
Grand Calumet Heights, Ind.....					1						1
Grand Haven, Mich.....	2		2								4
Ten miles south of.....	1	1					1	1	1	3	7
Grande Pointe au Sable, Mich.....		1	1	2	1		1	1	4		11
Grand Traverse Bay, Mich.....				2			1				3
Doughertys Harbor.....				1							1
Gravel Island, Wis.....										1	1
Gravelly Island (entrance to Green Bay), Mich.....	1					2					3
Grays Reef, Mich.....					1		2	6	1	1	11
Green Bay:											
Bark River (mouth of), Mich.....							1				1
Corona Shoal, Mich.....									1		1
Corsica Shoal.....									1		1
Eagle Bluff, Mich.....							1				1
Eleven Foot Shoals, Mich.....								1			1
Escanaba, Mich.....				1					3		4
Ford River, Mich.....		1					1				2
Garden Bluff, Mich.....								1			1
Little Harbor, Mich.....							1				1
Menominee, Mich.....			1								1
Misery Bay, Wis.....								1			1
Peninsula Point, Mich.....					1		1	1	1		4
Peshigo River (mouth of), Wis.....	2							1			3
Sturgeon Bay (entrance to), Wis.....						1					1
Sturgeon River (mouth of), Mich.....				1							1
Whales Back Shoal.....				1			1			2	4
Grosse Pointe, Ill.....	1						1				2
Gull Island and Reef, Mich.....	1								1	1	3
Hamlin, Mich.....		3		2	1						6
Hedge Hog Harbor, Wis.....	2		1							1	4
High Island.....									2		2
Highland Park, Ill.....						1					1
Hog Island and Reef, Mich.....	1	5		1	1						8
Holland, Mich.....				2	4	4	2	1		1	14
Jacksonport, Wis.....	1	2	1		1				2		7
Juddville, Wis.....						1					1
Kenosha, Wis.....	1	2				3					7
Kewaunee, Wis.....				2						1	2
Lees Pier, Mich.....									1	1	2
Leland, Mich.....				1		1	1				4
Five miles north of.....	1		2								3
Little Harbor, Mich.....							1				1
Little Pointe au Sable, Mich.....							1	1			2
Little Traverse Bay, Mich.....		1									1
Long Tail Point, Wis.....	1										1
Ludington, Mich.....	1	1		1		4	1	2	3	1	14
Manistee, Mich.....	2			3	3	1	4	4	1	1	19
Manistique, Mich.....									1	1	3
Manitowoc, Wis.....										1	1
Michigan City, Ind.....	1			1	1			1			4
Ten miles west of.....											1
Milwaukee, Wis.....	4		2		2	1	1			3	13
Eight miles south of.....						1					1
Five miles south of.....							2			1	3
Six miles north of.....					1	1					2
Mission Point, Mich.....			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.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
LAKE MICHIGAN—continued.											
Muskegon, Mich.....	3	2	1	8	3	4	4	3	1	2	31
Naubinway, Mich.....								1	1	1	3
New Buffalo, Mich.....				1							1
New Mission Point, Mich.....										1	1
North Bay, Wis.....	1			2							4
North Fox Island, Mich.....		1			1						4
North Manitou Island, Mich.....	3		5	2	3	4	3	1	1	2	24
North Point, Wis.....	1			1	1	1	1	2	2		9
Northport, Mich.....			1	1	1						2
Otter Creek (mouth of), Mich.....						1					1
Pentwater, Mich.....	3	1			1	1	1		2	2	11
Pierport, Mich.....					1	1				1	3
Pilot Island, Wis.....		1			1	2	2		1	2	9
Plum Island, Wis.....	1	1									2
Point Betsy, Mich.....	1		1		1	1				1	5
Point Detour, Mich.....	1			1							1
Port Sheldon, Mich.....			1								1
Port Washington, Wis.....				1		1					2
Five miles north of.....					1				1		2
Poverty Island (entrance to Green Bay), Mich.....						1				1	2
Pyramid Point, Mich.....	2										2
Racine, Wis.....				1			4	2	1	1	9
Racine or Wind Point, Wis.....	1	1						1		2	5
Racine Reef, Wis.....	2				2	1	1	3	2	3	14
Rose Shoal, Mich.....											1
Rowleys Bay, Wis.....			3					1			4
St. Joseph, Mich.....	2	1		2	2				1	2	10
Fourteen miles south of.....	1							1			2
Seven miles north of.....									1		1
St. Martins Island, Mich.....	1										1
Saugatuck, Mich.....	2	1				1				1	5
Scotts Point, Mich.....		1	1								2
Sheboygan, Wis.....	2	1	1	1	2	1			1		9
Seven miles south of.....							1				1
Six miles north of.....								1			1
Simmons Reef, Mich.....			1								1
Sister Bay, Wis.....	1										1
Skelligalee, Mich.....					2	1					3
Sleeping Bear Point, Mich.....		1		1	1		3	1	1	1	9
South Fox Island, Mich.....				1				2	2	2	7
South Haven, Mich.....					2	5	2	2	2	1	15
South Manitou Island, Mich.....	3	1		2		1	2	1		7	17
Spider Island, Wis.....					1						1
Squaw Island, Mich.....								1	1		2
Sturgeon Bay, Wis.....	1		1				3	1	1		7
Summer Island (entrance to Green Bay), Mich.....	1					1					2
Torch Lake, Mich.....									1		1
Twin Rivers, Wis.....	1	2								2	5
Twin Rivers Point, Wis.....			1	2		1					4
Washington Island, Wis.....	1			1	1		1	1	1		5
Waugoshance Island, Mich.....		1	1	1	1			1	1		6
Whiskey Island Reef, Wis.....	1	1					1				3
White Fish Bay, Wis.....		1		1	1	2		1			6
White River Harbor, Mich.....					2		4				6
White Shoals, Mich.....						2					4
Wilmette, Ill.....							4				4
Winnetka, Ill.....				1	1		1				3

TABLE 67.—List of places where American vessels have stranded during the last ten years.

AT SEA AND IN FOREIGN WATERS.\*

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
Abrolhas Island, Brazil									1		1
Acajutla, San Salvador, Central America											1
Adjuah, west coast of Africa			1								1
Aignes Mortes, France	1										1
Alacran Reef, Gulf of Mexico									1		1
Alceste Reef, near Gaspar Strait, East Indies	1										1
Alicante, Spain	1										1
Altata Harbor, Mexico								1			1
Alvarado Bar, Mexico									1		1
Anegada Reef (15 miles from Vera Cruz), Mexico	1										1
Antigua, British West Indies		1						1			2
Apia, Samoan Islands						4					4
Arthurstown (near), Ireland					1						1
Aspinwall, United States of Colombia	1		5					1			7
Atlas Straits, East Indies	1										1
Australia (reef east of), Pacific Ocean						1					1
Aves Island, Venezuela, Caribbean Sea								1			1
Azores (Fayal Island)								1			1
Bahamas		1	1			2				1	5
Abaco Island	1	1	1			1			1		5
Andros Island	1										1
Barnetts Point Reef				1							1
Bimini Island							1	1	2		4
Caicos Islands and Reefs	1	1	1	1		2	1			1	8
Crooked Island				1							1
Crossing Rocks Reef		1									1
Diamond Bank					1						1
Egg Island			1							1	1
Elbow Cay					1						1
Eleuthera Island		1		2				1			2
Exuma Island	1										1
Fish Cay Bank			1							1	1
Fortune Cay, Fish Cay Reef		1	1		1	1		1			1
Great Bahama Bank									1		1
Gun Key (near)			1								1
Harbor Island		1									1
Hogsties Reef	1			1							2
Inagua Islands and Reefs		1			1			1		1	4
Long Bank					2						2
Long Island								1			1
Man-of-War Cay								1			1
Mantanilla Reef						1					1
Memory Rock			1	1							2
Miradorpovous Island			1								1
Moselle Reef				1		2					3
Naujack Cay			1								1
Nassau, New Providence	1				1						2
Orange Key					1						1
Pequoit Rock		1									1
Plana Keys	1										1
Ragged Island Harbor (entrance to)			1								1
Sandy Cay				1	1	1			1	1	5
Wattling Island	1			1							2
Bahia, Brazil									1		1
Balabac, East Indies		1									1
Barbuda Island, British West Indies	1				1					1	3
Barge Point, Labrador, Dominion of Canada		1									1
Baxo Nuevo, or New Bank, Caribbean Sea	1										1
Bay Islands, Bay of Honduras, Central America:											
Helena Islands		1									1
Ruanan Island					1						1
Bay of Bengal, Palmyras Reef, Indian Ocean						1					1
Bella Bella, British Columbia							1				1
Bermudas	1			1							2
St. George Island	1					1					2
Billiton Island, Dutch East Indies, China Sea							1				1
Bramble Cay Straits, New Guinea							1				1
Bristol, England			1								1
Bristol Channel, England					1						1
British Honduras (Glovers Rock)								1			1
Buen Ayre, Dutch West Indies		1									1
Buenos Ayres, South America					1						1

\* In a few instances the number of stranded vessels in this table do 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 67.—List of places where American vessels have stranded during the last ten years—Continued.

## AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
Buffalo River (mouth of), South Africa.....	1										1
Butaritari Island, South Pacific Ocean.....		1									1
Cantiles Key, east of the Isle of Pines, West Indies.....						1					1
Cape Breton Island:											
Cheticamp.....				1							1
Cow Bay.....	2							1			3
Creightons Island, Black Ledge.....		1									1
Flint Island.....									1		1
Hawkesbury.....										1	1
Louisburg.....	1				1	1		1	1		5
Madams Island.....										1	1
St. Esprit Island.....									1		1
Scatary.....					1						1
Sydney.....			1								1
Cape Bruat, Corea.....							1				1
Cape Colony (Strays Bay), Africa.....			1				1				2
Cape Frio, southwest coast of Africa.....	1										1
Cape Gracias-à-Dios, Honduras, Central America.....	1			1				1			3
Cape St. Roque (20 miles west of), Brazil.....	1										1
Cape Verde Islands:											
Brava.....				1							1
Mayo Island.....										1	1
Porto Praya.....		1									1
Santiago.....	1										1
Caroline Islands, Pacific Ocean:											
Kusaie Island.....	2										2
Pelew Island (near).....	1										1
Poninipete Island Reef.....		1									1
Providence Island.....						1	1				2
Susanna Reef.....									1	1	2
Carzonas, Mexico.....											1
Castle Island, West Indies.....	1										1
Caymans:											
Grand Cayman Island.....			1		1	1	1		2		6
Little Cayman Island.....								1			1
Cedar Rapids, St. Lawrence River, Canada.....											1
Che Foo, China.....										1	1
Chiltepec Bar, Mexico.....		1									1
Chincorro Reef, off east coast of Yucatan, Mexico.....						2					2
Coatzacoalcos River Bar, Mexico.....							1		2		3
Colinas, Mexico.....						1					1
Concession Reef, north coast of Brazil.....								1	1		2
Cooks Island, Polynesia.....								1			1
Corn Island, Central America.....				1						1	2
Coronel (near), Chile.....										1	1
Cuba, West Indies:											
Anton Key.....										1	1
Baracoa Harbor.....			1		1						2
Cape San Antonio.....						1					1
Cardenas.....		3		2							5
Cape Verde.....											1
Cienfuegos.....			1			1					2
Colorado Reef.....					1	1		1	2	1	6
Doce Leguas Keys.....							1				1
Donkey Key.....							1				1
Guanato.....								1			1
Havana.....									1	1	2
Isle of Pines (south of).....									1		1
Marie (entrance to).....				1							1
Matanzas Harbor.....				1							1
Matanzas (17 miles east of).....	1								1		2
Mona Key.....		1									1
Nuevitás Harbor (near).....		1									1
Nuevitás (12 miles east of).....			1								1
Sagua la Grande Harbor.....		1	1	2		2			1		7
Sagua, Boca de (entrance to).....	1										1
Salt Key.....							1				1
Tunamo, Sagua Reef.....					1						1
Downs, England.....				1							1
Drobak (near), Norway.....						1					1
Dungeness Spit, Strait of Magellan.....				1							1
East London, Africa.....	1										1
Falkland Islands, South Atlantic Ocean.....								1			1
Flores Straits, Malay Archipelago.....			1								1
Formosa Channel (Tan Rocks), China.....					1						1
Frazier River (mouth of), British Columbia.....							1				1
Frontera, Mexico.....									2		2
Gander Islands, Hecate Strait, British Columbia.....						1					1

TABLE 67.—List of places where American vessels have stranded during the last ten years—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
Gasper Strait, Malay Archipelago.....				1							1
Gerrit Dennis Island, near New Guinea, Pacific Ocean.....								1			1
Grand Turk Island, British West Indies.....		3	1	1	1						6
Cotton Cay.....			1								1
Guadalupe, Caribbee Isles.....								1			1
Gulf of Georgia:											
Bell Chain Reefs.....				2							2
Gabriola Reef.....				1							1
Gossip Island.....					1						1
Hawaii:											
Hawaii.....			1	1				1			3
Honolulu.....		1									1
Mahukona.....							1				1
Molokai.....						1					1
Oahu.....		1	1								2
Puna Island.....									1		1
Haiti:											
Aux Cayes.....									1		1
Isle la Vache (south of).....		1							1		2
Jaemel.....										1	1
Jeremie Harbor.....					1		1				2
Port au Prince.....						1					1
Port à Paix.....			1								1
Port Gravois (near).....				1							1
Rochelois Reefs.....			1								1
Helicon Point (entrance to Bahia Harbor, Brazil).....	1										1
Herald Island (reef near), Arctic Ocean.....							1				1
Hull, England.....								1			1
Iceland (rock near Bordestrand).....			1								1
Isle of France, or Mauritius.....									1		1
Isle of Wight, England.....			1								1
Jamaica, West Indies:											
Alligator Reef.....	1										1
Montego Bay (10 miles east of).....	1										1
Morant Cays.....				1							1
St. Anns Bay.....	1										1
Japan:											
Hakodadi.....								1			1
Kanagawa.....								1			1
Kii Channel.....									1		1
Kooril Island.....			1								1
Koonasheer Island.....				2							2
Kurasaki Cape, Yeddo Bay.....						1					1
Loo Choo Island.....								1			1
Nagasaki (near).....						1					1
Sagami Point, Yeddo Bay.....		1									1
Shimoda, or Simoda Harbor.....			1								1
Shucho Ri Hama.....						1					1
Java:											
Banyuwany, Bali Strait.....				1							1
Batavia, Sedaric Reef.....		1									1
Boompjes Island (off coast of).....		1									1
Johnsons Island, 700 miles southwest of Honolulu.....						1					1
Laguna Bay, Mexico.....						1					1
Lance-an-Loup, Straits of Belle Isle, Labrador.....						1					1
Lee Todos Santos, Mexico.....									1		1
Liverpool Harbor, England.....					1	1					2
Macassar Straits, East Indies.....		1									1
Brill Reef (south of).....			1								1
Macayo (43 miles south of), Brazil.....		1								1	1
Twelve miles north of.....										1	1
Madagascar Island, Indian Ocean.....			1								1
Madeira Islands.....			1								1
Magdalen Islands, Gulf of St. Lawrence.....	1					1	2	1	1		6
Magdalena Point, Buenos Ayres, South America.....							2				2
Magdalena River (mouth of), United States of Colombia.....		2									2
Manacles Rocks, English Channel.....		1									1
Maranhm Bay (Cora Grande Reef) Brazil.....				1							1
Marshall Islands (Ebon Island), Pacific Ocean.....						1		1			2
Martinique Islands, West Indies.....									3		3
Mazatlan, Mexico.....		1									1
Medoline Bay, coast of Istria, Austria.....	1										1
Meloria Bank, 5 miles from Leghorn, Italy.....	1										1
Mindora Straits, East Indies.....	1	1									1

TABLE 67.—List of places where American vessels have stranded during the last ten years—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
Mona Island, Mona Passage, West Indies.....	1										1
Moresby Island, Washington Sound, British Columbia.....								1			1
Nassau Bay, Cape Horn.....								1			1
Natal, Brazil.....							1				1
Natunas Island, China Sea.....										1	1
New Brunswick:											
Campobello Island.....					2	2	1				5
Cape Lepreaux, Bay of Fundy.....	1	1							1		3
Deer Island.....				1							1
Grand Manan Island.....	2		1		1		1		1		6
Hopewell Cape.....				1							1
Mispec, Bay of Fundy.....					1						1
Moncton (near).....					1						1
Murr Ledges, Grand Manan Island.....		1									1
Musquash, Bay of Fundy.....					1				1		2
Sackville.....							1				1
St. John.....	1	1	1	1	1			1			6
Newcastle (The Nobbys), New South Wales.....		1									1
Newfoundland:											
Baccalieu Island.....									1		1
Bears Cove.....							1				1
Bona Vista Bay.....									1		1
Broad Sound.....								1			1
Burn.....								2			2
Cape Race.....	1								1		2
Flower Rock.....									1		1
Fortune Bay (Fells Cove).....							1				1
Friar Island.....								1			1
Green Island.....										1	1
Holyrood, Conception Bay.....	1										1
Miquelon.....			1			1	1				3
North Point, Conception Bay.....									1		1
Pass Island, Hermitage Bay.....					1						1
Placentia Bay.....							1			1	2
Point May.....			1								1
Port aux Basques.....									1		1
Port au Port.....								1			1
Portugal Cove.....					1						1
St. Jacques Harbor.....		1									1
St. Johns Harbor (entrance to).....		1									1
St. Marys Bay.....										1	1
St. Pierre Island (off south coast).....			1		1		1		1		4
New Zealand (Cooks Strait).....				1							1
Nicaragua (coast of).....	1				1						2
Greytown.....								1			1
Mosquito Coast (Blewfields).....								1			1
Mosquito Coast (Sandy River).....								1			1
Normans Island, West Indies.....			1								1
Nova Scotia:											
Advocate Bay.....						1					1
Apple River (mouth of).....						1					1
Argyle.....							1				1
Barrington.....										1	1
Beaver Island Light (7 miles west of Sober Island).....		1									1
Blanche Island.....					1						1
Brier Island.....			1						1		2
Bull Ledge (near Shelbourne).....					1						1
Cape Canso.....		1				1			3		5
Cape Island.....				1							1
Cape Negro.....							1		1		2
Cape Sable.....	1						1		2		4
Cape St. Mary.....								1			1
Catherines River.....			1								1
Centerville.....									1		1
Cheverie.....									1		1
Ellingwood Island.....									1		1
Fishermans Harbor, Guysboro County.....				1							1
Gannet Rock Ledges, near Yarmouth.....				1							1
Halifax.....							1				1
Isaacs Harbor.....								1			1
La Have River (mouth of).....										1	1
Lewis Head.....									1		1
Little Harbor.....									1		1
Little Hope Harbor, near Liverpool.....					1						1
Liverpool Harbor, near Liverpool.....	1								1	1	3
Lockport.....									1		1
Minas Basin.....			1	1							2
Murder Island.....							1				1
Petit Passage, Digby County.....					1						1

TABLE 67.—List of places where American vessels have stranded during the last ten years—  
Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
Nova Scotia—Continued.											
Pudding Pan Rocks, near Liverpool.....		1									1
Robinsons Creek.....									1		1
Sable Island.....		1									1
Seal Island.....		1		2	1			3			7
Shelbourne.....			1				1			1	3
Two Rivers.....										1	1
Westport.....			1								1
Whitehead.....	1										1
Yarmouth.....				1	1	2			1		5
Old Providence Island, Caribbean Sea.....	1				1	1					3
Reef 43 miles northeast of.....		1									1
Palmerston Island, Pacific Ocean.....			1								1
Pamarang Island, East Indies.....	1										1
Panuco River (mouth of), Mexico.....					1						1
Para River (near mouth of), Brazil.....						1					1
Parahiba (reefs off), Brazil.....			1								1
Paysander, Uruguay.....										1	1
Philippine Islands:											
Alegua.....							1				1
Iloilo.....						2					2
Luzon Island.....			1								1
Samara.....								1			1
Platte River (mouth of), South America.....		1							1		2
Point Espada (off Cape St. Rafael), West Indies.....	1										1
Point St. Eugenia (near), Lower California, Mexico.....							1				1
Port Toro, United States of Colombia.....	1										1
Port Elizabeth, South Africa.....		1									1
Port Ellen, Island ofIslay, Scotland.....						1					1
Porto Cabello, Venezuela, South America.....	1										1
Porto Rico, West Indies:											
Arecibo.....			1				1				2
Mayaguez.....	1										1
Prince Edward Island:											
Hardys Channel.....							1				1
Richmond Bay.....								1			1
Souris Harbor.....				1							1
Progresso, Mexico.....	1										1
Queen Charlottes Island, British Columbia.....								1			1
Queenstown Harbor, Ireland.....	1					1					2
Quinto Sueno Bank, Caribbean Sea.....			1								1
Raratonga, Cook Islands, Pacific Ocean.....						1	1				2
Raza Island, Gulf of Mexico, Mexico.....							1				1
Rio Grande do Sul Bar, Brazil.....	1										1
Ruatan Island, Honduras.....										1	1
St. Andrews Island, Caribbean Sea.....		1									1
St. Lucia Island (Vigi Reefs), West Indies.....	1										1
St. Martin Island, West Indies.....										1	1
San Andrews Harbor (reef near), United States of Colombia.....			1								1
San Domingo (near), Lower California.....						1					1
San Felipe, Lower California.....								1			1
San Fernando, Trinidad.....								1			1
San Pedro River (near mouth of), Gambia, Africa.....			1								1
Santa Ana, Mexico.....										1	1
Santa Cruz, West Indies.....							1				2
Santanilla or Swan Islands, Caribbean Sea.....		1									1
Santo Domingo, West Indies.....	1	1	1								3
Ozarno River (mouth of).....						1					1
Palenque.....										1	1
Porto Plata.....						1					1
Saona Island.....						1					1
Sapadillo Keys, Guatemala.....									1		1
Semao or Simao Island, Malay Archipelago.....			1								1
Serrana Keys, Caribbean Sea, Central America.....		1					4				5
Shaw, The, Denmark.....								1			1
Smythes Channel, Southwest coast of South America.....									1		1
Sonderhoe, Germany.....										1	1
Sooloo Sea, or Sea of Mindora, East Indies.....	1	1									2
Suwarrow Reef, South Pacific Ocean.....			1								1
Tahiti, Society Islands.....								1			1
Tamatave (reefs near), Madagascar, Indian Ocean.....										1	2
Tamaulipas, Mexico.....				1	2						3
Tampico, Mexico.....								1			1
Tela Bay, Honduras.....									1		1

TABLE 67.—List of places where American vessels have stranded during the last ten years—Continued.

## AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	
Timor Laut, Malay Archipelago.....					1						1
Tonala Bar, Mexico.....	1	1	1		1				1		5
Topolobampo, Mexico.....										1	1
Torres Strait, Australia.....			1					1			2
Triangle Reef, Campeche Bay, Mexico.....			1								1
Truxillo, Honduras, Central America.....			1								1
Tumbo Island (reef of), British Columbia.....			1								1
Twin Island, Strait of Belle Isle.....									1		1
Ujaie Island (north latitude 8° 54', east longitude 165° 36'), Pacific Ocean.....	1										1
Urbana Point, Brazil.....							1				1
Valparaiso Bay, Chile.....						1					1
Vancouver Island, British Columbia.....										1	1
Barclay Sound.....										1	1
Bonilla Point.....	1			1							3
Cape Beale.....								1			1
Chemainus.....					2						2
Nitinat.....				1							1
Rosedale Reef.....							1				1
San Juan.....	1										1
Venezuela (coast of), South America.....										1	1
Vieque, or Crab Island, West Indies.....			1			1	2				4
Vivorilla Cay, off Honduras, Central America.....		1									1
Waterford Harbor, Ireland.....						1					1
Woo-Sung River, China.....			1								1
Zanzibar (near), east coast of Africa.....						1					1

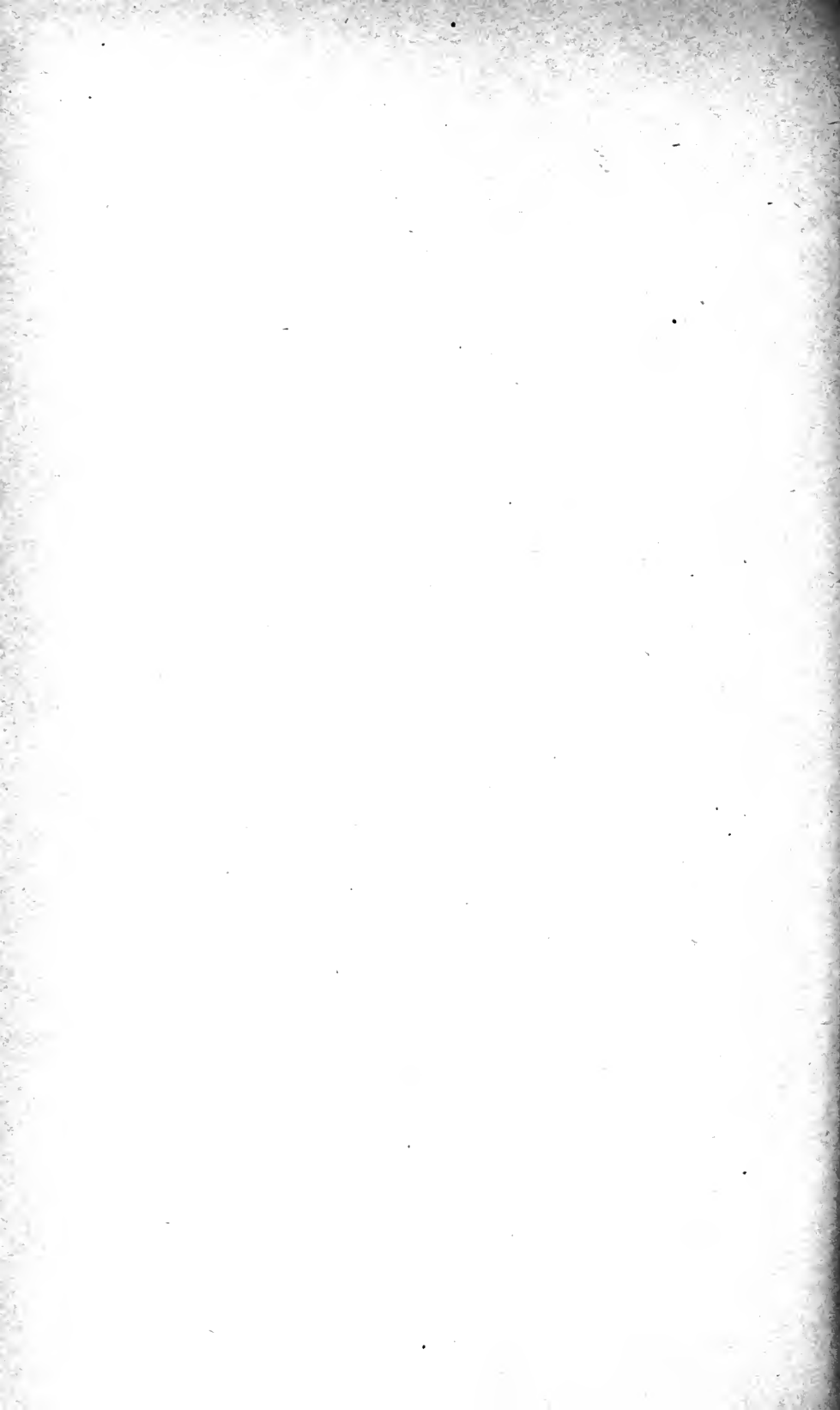


REPORT  
OF THE  
BOARD ON LIFE-SAVING APPLIANCES.

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BOSTON MEETING MAY 1893.

(373)



## LETTER OF TRANSMITTAL.

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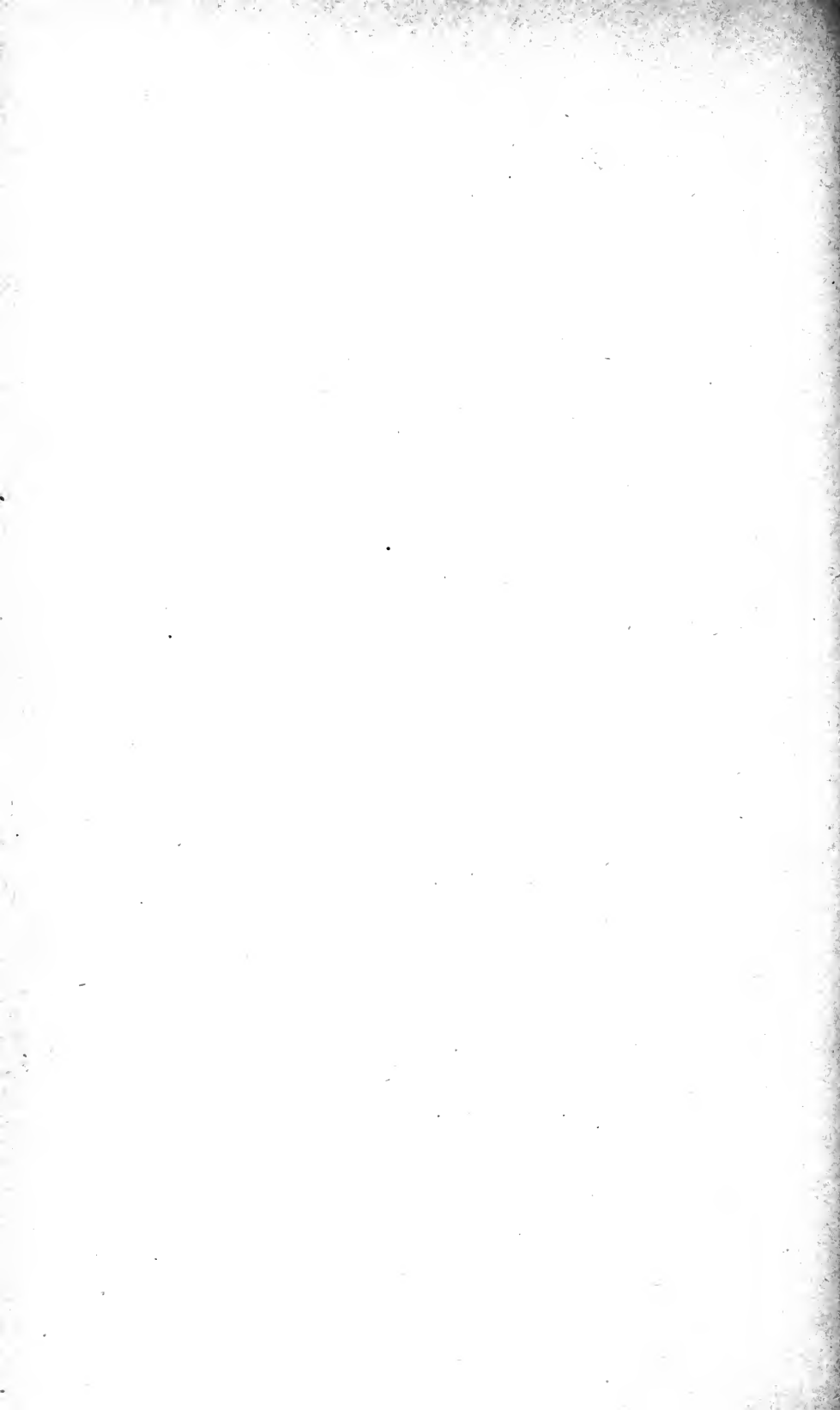
BOARD ON LIFE-SAVING APPLIANCES,  
*Boston, Massachusetts, May 29, 1893.*

SIR: I have the honor to transmit herewith report of Board on Life-Saving Appliances, etc., for the May meeting, 1893, together with accompanying papers.

Very respectfully,

CECIL H. PEABODY,  
*President of the Board.*

SUMNER I. KIMBALL, ESQ.,  
*General Superintendent U. S. Life-Saving Service,  
Washington, D. C.*



# REPORT.

BOARD ON LIFE-SAVING APPLIANCES,  
*Boston, Massachusetts, May 29, 1893.*

## 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 Room No. 121, Post-Office Building, at 11 A. M., on May 23, 1893, upon the call of the president of the Board, dated April 3, 1893, for the transaction of such business as should be properly brought before it.

*Present:* Cecil H. Peabody, Esq., president; Captain C. A. Abbey, U. S. R. C. S.; Captain D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant Thomas D. Walker, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, Life-Saving Service; Superintendent J. G. Kiah, Tenth District, Life-Saving Service; Assistant Superintendent H. M. Knowles, Third District, Life-Saving Service.

## II.—DOCKET.

### CLASS I.—WRECK ORDNANCE.

1. Method of faking shot lines. Gilbert.
2. Line-throwing gun for boat use. Superintendent T. J. Blakeney.

### CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Self-bailing surfboat. Beebe-McLellan.
2. Self-righting and self-bailing surfboat. Beebe-McLellan.
3. Self-righting, self-bailing, and insubmergible surfboat. Superintendent D. P. Dobbins.
4. Boat-launching skids. Lieutenant F. G. F. Wadsworth.
5. Boat-launching wagon. Lieutenant O. C. Hamlet.
6. Improved boat-launching carriage. Keeper H. J. Woods.
7. Telemeter. Lowry-Bowyer.
8. Method for securing stability in boats. R. Stueler.
9. Proposed use of cellulose to prevent lifeboats from filling with water when stove. R. Stueler.
10. Self-righting, self-bailing, and self-sustaining surf lifeboat. W. E. Van Alstine.
11. Boat-transporting truck (two wheels). W. E. Van Alstine.
12. Beach apparatus cart. Racine Wagon Company.
13. Improved boat wagon. Lieutenant C. H. McLellan.
14. Patent life-saving apparatus (life car). Henry A. Stevens.
15. Patent lifeboat. Paul Hübner.

16. Boat launching and hoisting apparatus. James Strachan.
17. Life-preserver of compressed cork. John I. Smith.
18. Boat buoy. J. T. McKim.
19. Automatic method of bailing boats. A. Holdsworth.
20. Amphibious combined lifeboat, life car, and life raft. Joseph H. Barry.
21. Lifeboat. W. H. Taylor.
22. Endless wheel plateways. Lieutenant Tipping, R. N.
23. Method for sending life lines to stranded vessels. McGowan.
24. The Wells light. Keegan & Halpin.

### III.—COMMITTEES.

#### 1. Committees appointed.

1. *On boats, etc.*—(The full Board).
  - (a) Self-bailing surfboat. Beebe-McLellan.
  - (b) Self-righting and self-bailing surfboat. Beebe-McLellan.
  - (c) Self-righting, self-bailing, etc., surfboat. Superintendent D. P. Dobbins.
  - (d) Self-righting, self-bailing, etc., surf lifeboat. W. E. Van Alstine.
  - (e) Patent lifeboat. Paul Hübner.
  - (f) Lifeboat. W. H. Taylor.
2. *On boat wagons, etc.*—(The full Board).
  - (a) Boat-launching skids. Lieutenant F. G. F. Wadsworth.
  - (b) Boat-launching wagon. Lieutenant O. C. Hamlet.
  - (c) Improved boat-launching carriage. Keeper H.-J. Woods.
  - (d) Boat transporting truck. W. E. Van Alstine.
  - (e) Beach apparatus cart. Racine Wagon Company.
  - (f) Improved boat wagon. Lieutenant C. H. McLellan.
3. *On line-throwing gun for boat use (Superintendent T. J. Blakeney).*—Captain D. A. Lyle; Superintendent B. C. Sparrow, and Superintendent J. G. Kiah.
4. *On methods for obtaining stability in boats (R. Stueler).*—Superintendent B. C. Sparrow; Superintendent J. G. Kiah, and Assistant Superintendent H. M. Knowles.
5. *On proposition to use cellulose to prevent lifeboats from filling with water when stove (R. Stueler).*—Captain D. A. Lyle; Lieutenant T. D. Walker, and Superintendent J. G. Kiah.
6. *On patent life-saving apparatus, (life car) (H. A. Stevens).*—Captain C. A. Abbey; Lieutenant T. D. Walker, and Assistant Superintendent H. M. Knowles.
7. *On boat launching and hoisting apparatus (James Strachan).*—Captain C. A. Abbey; Superintendent B. C. Sparrow, and Superintendent J. G. Kiah.
8. *On cork life-preserver, (compressed cork) (John I. Smith).*—Captain D. A. Lyle; Superintendent B. C. Sparrow, and Assistant Superintendent H. M. Knowles.
9. *On boat buoy (J. T. McKim).*—Lieutenant T. D. Walker; Superintendent B. C. Sparrow, and Superintendent J. G. Kiah.
10. *On automatic method of bailing boats (A. Holdsworth).*—Lieutenant T. D. Walker; Superintendent B. C. Sparrow, and Assistant Superintendent H. M. Knowles.
11. *On amphibious combined lifeboat, life car, and life raft (Joseph H.*

*Barry*).—Captain C. A. Abbey; Captain D. A. Lyle, and Superintendent J. G. Kiah.

12. *On endless wheel plateways (Lieutenant Tipping, R. N.)*.—Captain D. A. Lyle; Superintendent B. C. Sparrow, and Assistant Superintendent H. M. Knowles.

13. *On method for sending life lines to stranded vessels (McGowan)*.—Captain C. A. Abbey; Lieutenant T. D. Walker, and Assistant Superintendent H. M. Knowles.

### 2. Committees continued.

1. On method of faking shot lines (Gilbert).
2. On proposition to use cellulose to prevent lifeboats from filling with water when stove (R. Stueler).
3. On life-preserver of compressed cork (J. I. Smith).
4. On telemeter (Lowry-Bowyer).

### 3. Committees reported.

#### CLASS I.—Wreck ordnance.

1. On line-throwing gun for boat use. Superintendent T. J. Blakeney.

#### CLASS II.—Boats and miscellaneous appliances.

1. On boat-launching wagon. Lieutenant O. C. Hamlet.
2. On improved boat-launching carriage. Keeper H. J. Woods.
3. On method for securing stability in boats. R. Stueler.
4. On self-righting, etc., surf lifeboat. W. E. Van Alstine.
5. On patent life-saving apparatus (life car). H. A. Stevens.
6. On boat launching and hoisting apparatus. James Strachan.
7. On boat buoy (J. T. McKim).
8. On automatic method for bailing boats (A. Holdsworth).
9. On amphibious combined lifeboat, life car, and life raft (Jos. H. Barry).
10. On method of sending life lines to stranded vessels (McGowan).

### IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the Board to explain the methods of construction and set forth the merits claimed for their devices.

### V.—RESULTS, OPINIONS, RECOMMENDATIONS.

#### CLASS I.—Wreck Ordnance.

##### 1. Method of faking shot lines (Gilbert).

RESULTS.—The committee on this subject reports that, owing to continued ill health, Mr. Gilbert has been unable to complete the manufacture of the machinery necessary to properly illustrate the adaptability of his method of faking shot lines.

OPINION.—The Board adheres to the opinion expressed in its last report that there is promise of merit in Mr. Gilbert's method, and suggests that further time be granted him to perfect it.

##### 2. Line-throwing gun for boat use (Blakeney).

RESULTS.—This device consists of a skeleton stock muzzle-loading whale gun, of one and one-eighth inch caliber, and weighs thirty-five pounds, the original length of the barrel having been reduced to twelve inches. It is provided with a short length of two-inch manila rope for use as a recoil check or breeching. When the piece is to be fired this breeching is attached or made fast to some convenient part of the boat for the purpose of checking the recoil. The trigger is fitted with a firing lanyard twelve inches in length. The projectiles, two in number, of cold-rolled steel, are twelve inches in length and slightly tapered at one end, and this end is pierced with a hole for a raw hide lanyard twelve inches long, to which the shot line is intended to be fastened.

OPINION.—The Board is of the opinion: (1) That there are stations where this or a similar device would be of utility to the Service. (2) This device is obsolete in pattern, construction, and material, and, as shown by documentary evidence, it is dangerous to the operator.

RECOMMENDATION.—The Board recommends the trial of a breech-loading gun of simple construction, using metallic cartridge cases with powder charge, and primers, already loaded for service. The projectile should be a modification of the present service Lyle pattern, reduced in size and weight to suit the object to be attained. This ammunition would be waterproof, and the powder charge could be easily varied, although the same sized cartridge case should be adopted for the sake of simplicity and uniformity. With such a piece the projectile can be loaded at the muzzle, and when all is ready the metallic powder case can be inserted from the rear and fired at once. The Board further recommends that the General Superintendent take the necessary steps to procure the few pieces that may be required for the Service, and which should possess the necessary qualities of efficiency, safety, and portability.

## CLASS II.—*Boats and Miscellaneous Appliances.*

### 1. *Self-bailing surfboat (Beebe-McLellan).*

RESULTS.—The General Superintendent informs the Board that the principle of water ballast has been added to boats of this model recently put in service, to secure greater stability and to improve their rowing qualities. Documentary evidence shows that the performance of these boats in service is of a satisfactory character.

OPINION.—The Board is of the opinion that the Beebe-McLellan self-bailing and water-ballasting surfboat possesses sufficient merit to warrant the General Superintendent in further extending its use in the Service.

### 2. *Self-righting and self-bailing surfboat (Beebe-McLellan).*

RESULTS.—This boat has been before the Board at previous meetings, and came over as unfinished business. As no further information touching its merits has been received, it was ordered that the subject be dropped from the docket.

### 3. *Improved self-righting, self-bailing, insubmersible surfboat (Dobbins).*

RESULTS.—This boat came over from the last meeting in June, 1892, as unfinished business, and as no additional information has been received touching its self-righting, self-bailing, and other qualities, the Board adopted a resolution dropping it from the docket.

### 4. *Boat-launching skids (Wadsworth).*

RESULTS.—The practical test of this device by its inventor, Lieutenant Wadsworth, since the last meeting of the Board, has demonstrated that there is danger of damage to the boat when the latter is



being moved over the sharp angle formed at the point of connection between the boat carriage and the launching skids.

OPINION.—The Board is of the opinion that this device is not adapted to the use of the Life-Saving Service.

5. *Improved boat wagon (Hamlet).*

RESULTS.—This wagon was before the Board at its last meeting and was referred to a subcommittee of the committee on boat wagons, etc. It is of ingenious pattern and designed to facilitate the loading and unloading of the boat by detaching the rear axle, and thus when the rear end of the reach, or skids, drops to the ground, there is presented an incline upon which the boat can be moved with ease upon the rollers fitted between the skids. The inventor, however, stated to the Board that inasmuch as this wagon is more complicated and would probably be more expensive than other wagons submitted to the Board, he desired to withdraw it from further consideration. Permission to do this was granted, and the subject was ordered dropped from the docket.

6. *Improved launching carriage (Woods).*

RESULTS.—This carriage was before the Board at its last meeting and came over as unfinished business. There are two models or types; one designed for the English model self-righting lifeboat; the other for the surfboat. The construction and action of these devices are fully described in the committee's report, appended hereto. Pending a further inquiry into the merits of this carriage and its adaptability to the uses of the Service, the Board was unable to reach a conclusion, and the subject was ordered continued on the docket.

7. *Telemeter (Lowry-Bowyer).*

RESULTS.—This device came over as unfinished business from the last meeting. No satisfactory test has yet been made, and the subject was continued on the docket until such test can be made and the Board is fully informed as to its merits.

8. *Method of obtaining stability in boats (Stueler).*

RESULTS.—This method is fully described in the letters and drawings submitted by Mr. Stueler. It consists of a leaden ball suspended by a galvanized-steel rope beneath the bottom of the boat, the rope passing through a brass pipe or tube between one of the midship thwarts and the boat's bottom. This rope is proposed to be operated upon a drum or sheave attached to the thwart.

OPINION.—The Board is of the opinion that the lowering of this ball—or balls, as may be thought necessary—would add nothing to the boat's stability. The steel rope being pliable, it has no value "as a multiple into the weight of ballast in computing stability," as claimed by the inventor.

9. *Proposition to use cellulose in the bottom of lifeboats to prevent their filling with water when stove (Stueler).*

RESULTS.—This matter was referred to a subcommittee of the committee on boats to investigate and report upon at the next meeting of the Board, the information at hand being insufficient to enable the Board to express an opinion at this time upon its adaptability to the uses of the Service.

10. *Self-righting, self-bailing, and self-sustaining surf lifeboat (Wm. E. Van Alstine).*

RESULTS.—Two models of this boat were before the Board. It is a double-hulled boat from the bottom upward to the height of the deck. The bottom is divided into numerous small water-tight compartments, by means of which the inventor claims that he secures immunity from serious damage by staving. It is further claimed that these empty

water-tight compartments are superior to compartments filled with cork, for the reason that the cork becomes water-soaked and rots out in three or four years. It is also claimed that a boat of this construction will be lighter and stronger than one of the ordinary model.

OPINION.—The Board is of the opinion that if a boat of this description, loaded with people from a stranded vessel or wreck, were to be stove the filling of the air chambers with water would be liable to so overload it as to seriously endanger the safety of the people on board; whereas if a lifeboat in which the chambers are filled with cork were similarly placed the people would be enabled to reach the shore in comparative safety. In fact, cork filled compartments have in several instances been the means of saving crews of life-saving stations from imminent peril. The Board is further of the opinion that it is doubtful whether boats built in the manner proposed by Mr. Van Alstine can be made as light as single-hulled boats without sacrificing so much strength as to leave them leaky, while to make them strong enough to obviate this they must be heavier than single-hulled boats. In any case, the stability of boats built as Mr. Van Alstine proposes would not be so great as boats with cork or other ballast, while the expense of building them must be greater. The Board therefore declines to recommend the adoption of this boat for use in the Service.

*11. Boat-transporting truck (two wheels) (W. E. Van Alstine).*

RESULTS.—This is a two-wheeled vehicle, in which the means of support consists of an axle, or saddle, shaped so as to fit the bottom of the boat.

OPINION.—The Board is of the opinion that a two-wheeled truck, as proposed by Mr. Van Alstine, whereby the boat would be supported entirely at one point is objectionable, and therefore not adapted to the uses of the Service.

*12. Beach-apparatus cart (Racine Carriage and Wagon Company).*

RESULTS.—This apparatus cart was examined by the Board at the Point Allerton Life-Saving Station. It is of about the same general dimensions as the old beach-apparatus cart, though somewhat heavier through the addition of appliances between the cart body and the axle for equalizing or balancing the load over the latter. Letters submitted to the Board as expressions of opinion from keepers of stations already furnished with this cart indicate that it is superior to the old cart.

OPINION.—The Board is of the opinion that this beach-apparatus cart is adapted to the needs of the Service.

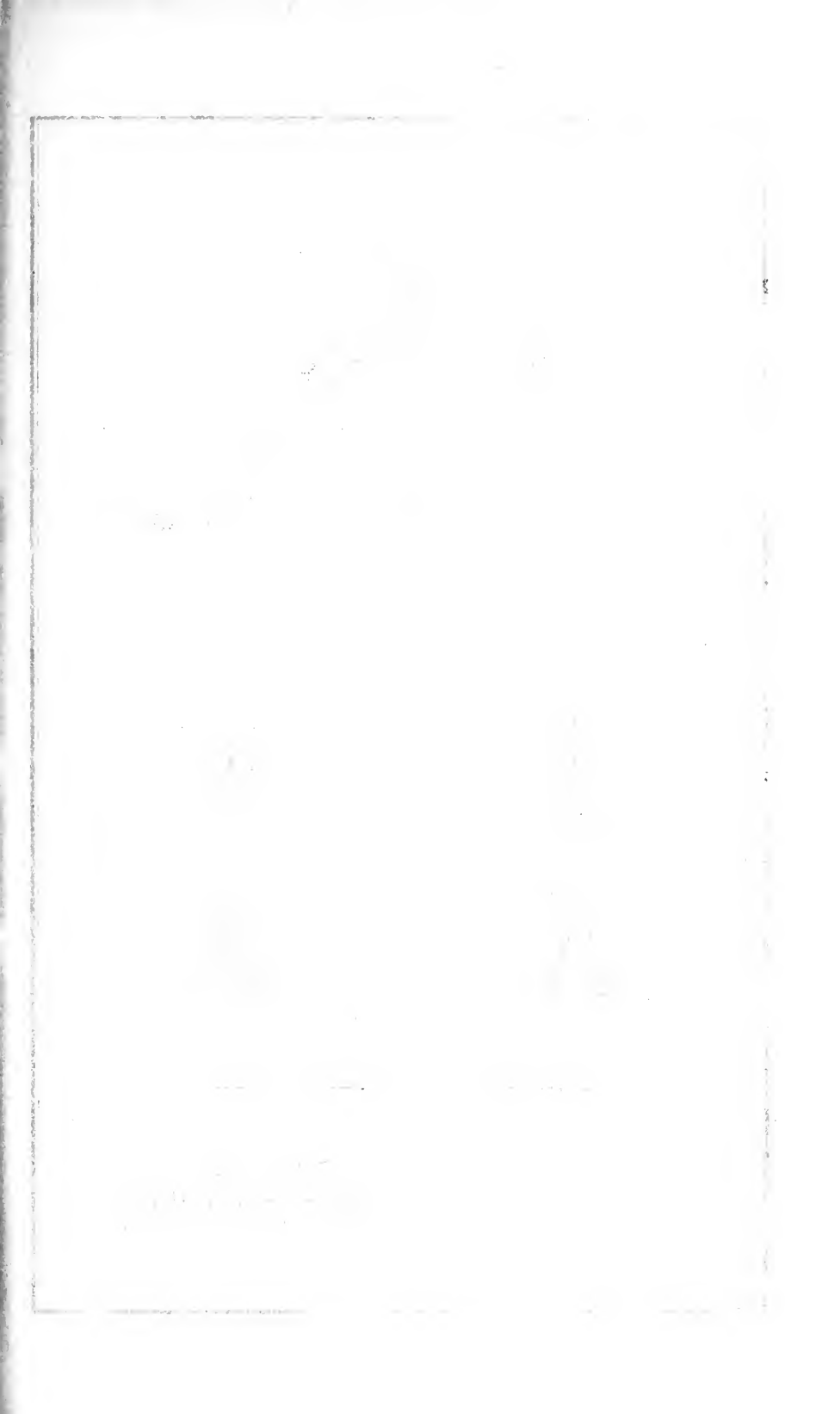
RECOMMENDATION.—The Board respectfully recommends to the General Superintendent of the Life-Saving Service the adoption of this cart for the use of the Service at such points as may be deemed advisable by him.

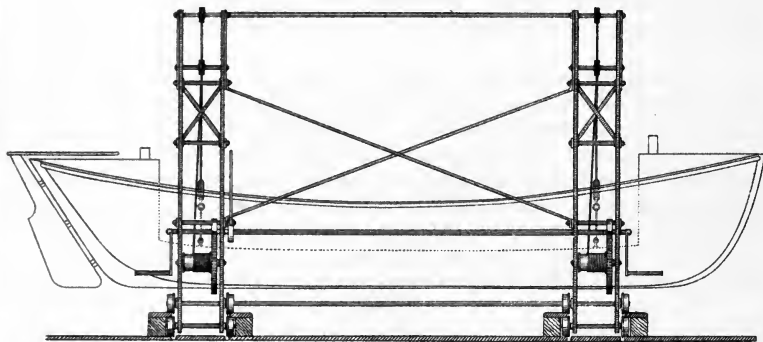
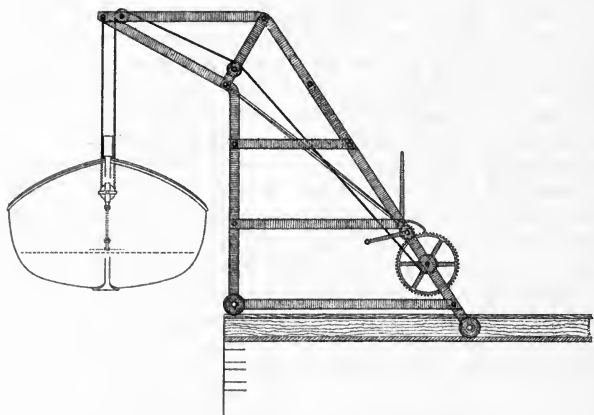
*13. Improved boat wagon (McLellan).*

RESULTS.—This wagon was examined and tested by the Board at the Point Allerton Life-Saving Station. It is lighter than the old boat carriage of the Service, and its general design is to lessen the labors of the crews in loading and unloading the boat. Comparative tests as to the labor and time required to load and unload between this and the old-style wagon were made, and in these tests the new wagon showed manifest advantages. Tests of its strength in conveying the boat over rough roads were also made with good results.

OPINION.—The Board is of the opinion that the McLellan boat wagon is superior to the old Service boat wagon.

RECOMMENDATION.—The Board respectfully recommends to the Gen-



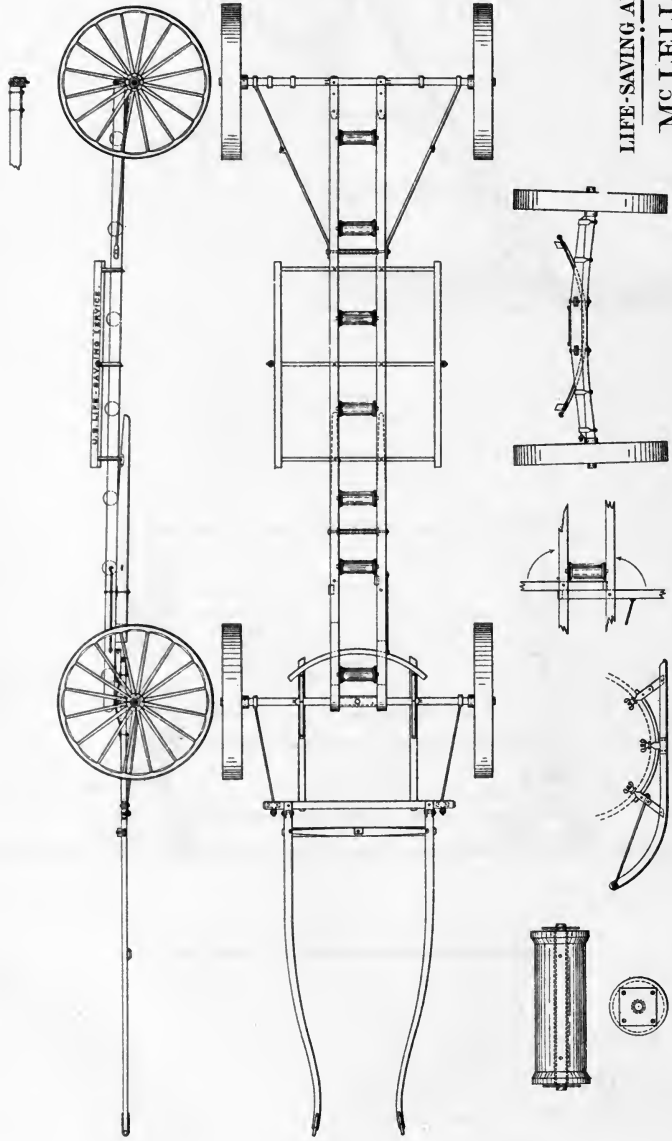


LIFE-SAVING APPARATUS.  
JAMES STRACHAN'S  
LIFEBOAT LAUNCHING APPARATUS.

1893.

1870

1870  
1871  
1872  
1873  
1874  
1875  
1876  
1877  
1878  
1879  
1880



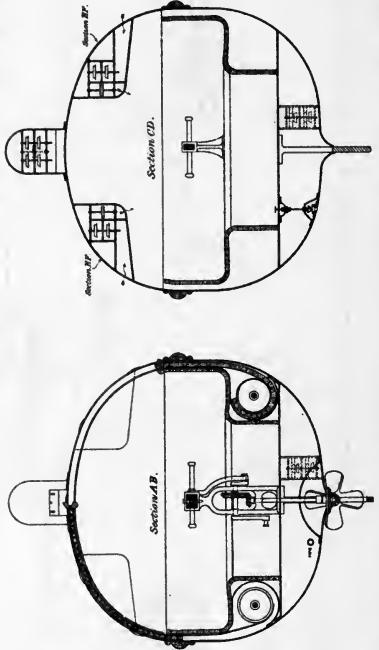
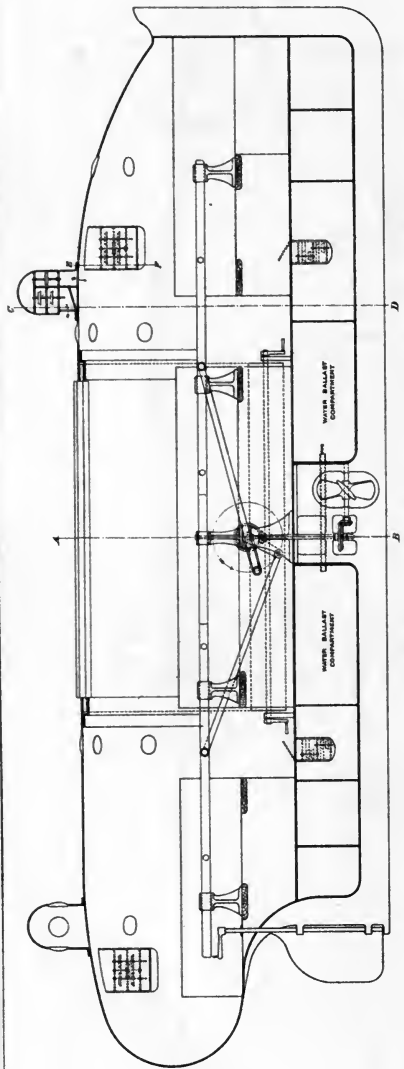
LIFE-SAVING APPARATUS.  
**Mc LELLAN'S**  
 SERVICE BOAT WAGON.

1893.

Scale of Feet

Principal Scale

THE  
LIBRARY OF THE  
MUSEUM OF  
COMPARATIVE ZOOLOGY  
AT HARVARD UNIVERSITY  
1280 DIVINE AVENUE  
CAMBRIDGE, MASSACHUSETTS 02138



LIFE-SAVING APPARATUS.  
**HUEBNER'S**  
 METALLIC LIFE BOAT.  
 1898.



eral Superintendent the introduction of this boat wagon into the Life-Saving Service, especially for use with the heavier surfboats.

14. *Patent life-saving apparatus (life car)* (H. A. Stevens).

RESULTS.—This is a life car of peculiar construction, with a swinging cradle within. The device is fully described in the letters patent and drawings submitted by the inventor. The weight of the car would undoubtedly be great, and it would be difficult to handle.

OPINION.—It is thought that the swinging cradle would be an element of danger to any person attempting to get into or out of it. The Board is of the opinion that this car possesses no advantages over the service car now in use, and therefore declines to recommend its adoption by the Life-Saving Service.

15. *Patent lifeboat* (Paul Hübner).

RESULTS.—This is a craft of peculiar construction, and has been patented in the United States and in Germany. It is fully described in the letters patent and drawings accompanying the same. The device is intended to be constructed of sheet metal, and the means of propulsion is a screw propeller set in the keel at the midship section, this propeller to be actuated by a crank, or cranks, in the interior of the hull. The passenger space is entirely inclosed as in a life car.

OPINION.—The Board is of the opinion that this device is complicated, impracticable, of great weight, and not adapted to the uses of the Service.

16. *Boat launching and hoisting apparatus* (Strachan).

RESULTS.—This is an apparatus of steel and iron, and it weighs about 2,400 pounds. It is practically a pair of davits mounted upon a frame, to which are attached trucks or rollers for it to be moved upon rails upon a crib or pier, for lowering and hoisting a boat. The ropes for hoisting are wound upon conical drums operated by geared wheels and crank handles. The lowering process is regulated by a friction brake as in a winch.

OPINION.—The device is simple in construction and easily operated. The Board is of the opinion that it could be advantageously used at points where the boathouse is built upon a wharf or crib where it is not practicable to construct an inclined launchway.

17. *Life-preserver of compressed cork* (Smith).

RESULTS.—This device was presented in the form of a small model of a ring life-buoy without any data as to weight or the weight that would be sustained by a full-sized model. The subject was referred to a committee for investigation and report at a future meeting.

18. *Boat buoy* (J. T. McKim).

RESULTS.—The Board has received neither a description nor a sample of this device, and has nothing before it but the inventor's letters, making statement that he has such a buoy. It appears from indorsements upon these papers that Mr. McKim was informed some months ago of the requirements of the Board in regard to models, or samples, and since then nothing has been heard from him. No action can be taken until the necessary data is received; and until then the subject is dropped from the docket.

19. *Automatic method of bailing boats* (Holdsworth).

RESULTS.—The inventor proposes to fit the bottom boards of a boat like a deck and make it water-tight, excepting in the midship section, where, under the midship thwart, there is an aperture which is closed by a swinging door or shutter attached to the thwart. The deck is carried forward and aft to within a few inches of the stem and sternpost, and then rises to within an inch or two of the gunwale, thus forming

between this extension of the bottom boards and the stem and sternpost a channel or means of escape for such water as may be shipped and find its way to the chamber beneath the deck through the aperture at the shutter amidships previously described. The inventor's idea is that the water shall be discharged as the boat up-ends in passing over the seas, the inventor claiming that the water will be discharged at either end of the boat alternately.

OPINION.—The Board is of the opinion that this device is impracticable, and that it is not adapted to the use of the Life-Saving Service.

20. *Amphibious combined lifeboat, life car, and life raft (Joseph H. Barry).*

RESULTS.—This device was before the Board at its two previous meetings, in Boston and New York, respectively, and in the absence of necessary information and a description of the apparatus it was dropped from the docket. The device is practically a series of air-tight metallic drums arranged on edge in the form of a life raft of complicated character, intended to be operated by steam or other mechanical means. Experiments with other types of raft have demonstrated that the principle is not adapted to the uses of the Life-Saving Service.

OPINION.—The Board in previous reports to the General Superintendent upon this and similar subjects (See Annual Reports of the Life-Saving Service for 1886 and 1892) expressed the opinion, which in the light of present information it sees no reason to recede from, that "experience has been that life rafts are virtually useless for this Service, and later experience shows no reason for changing its opinion."

21. *Patent lifeboat (W. H. Taylor).*

RESULTS.—This boat is flat-bottomed and is self-bailing. It is filled with receptacles for the storage of fresh water and provisions, and is intended to be operated from shipboard. As the Board is not required to take cognizance of any class of boats but those to be operated from the stations on shore, the inventor, who appeared in person, was so informed, when he requested permission to withdraw the device from consideration with the view of submitting it to the Board of Supervising Inspectors of Steam Vessels, which body examines and reports upon devices to be operated upon and from shipboard.

22. *Endless wheel plateways (Tipping).*

RESULTS.—This subject has, on a previous occasion, been before the Board, and as its present reference was made through misapprehension of its status, the General Superintendent withdrew it from consideration, and it is therefore dropped from the docket.

23. *Method for sending life lines to stranded vessels (McGowan).*

RESULTS.—The inventor proposes a series of buoys, two or more, to be anchored offshore with single whips from the shore to each buoy, and bridle whips, or travelers, upon these whips, by means of which it is possible to place the end of a free line at any point within the area comprised by the apparatus. The impracticability of using permanently laid lines upon ocean beaches is fully understood by those experienced in conducting operations for the saving of life from shipwreck. It has often been demonstrated that if the coast be rocky the wash of the sea chafes the line to pieces, and if the shore be sandy the lines bury in the sand so that they can not be efficiently used, hence such gear becomes useless. Even if it were practicable to keep such gear in working order, it is doubtful whether communication could be established with a stranded vessel as quickly and as readily as by the beach apparatus now in use by the Service.

OPINION.—The Board is of the opinion that this device presents no

new features and that it would not be of practical utility to the Service. The Board, therefore, declines to recommend its adoption by the Service.

24. *The Wells light (Keegan and Halpin).*

RESULTS.—This subject was examined and reported upon at the last meeting of the Board in June, 1892. Documentary evidence of the usefulness of this light at actual shipwreck has been received by the Board at its present meeting.

OPINION.—The Board is of the opinion expressed in its last report, that this light may be useful in the Life-Saving Service at wrecks.

RECOMMENDATION.—The Board respectfully recommends, in supplement to its action in June, 1892, that the Wells light be placed for use at such stations as the General Superintendent of the Life-Saving Service may deem expedient.

## VI.—UNFINISHED BUSINESS.

### CLASS I.—*Wreck Ordnance, etc.*

#### I. Method of faking shot lines (Gilbert).

### CLASS II.—*Boats and Miscellaneous Appliances.*

1. Telemeter (Lowry-Bowyer).
2. Proposed use of cellulose to prevent lifeboats from filling with water when stove (R. Stueler).
3. Life-preserver of compressed cork (J. I. Smith).
4. Boat-launching carriage (H. J. Woods).

## VII.—ADDENDA.

- I. Daily record of the proceedings of the Board.
- II. All papers of inventors or agents received from the General Superintendent on the following subjects, viz:
  1. On Stueler's method for securing stability in boats.
  - 1a. On Stueler's proposition to use cellulose to prevent boats from filling with water when stove.
  2. Van Alstine's self-righting, etc., surf lifeboat.
  - 2a. Van Alstine's boat-transporting truck.
  3. Racine Wagon Company's beach-apparatus cart, with letters of keepers relative to same.
  4. Stevens's patent life-saving apparatus (life car).
  5. Paul Hübner's lifeboat.
  6. Strachan's boat-launching apparatus.
  7. Blakeney's line-throwing gun.
  8. McKim's boat buoy.
  9. Holdsworth's automatic boat bailer.
  10. Wells light (letter from keeper of Seabright Station, etc.).
  11. Barry's amphibious combined lifeboat, life car, and life raft.
  12. Tipping's endless wheel plateways.
  13. Reports of officers of Service on Wood's launching carriage.
  14. McGowan's method for sending lines to stranded vessels.
  15. McLellan's surfboat wagon.
  16. Beebe-McLellan self-bailing surfboat.

17. Taylor's lifeboat.
18. Hamlet's boat wagon.

### III. Reports of committees.

#### Class I. Wreck ordnance, etc.

1. On Blakeney's line-throwing gun for boat use.

#### Class II. Boats and miscellaneous appliances.

1. On Hamlet's boat wagon.
2. On Woods' improved launching carriage.
3. On Stueler's method for securing stability in boats.
4. On Van Alstine's self-righting, etc., surf lifeboat.
5. On Stevens' patent life-saving apparatus (life car).
6. On Strachan's boat-launching and hoisting apparatus.
7. On McKim's boat buoy.
8. On Holdsworth's automatic boat bailer.
9. On Barry's amphibious combined lifeboat, life car, and life raft.

10. On McGowan's method of sending lines to stranded vessels.

CECIL H. PEABODY,

*President of the Board.*

C. A. ABBEY,

*Captain, U. S. R. C. S., Inspector Life-Saving Stations.*

D. A. LYLE,

*Captain of Ordnance, U. S. Army.*

THOMAS D. WALKER,

*Lieutenant, U. S. R. C. S., Recorder.*

BENJ. C. SPARROW,

*Superintendent Second Life-Saving District.*

JEROME G. KIAH,

*Superintendent Tenth Life-Saving District.*

H. M. KNOWLES,

*Assistant Superintendent Third Life-Saving District.*

There being no further business before it, the Board adjourned *sine die*.

CECIL H. PEABODY,

*President of the Board.*

THOMAS D. WALKER,

*Lieutenant, U. S. R. C. S., Recorder.*

### DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

[Room 121, Post-office building, Boston, Massachusetts.]

TUESDAY, *May 23, 1893.*

In compliance with the call of the president, under instructions from the General Superintendent of the Life-Saving Service, the Board on Life-Saving Appliances met in the post-office building, Boston, Massachusetts (room 121), on Tuesday, the 23d of May, 1893, at 11 o'clock in the forenoon.

*Present:* Cecil H. Peabody, esq., president; Captain D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant Thomas D. Walker, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, Life-Saving Service; Superintendent J. G. Kiah, Tenth District, Life-Saving Service; Assistant Superintendent H. M. Knowles, Third District, Life-Saving Service.

*Absent:* Captain C. A. Abbey, U. S. R. C. S. (Detained on official business.)

A motion was adopted as soon as the meeting was called to order inviting Mr. Sumner I. Kimball, General Superintendent of the Life-Saving Service, who is now in the city, to attend the meeting of the Board, and take part in its discussions.

The proceedings were then opened by the reading of the minutes and report of the last meeting in New York, in June, 1892.

The president then laid before the Board a letter from the General Superintendent of the Life-Saving Service, dated May 20, 1893, referring the following matters to the Board for its consideration, viz:

A letter from Mr. R. Stueler, naval architect, New York, suggesting a method for obtaining greater stability in surfboats, and the use of cellulose to prevent the boats from filling with water when stove. Mr. Stueler inclosed a plan (sketch) and two newspaper slips relative to these matters.

A letter from Captain J. M. Henderson, of Texas, Oswego County, New York, calling attention to a surfboat in the possession of William E. Van Alstine, of that place; also letters from Mr. Van Alstine himself relative to this boat and his transporting truck or saddle, with roller bearings in wheels of same. Rough sketches of these devices inclosed.

Letters from the Racine Carriage and Wagon Company, of Racine, Wisconsin, relative to their handcart; a letter from the keeper of Bond's Station, coast of New Jersey, reporting a trial of this cart; two letters from the assistant inspector of the Fourth District (Lieutenant C. H. McLellan), and eight letters from as many keepers of stations in the same district, expressing their opinions on the same subject.

Letters from Mr. J. Walter Douglass, of Philadelphia, Pennsylvania, submitting as attorney for the inventor, descriptions and drawings of the Stevens life-saving apparatus, and inclosing two letters from the inventor (H. A. Stevens).

Letters from Mr. R. Renkema, of Milwaukee, Wisconsin, relative to Paul Hübner's patent lifeboat, and inclosing drawings and specifications of same.

Letters from Mr. James Strachan, of Sault Sainte Marie, Michigan, calling attention to his launching machine, and forwarding photographs and specifications.

Letters from Mr. John I. Smith, of 159 South street, New York, submitting for consideration his compressed or "consolidated" cork life-preserver, with sample of same.

Letters from the Superintendent of the Twelfth District, the keeper of the Fort Point Life-Saving Station, and Lieutenant G. W. S. Stevens, U. S. Army, in regard to a line-throwing gun for boat use.

Letters from James T. McKim, of Horntown, Indiana, in relation to his boat buoy.

A letter from A. Holdsworth, of Hull, England, relative to his automatic boat-bailer, and submitting plan and specification, with model.

A letter from the keeper of the Seabright Life-Saving Station, reporting satisfactory test of the Wells light.

A letter from Mr. Francis J. Barry, Put in Bay, Ohio, resubmitting the model of Joseph H. Barry's amphibious combined lifeboat, life car and life raft.

Letters from W. H. Taylor relative to his lifeboat, with plans of same inclosed. (Model also received.)

A letter from the naval attache of the U. S. legation in London,

England, transmitting papers in relation to Tipping's endless wheel plateways.

Reports from the Inspector of Life-Saving Stations, the assistant inspector of the Eleventh District, and from the committee on boat wagons and other devices for the transportation of the apparatus on the Woods improved launching carriage.

A letter from the president of the Board on Life-Saving Appliances transmitting the report of the subcommittee of the committee on boat wagons, etc., on the Hamlet boat-launching carriage.

The General Superintendent also, in person, submitted a letter from R. F. Hunter, of Washington, District of Columbia, relative to McGowan's method for sending a life line from the shore to a stranded vessel.

The call for committee reports was passed over temporarily to afford Mr. Van Alstine, of Texas, New York, who was present, an opportunity to appear at once and address the Board on the merits he claims for his self-bailing, self-righting, and self-sustaining surf lifeboat, and the two-wheeled truck for transporting the same.

#### REPORTS OF COMMITTEES.

##### *Unfinished business.*

Assistant Superintendent Knowles, of the committee on Gilbert's method of faking shotlines, stated that, owing to the noncompletion by Mr. Gilbert of his apparatus, the committee was not prepared to submit a report at this meeting.

Reports on the self-bailing surfboat and the self-righting and self-bailing surfboat (Beebe-McLellan) were passed over.

No reports were received on the qualities of the self-righting, self-bailing, and insubmergible surfboat, submitted by the late Superintendent D. P. Dobbins, and now in service on the coast. The General Superintendent stated that the keeper of the Point Judith Station had requested that this boat be left at his station as a reserve boat, and as that point is a very dangerous one he had concluded to comply with the keeper's request. In consequence of this the boat had not been tested at other stations, as suggested by the Board in its last report. The subject was recommitted to the committee of the full Board on boats.

Upon the call for a report on the Wadsworth boat-launching wagon, the General Superintendent stated, with reference to the recommendation of the Board at its last meeting, "that when the device was ready for trial he have it tested at such stations as he might select, and that reports of such tests be submitted to the Board," that, in accordance with this recommendation, he had caused a trial of the wagon to be made; that Lieutenant Wadsworth had taken charge of and directed said trial, and that that officer had reported that his device was not adapted to use with the type of boat generally in service on the Atlantic coast, as the passage of the boat over the sharp angle formed at the connection between the carriage proper and the skid would, it was found, in the operation of loading or unloading, injure the boat. Lieutenant Wadsworth had recommended that the project be abandoned and that the skid be detached and placed at one of the stations where it could be utilized as a common boat skid in launching from the beach independently of the carriage.

This statement of the General Superintendent was accepted, and a motion prevailed that the committee be discharged from the further consideration of the subject.

The report of the subcommittee on the boat-launching wagon designed by Lieutenant O. C. Hamlet was read at length and accepted, and the committee discharged from the further consideration of the subject. This action remanded the subject for the action of the Board when it is reached in turn farther on.

Captain Abbey, of the committee on the telemeter (Lowry-Bowyer), being unavoidably absent, no report was received on this device.

The report of the committee on the improved boat-launching carriage (Keeper H. J. Woods), was read, accepted, and the committee discharged from the further examination of the subject. The subject was continued on the docket for future action.

At 1:45 P. M. the Board adjourned until 10 A. M. to-morrow.

THOMAS D. WALKER,  
Lieutenant, U. S. R. C. S., Recorder.

WEDNESDAY, May 24, 1893.

The Board reassembled at 10 A. M., as per adjournment of yesterday, all the members being present excepting Assistant Superintendent H. M. Knowles, excused by the president on account of serious illness in his family.

The minutes of yesterday's session were read and approved.

#### REPORTS OF COMMITTEES.

##### *Unfinished business.*

Reports upon the subjects coming over from the last meeting of the Board were then called for.

*Self-bailing surfboat (Beebe-McLellan).* *Self-righting and self-bailing surfboat (Beebe-McLellan).*

The General Superintendent informed the Board that no additional self-righting boats of the Beebe-McLellan model have been constructed and placed at stations since the last meeting. He submitted a number of letters received since the Board last met from keepers already furnished with self-bailing boats, expressing their opinions as to the qualities of these boats afloat. These letters were read and referred to the committee on boats.

*Telemeter (Lowry-Bowyer).*—Captain Abbey, of the committee on this device, reported that he had not been able to examine this subject sufficiently to make a definite report thereon. The committee was continued.

#### EXAMINATION OF NEW APPARATUS.

*Patent lifeboat (W. H. Taylor).*—Mr. Taylor, the inventor of this boat, appeared before the Board and explained the merits claimed for his invention. As Mr. Taylor stated to the Board that his boat was intended for use from shipboard rather than from the shore, he was informed that it was not the province of the Board to pass upon it. He thereupon stated that he had submitted the boat under a misapprehension as to the scope of the Board's functions, and requested permission to withdraw it. This request was granted. He was informed that the Super-vising Inspector-General, U. S. Steamboat-Inspection Service, would be the proper officer to take cognizance of it.

The entire docket was then read, and a general discussion ensued upon the various subjects now before the Board. They were severally

referred to committees after the adoption of a resolution that the committee on boat wagons and other devices for the transportation of the apparatus shall hereafter be composed of the full Board.

COMMITTEES APPOINTED.

1. *On boats.*—The full Board.

The following subjects were before this committee :

- (a) *Self-bailing surfboat (Beebe-McLellan).*
- (b) *Self-righting and self-bailing surfboat (Beebe-McLellan).*
- (c) *Self-righting, self-bailing, and insubmersible surf lifeboat. Superintendent D. P. Dobbins.*
- (d) *Method of obtaining stability in boats. R. Stueler.*
- (e) *Proposition to use cellulose to prevent boats from filling with water when stove. R. Stueler.*
- (f) *Self-righting, self-bailing, self-sustaining surf lifeboat. W. E. Van Alstine.*

(g) *Patent lifeboat. Paul Hübner.*

(h) *Automatic method of bailing boats. A. Holdsworth.*

2. *On boat wagons and other devices for the transportation of the apparatus.*—The full Board.

This committee has cognizance of the following :

- (a) *Boat-launching skids (Wadsworth).*
  - (b) *Improved launching wagon (Hamlet).*
  - (c) *Improved boat-launching carriage (Woods).*
  - (d) *Boat-transporting truck (Van Alstine).*
  - (e) *Beach apparatus cart (Racine Wagon Company).*
3. *Line-throwing gun for boat use (Blakeney).*—Captain D. A. Lyle, Superintendent B. C. Sparrow, Superintendent J. G. Kiah.
4. *Life-saving apparatus (life car) (Stevens).*—Captain C. A. Abbey, Lieutenant T. D. Walker, Assistant Superintendent H. M. Knowles.
5. *Boat-launching and hoisting apparatus (Strachan).*—Captain C. A. Abbey, Superintendent B. C. Sparrow, Superintendent J. G. Kiah.
6. *Life-preserver of compressed cork (Smith).*—Captain D. A. Lyle, Superintendent B. C. Sparrow, Assistant Superintendent H. M. Knowles.
7. *Boat buoy (McKim).*—Lieutenant T. D. Walker; Superintendent B. C. Sparrow; Superintendent J. G. Kiah.
8. *Amphibious combined lifeboat, life car, and life raft (Barry).*—Captain C. A. Abbey; Captain D. A. Lyle; Superintendent J. G. Kiah.
9. *Endless wheel plateways (Tipping).*—Captain D. A. Lyle; Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.
10. *Method of sending life lines to stranded vessels (McGowan).*—Captain C. A. Abbey; Lieutenant T. D. Walker; Assistant Superintendent H. M. Knowles.

At 2 P. M. the Board adjourned until 10 o'clock to-morrow.

THOMAS D. WALKER,  
Lieutenant, U. S. R. C. S., Recorder.

THURSDAY, May 25, 1893.

The Board reassembled at 10 A. M., as per adjournment of yesterday, all the members being present excepting Assistant Superintendent H. M. Knowles, excused on account of sickness in his family.

The minutes of yesterday's session were read and approved.

A letter from the Acting General Superintendent of the Life-Saving Service in Washington, D. C., dated May 23, 1893, inclosing three



additional letters from keepers of stations on the merits of the Racine Wagon Company's beach-apparatus cart, was then submitted and read.

## REPORTS OF COMMITTEES.

There were no committee reports.

## EXAMINATION OF NEW APPARATUS.

The Board as in committee on boats entered upon a discussion of the merits of the various types of boats and of all matters pertaining to boats now before the Board. At 12:40 P. M. the committee rose, resumed its session in Board meeting, and adopted the following resolution:

*Resolved:* In view of the fact that no additional information has been received touching the merits of the improved self-righting, self-bailing and insubmergible surf lifeboat, submitted by the late Superintendent D. P. Dobbins, since the last meeting of the Board in June, 1892, that this subject be dropped from the docket."

At 12:45 P. M. the Board adjourned until 12 o'clock noon, to-morrow, to afford the various committees time to examine the subjects before them and prepare their reports.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. C. S., Recorder.*

FRIDAY, May 26, 1893.

The Board reassembled at noon, as per adjournment of yesterday, all the members being present excepting Assistant Superintendent H. M. Knowles, excused.

The minutes of yesterday's proceedings were read and approved.

## REPORTS OF COMMITTEES.

Captain C. A. Abbey, of the committee on the patent life-saving apparatus (life car), submitted by Henry A. Stevens, of Norristown, Pennsylvania, presented the report on this device.

The device is a life car of peculiar design, with a swinging cradle within. The report was accepted and the committee discharged. A motion was also passed adopting the report as an expression of the opinion of the Board, the vote being unanimous.

Superintendent J. G. Kiah, of the committee on the boat-launching and hoisting apparatus, invented by James Strachan, of Sault Ste. Marie, Michigan, submitted the committee's report. This invention is practically a pair of iron or steel davits, connected by braces, and moved upon rollers upon a fixed track. It is simple in details, and the committee expressed the opinion that it could be advantageously used at any boat-house upon a wharf or crib where other means of launching are impracticable. The report was accepted and the committee discharged. A motion also prevailed by which the Board adopted the report as an expression of the opinion of the Board on this subject.

The committee report on McKim's boat buoy was next submitted and read.

No description of this device had been received, and the committee had nothing but Mr. McKim's letter to act upon.

The committee recommended that no further action be taken until

proper information and a sample of the device, as required by the rules of the Board, are received.

Captain Abbey submitted the committee's report on the amphibious combined lifeboat, life car, and life raft, invented by Joseph H. Barry.

This device has been before the Board before. It is practically a life raft, and the committee reported it as not adapted to the needs of the Service.

The report was accepted and the views it expressed adopted as an expression of the opinion of the Board. The committee was discharged from the further consideration of the subject.

The committee's report upon McGowan's method for sending life lines to stranded vessels was then read and discussed. The Board reached the conclusion that experience in the Service has amply demonstrated the impracticability of this method of establishing communication with stranded vessels. The committee's report was accepted and the committee discharged from the further consideration of the subject.

The Board then upon motion went into committee of the full Board on boats, and the first subject discussed was the method of obtaining stability in boats, proposed by Mr. Stueler, of New York. This method consists in suspending leaden balls of suitable size beneath the boat by galvanized-steel rope passed through a brass tube or pipe extending downward from a thwart through the bottom of the boat. The opinion was general that the suspension of a ball or series of balls would add nothing to the boat's stability, and that the steel rope, being pliable, has no value "as a multiple into the weight of ballast in computing stability," as claimed by Mr. Stueler.

The next subject considered was the proposition of Mr. Stueler to use cellulose as a packing to prevent boats from filling with water when stove upon a rocky shore or through contact with other hard substances. The question was finally referred to a subcommittee, as follows: Captain D. A. Lyle, Lieutenant T. D. Walker, Superintendent J. G. Kiah.

Following next in order for action was the automatic method for bailing boats as proposed by Mr. A. Holdsworth, of Hull, England. This proposition was originally presented to the President of the United States, and by his direction referred to the Secretary of the Navy, who in turn referred it to the Treasury Department.

The inventor proposes to fasten the bottom boards of a boat to the bottom, with an intervening space or chamber, and make them fit snugly together or water-tight. At a distance of a few inches from the stem and sternpost these bottom boards are built up to within an inch or two of the gunwale, and thus is formed between this extension of the bottom boards and the stem and sternpost a channel, or means of egress, for such water as may pass under the deck through an aperture over which there is a hinged shutter under the midship thwart. The inventor's idea is that the water shall be discharged as the boat up-ends in passing over the seas, he claiming that the pitching movement of the boat will cause the water to spurt out of the boat at either end alternately. The committee, while recognizing the novelty of the proposition, reached the conclusion that it is impracticable for adaptation to the boats of the Service.

The committee on boats then rose and reported its conclusions upon the several propositions considered to the full Board in regular session. A motion was concurred in that the action of the committee upon the subjects discussed be approved and adopted for incorporation in the Board's report.

The Board at 1:15 P. M. adjourned until 10 A. M. to-morrow, then to

take passage to Point Allerton Life Saving Station to witness trials of vehicles for the transportation of the apparatus.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. C. S., Recorder.*

SATURDAY, May 27, 1893.

The Board reassembled at 10 A. M., as per adjournment yesterday, and proceeded to the Point Allerton Life-Saving Station (Second District) to examine and test the improved boat wagon submitted by Lieutenant C. H. McLellan, and the beach apparatus cart submitted by the Racine Carriage and Wagon Company, of Racine, Wisconsin. Upon the completion of this duty, the Board returned to Boston, and at 2 P. M. resumed its session in Room 121, Post-office building.

All the members were present excepting Assistant Superintendent H. M. Knowles, excused on account of illness in his family.

The minutes of yesterday's session were read and approved.

The General Superintendent of the Life-Saving Service in person referred to the Board reports from the keepers of certain life-saving stations in the Fourth District, (New Jersey coast,) commendatory of the practical utility of the Wells light at actual shipwreck. This light was approved by the Board at its last meeting. The Board thereupon adopted the following resolution :

*“Resolved,* In view of the reports from keepers of life-saving stations at actual shipwreck of the successful working of the Wells light, that the Board in supplement to its action upon this light at its meeting in June, 1892, recommend its use at such stations as the General Superintendent may deem it expedient to place it.”

#### EXAMINATION OF NEW APPARATUS.

The Board then resolved itself into committee of the full Board on boat wagons and other devices for the transportation of the apparatus, and took up for consideration the beach apparatus cart designed by the Racine Carriage and Wagon Company of Racine, Wisconsin.

A number of letters from keepers of life-saving stations, giving their opinions, after actual trial of this cart, were read at length. The general expression of these letters was that the Racine beach apparatus cart is superior to the handcarts now in general use at the stations. After due discussion of the subject, the committee, having already examined the cart at Point Allerton this morning, reached the conclusion that this vehicle is adapted to the needs of the Service, and that a recommendation for its adoption should be made in the Board's report.

The General Superintendent referred to the committee papers describing the improved surf boat wagon designed by Lieutenant C. H. McLellan, and which was examined and tested in comparison with the old service boat wagon this morning at the Point Allerton Life-Saving Station. The committee, after discussing the subject, adopted a resolution that this boat wagon is well adapted to the requirements of the Service, and that the Board should recommend its introduction into the Service, especially for the carriage of the heavier surfboats.

The next subject considered by the committee was the boat transporting truck, submitted by Wm. E. Van Alstine, of Texas, Oswego County, New York.

The committee adopted the following resolution, viz :

*“Resolved,* That the committee on boat wagons and other devices for the transportation of the apparatus is of the opinion that a two-wheeled

truck, as proposed by Mr. Van Alstine, whereby the boat would be supported entirely at one point, is objectionable, and that the committee can not, therefore, recommend its adoption by the Service."

The committee then proceeded to the consideration of the improved boat-launching wagon, submitted by Lieutenant O. C. Hamlet.

This wagon was before the Board at its last meeting, and was referred to a subcommittee for examination and report.

The report presented at a previous session was again read. The inventor sent word through a member of the Board that, inasmuch as this wagon is more complicated than some other boat wagons now before the Board, he desired to withdraw it. Permission to do this was granted, and the subject was dropped from the docket.

*Improved boat launching carriage (Woods).*—This device was next taken up. It was before the Board at its last meeting and came over as unfinished business. There are two models or types, one designed for carrying the self-righting and self-bailing lifeboat, (English model,) the other for the surfboat. The principles of construction, etc., of these two types of carriage are fully described in the committee's report. After an interchange of views the committee adopted a motion postponing final action upon this invention until further inquiry can be made as to its adaptability to the uses of the Service. The subject was thereupon ordered continued on the docket.

The committee then rose, resumed its session as in Board meeting, and reported its action upon the several subjects discussed in committee on boat wagons, etc. A motion was thereupon adopted that the action of the committee of the full Board on boat wagons, etc., upon the appliances just passed upon be approved and adopted for incorporation in the Board's report.

At this stage the General Superintendent gave notice that he desired to withdraw the papers in the case of the endless wheel plateways (Tipping) from the consideration of the Board, he having submitted it through mistake. This subject was therefore ordered dropped from the docket.

At 5:15 P. M. the Board adjourned until 10 A. M., Monday, May 29.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. C. S., Recorder.*

MONDAY, *May 29, 1893.*

The Board reassembled at 10 A. M., as per adjournment of Saturday, all the members being present.

The minutes of Saturday's session were read and approved.

#### READING OF CORRESPONDENCE.

Letters were read from the Acting General Superintendent of the Life-Saving Service, Washington, D. C., dated the 26th and 27th instant, transmitting two letters from keepers of stations in the Fourth and Sixth Districts, respectively, regarding the Racine beach apparatus cart; which were read and ordered filed with similar papers previously received.

#### COMMITTEE REPORTS.

Superintendent Sparrow, of the committee on the line-throwing gun for boat use, submitted by Superintendent T. J. Blakeney, of the Twelfth District, presented and read the committee's report.

This device consists of a skeleton stock, muzzle-loading whaling gun, of 1½-inch caliber, weighing thirty-five pounds after having the barrel reduced in length to twelve inches. It is provided with a short length of two-inch manila rope for use as a recoil breeching. When the piece is to be fired, this breeching is made fast to some convenient part of the boat to take up the recoil. The trigger is fitted with a firing lanyard twelve inches in length. The projectiles, two in number, are twelve inches in length and weigh three and one-half pounds each.

The Board, after discussion, reached the conclusion that there are stations where this or a similar device would be of utility to the Service. While the Board recognized the fact that the device before it is obsolete in pattern, construction, and material, and that, as shown by documentary evidence, it is dangerous to the operator, the general expression in discussion was that a breech-loader of simple construction, using metallic cartridge cases with powder charge and primers already loaded for use, would be serviceable. It was suggested that the projectile be a modification of the present service Lyle projectile, reduced in size and weight to suit the object to be attained. It was agreed that these views should be presented in the Board's report.

The Board then resolved itself into committee of the full Board on boats, and proceeded to the consideration of the subjects remaining in the hands of that committee.

*Self-righting and self-bailing surfboat (Beebe-McLellan).*—No further information regarding this boat having been received, it was recommended that the Board drop this subject from the docket.

*Self-bailing surfboat (Beebe-McLellan).*—The General Superintendent informed the committee that the principle of water ballast has been added to some of these boats in service, to secure greater stability and to improve their rowing qualities. The letters submitted by the General Superintendent on the 24th instant were again read. The committee, after discussing the general subject of self-bailing and water-ballasting boats at some length reached the conclusion that the documentary evidence upon this type of boat is of such a favorable character as to indicate that a further extension of this type of boat in the Service is desirable.

Next followed the self-righting, self-bailing, and self-sustaining surf lifeboat of Wm. E. Van Alstine. Two models of this boat were before the Board. It is a double-hulled boat up to the level of the working deck. The bottom is divided up into numerous small water-tight compartments, by means of which the inventor claims that he secures immunity from serious damage by staving. It is further claimed that these empty water-tight compartments are superior to compartments filled with cork, for the reason that the cork becomes water-soaked and rots out in three or four years. Mr. Van Alstine also claims that a boat of this construction will be lighter and stronger than one of the ordinary build. There seems, however, no way of proving the invulnerability of this boat to serious damage except by actual test in service. After a lengthy discussion of this subject in all its bearings the committee reached the conclusion that it is doubtful whether this boat would meet all the requirements of the Service, and especially with regard to stability, and the committee therefore declined to recommend its adoption for use in the Service.

The last subject considered by the committee was the patent lifeboat of Mr. Paul Hübner, of Milwaukee, Wisconsin. The letters-patent and drawings were closely examined. The conclusion reached by the committee was that this craft is not in any way adapted to the use of the Service.

The committee then rose and the Board resumed its session and adopted the reports of the committee as the views of the Board upon the various types of lifeboats considered for incorporation in the report to the General Superintendent.

The preparation of the Board's report, which had been in progress during the several sessions of the Board, was then resumed; and when it was completed and signed by all the members, the Board at 1:50 P. M. adjourned *sine die*.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. C. S., Recorder.*

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