

ANNUAL REPORT OF THE  
United States Revenue-Cutter  
Service

FOR THE FISCAL YEAR ENDED JUNE 30

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FUNCTIONS, DUTIES, AND ORGANIZATION OF THE UNITED STATES  
REVENUE-CUTTER SERVICE

The Revenue-Cutter Service was originally established in 1790 as the second section of the first Congress, upon the recommendation of the first Secretary of the Treasury, as the result of the need for the service of a coast patrol for the enforcement of the revenue laws.

As the Government grew, the needs of the service have been continuously added to the original ones, and the demands of the service have increased in number and complexity.

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**FUNCTIONS, DUTIES, AND ORGANIZATION OF THE  
UNITED STATES REVENUE-CUTTER SERVICE.**

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The work to be performed there from what might be termed the natural divisions of governmental work, such, for example, as the natural divisions of the work on the land and the work on the sea, and the work of the Government in the enforcement of the laws.

services of the necessity for their work, together with the governmental division or departments under which they had their work assigned. And these being an indefinite amount of work, it was necessary for each of the several departments to carry the number of a separate service by each, it was more natural than an economical and business arrangement to have them all performed by an established organization. And these things have produced the Revenue-Cutter Service as it exists to-day, a compact and efficient organization, carrying out its work in the enforcement of governmental maritime laws. In addition to the functions of the Treasury Department, the Revenue-Cutter Service is called upon to carry out the work of the other departments, namely the Department of Commerce, the Department of Labor, the Department of the Interior, the Department of Justice, and, in a limited degree, the Department of Agriculture.

The emergency and principal duties in several cases, those of marine life and water by department vessels at sea, and those of the enforcement of special governmental functions, such, for example, as the Revenue-Cutter Service, whether assigned specifically by law or not, to the

## FUNCTIONS, DUTIES, AND ORGANIZATION OF THE UNITED STATES REVENUE-CUTTER SERVICE.

### FUNCTIONS AND DUTIES.

The Revenue-Cutter Service was originally established in 1790, at the second session of the First Congress, upon the recommendation of the first Secretary of the Treasury, as the result of the need for the services of a coast patrol for the enforcement of the customs laws and an organized armed force for the protection of the seacoast, there being at that time no Naval Establishment. By evolutionary processes coincident with the steady growth of the Nation, duties have been successively added to this service to meet the ever-increasing demands of the maritime interests in so far as they are connected with governmental functions. All governmental activities have increased by the same processes so that to-day there are ten great departments of the Government, whereas at the beginning there were but three. This increase in the number of the departmental divisions of the public service was made more on account of the greater volume of the work to be performed than from what might be termed the natural divisions of governmental work, such, for example, as the natural division of the work on the land and the work on the sea. Therefore it followed that additional duties on the seas were quite appropriately assigned to and performed by the Revenue-Cutter Service, as the necessity for them arose, regardless of the artificial governmental division or department under which this need was made apparent. And there being an insufficient amount of such maritime work in each of the several departments to warrant the maintenance of a separate service by each, it was most natural from an economical and business standpoint to have them all performed by an established organization. And these things have produced the Revenue-Cutter Service as it exists to-day, a compact and efficient organization—an emergency service—specializing in the performance of governmental maritime duties. In addition to its functions under the Treasury Department, quite logically the service is called upon by, and accomplishes work of this character for, a number of the other departments, notably the Department of Commerce, the Department of Labor, the Department of the Interior, the Department of Justice, and, in a limited degree due to limited needs, for the Department of Agriculture.

Its emergent and principal duties in times of peace, those of saving life and assisting distressed vessels at sea, are what might be classed as general governmental functions which belong to the Revenue-Cutter Service whether assigned specifically by law or not, as in the

process of governmental evolution they quite naturally fell to this organization as the need for them developed, and have always been performed by it. The destruction of derelicts comes under this general class. A number of other duties assigned to this service, such as the patrolling or policing of regattas, the enforcement of navigation laws, the enforcement of quarantine laws, and the patrol of the Bering Sea for the protection of the fur-seal industry, might be classified as intermittent duties and from an economical standpoint fit in most efficiently with the principal duties above enumerated.

For example, the greater part of the work of saving life and property on the sea occurs in the stormy winter months. During periods of good weather in the winter, the cutters board and examine vessels and otherwise enforce navigation laws. In the summer months occur the great regattas and marine parades, which have to be regulated and patrolled; the Bering Sea policing, due to the habits of the seals, is only necessary during the months from May to October. The annual cruise of one vessel along the coast of Alaska, in the interest of the Department of Justice, is practicable only in the summer months and the same is true of the cruise made by another vessel to the far north, serving the interests of several departments—the Treasury, Commerce, Labor, Interior, and Justice. Nine-tenths of the 110,000, and over, motor boats which must be kept under Government surveillance, are used only during the summer months. The service of a first-class cutter to police the distant islands beyond the Hawaiian group, at the request of the Department of Agriculture, for the purpose of protecting the bird preserves and preventing encroachment by Japanese poachers, is also what may be termed an intermittent duty that fits in well with the other duties of that vessel, and on these cruises the customs laws and navigation laws are enforced as occasions serve, and calls for assistance from vessels and people in distress are always responded to—no matter with what other duty the vessel is specially charged.

It is the general impression that there is little or no smuggling in bulk at the present time, and it is true that this form of lawlessness is not very common, but this fact is evidence of the high state of efficiency in which the Revenue-Cutter Service has been and is being maintained, and is a result of the accumulated deterrent effect of years of vigilant patrolling. Along our borders there is still more or less smuggling of Chinese persons, opium, and spirits in violation of the law, and it keeps the Revenue-Cutter Service in those localities busy to prevent operations of this kind. Lawlessness in any guise and in any locality is kept in check only by physical force, and it is clear that without an armed coast patrol smuggling would soon spring into existence along our many miles of seacoast.

In a general way, the duties which the Revenue-Cutter Service is called upon to perform may be classified as follows:

1. Assistance of vessels in distress.
2. Cooperation with the Navy in times of war.
3. Destruction of derelicts and other menaces to navigation.
4. Protection of the customs revenue.
5. Enforcement of the navigation and other laws governing merchant vessels and motor boats.

6. Regulation and policing of regattas and marine parades.
7. Enforcement of laws relating to anchorage of vessels.
8. Enforcement of the neutrality laws.
9. Enforcement of quarantine laws and immigration laws.
10. Suppression of mutinies on board merchant vessels.
11. Protection of game, and the seal and other fisheries in Alaska; suppression of illegal traffic in firearms, ammunition, and spirits in Alaska.
12. Cooperation with the Life-Saving Service by the instruction, drilling, and inspection of its crews.

While the foregoing represent the principal duties which the revenue cutters perform, it is impossible to enumerate all of the tasks that fall to this service, for it is essentially an emergency service, and it seems to be generally recognized that all of the great departments of the Government should call upon revenue cutters for any special work of a maritime nature for which no vessels are especially maintained.

During all periods of the year and at such times as least to interfere with the emergent duties of a civil nature, a rigid system of military discipline and training is maintained to fit the personnel for cooperation with the Navy in time of war, as the law requires. This function of the service has always been of value, since in all wars to which the United States has been a party the Government has had at hand a naval auxiliary force, properly disciplined and trained, ready to become a part of the regular naval force simply by the issuance of an Executive order.

#### ORGANIZATION.

The Revenue-Cutter Service occupies a peculiar position among other branches of the Government, and necessarily so from the dual character of its work, which is both civil and military. Its organization, therefore, must be such as will best adapt it to the performance of both classes of duties, and as a civil organization would not suffice for the performance of military functions, the organization of the service must be essentially military in character. More than 120 years of practical experience has demonstrated that it is by means of military drills, training, and discipline that the service is enabled to maintain its ships and personnel in that state of preparedness necessary for the prompt performance of its most important civil duties, which, as has been stated, are largely of an emergent character.

The organization of the Revenue-Cutter Service is as follows:

1. The Secretary of the Treasury.
2. Assistant Secretary of the Treasury. (Having supervision.)
3. Captain Commandant, who is charged with the administration of the service. His office is at Washington.
  - A. General administration. The office of the Captain Commandant is divided into the following divisions or sections:
    - I. Personnel, operations, and ordnance.
    - II. Construction and repair, hulls.
    - III. Construction and repair, machinery.
    - IV. Supplies.
    - V. Accounts.
    - VI. Miscellaneous, including mail and files and law clerk.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury. (Having supervision.)—Continued.
3. Captain Commandant, who is charged with the administration of the service. His office is at Washington—Continued.

**B. Field service.**

- I. Northern division, Pacific coast. In charge of a senior officer stationed at Port Townsend, Wash., who directs the movements of, and is responsible for, the efficiency of the vessels of his division, as follows:

Name.	Headquarters.	Cruising limits.
Manning.....	Astoria, Oreg.....	General cruising on Pacific, north of Cape Blanco, Oreg.
Tahoma.....	Seattle, Wash.....	Do.
Unalga.....	Juneau, Alaska.....	Waters of southeastern Alaska.
Snohomish.....	Neah Bay, Wash.....	Vicinity of Cape Flattery, Wash.
Arcata.....	Port Townsend, Wash.....	Puget Sound.
Guard.....	Friday Harbor, Wash.....	Do.

- II. Southern division, Pacific coast. In charge of a senior officer stationed at San Francisco, Cal.:

Name.	Headquarters.	Cruising limits.
McCulloch.....	San Francisco, Cal.....	General cruising on Pacific, south of Cape Blanco, Oreg.
Bear.....	San Diego, Cal.....	Do.
Golden Gate.....	San Francisco, Cal.....	Boarding duty for customs.
Hartley.....	do.....	Do.

- III. Bering Sea Patrol Fleet. Composed of vessels detailed from the northern and Southern divisions from May to October each year. In charge of a senior officer stationed at Unalaska, Alaska.

- IV. New York division. In charge of a senior officer<sup>1</sup> stationed at New York, N. Y.

<sup>1</sup> This senior officer is also supervisor of anchorages for New York and vicinity, and acts as purchasing officer at New York.

Name.	Headquarters.	Cruising limits.
Seneca.....	New York, N. Y.....	Derelict destroyer for Atlantic coast.
Mohawk.....	do.....	From Gay Head, Mass., to Delaware Breakwater.
Manhattan.....	do.....	Anchorage patrol in New York Bay and Harbor.
Guide.....	do.....	Do.
Hudson.....	do.....	Boarding duty for customs.
Calumet.....	do.....	Do.

- V. Eastern Division. In charge of a senior officer stationed at Boston, Mass.

Name.	Headquarters.	Cruising limits.
Woodbury.....	Eastport, Me.....	From Eastport, Me., to Portland, Me.
Androscoggin.....	Portland, Me.....	From Eastport, Me., to Cape Ann, Mass.
Gresham.....	Boston, Mass.....	From Portsmouth, N. H., to Nantucket Shoals Lightship.
Winnisimmet.....	do.....	Boarding duty for customs.
Acushnet.....	Woods Hole, Mass.....	Buzzards Bay, Nantucket Shaals, Vineyard Sound, and adjacent waters.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury. (Having supervision.)—Continued.
3. Captain Commandant, who is charged with the administration of the service. His office is at Washington—Continued.

**B. Field service—Continued.**

- VI. Independent vessels. The other vessels of the service are stationed as follows: The commanding officer of each vessel is responsible for the efficiency of his command. The movement of these vessels and the inspection of the same is directed by the Washington office.

Name.	Headquarters.	Cruising limits.
Onondaga.....	Norfolk, Va.....	Great Egg Harbor, N. J., to Cape Hatteras.
Wissahickon.....	Philadelphia, Pa.....	Boarding duty for customs.
Apache.....	Baltimore, Md.....	Cheapeake Bay and tributaries.
Guthrie.....	do.....	Boarding duty for customs.
Pamlico.....	Newbern, N. C.....	Pamlico and Albermarle Sounds.
Seminole.....	Wilmington, N. C.....	Cape Hatteras to Charleston, S. C.
Yamacraw.....	Savannah, Ga.....	Frying Pan Shoals, N. C., to Fernandina, Fla.
Tybee.....	do.....	Boarding duty for customs.
Miami.....	Key West, Fla.....	Fernandina, Fla., to Tampa, Fla., and Gulf of Mexico.
Algonquin.....	San Juan, P. R.....	Waters of Porto Rico.
Penrose.....	Pensacola, Fla.....	Boarding duty for customs.
Alert.....	Mobile, Ala.....	Do.
Winona.....	do.....	From Mobile, Ala., to West End, Lake Pontchartrain, and adjacent waters.
Davey.....	New Orleans, La.....	Boarding duty for customs.
Windom.....	Galveston, Tex.....	From New Orleans, La., to the mouth of the Rio Grande.
Morrill.....	Detroit, Mich.....	Lakes Huron, St. Clair, and Erie.
Tuscarora.....	Milwaukee, Wis.....	Lake Michigan and Lake Superior.
Thetis.....	Honolulu, Hawaii.....	General cruising on Pacific.
Itasca.....	Service depot, Baltimore, Md.....	Relief vessel and practice ship for cadets.
Mackinac <sup>1</sup> .....	Sault Ste. Marie, Mich.....	St. Marys River.
Patrol.....	Chicago, Ill.....	Anchorage patrol at Chicago, Ill.

<sup>1</sup> And 3 launches. (In charge of an officer stationed at Sault Ste. Marie, who is charged with the enforcement of laws regulating the anchorage of vessels and the movement of traffic in the "Soo Canal" and St. Marys River, Great Lakes.)

- VII. Depot at Arundel Cove, South Baltimore, Md. Comprises a general storehouse for the Atlantic coast and plant for overhauling and repairing vessels.
- VIII. Depot at San Francisco, Cal., for purchasing and issuing supplies to vessels on the Pacific coast.
- IX. School of instruction at Fort Trumbull, New London, Conn., for the education and training of cadets. During the summer months the *Itasca* is detailed to this school for the annual cadet practice cruise.

**PERSONNEL.**

The authorized commissioned personnel of the Revenue-Cutter Service consists of 159 line officers, 81 engineer officers, and 2 constructors, a total of 242. These are divided into the following grades:

- 1 captain commandant.
- 6 senior captains.
- 31 captains.
- 37 first lieutenants.
- 42 second lieutenants.
- 42 third lieutenants.
- 1 engineer in chief.
- 6 captains of engineers.
- 28 first lieutenants of engineers.
- 22 second lieutenants of engineers.
- 24 third lieutenants of engineers.
- 2 constructors with the rank of first lieutenant.

At the School of Instruction, New London, Conn., are 3 cadets of the line and 4 cadet engineers, 7 in all. At the present time there are 14 vacancies in the commissioner personnel; but as the law now permits the appointment of only 7 cadets, the remaining 7 vacancies can not be filled until additional legislation is obtained, as set forth on page 64 of this report.

By law the officers of the Revenue-Cutter Service rank as follows:

Captain commandant, with-----	{ Colonel, United States Army. Captain, United States Navy.
Senior captain and engineer in chief, with-----	{ Lieutenant colonel, United States Army. Commander, United States Navy.
Captain and captain of engineers, with-----	{ Major, United States Army. Lieutenant commander, United States Navy.
First lieutenant and first lieutenant of engineers, with-----	{ Captain, United States Army. Lieutenant (senior), United States Navy.
Second lieutenant and second lieutenant of engineers, with-----	{ First lieutenant, United States Army. Lieutenant (junior), United States Navy.
Third lieutenant and third lieutenant of engineers, with-----	{ Second lieutenant, United States Army. Ensign, United States Navy.

The pay of the commissioned personnel is fixed by Congress to correspond with the pay and allowances of like rank in the Army. Officers are retired upon reaching the age of 64 years, or upon becoming physically incapacitated for active service. At the present time officers reach command rank at about 40 years of age, which goes far toward maintaining the efficiency of the service.

The total authorized complement of warrant officers, petty officers, and men is 1,576, their pay being regulated by law. Warrant officers are appointed by the Secretary of the Treasury, and hold their appointments during good behavior. Petty officers and other men are enlisted for periods of one year. After three successive enlistments an increase in pay is allowed, and the law provides an annual sum for the purchase of uniforms. Efficiency in the enlisted ranks is rewarded by promotion to the several grades of petty officers, and the warrant officers are selected from the petty officers as vacancies occur. Warrant and petty officers receive 10 per cent increase for every five years of service as warrant or petty officers, not to exceed 40 per cent in all. Warrant officers, petty officers, and enlisted men are retired after 30 years of service.

Offenses against discipline are dealt with by means of courts-martial, convened by or under the direction of the Secretary of the Treasury. These courts are by law organized and the procedure conducted substantially in accordance with naval courts, and the jurisdiction of the courts and the punishment to be imposed by them are defined by law.

#### VESSELS.

Of prime importance to any organization of this kind is the matériel with which it is equipped to perform its work. Vessels of the Revenue-Cutter Service are not, as popularly supposed, of one general type, as the very nature and variety of the duties assigned to them require that the vessels should be designed with particular reference to the work to be accomplished. In addition, they must be of such type as will best suit them for cooperation with the Navy in time of war, in accordance with statutory requirements. While the name of "cutter" would seem to indicate that such vessels are necessarily

speedy, it must be borne in mind that the speed of all ships follows natural laws as inexorable as the laws of gravity, and that other elements, such as steaming radius, seaworthiness, capacity for supplies, etc., must necessarily enter into consideration in the design of revenue cutters fully as much as speed. Hence it is that the average seagoing revenue cutter of to-day, while not as swift as might be imagined by those unfamiliar with ship construction, possesses as great speed as is consistent with the other essential qualifications.

The size and type of vessels of this service have varied with the general increase in size and power of merchant and naval vessels throughout the world, so we find that the average cutter of to-day is practically twice as large as the average vessel of the service 25 years ago. Believing that a short description of each revenue cutter will be of greater value to those interested in the subject than the usual technical description arranged in tabulated form, the following are presented in alphabetical order:

#### FIRST-CLASS VESSELS.

*Acushnet*.—A seagoing tug; is stationed at Woods Hole, Mass. She is a powerful steel vessel of 800 tons displacement and was built at Newport News, Va., in 1908. Her general dimensions are 152 feet long over all, 29 feet beam, and 13 feet 9 inches draft. She has water-tube boilers, a triple-expansion engine of 1,000 indicated horsepower, and a speed of 12½ knots. Fitted with 1-kw. radio set. Armed with two 1-pounder semiautomatic guns.

*Algonquin*.—A steel steamer 205 feet 6 inches long over all, 32 feet beam, 13½ feet draft, and has a displacement of 1,181 tons. She was constructed at Cleveland, Ohio, in 1898, and intended for service on the Great Lakes. She was needed on the Atlantic coast during the Spanish War, and it was necessary to cut her in two to allow passage through the canals. This vessel has powerful machinery which when new was capable of developing 2,400 horsepower, with a resultant speed of 16 knots. Before long she will need a thorough overhauling and the fitting of new boilers. This vessel is stationed at San Juan, P. R., and her cruising grounds comprise all the waters in the vicinity of Porto Rico. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounder guns.

*Androskoggin*.—A cutter of 1,600 tons displacement, stationed at Portland, Me. She is 210 feet long over all, 35 feet 2 inches beam, and 17½ feet draft. She was constructed at Tompkins Cove, N. Y., in 1908, and is of wood throughout, for the reason that during the winter season she has to break through the ice along the Maine coast for the relief of shipping. The vessel has a very large coal and water capacity and is frequently used in searching for derelicts offshore because of her ample radius. She has modern machinery capable of developing about 1,600 horsepower, and is now in fair condition throughout. Her cruising grounds are normally from Eastport, Me., to Cape Ann, Mass., although, as before stated, she is employed frequently in long cruises searching for derelicts. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Apache*.—This cutter was built in Baltimore, Md., in 1891, and formerly was known as the *Galveston*. Originally a twin-screw craft, she was in 1895 fitted with new machinery throughout and trans-

formed to single screw. She is 188 feet long over all, 29 feet beam, 9 feet 3 inches draft, and displaces 700 tons. The material used in her construction is iron. The new machinery is capable of developing about 1,200 horsepower, and since being reconstructed she is a fairly efficient craft for a vessel now over 22 years old. She has headquarters at Baltimore, Md., and her cruising grounds consist of Chesapeake Bay and its various tributaries. Fitted with 1-kw. radio set. Armed with three rapid-fire 3-pounders.

*Bear*.—This vessel, one of the best known in the Government service, was built at Greenock, Scotland, in 1874, and was originally used as an Arctic whaler. In 1883 she was purchased by the United States for use on the Greely relief expedition. Having successfully fulfilled the object for which she was purchased, she was in 1885 transferred from the Navy Department to the Revenue-Cutter Service. She is, of course, built very solidly of wood for service in the ice. Her length over all is 198 feet, beam 28½ feet, and draft 18 feet 2 inches, with a displacement of 1,700 tons. She has had frequent repairs and been modernized, so that to-day she is in fairly good condition. Her winter headquarters are at San Diego, Cal., from whence she cruises along the southern coast of California. In the summer months she makes annual cruises to Alaska and the Arctic Ocean as far north as Point Barrow. Her propelling machinery is such as to give her a speed of only 8 knots, but she is also a barkentine, rigged for full sail power, which is used to assist the steam machinery. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

*Gresham*.—A steel vessel, built at Cleveland, Ohio, in 1897. She is 205½ feet long, 32 feet beam, and 12½ feet draft, with a displacement of 1,090 tons. Originally intended for cruising on the Great Lakes, the necessities of the Spanish War caused her to be brought to the Atlantic coast, where she has since remained. She is fitted with steam machinery of 2,500 horsepower, and has attained a maximum speed of 17 knots. This craft, now 15 years in service, is in fairly good condition, but before long she will need to be thoroughly overhauled and modernized. Her headquarters are at Boston, Mass., and her cruising grounds extend from Portsmouth, N. H., to Nantucket Shoals Lightship. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Itasca*.—This vessel was formerly the practice ship *Bancroft*, built for service in connection with the Naval Academy at Annapolis. In 1906 she was transferred to the Revenue-Cutter Service, thoroughly overhauled, and fitted with new boilers. She was built of steel throughout at Elizabethport, N. J., in 1893, and is now in fairly good condition. The principal dimensions are 189½ feet long over all, 32 feet beam, 13 feet 10 inches draft, with a displacement of 980 tons. She is fitted with twin screws and is capable of making a speed of 14½ knots under forced draft. During the summer months she makes annual deep-sea cruises for the instruction and training of the corps of cadets. In the winter season she is used as a relief vessel for any which may be undergoing repairs. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*McCulloch*.—Built at Philadelphia in 1897. She is of composite construction, 219 feet long over all, 32 feet 6 inches beam, 15 feet 11 inches draft, with a displacement of 1,400 tons. During the Spanish-American War this cutter was employed as a dispatch boat for

Dewey's squadron at Manila, and she has seen hard and continuous service ever since. In consequence, it is probable that during the current fiscal year she will be fitted with new boilers, and be otherwise extensively overhauled. She has headquarters at San Francisco during the winter, and during the summer months she is detailed in connection with the Bering Sea patrol and other duties in Alaskan waters. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Manning*.—Of the composite type of construction, built at Boston, Mass., in 1897. She is 205 feet long over all, 32 feet beam, 13 feet 9 inches draft, and has a displacement of 1,150 tons. The old boilers of this cutter have just been replaced with modern water-tube boilers, her bunkers and fresh-water capacity greatly enlarged and her main engine cylinders redesigned. The results have been very successful, and the vessel is now very efficient as a Bering Sea patrol cutter. In the winter the *Manning's* headquarters are at Astoria, Oreg.; in the summer she is detailed to the Bering Sea patrol and other duties in Alaskan waters. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Miami*.—Launched at Newport News, Va., in February, 1912. She is a steel vessel throughout, 190 feet long over all, 32½ feet beam, 14 feet 1 inch draft, and has a displacement of 1,180 tons. This vessel is modern in every respect and is provided with water-tube boilers and a triple-expansion engine of 1,300 indicated horsepower, which gives her a speed of 12½ knots. She has an unusually large coal and water capacity, which will enable her to make long continued cruises in search of derelicts and in the assistance of distressed vessels. The *Miami* is stationed at Key West, Fla. Her cruising grounds are the waters of southern Florida as far north as Fernandina and the Gulf of Mexico. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

*Mohawk*.—A steel cutter, built at Richmond, Va., in 1902. She is 205½ feet long over all, 32 feet beam, and 12 feet 7 inches draft, with a displacement of 1,150 tons. In commission for 10 years, this vessel has never had any extensive repairs or overhauling and will be given such during the current fiscal year. She has headquarters at New York, and cruises the Atlantic Ocean and tributary waters between Gay Head, Mass., and Delaware Breakwater in performing her duties of assisting vessels in distress and enforcing the various navigation laws. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Onondaga*.—A steel vessel, sister ship of the *Algonquin*, and like her, was cut in two during the Spanish-American War, and brought to the Atlantic coast from Cleveland, Ohio, where she was built in 1898. She is 205½ feet long over all, 32 feet beam, 13 feet 2 inches draft, and displaces 1,190 tons. This vessel has done much hard cruising and although at present in fairly good condition will soon need extensive repairs. Her headquarters are at Norfolk, Va., and her cruising grounds extend from Great Egg Harbor, N. J., to Cape Hatteras, N. C., including the Delaware River and Bay. As many marine accidents occur in the waters which she patrols she is kept almost constantly on the move to render assistance to distressed vessels. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Seminole*.—Constructed of steel throughout at Baltimore, Md., in 1900. She is 188 feet long over all, 29½ feet beam, 11 feet 8 inches draft, and her displacement is 845 tons. When new, her speed was 16½ knots, but her boilers are now old and unable to carry the steam pressure for which they were designed. In the near future new boilers will have to be installed and repairs made to the hull and machinery. The vessel's headquarters are at Wilmington, N. C., from whence she patrols from Cape Hatteras to Charleston, S. C. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Seneca*.—A steel vessel, built at Newport News, Va., in 1908. The principal dimensions are: Length over all 204 feet, beam 34 feet, draft 17 feet 3 inches, and a displacement of 1,445 tons. She is popularly known as the "derelict destroyer," from the fact that she is the only vessel in the world which is used exclusively for the purpose of destroying floating and sunken derelicts. The act of Congress, approved May 12, 1906, provided that she should be "specially fitted for and adapted to service at sea in bad weather, for the purpose of blowing up or otherwise destroying or towing into port wrecks, derelicts, and other floating dangers to navigation." She is, therefore, a vessel capable of keeping the seas for long periods in any kind of weather, and is provided with all necessary apparatus for carrying out the purposes for which she was constructed. She has a maximum speed of about 12½ knots, and is a thoroughly efficient vessel, as attested by the large amount of valuable work which she has performed since being commissioned. Her headquarters are at New York City, and her activities are limited to that portion of the North Atlantic Ocean to the eastward of the United States, bounded by a line from Portland, Me., to Sable Island, Nova Scotia, thence to the Bermuda Islands, and thence to Charleston, S. C. She is also authorized, under special circumstances, in the interest of shipping, to proceed beyond those limits. In the summer months, during periods of fair weather, this vessel is, owing to the exigencies of the service, frequently required to patrol regatta courses and enforce navigation laws. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Snohomish*.—This is another vessel which, with the *Seneca*, might be termed a "special type." The act of April 19, 1906, required "that there shall be constructed, for and under the supervision of the Revenue-Cutter Service, a first-class sea going tug for service in saving life and property in the vicinity of the North Pacific coast of the United States, which tug shall be equipped with wireless-telegraph apparatus, surfboats, and such other modern life and property saving appliances as may be deemed useful in assisting vessels and rescuing persons and property from the perils of the sea." The *Snohomish* is constructed of steel, 152 feet long over all, 29 feet beam, 15 feet 5 inches draft, with a displacement of 880 tons. As required by law, she is equipped with every device of any practical value in the saving of life. Although her headquarters are at Port Angeles, Wash., she spends the greater part of the time at Neah Bay, Wash., where she is kept in constant readiness to answer calls for assistance. Fitted with 1-kw. radio set. Armed with two 1-pounder semiautomatic guns.

*Tahoma*.—A steel revenue cutter, built at Camden, N. J., in 1909. The principal dimensions are: Length over all 191 feet 8 inches, beam

32½ feet, draft 14½ feet, with a displacement of 1,215 tons. This vessel is in good condition, has a large coal and water capacity, and can make about 13½ knots. Her boilers, machinery, and equipment are of the latest type, and she has made a number of long voyages. In the winter season her headquarters are at Port Townsend, Wash., and she performs general cruising duty in Puget Sound and the waters of the North Pacific. During the summer months the *Tahoma* is attached to the Bering Sea Patrol Fleet. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

*Thetis*.—This craft was originally a Dundee whaler, and was bought by the United States Navy for duty in connection with the Greeley relief expedition. In 1900 she was transferred to the Revenue-Cutter Service for duty in Alaskan and Arctic waters. She was built of wood in 1881, is 188½ feet long over all, 29 feet beam, and draws 17 feet 10 inches, with a displacement of 1,250 tons. The vessel now being over 31 years old, has outlived her usefulness, as it would cost considerable to put her hull and machinery in first-class condition. She makes an annual cruise to Alaska, where, in addition to her service with the patrol fleet, she takes the United States judge and other Federal officials to remote places in Alaska to hold court. During the winter season she is stationed at Honolulu, Hawaii, where she patrols not alone the Hawaiian group, but makes periodical trips to the Lysiansky and other outlying islands, in connection with the protection of the bird reservations. Fitted with 2-kw. radio set. Armed with three rapid-fire 3-pounders.

*Tuscarora*.—A steel vessel, built at Richmond, Va., in 1902. Her principal dimensions are 178 feet over all, 30 feet beam, 10 feet 11 inches draft, with a displacement of 740 tons. Although 11 years old, this vessel, her machinery, and equipment are in very good condition. She is stationed at Milwaukee, Wis., from whence she cruises the waters of Lakes Michigan and Superior. Fitted with 1-kw. radio set. Armed with one rapid-fire 3-pounder.

*Unalga*.—A sister ship to the *Miami*, built of steel and launched at Newport News, Va., February, 1912. She is of steel construction, 190 feet long, 32½ feet beam, 14 feet 1 inch draft, and a displacement of 1,180 tons. She is provided with a triple-expansion engine and water-tube boilers capable of developing 1,300 indicated horsepower, which gives a speed of 12½ knots. The bunker and tank capacity of this ship are unusually large for a vessel of this class, which enables her to make long-continued cruises in Alaskan waters, where she is stationed, with headquarters at Juneau, Alaska. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

*Yamacraw*.—A steel revenue cutter, built at Camden, N. J., in 1909. The principal dimensions are 191 feet 8 inches length over all, 32½ feet beam, 13 feet draft, and has a displacement of 1,080 tons. This vessel is in first-class condition, and owing to her large bunker and tank capacity is capable of making long voyages in search of derelicts or for the relief of distressed vessels. Her headquarters are at Savannah, Ga., from which she patrols that portion of the South Atlantic coast extending from Cape Lookout, N. C., to Fernandina, Fla. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

## SECOND-CLASS VESSELS.

*Colfax*.—This is a vessel worn out for cruising purposes, now used at the service depot, Arundel Cove, Md., as a station ship. She was formerly a side-wheeler, but the machinery has been removed. Her over-all dimensions are 179 feet 5 inches long, 25 feet beam, and draft 10 feet, with a displacement of 486 tons.

*Morrill*.—Constructed of iron at Wilmington, Del., in 1889. She is 145 feet 3 inches long over all, 24 feet beam, 9½ feet draft, and has a displacement of 420 tons—somewhat inadequate for the modern requirements of a cruising revenue cutter. She has recently been equipped with a new boiler and given as thorough an overhauling as is warranted for a vessel of her age. Her headquarters are at Detroit, Mich., and she cruises the waters of Lakes Huron, St. Clair, Erie, and Ontario. Fitted with 2-kw. radio set. Armed with one rapid-fire 3-pounder.

*Pamlico*.—Built especially for service in inland waters, and was designed for very light draft. Constructed of steel throughout at Wilmington, Del., in 1907; she is 158 feet long, 30 feet beam, draws 5 feet 8 inches, and displaces 450 tons. She is equipped with twin screws, and her machinery is of the most modern type. Her general condition is first class. The headquarters of the *Pamlico* are at Newbern, N. C., and her cruising district embraces the waters of Albemarle and Pamlico Sounds and the Neuse River, where she enforces the navigation laws and renders aid to the large fleet of small vessels which are engaged in the fishing, oyster, and transportation business. Fitted with 2-kw. radio set. Armed with two rapid-fire 3-pounders.

*Windom*.—A twin-screw, steel vessel, built at Dubuque, Iowa, in 1896. Her length over all is 170 feet 8 inches, beam 27 feet, draft 9½ feet, with a displacement of 670 tons. The vessel is now over 16 years old, and will soon need extensive repairs, including a new boiler. Her headquarters are at Galveston, Tex., and her cruising district extends from New Orleans, La., to the mouth of the Rio Grande. Fitted with 2-kw. radio set. Armed with three rapid-fire 3-pounders.

*Winona*.—A twin-screw, light-draft cutter, built of iron at Wilmington, Del., in 1890. She is 148½ feet long over all, 26 feet 3 inches beam, 6 feet 10 inches draft, and has a displacement of 400 tons. On account of her age and light draft she is unfitted for duty at sea and is but fairly efficient for duties in the sounds of the Mississippi. She should soon be replaced by a larger and more efficient vessel. Her present headquarters are at Mobile, Ala., and her cruising district embraces the waters between that point and Lake Pontchartrain, La. Armed with one rapid-fire 3-pounder.

*Woodbury*.—One of the oldest, if not the oldest vessel, now actively employed by the United States Government. She was constructed of wood at Philadelphia, Pa., in 1864, and is 146½ feet long over all, 28½ feet beam, 11 feet 7 inches draft, and displaces 500 tons. Now over 50 years old, she has reached a stage where, owing to her rotting timbers and leaky boiler, it is most difficult to keep her in condition for cruising. But notwithstanding this she manages to do considerable work in patrolling the coast of Maine between Eastport and Portland, Me., her headquarters being at the former place. There is

urgent need for a new and modern cutter to replace this old vessel. Fitted with ¼-kw. radio set. Armed with one rapid-fire 3-pounder.

## THIRD-CLASS VESSELS AND LAUNCHES.

*Alert*.—A small wooden launch 61½ feet long over all, built at Mobile, Ala., in 1907. A new boiler is now being fitted which will place this launch in good condition. She is employed principally in boarding incoming foreign vessels for the customs service, and in enforcing navigation laws in Mobile Harbor.

*Arcata*.—A wooden tug, 85 feet long over all, 17 feet beam, and 10 feet 4 inches draft, with a displacement of 140 tons. She has recently been provided with a new boiler fitted for burning oil. She was built at San Francisco in 1903, and is now in good condition. She is stationed at Port Townsend, Wash., and her cruising grounds are confined to Puget Sound.

*Calumet*.—A harbor boat, built of steel throughout at Buffalo, N. Y., in 1894. She is 94½ feet long over all, 20½ feet beam and 9 feet deep, with a displacement of 170 tons. She has recently been fitted with a new boiler designed to use oil fuel, and is now in fairly good condition. Her headquarters are at New York City, and she is employed principally in boarding incoming vessels, in connection with the customs service.

*Davey*.—This harbor vessel was built of steel throughout at Wilmington, Del., in 1908. She is 92½ feet long over all, 19 feet beam, 11 feet 2 inches draft and displaces 180 tons. She is in good condition, and employed for boarding incoming vessels at New Orleans, La., in connection with the customs service, and for enforcing the navigation laws in the lower Mississippi River.

*Golden Gate*.—A harbor vessel built of steel throughout, at Seattle, Wash., in 1896. She is 110 feet long over all, 20½ feet beam, 9 feet 10 inches draft, with a displacement of 240 tons. In 1910 a new boiler with oil fuel burning apparatus was installed, and she is now in good condition. She is employed for boarding purposes in connection with the customs service at San Francisco harbor, and for general revenue-cutter purposes in San Francisco Bay and its tributaries.

*Guide*.—This is a motor boat built at Bayonne, N. J., in 1907. She is 70 feet long over all, 13 feet beam with a draft of 4½ feet. She is equipped with twin screws operated by two gasoline engines of 60 horsepower each, and is in good condition. Her duties are confined to enforcing the anchorage, motor boat, and navigation laws in New York Harbor and vicinity.

*Guthrie*.—A steel harbor vessel, constructed at Baltimore, Md., in 1895. She is 88 feet long over all, 17 feet beam, 9 feet draft, with a displacement of 150 tons. Although now 18 years old, this vessel is in fairly good condition, and needs only current repairs to keep her efficient for the duties performed, which consist of boarding incoming vessels for the customs authorities at Baltimore, Md., and the enforcement of the motor boat and navigation laws in that vicinity.

*Hartley*.—A small wooden harbor vessel built at San Francisco, Cal., in 1875. She is 64½ feet long, 11 feet beam, 6½ feet draft, with a

displacement of 65 tons. She is now 38 years old, her machinery is obsolete, and she is scarcely capable of performing her duties as night boat in connection with the customs service at San Francisco.

*Hudson.*—This harbor vessel was built of iron throughout at Camden, N. J., in 1893. She is 96½ feet long, 20 feet beam, 9 feet draft, and has a displacement of 180 tons. A new boiler has been installed and the vessel is in fairly good condition. She is stationed at New York City, where her principal duties are in connection with the customs service at that port.

*Mackinac.*—A vessel of the harbor type, constructed of steel throughout at Baltimore, Md., in 1903. She is 110 feet long over all, 20½ feet beam, 10½ feet draft, and has a displacement of 240 tons. She is in good condition, and is employed in regulating the passage of the vast fleet of vessels through the approaches to the Sault Ste. Marie Canal and locks which connect Lakes Huron and Superior. She also enforces navigation and motor boat laws in that vicinity.

*Manhattan.*—This is one of the oldest vessels in the service and was constructed at Chester, Pa., in 1873, of iron. She is 102 feet long, 20 feet 5 inches beam, 8½ feet draft, and has a displacement of 145 tons. The machinery of this vessel is of an antiquated type and inefficient; the hull is in bad condition, and a new vessel is urgently needed for the performance of these duties, which consist principally of enforcing the anchorage regulations in the port of New York.

*Patrol.*—A small motor-driven launch, 36 feet 2 inches long, built at Jersey City, N. J., in 1899. She is employed in enforcing the anchorage and motor boat laws in the harbor of Chicago, Ill.

*Penrose.*—A small wooden launch 67 feet long, built at Bentley Manor, N. Y., in 1883. She is equipped with a water-tube boiler and compound engine, and on account of her long service is at present in but fair condition. She is stationed at Pensacola, Fla., where her duties are boarding incoming foreign vessels in connection with the customs service and enforcing the motor boat and navigation laws in the harbor.

*Revenue Cutter No. 24.*—A small wooden steam launch 67½ feet long, now being constructed at the Mare Island Navy Yard to replace the old launch *Guard*. The new craft will be of the latest type and is expected to be very efficient for the duties devolving upon her in the waters of Puget Sound.

*Scout.*—A small wooden steam launch, 65 feet long, built at Port Townsend, Wash., in 1896. She is not in very good condition and on account of her diminutive size is illy adapted for the services she performs. However, she is kept busy in patrolling the shoal waters of Puget Sound along the boundary line to prevent Chinese and opium smuggling and enforcing the navigation laws. Her headquarters are at Port Townsend, Wash.

*Tybee.*—A small steel steam launch, 63 feet long, built at Camden, N. J., in 1895. She is in fairly good condition and efficiently performs her duties of boarding incoming foreign vessels at Savannah, Ga., and enforcing motor boat and other navigation laws at that port.

*Vigilant.*—A small 45-foot motor-driven launch, built in 1910 at Bay City, Mich. She is actively employed during the season of navigation in patrolling and enforcing the laws relative to the passage of vessels through the canal at Sault Ste. Marie, Mich.

*Winnisimmet.*—A harbor vessel built at Baltimore, Md., in 1903. She is of steel and her principal dimensions are 96½ feet long, 20½ feet beam, 9 feet 1 inch draft, with a displacement of 180 tons. The vessel is in good condition and efficiently performs the duties of boarding incoming foreign vessels at Boston, Mass., and enforcing the motor boat laws in that harbor.

*Wissahickon.*—A harbor vessel built at Baltimore, Md., in 1904. She is of steel throughout; is 96½ feet long, 20 feet beam, 9 feet 5 inches draft, and displaces 195 tons. She is in very good condition, and performs the work of boarding incoming foreign vessels and enforcing the navigation laws at the port of Philadelphia, Pa.

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